

APPENDIX 5

INITIAL STUDY

**TRINITY COUNTY TRANSPORTATION COMMISSION
2016 REGIONAL TRANSPORTATION PLAN,
TRINITY COUNTY, CALIFORNIA**

August 8, 2017

Prepared by:
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TABLE OF CONTENTS

Project Overview and Determination	3
Project Title	3
Lead Agency Name and Address.....	3
Contact Person and Phone Number	3
Project Sponsor's Name and Address.....	3
Project Location and Setting.....	3
Project Description.....	4
Project Objectives.....	4
Program Purpose and Need.....	5
Noteworthy Changes to Project Lists: 2011 vs. 2016 RTP	6
Transportation/Land Use Integration	7
Other Public Agencies Whose Approval is Required (e.g., permits, etc.).....	7
Determination:	8
Evaluation of Environmental Impacts.....	9
Environmental Checklist.....	9
I. AESTHETICS	9
II. AGRICULTURE RESOURCES.....	10
III. AIR QUALITY	11
IV. BIOLOGICAL RESOURCES.....	13
V. CULTURAL RESOURCES	15
VI. GEOLOGY AND SOILS	16
VIII. HAZARDS AND HAZARDOUS MATERIALS	20
ix. HYDROLOGY AND WATER QUALITY	22
X. LAND USE AND PLANNING	24
Xi. MINERAL RESOURCES.....	25
Xii. NOISE	26
Xiii. POPULATION AND HOUSING.....	27
Xiv. PUBLIC SERVICES	28
XV. RECREATION	29
Xvi. TRANSPORTATION/TRAFFIC.....	30
Xvii. TRIBAL CULTURAL RESOURCES	31
Xviii. UTILITIES AND SERVICE SYSTEMS	32
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.....	33

PROJECT OVERVIEW AND DETERMINATION

PROJECT TITLE

Trinity County 2016 Regional Transportation Plan

LEAD AGENCY NAME AND ADDRESS

Trinity County Transportation Commission (TCTC)
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CONTACT PERSON AND PHONE NUMBER

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PROJECT SPONSOR'S NAME AND ADDRESS

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PROJECT LOCATION AND SETTING

The project area consists of the entire County of Trinity. Trinity County is located in the northwestern portion of California. The geography of the County is defined by the Trinity Alps, South Fork Mountain and other ridges of the Klamath Mountains and Coastal Range, carved by the deep canyons and valleys of the Trinity, Van Duzen, and Eel Rivers. There is an extensive wild and scenic river system, and the terrain is rugged and forested, with the highest points at around 9,000 feet. According to the 2000 Census, the county has a total area of 3,208 square miles of which, 3,179 square miles is land and 29 square miles is water. There are no incorporated cities or towns in Trinity County. Trinity County's Census Designated Places (CDPs) include Hayfork, Lewiston, and Weaverville. Smaller communities include Big Bar, Burnt Ranch, Douglas City, Junction City, Salyer, Trinity Center, Hyampom, Mad River, Ruth and Coffee Creek. Trinity County is bounded by five counties:

1. Mendocino County on the south
2. Humboldt County on the west
3. Siskiyou County on the north
4. Shasta County on the east
5. Tehama County on the southeast

The county seat and largest town is Weaverville, with approximately 3,500 people. The major highways in the County include State Route 3, State Route 36, and State Route 299. Four national protected areas are found in Trinity County:

- Mendocino National Forest (78,643 acres)
- Shasta-Trinity National Forest (933,674 acres)
- Six Rivers National Forest (229,601 acres)
- Whiskeytown National Recreation Area (222,134 acres)

PROJECT DESCRIPTION

The Trinity County Transportation Commission (TCTC) is the designated Regional Transportation Planning Agency (RTPA) for Trinity County. The Trinity County Transportation Commission (TCTC) is established by Section 29535 of the Government Code and organized per Chapter 3, Title 21 of the California Administrative Code.

The Regional Transportation Plan (RTP), to which this Initial Study is attached, serves as the planning blueprint to guide transportation investments in the County involving local, state, and federal funding over the next twenty years. The RTP was last updated by the TCTC in 2011. The horizon year for this 2016 RTP update is 2036. Transportation improvements are categorized as short-term (0-5 years), midrange (6-15 years) or long-term (16-20 years).

The overall focus of the RTP is directed at developing a coordinated and balanced multi-modal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan (2016-2036). The balance is achieved by considering investment and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, goods movement, railroad, and aviation.

A key issue for Trinity County is the deteriorating condition of the region's local streets and roads and the shortfall of funding needed to provide the level of maintenance necessary to prevent further deterioration during the life of this plan.

PROJECT OBJECTIVES

As defined by the 2010 RTP Guidelines, the purpose of the regional transportation plan is to accomplish the following objectives:

1. Provide an assessment of the current modes of transportation and the potential of new travel options within the region
2. Predict the future needs for travel and goods movement
3. Identify and document specific actions necessary to address the region's mobility and accessibility needs
4. Identify guidance and documentation of public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing
5. Provide information for the development of the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP), and the Interregional Transportation Improvement Program (ITIP)
6. Help identify project purpose and needs

7. Provide estimates of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP)
8. Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
9. Involve the public, federal, State and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation

The TCTC has prepared this 2016 RTP update based on these objectives consistent with the 2010 RTP Guidelines (adopted April 7, 2010).

