

*Butte County Association of Governments (BCAG)*

# **2016 Butte County Regional Transportation Plan and Sustainable Communities Strategy**

## **Initial Study**

**Prepared for:**

Butte County Association of Governments  
2580 Sierra Sunrise Terrace, Suite 100  
Chico, CA 95928

**Prepared by:**

Rincon Consultants, Inc.  
2220 J Street, Suite 7  
Sacramento, California 95816



**September 2015**

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## INTRODUCTION

### LEGAL AUTHORITY AND ENVIRONMENTAL DETERMINATION:

This Initial Study (IS) has been prepared in accordance with the *California Environmental Quality Act (CEQA) Guidelines* and relevant provisions of CEQA, as amended.

**Initial Study.** Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

- (1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR), or a Negative Declaration, or a Mitigated Negative Declaration, or an Exemption
- (2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
- (3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment to be made by the Lead Agency, based on the record as a whole, that the environmental effects of a project have been adequately mitigated or require further in-depth study in an EIR.

### EVALUATION OF POSSIBLE ENVIRONMENTAL IMPACTS AND SIGNIFICANCE DETERMINATION:

The following sections of this Initial Study provide discussions of the possible environmental effects of the proposed project for specific environmental issue areas that have been identified on the CEQA Initial Study Checklist. For each environmental issue area, potential effects are evaluated.

A “significant effect” is defined by Section 15382 of the *CEQA Guidelines* as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” According to the *CEQA Guidelines*, “an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

Following the evaluation of each environmental effect is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where a mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

## INITIAL STUDY

### PROJECT TITLE:

2016 Butte County Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS)

### LEAD AGENCY NAME AND ADDRESS:

Butte County Association of Governments  
2580 Sierra Sunrise Terrace, Suite 100  
Chico, CA 95928

### CONTACT PERSON AND PHONE NUMBER:

Brian Lasagna, Senior Planner  
(530) 879-2468  
BLasagna@bcag.org

### PROJECT SPONSOR:

Butte County Association of Governments  
2580 Sierra Sunrise Terrace, Suite 100,  
Chico, CA 95928

### PROJECT LOCATION:

The study area includes all of Butte County's 1,677 square miles. Located in California's Central Valley, Butte County is bounded by Tehama, Glenn, Colusa, Sutter, Yuba, and Plumas counties. There are five incorporated cities within Butte County: Biggs, Chico, Gridley, Oroville, and Paradise. Figure 1 on the following page provides the RTP-SCS Plan Area.

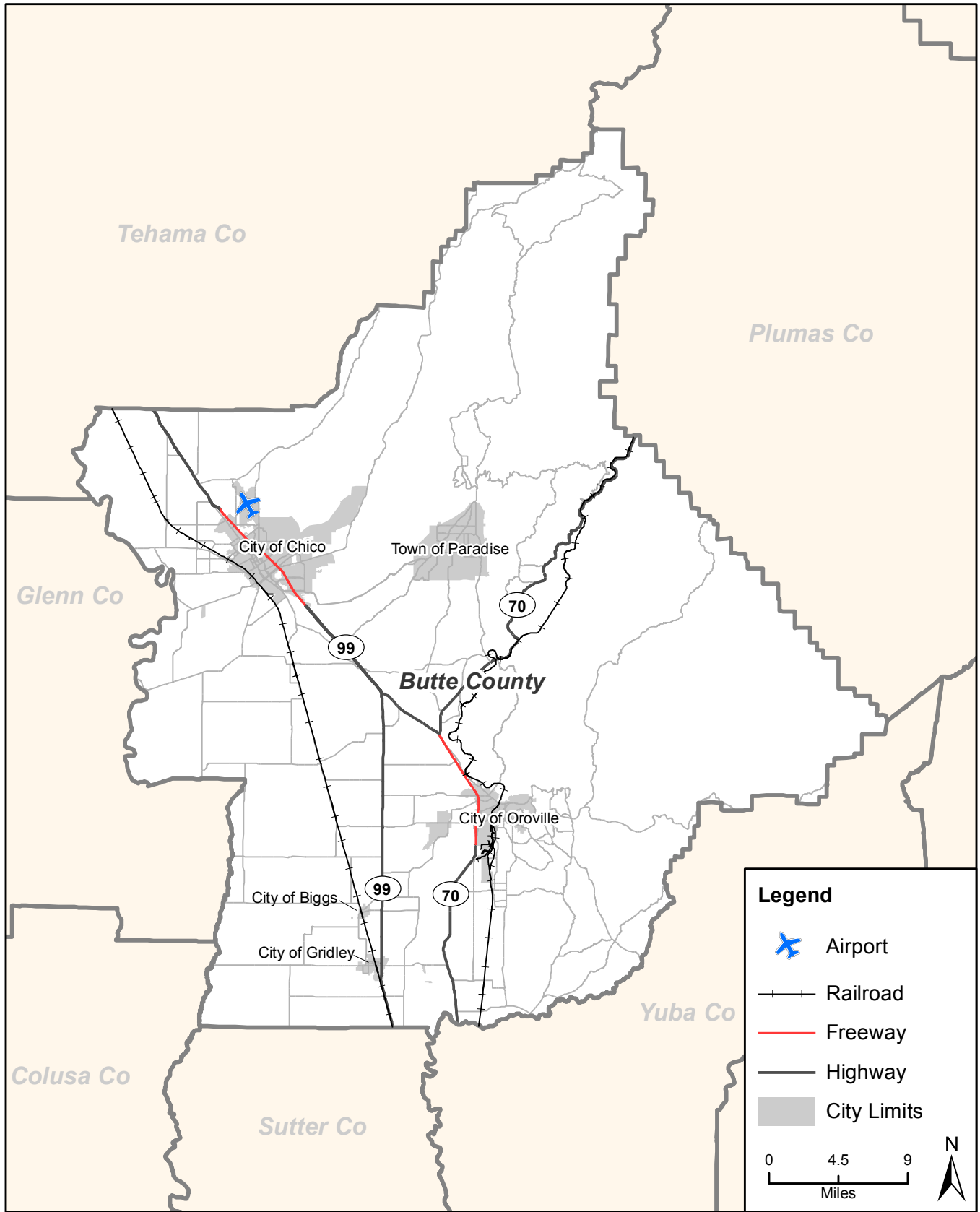
### GENERAL PLAN AND ZONING DESIGNATIONS:

