

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 5, 2005  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR  
THE 2005 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN,  
ADOPTING FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND  
ADOPTING THE 2005 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS, the Santa Cruz County Regional Transportation  
Commission (SCCRTC), in compliance with state law, is required to  
prepare and periodically update a Regional Transportation Plan (RTP)  
for Santa Cruz County;

WHEREAS, the SCCRTC developed and adopted a major update to the  
RTP in 2001;

WHEREAS, the 2005 Santa Cruz County Regional Transportation Plan  
describes financial projections and the policies, programs and  
projects to be implemented by the Commission, local jurisdictions,  
and local, state and regional agencies through 2030;

WHEREAS, these policies, financial projections, and actions have  
been developed consistent with state guidelines and in cooperation  
with local, regional, state and federal agencies and jurisdictions,  
and with members of the public participating in the planning process;

WHEREAS, the Santa Cruz County Regional Transportation  
Commission, in compliance with the California Environmental Quality  
Act (CEQA), is required to evaluate the program-level environmental  
consequences of the proposed RTP;

WHEREAS, the program-level Final Environmental Impact Report  
(EIR) for the RTP identifies, in general terms, the possible  
significant or potentially significant environmental effects of the  
RTP on a regional, system-wide basis (rather than on a project-by-  
project basis) as shown in the EIR;

WHEREAS, the Commission acknowledges that the future  
implementation of specific programs and projects included within the  
adopted RTP might result in significant or potentially significant  
environmental impacts, as identified on a regional, system-wide basis  
in the EIR;

WHEREAS, the nature of the action being taken would not, in and  
of itself, directly cause any of the significant environmental  
impacts just noted, since the action of adopting the RTP alone does

not enable programs and projects to proceed;

WHEREAS, the EIR assessed the environmental impacts of the financially constrained Action Element in the RTP versus three alternatives: a No-Build, a Financially Constrained - No New Revenues and an Unconstrained - unlimited revenues alternative;

WHEREAS, the EIR reports that the No-Build Alternative is the environmentally superior alternative, yet fails to accomplish the goals of the RTP;

WHEREAS, although the Financially Constrained - No New Revenues Alternative has the type and magnitude of benefits and impacts associated with the financially constrained Action Element of the RTP, delays in project implementation will have greater negative effects on regional traffic congestion, related air quality benefits, and project cost increases;

WHEREAS, the Financially Unconstrained Alternative, despite offering enhanced opportunity to further the Commission's adopted goals and strategies, is neither economically nor environmentally feasible;

WHEREAS, the EIR reports that the following nineteen potential impacts (page 5-2 of the EIR) related to future implementation of many of the projects of this Financially Constrained Action Element may not be subject to feasible mitigation:

- IMPACT 3.1.1: Substantial Adverse Effects on Scenic Vistas
- IMPACT 3.1.2: Substantial Damage to Scenic Resources
- IMPACT 3.1.3: Substantial Degradation of Visual Character
- IMPACT 3.2.1: Conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance
- IMPACT 3.2.3: Potential Conflicts with Williamson Act Contracts
- IMPACT 3.2.4: Fragmentation of Agricultural Lands and Changes in Land Uses Adjacent to Agricultural Lands
- IMPACT 3.3.3: Toxic Air Contaminant Emissions
- IMPACT 3.3.4: Increased Exposure to Diesel Exhaust Fumes
- IMPACT 3.4.1: Modification of Habitat
- IMPACT 3.4.2: Modification of Riparian Areas/Wetlands
- IMPACT 3.4.3: Interference with Wildlife Movement
- IMPACT 3.4.4: Conflicts with Protective Ordinances and Policies
- IMPACT 3.8.3: Increased Impervious Surface/Storm Water Runoff
- IMPACT 3.9.2: Conflict with Land Use Plans/Policies/Regulations
- IMPACT 3.11.1: Increased Noise Related to Increased Traffic Volumes
- IMPACT 3.11.2: Increased Noise Levels Along Rail Corridors

IMPACT 3.12.1: Indirect Growth Inducement  
IMPACT 3.15.1: Deterioration in Traffic Operations  
IMPACT 3.15.2: Temporary Increase in Traffic Congestion during  
Construction;

WHEREAS, the Association of Monterey Bay Area Governments' (AMBAG) air quality conformity determination found that regional emissions of the criterion pollutants, Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), fall below the emissions budget in the 1994 Federal Maintenance Plan for each of the selected conformity years (2010, 2020 and 2030); and

WHEREAS, the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, in accordance with 23 CFR 450:

NOW BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The Commission does hereby accept and certify that:
  - a. The Final EIR for the 2005 Santa Cruz County Regional Transportation Plan has been completed in compliance with CEQA;
  - b. The Final EIR was reviewed and considered by the Commission, as the decision-making body, and found it adequate and complete;
  - c. The Final EIR represents the SCCRTC's independent judgment and analysis;
2. The Commission hereby adopts the following Statement of Overriding Considerations:
  - a. The Regional Transportation Plan update is required by state law.
  - b. The RTP is needed to preserve and maintain the existing transportation system.
  - c. Transportation projects included in the RTP are needed for the purpose of increasing public safety and efficiency of moving people and goods.
  - d. Transportation projects included in the RTP are needed to increase mobility by providing an improved and integrated multi-modal transportation system.

- e. The RTP is needed to coordinate land use and transportation decisions to ensure that the region's social, cultural, and economic vitality is sustained for current and future generations.
- f. The RTP is needed to make the most efficient use of limited transportation funds.
- g. The RTP is needed as the appropriate forum to coordinate local and regional transportation plans, projects and funding.
- h. The RTP update reflects extensive public input supporting the need for various transportation facilities.
- i. The potential significant and unavoidable impacts of the Financially Constrained Action Element adoption are acceptable when weighed against the safety, congestion reduction, multi-modal transportation needs, identified community priorities and other benefits resulting from the RTP, also finding that these overriding considerations apply to the selection of the Financially Constrained Action Element over the No-Build, Financially Constrained - No New Revenues and Financially Unconstrained Alternatives and further also recognizing that individual implementing agencies, when they review specific projects for implementation, may have to make findings of overriding considerations where project-specific, potentially significant unmitigated adverse impacts may be identified;
- j. For identified mitigation measures, the Commission finds that a mitigation monitoring/reporting program meeting the requirements of Section 21081.6 of the Public Resource Code either will be, or can and should be, adopted by other agencies responsible for specific programs and projects listed in the 2005 RTP, as needed, prior to final construction or implementation approval for such programs and projects; and
- k. The act of adopting the RTP itself will have no impact on the environment but that the future discretionary implementation of the transportation projects in the RTP by the applicable projects' lead agencies could potentially lead to one or more significant environmental effects and that these changes or alterations will be within the responsibility and jurisdiction of the applicable projects lead agencies who hold the responsibility for adequately mitigating identified impacts on the environment;

3. Consistent with the above certification of the Final EIR and

statement of overriding considerations, the 2005 Santa Cruz  
County Regional Transportation Plan is hereby adopted,  
authorized and approved.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Ellen Pirie, Chair

ATTEST:

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Pat Dellin, Secretary

Distribution: AMBAG, Caltrans, CTC, SCMTD, Cities, County, FHWA

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