PROGRAM PURPOSE AND NEED

The RTP guidelines adopted by the CTC require that an RTP “provide a clearly defined justification for its transportation projects and programs.” This requirement is often referred to as the Project Intent Statement or Project Purpose and Need. Caltrans’ Deputy Directive No. DD 83 describes a project’s “Need” as an identified transportation deficiency or problem, and its “Purpose” is the set of objectives that will be met to address the transportation deficiency. For Trinity County each table of projects by mode includes a qualitative assessment of purpose and need indicating a projects contribution to system preservation, capacity enhancement, safety, and/or multi-modal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the “livability” of residents in the County. The following definitions are used in this document.

System Preservation – This category of improvement indicates a project that serves to maintain the integrity of the existing system so that access and mobility are not hindered for travelers. Improvements may include bridge repairs, pavement repair, rehabilitation and reconstruction, airport runway repairs, and maintenance of signs and traffic control devices. In recent years, the lack of maintenance funding has resulted in a large amount of “deferred maintenance” that has actually lapsed into a serious need to “rehabilitate” roadways to maintain system preservation. Rehabilitation entails primarily overlay and/or chip seal work that can also be considered a safety improvement. The majority of road projects listed indicate either “rehabilitation” or “reconstruction” to maintain system preservation.

Capacity Enhancement – A capacity enhancement indicates a project that serves to increase traffic capacity and to help alleviate congestion and improve Level of Service. This result may be achieved by adding an additional lane of traffic, adding alternative routes, adding a passing lane, adding a turn-out for slow moving vehicles or adding improved intersection control. Because Trinity County experiences large volumes of truck and recreational traffic on many of its roadways, the ability of vehicles to travel at desired speeds is restricted. Traffic on the state highways through local communities makes it difficult to enter the highway from local side streets. Capacity enhancement projects are designed to increase travel speeds and provide for opportunities to pass slower vehicles safely. Additional capacity can also apply to airport projects where runways are added or extended. The desired outcome is to maintain acceptable levels of LOS on State and regionally significant roads, and acceptable capacity at the County’s airports.

Safety Projects – Safety improvements are intended to reduce the chance of conflicts between vehicles, keep vehicles on the road in their designated lane and to generally prevent injury to motorists using the transportation system. Safety improvements may include roadway and intersection realignments to improve sight-distance, guardrails, rumble strips, pavement or runway resurfacing to provide for a smooth travel surface, signage to clarify traffic and aviation operations, sidewalks, crosswalks, and traffic control for pedestrian safety, and obstacle removal along streets and highways and around airports. The desired outcome is to reduce the incident of accidents on County facilities and the societal costs in terms of injury, death or property damage.

Multi-modal Enhancement – These type of improvements focus on alternative modes of travel such as bicycling, walking, transit and air travel. Projects that are designated as multi-modal are designed to enhance travel by one or more of these alternative modes, provide for better connectivity between modes, and to improve non-auto access to major destinations and activity centers.

Nearly all of the roadway and transportation projects (Tier 1, Tier 2 and Tier 3 projects) identified in the Trinity County 2016 RTP update are “system preservation” projects. There are no new roadways proposed as part of the proposed project. The RTP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements in order to provide the best possible transportation/circulation system to meet the mobility and access needs of the entire County.

Due to the regional nature of the RTP, the analysis in this Initial Study focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environment assessments before each project is approved and implemented. Such future environmental review will be required in accordance with CEQA and, if federally funded, NEPA. Adoption of this Initial Study/Negative Declaration and approval of the RTP does not authorize Trinity County, Caltrans, or the smaller communities in the County to undertake construction of specific improvement projects identified in the RTP without further environmental review and consideration.

NOTEWORTHY CHANGES TO PROJECT LISTS: 2011 VS. 2016 RTP

New projects have been added to the lists of short, medium and long-range projects proposed in the 2011 RTP. Projects have been suggested by Caltrans and Transportation Commission staff and by members of the Board of Supervisors/ Transportation Commission, or requested by the public. Some long-range or “Unconstrained” projects included in the 2011 RTP have been deleted due to lack of support or loss of the proposed funding source.

There are a few noteworthy new projects proposed in this RTP that were not proposed in the 2011 RTP. These include rehabilitation of Canyon Creek Road in the long term (15 – 20 year) period. The previously proposed Traffic Signal or Roundabout at Forest Avenue/ Garden Gulch Street has been relocated to the intersection of SR 299 with Weaver Balley Road. Some new turn pockets at intersections with SR 299 in Junction City and Burnt Ranch have been added at the request of the public. A new turn pocket on SR 3 at Tom Bell Road has been added, due to construction of a new County jail at that location. A new Transit Facility, including bus storage, service and washing and office space, is proposed on County-owned property at the intersection of Lance Gulch Road with SR 3. Several new storm damage repair projects have been added after the 2016/2017 winter storms resulted in two declared disasters. Routine bridge replacement and safety projects have been added as the County continues to upgrade its structurally deficient bridges and take advantage of HSIP safety grants that come available.