The 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) is a regional planning document; therefore it covers the entire County. The RTP-SCS will include any and all General Plan land use and zoning designations that are established in the incorporated and unincorporated areas. The RTP-SCS does not propose to change any of these land use and zoning designations; rather, the land use scenario envisioned by the RTP-SCS is based on and would be consistent with the existing General Plan land use and zoning designations as established by the land use authorities in the incorporated and unincorporated areas.

### PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED:

Approval of the proposed project is at the discretion of the Butte County Association of Governments (BCAG), which is the lead agency for the 2016 RTP-SCS. It should be noted that





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Additional data provided by BCAG, 2015.

RTP-SCS Plan Area

Figure 1

additional environmental review may be required to be conducted by the project sponsor, as the lead agency for the individual transportation projects contained within the 2016 RTP-SCS, prior to project implementation. Depending on the location of the project, future approvals for individual transportation projects identified in the 2016 RTP-SCS would have to be completed by one or more of the following agencies:

- Butte County Association of Governments
- Butte County Regional Transit
- California Department of Transportation (Caltrans)
- Cities of Biggs, Chico, Gridley, Oroville, and Paradise
- County of Butte

## **DESCRIPTION OF PROJECT:**

The Butte County Association of Governments (BCAG), as both the federally-designated metropolitan planning organization (MPO) and the State-designated regional transportation planning agency (RTPA) for Butte County, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as a Regional Transportation Plan (RTP). The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. California Government Code §65080 et seq. and Title 23 United States Code (USC) §134 require Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) to prepare long-range transportation plans to: 1) establish regional goals, 2) identify present and future needs, deficiencies and constraints, 3) analyze potential solutions, 4) estimate available funding, and 5) propose investments. State Statutes require that the RTP serve as the foundation for the short-range transportation planning documents: the Regional and Federal Transportation Improvement Programs (RTIP and FTIP).

BCAG has the responsibility to prepare a Sustainable Communities Strategy (SCS) as part of the RTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (ARB).

Under both federal and State law, BCAG must update its RTP every four years. The 2016 RTP-SCS is the long-range planning, policy, action, and financial document for the Butte County Region. The RTP-SCS covers a 30-year period from 2016 to 2036 and is an update of the 2012 Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) (please note for the 2016 cycle, the plan will be called “Regional Transportation Plan” instead of “Metropolitan Transportation Plan” as it was in 2012). The RTP-SCS identifies the region’s transportation needs and issues and sets forth actions, programs, and projects to address those needs and issues. The RTP-SCS adopts policies, sets goals, and identifies financial resources to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that would serve the mobility needs of goods and people. In addition, as the MPO for Butte County, BCAG is required to prepare a SCS that demonstrates how GHG reduction targets will be met through integrated land use, housing,





and transportation planning. Thus the RTP-SCS will address both the transportation component of the RTP, as well as the land use component of the SCS. It should be noted that BCAG does not propose any land use changes, but rather the land use patterns envisioned by the RTP-SCS are based on the General Plan land use and zoning designations of the local agencies (the five incorporated cities and the county). The RTP-SCS would be consistent with the land use and zoning designations in the incorporated and unincorporated areas.