The Highway Bridge Program (HBP) of replacing or rehabilitating bridges would continue routinely, prioritized based on the Caltrans bi-annual bridge inspections. Safety projects under the Highway Safety Improvement Program (HSIP) are competitively awarded based on accident records. Programs such as the State Transportation Improvement Program (STIP) and the new RMRA Program started under SB 1 provide the opportunity for Regional Transportation Planning Agencies to develop eligible projects based on transportation needs identified by the Pavement Management System or desires expressed by the community.

Projects that have not been carried forward from the 2011 RTP include several paving and rehabilitation projects on local roads and minor collectors. It remains unclear whether these projects on off-system roads will be eligible or considered high enough priority in future STIP cycles. They may be eligible for RMRA funds, however. By the next RTP, when the effects of SB 1 are more fully understood, and the large number of storm damage repair projects have been completed, the Pavement Management System will be used to extend the pavement rehabilitation program to these minor streets. In the meantime, there are more than enough projects on on-system roads to utilize all of the available funding for the next five

years. Therefore, the mid-term and long term project lists include general “Pavement Rehab & Reconstruction” projects on various roads that are yet to be identified.

TRANSPORTATION/LAND USE INTEGRATION

Transportation System Goal 1 in the Trinity County General Plan Circulation Element is to *“Provide for the long-range development of the county’s roadway system that is consistent with adopted land use patterns, ensure the safe and efficient movement of the people and goods, minimizes impacts on the attractiveness of the community, meets environmental and circulation objectives, and implements funding strategies for construction, improvement, and maintenance of existing and new roadways.”* These desired outcomes are consistent with the County’s overall mission to serve the public with integrity in an effective and efficient manner in order to create and sustain a safe, healthy, and productive environment. These transportation/land use principles are reinforced in the General Plan Circulation Element through the following objectives and policies:

Objective 1.1 – Establish consistency and/or linkages between transportation programs and land use plans

Policy 1.1.A – Update the Trinity County General Plan, Regional Transportation Plan, and/or Community Plans to provide consistency with the findings and/or recommendation of traffic studies, as appropriate.

Policy 1.1.B – Consider the Trinity County General Plan, Regional Transportation Plan, and/or Community Plans when assessing potential transportation projects.

Objective 1.2 – Determine and, as appropriate, address the probable land use impacts of transportation projects prior to approving or funding the projects.

Policy 1.2.A – Location, design and development of transportation projects shall be consistent with the adopted land use policies of the county.

Policy 1.2.B – Identify potential impacts and/or conflicts between potential growth-inducing transportation projects and the adopted land-use policies of the county.

Policy 1.2.C – Require mitigation for transportation projects with potentially significant impacts to existing or planned land uses in the county.

The RTP promotes the transportation/land use integration and recognizes that future development in Trinity County should occur in areas that will be easiest to develop without high public costs, have the least negative environmental effect, and that will not displace or endanger the county’s critical natural resources and agricultural and forest activities. This approach results in lower cost for improvements and increased operational efficiency of the transportation system because the system will be sized appropriately to reflect more compact growth in near proximity to existing or planned services. The advantages of compact growth extend to higher levels of mobility, connectivity, and accessibility for the elderly and disabled, and to helping manage the growth in vehicle miles traveled (VMT) and its subsequent direct relationship to trip length and air quality.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

Trinity County will be the Lead Agency for the proposed project pursuant to the California Environmental Quality Act (CEQA), Section 15050. No specific permits are required to approve the proposed RTP. Future permits and approval requirements vary among projects and may include, but are not necessarily limited to: Department of Fish and Game, Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, NOAA Fisheries Service, Caltrans District 2, U.S. Forest Service, Bureau of Land Management, Federal Highway Administration, Federal Aviation Administration, and the California Transportation Commission.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project. The significance level is indicated using the following notation: 1=Potentially Significant; 2=Less Than Significant with Mitigation; 3=Less Than Significant; 4=No Impact.

3	Aesthetics	4	Agriculture Resources	3	Air Quality
3	Biological Resources	3	Cultural Resources	3	Geology /Soils
3	Greenhouse Gas Emissions	3	Hazards & Hazardous Materials	3	Hydrology / Water Quality
4	Land Use / Planning	4	Mineral Resources	3	Noise
4	Population / Housing	4	Public Services	4	Recreation
3	Transportation/Traffic	3	Tribal Cultural Resources	3	Utilities / Service Systems
3	Mandatory Findings of Significance				

DETERMINATION:

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



August 8, 2017

Responsible Agency Staff Name: Richard Tippett

Date

Title: Executive Secretary

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. A less than significant impact can be a positive impact. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 17 environmental topic areas.

I. AESTHETICS

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Responses to Checklist Questions

Response a-d): **Less than Significant.** Views of scenic resources, including the Trinity Alps, scenic water resources (Trinity Lake, Trinity River, New River, Eel River, Mad River, Van Duzen River, Lewiston Lake, Ruth Reservoir and Ewing Reservoir) and other scenic resources (forest highways) in the county are available from highways and roadways throughout the county. The proposed project does not entitle, propose, or otherwise require the construction of new roadways in any of these areas. The proposed project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements, which would not significantly alter the aesthetics of an area or lead to indirect population growth as a result of access improvements into areas that are currently undeveloped.

The RTP also identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Implementation of the RTP would not result in significant or adverse changes to the visual quality of the county, and would not result in the introduction of increased nighttime lighting or daytime glare. This is a less than significant impact and no mitigation is required.