In 2010, the California ARB set GHG reduction targets for the BCAG region from on-road light-duty trucks and passenger vehicles as a 1% increase from 2005 emissions levels by 2020 and a 1% increase from 2005 emissions levels by 2035 (California Air Resources Board). The reduction targets are currently proposed to be updated in 2016. These targets apply to the BCAG region as a whole for all on-road light-duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions.

SB 375 specifically states that local governments retain their autonomy to plan local General Plan policies and land uses. The RTP-SCS rather is intended to provide a regional policy foundation that local governments may build upon, if they so choose. As described above, the RTP-SCS does not propose to change any land use and zoning designations; rather, the land use scenario envisioned by the RTP-SCS is based on and would be consistent with the existing local General Plan policies and land use designations as specified by the local agencies. As such, the RTP-SCS includes and accommodates the quantitative growth projections for the region based on the buildout of the local General Plans. SB 375 also requires that the RTP-SCS's forecasted development pattern for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.

In addition, the RTP-SCS EIR will lay the groundwork for the streamlined review of qualifying development projects within Transit Priority Areas.<sup>1</sup> Qualifying projects that meet statutory criteria and are consistent with the RTP-SCS are eligible for streamlined environmental review pursuant to CEQA.

#### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, and either would be mitigated as described in this Initial Study, or involve at least one impact that would be addressed in the EIR, as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics                 | <input checked="" type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality             |
| <input checked="" type="checkbox"/> Biological Resources       | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Greenhouse Gases        |
| <input checked="" type="checkbox"/> Geology/Soils              | <input type="checkbox"/> Hazards/Hazardous Materials                   | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning          | <input type="checkbox"/> Mineral Resources                             | <input checked="" type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population/Housing                    | <input type="checkbox"/> Public Services                               | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Utilities/Service Systems                     |   |

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<sup>1</sup> A Transit Priority Area is an area within 1/2-mile of high quality transit: a rail stop or a bus corridor that provides or will provide at least 15-minute frequency service during peak hours by the year 2035.



**DETERMINATION:**

On the basis of this initial evaluation:

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

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Brian Lasagna, Senior Planner  
Butte County Association of Governments

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Date



**EVALUATION OF ENVIRONMENTAL IMPACTS:**

<b>I. AESTHETICS</b> - <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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		

a, c. Butte County contains many scenic resources including: Table Mountain Spring Floral Area, Central Buttes, Sacramento River and its Riparian Corridor, Butte Creek Canyon, Lake Oroville, Philbrook Lake, and Feather Falls Scenic Area Features. Transportation projects included in the RTP-SCS could adversely affect scenic vistas and resources and degrade the existing visual quality of an area. Increases in the dimensions of existing routes and structural rehabilitations could entail the removal of existing vegetation and/or open space that lines scenic roadways, altering scenic views. However, the incorporation of Mitigation Measures AES-1(a) and AES-1(b) would reduce the impacts to scenic resources and the visual character of the area to less than significant.

BCAG recommends that project sponsors (those lead agencies overseeing implementation of individual transportation projects) implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2016 RTP-SCS that would adversely affect scenic vistas and resources and degrade the existing visual quality.

**AES-1(a)** Where a particular 2016 RTP-SCS transportation improvement project affects adjacent landforms, the project sponsor shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade.

**AES-1(b)** The project sponsor shall ensure that landscaping is installed to restore natural features along corridors after widening, interchange modifications, realignment, or construction of ancillary facilities. Associated landscape materials and design shall enhance landform variation, provide erosion control, and blend with the natural setting. To ensure compliance with approved landscape plans, the implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation.

b. Butte County does not contain any State designated scenic highways. The County has designated six scenic routes within Butte County: Portions of State Route (SR) 32 north of Chico, portions of SR 70 north of the SR 149 intersection, the Skyway with it expansive views of the



Northern Sacramento Valley and Coast Range, the southern portions of SR 191 and Pentz Road, the portion of SR 162 along Lake Oroville, and portions of Forbestown Road and Lumpkin Road. SR 70 north of 149 is an eligible State Scenic Highway, however it has not been officially designated. These resources have the potential to be significantly impacted by implementation of transportation improvements, through the removal of vegetation, addition of safety barriers and sound walls, or the incremental transformation in visual character from rural to more urban. However, the incorporation of Mitigation Measures AES-2(a) and AES-2(b) would reduce impacts to less than significant.