II. AGRICULTURE RESOURCES

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Responses to Checklist Questions

Response a): No Impact. Implementation of the proposed project would allow for roadway and multimodal transportation improvements throughout the County over the next 20 years. The proposed project would not result in the conversion of any agricultural lands to non-agricultural uses, and as such, would have no impact on any Prime Farmland, Unique Farmland or Farmland of Statewide importance. There is no impact and no mitigation is required.

Response b): No Impact. The proposed project does not propose any changes to General Plan land use designations or zoning districts, and would have no impact on zoning for agricultural use. The proposed project would not result in conflicts with any Williamson Act contracts, nor would it result in the cancellation of any Williamson Act contracts. Implementation of the proposed project will have no impact on a Williamson Act contract, and no mitigation is required.

Response c): No Impact. See responses a) and b) above. The proposed project will have no impact on agricultural lands or operations.

III. AIR QUALITY

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Responses to Checklist Questions

Under State Law, local and regional air pollution control districts have the primary responsibility for controlling air pollutant emissions from all sources other than vehicular emissions. Control of vehicular air pollution is the responsibility of the California Air Resources Board (CARB). In California, State standards are more stringent than Federal standards. The three primary pollutants prevalent within the County are listed below:

- *Ozone (O₃)* – smog formed through a chemical reaction of volatile organic compounds, nitrogen oxides and sunlight;
- *Carbon Monoxide (CO)* – a colorless, odorless gas that is considered toxic because of its tendency to reduce the carrying capacity of oxygen in the blood; and,
- *Suspended Particulate Matter less than 10 microns (PM₁₀)* – solid or liquid matter that can penetrate into the lungs and affect sensitive population groups such as children, the elderly, and people with respiratory diseases.

These pollutants are all emitted by motor vehicles. Motor vehicles also release fugitive PM10 dust that is re-entrained from road surfaces. Fugitive PM10 dust release is substantially higher on unpaved roads compared to paved roads.

Air quality is a significant consideration in planning for and evaluating the transportation system. The CARB divides the State into air basins and adopts standards of quality for each air basin. Trinity County is part of the North Coast Air Basin, with air quality managed by the North Coast Unified Air Quality Management District (NCUAQMD).

The NCUAQMD has a monitoring station located in Trinity County on the roof of the Courthouse in Weaverville. The only pollutant monitored at this site is Particulate Matter 10 (particulate matter ten microns in diameter or less) or PM10. Airborne Particulate Matter is caused by a combination of sources including fine fugitive dust, combustion from automobiles and heating, road salt, conifer pollen, and others. Constituents that comprise suspended particulates include organic, sulfate, and nitrate aerosols which are formed in the air from emitted hydrocarbons, and chloride, sulfur oxides, and oxides of nitrogen. The 24-hour Federal PM10 Standard is 150 µg/m³, while the State Standard is 50 µg/m³. The low population density, limited number of industrial and agricultural installations, and minimal problems with traffic congestion all contribute to Trinity County's generally good air quality. During the last three years of data (2014-2016), the North Coast Air Basin was in attainment with the Federal PM10 standard, but was in non-attainment for the State PM10 standard for 2 days during that period, in August 2015, by 7.6 µg/m³. This is likely due to numerous wildfires in the region. This is generally the case. In Trinity County, the primary sources of pollutants contributing to the non-attainment designation for PM10 are wood stoves, wind-blown dust from dirt roads and agriculture, and open burning such as backyard burns, prescribed burning and wildfire.

An air quality conformity determination is not required for adoption of this RTP, as Trinity County is not within a designated Federal non-attainment or maintenance area for air quality and is therefore exempt. However, since the County, and other areas in the North Coast District exceed the State PM10 standard, The North Coast Unified Air Quality Management District has established a PM10 Attainment Plan, which includes Transportation Control Measures (TCMs) and land use measures affecting motor vehicles. Some of the project alternatives proposed in this RTP would lead to reduced traffic congestion, resulting in slightly lower emissions. In addition, some projects to surface unpaved roads are in compliance with the PM10 Attainment Plan being implemented by the NCUAQMD. Therefore, this RTP is consistent with the District's PM10 Attainment Plan.

Responses a-e): Less Than Significant. It is the intention of the RTP to rehabilitate the current road base and improve existing and future circulation within the County wherever possible. The RTP also promotes alternative modes of travel, such as bicycle and pedestrian facilities and public transit. With this focus, improvements in the RTP may benefit regional air quality by reducing congestion on major roads and reducing vehicle miles travelled within the County.

Some of the road improvements contemplated in the RTP could have direct impacts on air quality, sensitive receptors, or create objectionable odors on a project-specific basis during construction. These impacts will be short-term and temporary.

Individual projects contemplated in the RTP will be subject to project-level environmental review prior to approval and construction. Measures, such as construction best management practices (BMPS), may be required for individual projects to reduce temporary short-term construction related impacts to air quality.

Long-term air quality impacts are not expected to result from any of the road construction projects, because they will not increase vehicle miles travelled by increasing roadway capacity or extending roads into new unserved areas. Therefore, the project would not result in any indirect or cumulatively adverse impacts on air quality.