BCAG recommends that project sponsors implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2016 RTP-SCS that would adversely affect scenic resources.

- AES-2(a)** The project sponsor shall ensure that a project in a scenic view corridor will have the minimum possible impact upon foliage, existing landscape architecture, and natural scenic views, consistent with project goals.
  
- AES-2(b)** Potential noise impacts arising from increased traffic volumes associated with adjacent land development shall be preferentially mitigated through the use of setbacks and the acoustical design of adjacent proposed structures. The use of sound walls, or any other architectural feature that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony. In addition, sound walls should be complementary in color and texture to surrounding natural features.

d. Transportation projects have the potential to create new light sources that could affect nighttime views. The addition of street lighting that spills onto adjacent properties could be introduced, which would alter nighttime views, particularly on scenic routes. The incorporation of Mitigation Measure AES-3 would reduce these effects to less than significant.

BCAG recommends that project sponsors implement the following mitigation measure for applicable transportation projects. This measure can and should be implemented for all projects developed pursuant to the 2016 RTP-SCS that would create new light sources that could affect nighttime views.

- AES-3** Roadway lighting shall be minimized to the extent possible, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting, and using as few lights as necessary to achieve the goals of the project.

<b>II. AGRICULTURE AND FOREST RESOURCES</b> -- <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<b>X</b>			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>X</b>			
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			<b>X</b>	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			<b>X</b>	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<b>X</b>			

a, b, e. As the largest land use in Butte County, the RTP-SCS has the potential to conflict with agricultural land. Transportation projects proposed by the RTP-SCS and land use development envisioned by the SCS could potentially alter or convert agricultural lands to more urban uses. These issues will be further addressed in the EIR.

c, d. Butte County has a long growing season and deep soils, which creates good growing conditions for mixed conifer forest in the northeastern portion of the county. The forest is dominated by sugar pine, ponderosa pine, Douglas fir, white fir, and incense cedar. Timberlands are on both public and private lands, with some logging controlled by the US Forest Service and some regulated by the California Department of Forestry and Fire Protection (CalFIRE). In order for any forestland to be converted from timber production to an alternate use, a Timberland Conversion Permit (TCP) would be need to be issued by CalFIRE, which acts as the lead agency under CEQA for forestland, with the County being the responsible agency. In order for a TCP to be approved by CalFIRE, the project plan must incorporate mitigation



measures to substantially lessen or avoid environmental impacts. The RTP-SCS would not conflict with forestland or timberland and any projects that would occur in forestland or timberland as a result of the RTP-SCS would be required to adhere to US Forest Service and/or CalFIRE requirements including the preparation of TCP if applicable. Thus impacts related to forestland or timberland would be less than significant.

<b>III. AIR QUALITY - Would the project<sup>1</sup>:</b>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	<b>X</b>			
b) Violate any stationary source air quality standard or contribute substantially to an existing or projected air quality violation?	<b>X</b>			
c) Result in a 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)?	<b>X</b>			
d) Expose sensitive receptors to substantial pollutant concentrations?	<b>X</b>			
e) Create objectionable odors affecting a substantial number of people?	<b>X</b>			
<i>1 Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations</i>				

a-e. Butte County is located within the Sacramento Valley Air Basin (SVAB). The SVAB is composed of nine air districts, including Butte County Air Pollution Control District (BCAPCD). The BCAPCD is responsible for implementing programs and regulations required by the Federal and State Clean Air Acts. Butte County is in nonattainment for state and federal 8-hour ozone, state 24-hour PM10, federal 24-hour PM2.5, and state annual PM2.5 standards (Butte County Air Quality Management District, 2014).

The RTP-SCS could increase pollutant emissions from improvements to existing transportation infrastructure or development of additional infrastructure. Future development associated with transportation projects listed in the RTP-SCS and future land use patterns established by the local agency’s general plans and envisioned by the RTP-SCS may increase air pollution due to construction activities and/or operational emissions. Buildout of the proposed RTP-SCS could also result in the creation of isolated objectionable odors. Air quality impacts associated with the RTP-SCS will be assessed in the EIR.

<b>IV. BIOLOGICAL RESOURCES -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<b>X</b>			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<b>X</b>			
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?	<b>X</b>			
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?	<b>X</b>			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>X</b>			
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?	<b>X</b>			

a-f. Existing undeveloped lands in the county provide open space and habitats that are considered sensitive. Transportation projects contained in and future land use patterns envisioned by the RTP-SCS may have the potential to affect sensitive species, their habitats, and wildlife corridors.