The proposed project would not conflict with or obstruct the implementation of the air quality plan, or violate any air quality standard. The project is consistent with the Air Quality District's PM 10 Attainment Plan, and with State policies relating to reduction of Greenhouse Gas Emissions (See Section VII).

IV. BIOLOGICAL RESOURCES

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Trinity County extends from high elevations (+10,000 feet) in the Trinity Alps to lower elevations near 2,000 feet in the Weaverville basin. As a result of the changes in elevation, Trinity County includes a variety of climatic, soils and geographic conditions which, in turn, influence the distribution, variety, and abundance of the plant and animal species within the county. Trinity County contains a variety of vegetation associations, which support a diverse array of plant and animal species.

The variety of vegetative cover types in the county provide habitat for many different types of wildlife. Of particular significance is the large expanse of deer range located in the Trinity Alps. The migratory deer spend summers at high elevations in the Trinity Alps and migrate to lower elevations in the winter.

In the National Forests within Trinity County, the Forest Service maintains a habitat management program, the main objective of which is to maintain or enhance viable populations of fish and wildlife species. To ensure that viable populations of all species are maintained, several species have been

selected as "management indicator species" (MIS) to function as barometers for wildlife communities. These include species designated as Sensitive by the Forest Service, species of local interest, and species listed as Threatened or Endangered by either the Federal or State government. These include the bald eagle, peregrine falcon, and northern spotted owl (Threatened/Endangered); fisher, goshawk and marten (sensitive), black-tailed deer, douglas tree squirrel and western gray squirrel (harvest); tule elk (special interest); and acorn woodpecker, pileated woodpecker, and California thrasher (maintenance).

The major aquatic resources found in Trinity County include the Trinity River, North Fork of the Trinity, New River, South Fork of the Trinity, Eel River, Mad River, Van Duzen River, Trinity Lake, Lewiston Lake, Ruth Reservoir and Ewing Reservoir. High elevation streams in the national forests are occupied by species adapted to the cool, swift-moving, highly oxygenated waters. Such species include rainbow trout, steelhead trout, brook trout, brown trout, black bass, small mouth bass, catfish, kokanee salmon, and coho salmon (State and Federally listed as Threatened). Foothill and meadow streams generally flow in winter, but are intermittent in the summer.

Responses to Checklist Questions

Response a-f): Less than Significant. The proposed project does not propose the construction of new roadways in areas of the county that have previously been undisturbed. Nearly all of the roadway projects identified in the RTP update consist of rehabilitation efforts, which would occur within the roadbeds of the existing roadways, and would not have the potential to impact any special status species or habitat. Individual projects identified in the RTP update that may include the widening of a particular roadway would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any special status species, habitat, or wetlands. As such, implementation of the proposed project would not directly or indirectly impact any biological resources, wetland resources, or conflict with any habitat conservation plan or local ordinance protecting natural and biological resources. This is a less than significant impact and no mitigation is required.

V. CULTURAL RESOURCES

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Responses to Checklist Questions

Response a-d): Less than Significant. The proposed project (RTP) identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Nearly all of the roadway projects identified in the RTP update consist of rehabilitation and reconstruction efforts, which would occur within the roadbeds of the existing roadways, and would not have the potential to impact any known or previously undiscovered cultural resources. Individual projects identified in the RTP update that may include the widening or a particular roadway would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any cultural, historical, paleontological or archaeological resources. This is a less than significant impact and no mitigation is required.

VI. GEOLOGY AND SOILS

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Trinity County is located in the northwestern portion of California (**Figure 1**). The geology of the County is defined by the Trinity Alps, South Fork Mountain and other ridges of the Klamath Mountains and Coastal Range, carved by the deep canyons and valleys of the Trinity, Van Duzen, and Eel Rivers. There is an extensive wild and scenic river system, and the terrain is rugged and forested, with the highest points at around 9,000 – 10,000 feet. According to the 2000 Census, the county has a total area of 3,208 square miles of which, 3,179 square miles is land and 29 square miles is water.

Responses to Checklist Questions

Responses a-d): Less than Significant. Seismicity is directly related to the distribution of fault systems within a region. Depending on activity patterns, faults and fault-related geologic features may be classified as active, potentially active, or inactive. The entire state of California is considered seismically active and

is susceptible to seismic ground shaking, however, the most highly active fault zones are along the coastal areas.

Fault Rupture. A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e. earthquake) or slow (i.e. fault creep). The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped and it provides special development considerations within these zones. . While it is possible for a fault rupture throughout seismically active areas of California, there are no Alquist-Priolo Fault zones within Trinity County.

Seismic Ground Shaking. The potential for seismic ground shaking in California is expected. As a result of the foreseeable seismicity in California, the State requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from seismic ground shaking.

Liquefaction. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Most areas of Trinity County are considered to be at a low risk of hazards from liquefaction. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from liquefaction.

Landslides. Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The projects identified in the RTP consist primarily of roadway rehabilitation and reconstruction, and would occur within the existing right of way of the County's roadway system. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, the potential for impacts related to landslides is considered less than significant.

Lateral Spreading. Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Trinity County is considered to be at a low risk of hazards of lateral spreading. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from lateral spreading.

Erosion. Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Future roadway improvement projects would be required to implement measures during construction that would reduce potential impacts related to erosion. This is considered a less than significant impact.

Expansive Soils. Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and structures unless special engineering design is incorporated into the project plans. Any road improvements will be designed with input from Geotechnical Engineers who will incorporate measures to prevent damage to facilities due to expansive soils, if necessary. These standard practices will make impacts from expansive soils less than significant.

Response e: No Impact. Implementation of the RTP would not result in the use or expansion of any septic systems. Implementation of the proposed project would have no impact on this environmental topic, and no mitigation is required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Climate Change and Greenhouse Gas Emissions

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels back to 1990 levels.

In January 2007, the Legislature asked the CTC to review the RTP guidelines to incorporate climate change emission reduction measures. The request emphasized that RTPs should utilize models that accurately measure the benefits of land use strategies aimed at reducing vehicle trips and/or trip length. The CTC staff established an RTP guidelines work group to assist in the development of “best practices” for inclusion in the RTP Guidelines. The Addendum to the 2007 RTP Guidelines (May 29, 2008) provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have specific application to Trinity County. These recommendations are also part of the 2010 RTP Guidelines.

- Emphasize transportation investments in areas where desired land uses as indicated in a general plan may result in vehicle miles traveled (VMT) reduction or other lower impact use.
- Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities, and protect agricultural, forest and resource lands.
- Consider transportation projects that increase connectivity, emphasize non-auto modes or provide other means to reduce VMT.

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. RTPAs and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into non-auto modes of travel (mode shifting). The following RTP goals and objectives are established by Trinity County to lessen dependence on the automobile and to promote mode shifting to other forms of transportation.

- Goal 2: Provide affordable, reliable, and efficient public transportation options that are consistent with demand and available resources.
 - support public transit programs that are determined to be “reasonable to meet”
 - maximize county-wide transit service and inter-county connections
- Goal 3: Consider the environmental impacts of transportation projects including greenhouse gas (GHG) emissions and reduce, minimize or mitigate all impacts to the maximum extent feasible without sacrificing public safety. Improve the connectivity and quality of the regional bicycle network.
 - Develop a Transportation Demand Model that is capable of calculating the Vehicle Miles Traveled that will result from proposed development projects.
 - Consider potential increases in vehicle miles travelled early in the planning and design of transportation facilities.

In recent years, Trinity County has experienced a slow decline in population, and is forecast to continue this trend through 2050. Based on this trend and the guidelines established in the 2010 and 2017 RTP guidelines, the County is not required to run a network travel demand model to estimate VMT. However, the County is committed to implementing policies and strategies that reduce reliance on the automobile and contribute to the reduction of GHG, and to develop such a travel demand model for the next RTP in 2021.

Responses to Checklist Questions

Response (a): Less than significant impact. In addition to highways and roads, the RTP proposes to develop multi-modal improvements including transit, bicycle and pedestrian facilities. Investment in multi-modal projects provides air quality benefits and will help the County position itself to help reduce vehicle miles travelled (VMT) and, consequently, greenhouse gas emissions (GHG). However, the effectiveness in reducing automobile trips through mode shifting can be somewhat limited in rural areas. There are no road expansion projects that would increase VMT. Therefore the projects in the RTP will not generate additional GHG, directly or indirectly. To the extent the multi-modal projects are successful in converting vehicle trips to other modes of transportation, the RTP could lead to a reduction in GHG emissions.

Response (b): No Impact. Trinity County is not required to prepare a Sustainable Communities Strategy at this time, due to its rural nature. This RTP is consistent with existing State policies and regulations that require the County to consider greenhouse gasses in transportation planning practices. The Policy to develop a Transportation Demand Model that is capable of calculating the Vehicle Miles Traveled for the 2021 RTP will ensure that future RTPs remain consistent with existing and future State policies and regulations related to greenhouse gasses. There is therefore no conflict, and consequently, no impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Responses to Checklist Questions

Responses a-c): No Impact. A “hazardous material” is a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a potential hazard to human health or the environment when handled improperly. The proposed project does not propose new development or any use that would result in the transport, use, or disposal of

hazardous materials. Furthermore, the proposed project would not result in a foreseeable upset, accident, or emission of hazardous materials. Implementation of the proposed project would have no impact on this environmental topic and no mitigation is required.

Responses d): No Impact. There are no transportation projects in the RTP on any site that is registered with the Department of Toxic Substances Control. Therefore, implementation of the proposed project would have no impact on this environmental topic and no mitigation is required.

Response e-f): Less than Significant. Appendix 4F of the RTP includes a list of proposed improvement projects related to aviation facilities in the County. The proposed aviation facility improvements consist primarily of rehabilitation efforts, runway widening, taxiway construction, hangar construction and the implementation of other ancillary improvements such as lighting and wind detectors, etc. All improvements to aviation facilities within the County identified in the RTP are consistent with the applicable airport land use plans (ALUPs) and would not result in changes to the aviation and flight patterns surrounding County aviation facilities. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response g): Less than Significant. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The improvements identified in the RTP would improve the transportation network in Trinity County, which would serve to improve emergency response times countywide. Construction activities associated with projects identified within the RTP may result in temporary lane closures or short-term road closures that may temporarily impede emergency access to certain areas within the County during construction. However, each improvement project, when undertaken, will include measures to ensure that emergency access is not adversely impeded. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response h): Less than Significant. Wild fires are a major hazard in the State of California. Wild fires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wild fires have a role in the ecosystem, wild fires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

The proposed project consists primarily of projects that will improve and rehabilitate roadways throughout the County. There are no new homes, business or habitable structures proposed as part of the RTP. Therefore, implementation of the proposed project would not result in increased risks associated with wild fires. This is a less than significant impact and no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

Responses to Checklist Questions

Response a, f: Less than Significant. Implementation of the proposed project would result in the improvement and rehabilitation of roadways and transportation infrastructure throughout Trinity County. Operation of these transportation facilities will not violate water quality standards.