Butte County contains a variety of biological communities, special status species, important wildlife areas, and migratory deer herds. Biological communities in Butte County include conifer forest, oak woodland, riparian woodland, chaparral, annual grasslands, open water, and wetlands. Special status species include 77 plant species, 47 wildlife species, and five fish species that have been documented in or have the potential to occur in Butte County (Butte County General Plan 2030, Conservation and Open Space Element). Important wildlife areas in Butte County are public lands that have been conserved for the benefit of wildlife, these include Big Chico Creek Ecological Preserve, the Butte Creek Ecological Preserve, Bidwell Park, Table Mountain, the Gray Lodge Wildlife Area, the Oroville Wildlife Area, the Sacramento River Wildlife Area, and the Sacramento River National Wildlife Refuge. Migratory deer herds migrate from higher elevations in Plumas and Lassen Counties to lower elevations in Butte County in the winter. Their winter range in Butte County comprises most of central Butte County and includes critical winter range areas.

The Butte Regional Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) (BR HCP/NCCP) provides an assessment of the county’s natural resources and a



strategy for protecting those resources. The BR HCP/NCCP focuses on the western half of Butte County, where the conflict between urban development and protected species is greatest.

Impacts to biological resources which may occur as a result of the RTP-SCS will be analyzed in the EIR.

<b>V. CULTURAL RESOURCES -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<b>X</b>			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<b>X</b>			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>X</b>			
d) Disturb any human remains, including those interred outside of formal cemeteries?	<b>X</b>			

a-d. The prehistoric archaeological sensitivity of Butte County is considered high and the historic archaeological sensitivity of Butte County is considered moderately high. Over 2,900 prehistoric archaeological sites and 1,500 historical sites are spread throughout Butte County. 129 archaeological sites are eligible for or have been listed on the National Register of Historic Places and are therefore on the California Register of Historic Resources (Butte County General Plan 2030, Conservation and Open Space Element). Transportation projects contained in and future land use patterns envisioned by the RTP-SCS have the potential to impact these cultural resources. These issues will be addressed in the EIR.

<b>VI. GEOLOGY AND SOILS -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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.</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>		<b>X</b>		
b) Result in substantial soil erosion or the loss of topsoil?		<b>X</b>		





<b>VI. GEOLOGY AND SOILS -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?		<b>X</b>		
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?		<b>X</b>		
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?		<b>X</b>		

a-e. The Cleveland Hills fault is the only active fault in Butte County identified by the Alquist-Priolo Earthquake Fault Zoning Map (California Division of Mines and Geology). Seismic activity can also be caused by faults located as far as 100 miles away, including Coast Ranges faults, the San Andreas Fault, the Midland-Sweitzer Fault, the Melones Fault zone, and Eastern Sierra faults. Smaller active faults are also present in Butte County and surrounding areas that could be potentially active. Future seismic events could significantly impact Butte County and earthquakes with a magnitude of up to 7.0 are possible. Butte County is also susceptible to liquefaction, seiches, landslides, erosion, expansive soils, and subsidence (Butte County General Plan, Health and Safety Element). While transportation projects in the RTP-SCS have the potential to be exposed to these hazards, the incorporation of mitigation measures GEO-1(a) and GEO-1(b) will reduce the impact to less than significant.

BCAG recommends that project sponsors implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2016 RTP-SCS that could potentially be adversely effected by seismic ground shaking, liquefaction, seiches, landslides, erosion, expansive soils, and/or subsidence.

**GEO-1(a)** For an RTP-SCS project involving a bridge, the lead agency shall ensure that the structure is designed and constructed to the latest geotechnical standards. In most cases, this will necessitate site-specific geologic and soils engineering investigations to exceed the code for high ground shaking zones. This can be accomplished through the placement of conditions on the project by the lead agency during individual environmental review.

**GEO-1(b)** For an RTP-SCS project that involves cut slopes over 15 feet in height, the lead agency shall ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls, and soldier piles.



<b>VII. GREENHOUSE GAS EMISSIONS -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	X			
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	X			

a-b. It is a primary objective of the RTP-SCS to reduce GHG emissions in the BCAG region from passenger vehicles to target levels established by ARB (a 1% increase from 2005 emissions levels by 2020 and a 1% increase from 2005 emissions levels by 2035). Nevertheless, transportation projects included in and the land use scenario envisioned by the RTP-SCS may result in an increase in greenhouse gas emissions due to construction activities and/or operational emissions. Greenhouse gas emissions associated with the RTP-SCS will be further assessed in the EIR.