There is the potential for water quality impacts to occur during construction activities associated with the various projects identified in the RTP. Each project is subject to further project-level environmental review prior to approval and construction. During subsequent environmental review, potential project-specific construction impacts to water quality would be identified, and mitigation measures, in the form of BMPs, would be identified and implemented to ensure that impacts to water quality are reduced or avoided. If applicable, the county would prepare a Stormwater Pollution Prevention Plan, (SWPPP) and obtain Water Quality Certification or Waste Discharge Requirements, or a Waiver of Waste Discharge Requirements from the North Coast Regional Water Quality Control Board (NCRWQCB).

Impacts of specific projects will be mitigated to less than significant levels. The impact of this RTP is less than significant, and no mitigation is required for preparation of the RTP.

Response b-e: Less than Significant. The projects proposed in this RTP would not consume groundwater or surface water, except during construction. Some of the projects identified within the RTP may increase the area of impervious surfaces within local areas. The amount of impervious surfaces that may be added as a result of project implementation is negligible, and would not result in impacts to groundwater recharge rates or regional runoff. Most roads in Trinity County are surrounded by natural, unpaved and undeveloped surfaces. Low Impact Development (LID) and best management practices (BMPs) that treat and retain storm water runoff on the project site will be applied to all projects involving one acre or more. LID is a development site design strategy with a goal of maintaining or reproducing the pre-development hydrologic system through the use of design techniques to create a functionally equivalent hydrologic setting. LID emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to reflect pre-development hydrologic functions (infiltrate, capture, evapotranspire and store). Several recent transportation projects in the County have successfully implemented these practices. Impacts of specific projects will be mitigated to less than significant levels by implementation of LID and SWPPP practices. The impact of this RTP is less than significant, and no mitigation is required for preparation of the RTP.

Response g-j: Less than Significant. The project would not result in the development or construction of housing or other habitable structures that would be at risk from flooding events. No transportation facilities will be placed in the 100-year floodplain in a way that would impede or redirect flood flows. Improved transportation corridors will facilitate evacuation in the event of a flood. Preparation of the RTP will not have a significant impact on this environmental topic, and no mitigation is required.

X. LAND USE AND PLANNING

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Responses to Checklist Questions

Responses a-c): No Impact. Implementation of the proposed project would result in improvements to the County's transportation network. None of the proposed projects would divide any communities within the plan area. There are no changes to land uses or land use designations proposed as part of the RTP. The County General Plan was reviewed during preparation of the RTP, and the RTP is consistent with this document, as well as the local community plans. There are no habitat conservation plans or natural community conservation plans in Trinity County.

Therefore, there are no impacts to land use associated with the proposed project and no mitigation is required.

XI. MINERAL RESOURCES

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Responses to Checklist Questions

Response a-b): No Impact. The Office of Mine Reclamation periodically publishes a list of mines regulated under SMARA that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates or other mined materials to state or local agencies. There are 5 aggregate mines identified on the AB 3098 list in Trinity County. The list below identifies the active mines located in the County.

AB 3098 List – Active Aggregate Mines in Trinity County

Mine ID	Mine Name	Mine Operator
91-53-0002	Dinsmore Bar	Mercer-Fraser Company, INC.
91-53-0007	La Grange Mine	Eagle Rock, INC.
91-53-0015	Smith Pit Phase 2	Concrete Aggregate Products
91-53-0021	Blue Rock Quarry 2	Meyers Earthwork, INC.
91-53-0025	Mann Mine	Mann Mine

SOURCE: DEPARTMENT OF MINING AND GEOLOGY 2017

There are no active mines located within the areas proposed for improvement in the RTP. The proposed project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Implementation of the proposed project would have no impact on this environmental topic.

XII. NOISE

Would the project result in:

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

Responses to Checklist Questions

Responses a-d): Less than Significant. Implementation of the proposed project consists primarily of improvements to the existing transportation network in Trinity County. There are no new roadways proposed that would introduce new vehicle trips into areas not currently exposed to mobile noise sources from the existing transportation network. The improvements identified in the RTP would not directly result in increased vehicle trips on the County roadway network, and would therefore not result in increased noise levels from vehicles travelling on existing roadways and transportation facilities in the County.

Construction activities associated with the various improvements identified in the RTP could result in short-term temporary noise impacts in the immediate vicinity of the improvements. These noise increases would be temporary in nature, and construction activities in the vicinity of residences and other sensitive noise receptors would usually be limited to the daytime hours. There is the potential for nighttime construction to occur, primarily along SR 299 and SR 3. However, as described throughout this initial study, subsequent environmental review of project-specific impacts would be required prior to approval and implementation of future improvements. This future environmental review would identify the potential for short-term construction noise impacts to sensitive receptors, and assign mitigation measures as needed to reduce noise impacts. This is a less than significant impact and no mitigation is required.