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 likely 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	



a-c. Transportation projects under the RTP-SCS could potentially facilitate the transport of hazardous materials on roadways in Butte County but would not directly result in a transportation related hazard. All transport of hazardous materials would be required to comply with existing laws and regulations, such as the federal Resource Conservation and Recovery Act (RCRA) and the state Hazardous Waste Control Act and California Vehicle Code. This would ensure that the transport of hazardous materials, the handling of hazardous substances within proximity to schools, and the release of hazardous materials would be adequately controlled such that impacts would be less than significant.

d. With respect to hazardous materials sites listed under Government Code Section 65962.5, the majority of transportation improvements involve modification of existing facilities, rather than construction of new facilities, and would not occur on known hazardous sites. With regard to future projects that would develop new facilities, because of the programmatic nature of the project, it is not possible to determine with accuracy whether future projects located on previously undisturbed land would contain hazardous materials. However, such projects would be required to address any on-site environmental issues, including any potential hazardous materials, and remediate identified contamination beyond action levels accordingly. Impacts would be less than significant.

e-f. Some projects associated with the RTP-SCS may be located within an airport land use plan or within the vicinity of a private airstrip. However, the RTP-SCS would not directly expose people or create a new airport safety hazard. Impacts would be less than significant.

g. The implementation of the RTP-SCS would not have an adverse effect on adopted emergency response plans or emergency evacuation plans. By improving roadways and circulation in Butte County, there could be a beneficial impact on emergency response and evacuation. Impacts would be less than significant.

h. The implementation of the RTP-SCS would not increase risk of wildland fires or increase exposure of people or structures to wildland fires. The majority of future projects would be transportation improvements and modifications of existing facilities. Impacts would be less than significant.

<b>IX. HYDROLOGY AND WATER QUALITY</b> - <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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	X			



course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
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	

a-f. Drainage patterns may be altered as a result of projects associated with the RTP-SCS. Projects may introduce impervious surfaces in undeveloped areas, which could result in increased surface runoff that has the potential to affect surface water quantities, result in changes to absorption rates, discharge degraded surface water quality, affect the capacity of existing or planned drainage systems, and/or create erosion. The EIR will further analyze the impacts associated with these issues.

g. The RTP-SCS would not place housing in a flood hazard area. No housing is proposed by the plan and no land use designations would be changed by the plan. The RTP-SCS would have no impact on housing in flood plains.

h-i. Portions of Butte County lie in FEMA flood zones. Transportation projects associated with the RTP-SCS have the potential to expose people or structures to flooding and to impede or redirect flood flows. These impacts will be further addressed in the EIR.

j. Butte County is located inland and is not subject to inundation by tsunamis. Mudflow is not an issue in Butte County due to climate and geography. No seiches have been recorded in Butte County. While the potential for seiches does exist, the likelihood is low and the majority of RTP-SCS projects would be improvements to existing roadways and would not introduce new facilities to the environment. Any new facilities would be required to address any on-site environmental issues. Impacts related to seiches would be less than significant.

<b>X. LAND USE AND PLANNING –</b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?			<b>X</b>	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<b>X</b>			

a. The RTP-SCS transportation projects are designed to improve traffic and circulation throughout Butte County. However, the implementation of RTP-SCS projects could temporarily or permanently disrupt existing residences and business. During construction on both new and existing roadways, businesses may be temporarily disrupted through temporary road or land closures, or blockage of access to parking. Projects that involve extension of roadways may result in displacement of residents or businesses. While the majority of transportation projects would occur within the existing roadway rights-of-way, it is possible that future projects, particularly widening or expansion projects, could encroach onto private property or limit access. Access and disruption impacts associated with construction would occur to varying degrees with all construction projects, but would be most acute in urban areas with high volumes of traffic and businesses that depend upon ease of vehicular access. These impacts are significant; however the implementation of mitigation measures LU-1(a-c) would reduce impacts to less than significant.

BCAG recommends that project sponsors implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2016 RTP-SCS that could potentially adversely effect communities.

- LU-1(a)** The individual project lead agency of RTP-SCS projects with the potential to displace residences or businesses should assure that project-specific environmental reviews consider alternative alignments and developments that avoid or minimize impacts to nearby residences and businesses.
- LU-1(b)** Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the individual project lead agency should ensure that all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate. In addition, the lead agency shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.
- LU-1(c)** For all RTP-SCS projects that could result in temporary lane closures or access blockage during construction, a temporary access plan should be implemented by the lead agency to ensure continued access to affected cyclists, businesses, and homes. Appropriate signs and safe access shall be guaranteed during project construction to ensure that businesses remain open.



b. State-level policies applicable to the RTP-SCS include MAP-21, Caltrans Smart Mobility 2010, SB 375, and AB 32. The RTP-SCS contains goals that guide future transportation improvement projects and land use patterns within the region. The goals of the RTP-SCS are based on, and consistent with, both the planning factors stated in MAP-21, and the Caltrans Smart Mobility 2010 framework, tailored to the Butte County region. Additionally, the Butte County General Plan and the general plans of the five incorporated cities in the County each provide for cooperation with the Butte County Association of Governments as the Regional Transportation Planning Agency in their respective Circulation Elements. The RTP-SCS represents a voluntary strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency general plans or land use regulation be consistent with the RTP-SCS. Full participation, therefore, is dependent on local government policy decisions and voluntary local government action.

The objective of the RTP-SCS is to provide for a comprehensive transportation system of facilities and services that meet the public’s need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region. Therefore, impacts regarding conflict with local plans, policies, and regulations, would be less than significant.

c. The Butte Regional Conservation Plan (BRCP) is a Natural Community Conservation Plan (NCCP) and a Habitat Conservation Plan (HCP) to provide endangered species and wetland protection. The BRCP covers the western half of Butte County. The RTP-SCS has the potential to significantly impact the BRCP. These impacts will be further evaluated in the EIR’s Biological Resources section.

<b><i>XI. MINERAL RESOURCES – Would the project:</i></b>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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	

a-b. Most mining in Butte County focuses on sand and gravel, with other mineral resources being extracted in smaller quantities. Most gravel and sand is mined from the gravel belt, which runs north to south down the middle of the County. Gravel is also present along the Sacramento River; however the area is no longer mined due to environmental constraints and the high water table. A more minor mineral resource in Butte County is gold, mined with placer mining, a method of removing surface gold bearing gravels and washing or chemically extracting the gold ore from the gravel. There are no permitted placer mines in Butte County; however the Department of Fish and Wildlife regulates suction dredge mining in the county’s creeks and rivers. Drift mining for buried placer deposits and lode mining are also utilized for gold extraction. Lode gold mines in Butte County include the Blue Lead, Ohio Dix, and Carr



mines (Butte County General Plan 2030, Conservation and Open Space Element). The location of the buried placer deposits are throughout the county and are not easily identified.

The Surface Mining and Reclamation Act of 1975 (SMARA) requires all cities and counties to incorporate mapped designations, approved by the State Mining and Geology Board, into their General Plans. This includes lands categorized as Mineral Resource Zones (MRZs), with the most significant being land designated as mineral resources that are of regional or statewide importance. These must be recognized and have established policies and programs for their conservation and development in the local General Plan. While the State Geologist has not yet mapped the mineral resources in Butte County, Martin Marietta Materials Table Mountain Quarry, an active basalt mine, near Oroville, was petitioned for classification. Part of the 320 acres of land, has been classified as a mineral resource of regional or statewide significance. Additionally, a portion of M&T Chico Ranch was classified as a mineral resource of regional or statewide significance (Butte County General Plan 2030, Conservation and Open Space Element). While this site is a proposed mining site, the proposal was not approved and is not currently being considered for mining.

While these resources exist in the RTP-SCS plan area, their use would not be affected by implementation of the RTP-SCS. The RTP-SCS would not alter any land use designations and there would be no loss of availability of a known or important mineral resource as a result of the RTP-SCS. Impacts to mineral resources would be less than significant.

<b><i>XII. NOISE</i></b> - <i>Would the project result in:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?	<b>X</b>			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<b>X</b>			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>X</b>			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>X</b>			
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?	<b>X</b>			
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?	<b>X</b>			

a-f. Implementation of the RTP-SCS and its associated transportation projects have the potential to increase noise generating uses and vehicular traffic in addition to possibly locating noise generating uses near noise sensitive land uses. Short-term noise level increases could arise from project construction, while long-term increases may be associated with changes in traffic



patterns. Additionally, projects and noise increases could be associated with airports and airstrips in Butte County. These issues will be further evaluated in the EIR.

<b><i>XIII. POPULATION AND HOUSING --</i></b> <i>Would the project:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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)?			<b>X</b>	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			<b>X</b>	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			<b>X</b>	

a-c. The proposed RTP-SCS would not cause an increase in population beyond anticipated growth in the region. The improvements associated with the RTP-SCS are designed to support the transportation needs of the growing population. All transportation improvement projects and land uses in the RTP-SCS are anticipated by the General Plans of the applicable local jurisdictions in Butte County. Projects in the RTP-SCS would not change housing patterns nor remove or add housing. No people would be displaced due to the projects and replacement housing would not be necessary. Therefore, impacts from the RTP-SCS on Population and Housing would be less than significant.