Responses e-f): Less than Significant. The improvements to aviation facilities include runway expansion and widening that is consistent with approved airport land use plans. These improvements will not impact existing height restrictions and/or noise contours around the airport and there are no new sensitive receptors or residential areas near the improvements. This is a less than significant impact and no mitigation is required.

XIII. POPULATION AND HOUSING

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Responses to Checklist Questions

Responses a-c): No Impact. The proposed project consists primarily of the rehabilitation and reconstruction of the existing transportation network in Trinity County. Therefore, project traffic and transportation impacts would be largely beneficial to existing residents and users. The project would not result in the direct or indirect inducement of population growth. The proposed project includes projects that would occur primarily within the right-of-way of the existing transportation network, and would not displace any persons or housing units. There is no impact to population and housing, and no mitigation is required.

XIV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

Responses to Checklist Questions

Responses a): No Impact. As described throughout this initial study, the proposed project consists primarily of the rehabilitation and improvement of the existing transportation network in Trinity County. The projects included in the RTP would not extend roadway infrastructure into areas not currently served, and would not result in the direct or indirect growth of the County’s population. As such, the demand for increased public services, including police protection, fire protection, schools, parks and other public facilities would not increase as a result of implementation of the proposed project. There is no impact to public services, and no mitigation is required.

XV. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Responses to Checklist Questions

Responses a-b): No Impact. As described throughout this initial study, the proposed project consists primarily of the rehabilitation and improvement of the existing transportation network in Trinity County. The projects included in the RTP would not extend roadway infrastructure into areas not currently served, and would not result in the direct or indirect growth of the County's population. As such, the demand for increased recreational facilities would not increase as a result of implementation of the proposed project. There is no impact to recreation, and no mitigation is required.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Responses a, b, f): No Impact. The project is preparation of the Regional Transportation Plan, which is a plan and set of policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation. It establishes level of service standards and other standards established by the Trinity County Transportation Commission for the County's roads and highways. It also includes policies regarding public transit, bicycle and pedestrian facilities and airports. As such, there is no conflict with established applicable plans because this is the transportation management plan for the region. The RTP is also consistent with the circulation element of the General Plans, and would not result in conflicts or inconsistencies with that plan. Therefore there is no impact and no mitigation is required.

Response c): Less than Significant. The improvements proposed to aviation facilities including runway expansion and widening in the County would not result in an increase in flights or a change in

flight patterns, but mainly improve flight safety for existing aircraft operations. This is considered a less than significant impact and no mitigation is required.

Response d): Less than Significant. Several safety projects are included in the RTP to reduce sharp curves, dangerous intersections and lack of shoulders and guardrails. These projects will reduce road hazards, so the impact is positive and less than significant. No mitigation is required.

Response e): Less than Significant. The various roadways improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and eliminating existing safety and design hazards. This is considered a less than significant impact and no mitigation is required.

XVII. TRIBAL CULTURAL RESOURCES

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Responses to Checklist Questions

Response a-b): Less than Significant. The County has a standing Memorandum of Agreement with the Nor Rel Muk Band of Wintu Indians of Northern California that formalizes notification, consultation and monitoring procedures applicable to County public works projects, particularly transportation projects. This agreement requires consultation during the environmental phase of all projects, and allows for Tribal monitoring of construction within the Tribe’s ancestral lands within the County. Consultation is also conducted during the environmental phase with other Tribes for projects within their ancestral territories. If consultation for a project in the RTP reveals a concern about a potentially significant Tribal cultural

resource, the County will negotiate with the Tribe to determine a course of action regarding the project or treatment of the cultural resource that can be agreed on by all parties before the project can proceed. This is standard policy and is included in the RTP. Therefore, impacts on Tribal cultural resources will be less than significant, and no further mitigation is required.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Responses a-g): Less than Significant. The project consists of various roadway and transportation network improvement projects throughout the County. The project would not result in direct or indirect population growth, and as such, would not increase the demand for water supplies, landfill capacity or the treatment and/or conveyance of wastewater. The various roadway and infrastructure improvements may require modifications or expansions to existing and future stormwater conveyance infrastructure adjacent to roadways proposed for rehabilitation or modification. As described throughout this initial study,

projects identified in the RTP would be subject to project-level environmental review to determine if potential impacts to the County's stormwater detention and conveyance infrastructure may occur. This future project-specific environmental review may include mitigation measures, as appropriate, to avoid or lessen potential impacts to the stormwater infrastructure adjacent to roadway and other improvement projects. Construction of the projects identified in the RTP would not generate significant amounts of solid waste, and would not result in an exceedance of any landfill's capacity or violate any state, federal or local statutes related to the disposal of solid waste. This is considered a less than significant impact and no mitigation is required.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Responses to Checklist Questions

Responses a - c): Less than Significant. As described throughout the analysis above, the proposed project will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance. The proposed project would not result in new adverse environmental impacts. The project would not threaten a significant biological resource, nor would it eliminate important examples California history or prehistory. The proposed project does not have impacts that are cumulatively considerable, nor would it have substantial adverse effects on human beings. Implementation of the proposed project would have a less than significant impact on these environmental topics.