<b><i>XIV. PUBLIC SERVICES -</i></b> <i>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:</i>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Fire protection?			<b>X</b>	
b) Police protection?			<b>X</b>	
c) Schools?			<b>X</b>	
d) Parks?			<b>X</b>	
e) Other public facilities?			<b>X</b>	

a - e. The transportation projects associated with the RTP-SCS would not generate demand for police or fire services, schools, parks, or other facilities. The RTP-SCS is designed to improve circulation and movement in Butte County which would facilitate police and fire movement throughout the County. The RTP-SCS would not induce new population growth beyond growth already anticipated by the General Plans of the County and five cities in Butte County and therefore would not increase the use of police, fire, schools, parks, or other public services. Planned transportation improvements would be expected to improve service response times. The impact of the RTP-SCS on public services would be less than significant.





<b><i>XV. RECREATION -</i></b>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
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?			<b>X</b>	

a-b. The RTP-SCS and its associated transportation projects would not generate demand for park land, as the projects would not generate population growth. Future infill and development projects may increase demand on park land, however this demand would not exceed that which is already anticipated by the respective areas in which these projects would be located. Impacts to recreation would be less than significant.

<b><i>XVI. TRANSPORTATION/TRAFFIC -</i></b> Would the project:	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with an applicable plan, ordinance or policy establishing a measure 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?	<b>X</b>			
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?	<b>X</b>			
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?	<b>X</b>			
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<b>X</b>			
e) Result in inadequate emergency access?	<b>X</b>			
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<b>X</b>			

a-f. Although the transportation projects envisioned by the RTP-SCS are intended to reduce traffic congestion in the region, the projects may nevertheless result in increased volumes of traffic on certain roads, and/or alter existing traffic patterns. Either individually or cumulatively, these projects have the potential to exceed a level of service standard for designated roads or highways which may conflict with an applicable plan, ordinance, policy or



congestion management program. Transportation projects would also have the potential to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in safety risks. The implementation of individual projects listed in the RTP-SCS may result in an increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). These projects would also have the potential to result in inadequate emergency access, as well as conflict with adopted policies, plans, or programs supporting alternative transportation. These issues will be discussed in the EIR.

<b>XVII. UTILITIES AND SERVICE SYSTEMS</b> -Would the project:	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g). Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a-c, e-g. The RTP-SCS consists of transportation improvements and modifications to enhance maneuverability throughout Butte County. These improvements would not exceed wastewater treatment requirements, require construction or expansion of wastewater treatment facilities, require a determination by the wastewater treatment provider, or conflict with regulations pertaining to solid waste. Construction activities may generate solid waste that would need to be disposed of at a local landfill. However, the waste generation would be temporary and reduced by compliance with the California Green Building Code, which requires that construction operations recycle a minimum of 50% of waste generation. Future infill projects envisioned by the land use scenario in the RTP-SCS may need to connect to sewer services, increase demand for wastewater treatment, or require the upgrading of sewers. These would be addressed at the time of the projects by the local agency. These projects may also generate additional solid waste that would need disposed of at a local landfill.

However, these additional demands would not exceed the anticipated demand from current growth anticipated in the General Plan of the County and each of the five cities within the



County. The RTP-SCS would not result in increased growth above what is already anticipated. Therefore, impacts to public utilities would be less than significant.

d. Sixty-nine percent of Butte County’s water supply is from surface water from the Sacramento River watershed and 31% is groundwater, with the majority of water usage, 71%, being used for agricultural purposes (Butte County General Plan 2030, Water Resources Element). Water supply and water quality will be further addressed in the Hydrology / Water Quality section of the EIR.

<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Impact to be Addressed in the EIR</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?	<b>X</b>			
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)?	<b>X</b>			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>X</b>			

a. The RTP-SCS is a guide for the development of transportation improvements and forecasts land use patterns within the plan area consistent with the existing local General Plan policies and land use designations as specified by the local agencies. The RTP-SCS also includes policies that would reduce or prevent impacts to the environment. Nevertheless, the RTP-SCS may generate impacts in the following areas: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hydrology and Water Quality, Land Use and Planning, Noise, and/or Transportation and Traffic. These impact areas will be further evaluated in the EIR and any feasible mitigation measures will be identified in order to avoid and/or reduce any significant impacts to the environment.

b. The cumulative impacts of the proposed RTP-SCS could be cumulatively considerable. In combination with other plans, projects proposed by the RTP-SCS have the potential to have an adverse impact. The cumulative effects of the project will be further evaluated in the EIR.

c. The proposed RTP-SCS could potentially cause adverse effects on human beings. Potential impacts from the RTP-SCS include Noise, Air Quality, Aesthetics, Cultural Resources, and Agricultural Resources. Potential direct and indirect impacts to humans will be further



discussed and evaluated in the EIR and mitigation measures shall be identified to avoid or reduce any potential impacts.

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