

*Appendix M*

**Resolution:**  
*Certifying the SEIR and  
Adopting the  
2010 Santa Cruz County  
Regional Transportation Plan*

RESOLUTION NO. 48-10

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of June 17, 2010  
on the motion of Commissioner Campos  
duly seconded by Commissioner Pirie

A RESOLUTION CERTIFYING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT,  
ACCEPTING FINDINGS, ADOPTING STATEMENT OF OVERRIDING CONSIDERATIONS,  
ADOPTING MITIGATION MONITORING AND REPORTING PROGRAM, AND  
ADOPTING THE 2010 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS, the Santa Cruz County Regional Transportation Commission (SCCRTC), as the state-designated Regional Transportation Planning Agency, is required to prepare and periodically update a long-range Regional Transportation Plan (RTP) for Santa Cruz County pursuant to State law;

WHEREAS, the Commission has prepared a 2010 Santa Cruz County Regional Transportation Plan which describes policies, financial projections, and programs and projects to be implemented by the Commission, local jurisdictions, and local, state and regional agencies through 2035;

WHEREAS, these policies, financial projections, and actions have been developed consistent with state and federal guidelines;

WHEREAS, the program-level Final Supplemental Environmental Impact Report (SEIR) for the Monterey Bay Area Metropolitan Transportation Plan, including the Santa Cruz County RTP, identifies, in general terms, the possible significant or potentially significant environmental effects of the RTP on a regional, system-wide basis;

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 noted, since the action of adopting the RTP alone does not enable programs and projects to proceed;

WHEREAS, the Commission finds that each significant effect as identified in the Final SEIR and accompanying mitigation monitoring program, except those as identified elsewhere as significant and unavoidable, is subject to changes or alterations through mitigation measures specifically designed to programmatically avoid or substantially lessen the significant effects as identified;

WHEREAS, the Commission recognizes that, as a Responsible Agency under CEQA such changes are within the responsibility and jurisdiction of another public agency and not necessary the agency making the findings, and as such project-specific mitigation shall by necessity be the responsibility of others;

WHEREAS, the EIR assessed the environmental impacts of the financially constrained Action Element and the following alternatives: a No-Build, a Financially Constrained - No New Revenues; an Unconstrained - unlimited revenues alternative; and a conceptual Greenhouse Gas Reduction scenario;

WHEREAS, the EIR reports that the greenhouse gas reduction scenario is the environmentally superior alternative, yet is not fully defined;

WHEREAS, although the No-Build Alternative is also environmental superior to the other scenarios, the no-build alternative would not pursue the goals and strategies of the 2010 RTP and would provide the least efficient and most congested transportation system of all alternatives considered;

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 Commission selects the Financially Constrained Element for adoption as the RTP;

WHEREAS, the EIR reports that the following potential impacts related to implementation of some 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 3.3.7: Secondary Effect of Sea Level Rise  
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 Monterey Bay region meets Federal Air Quality Attainment Standards and is therefore exempt from a conformity analysis;

WHEREAS, the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, in accordance with state and federal law;

WHEREAS, the Regional Transportation Plan and EIR have been widely circulated and reviewed by RTC advisory committees representing project sponsors and transportation stakeholders; representatives of State and Federal governmental agencies; representatives of special interest groups; representatives of the private business sector; and residents of Santa Cruz County consistent with the region's public participation plan;

WHEREAS, a public hearing was conducted on April 1, 2010 to hear and consider comments on the 2010 RTP and corresponding Environmental Impact Report;

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

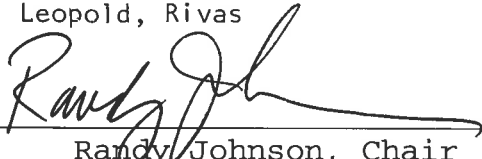
1. The Commission does hereby accept and certify that:
  - a. The Final SEIR for the 2010 Monterey Bay Metropolitan Transportation Plan (MTP), consisting of the Santa Cruz County Regional Transportation Plan, which includes the Draft EIR (by reference), response to comments, and a list of revisions, has been completed in compliance with CEQA;
  - b. The Final SEIR was reviewed and considered by the Commission, as the decision-making body, and found it adequate and

complete;

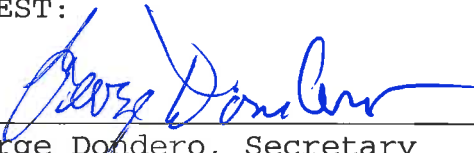
- c. The Final SEIR represents the SCCRTC's independent judgment and analysis;
2. The Commission hereby accepts the findings made by the Association of Monterey Bay Area Governments (AMBAG), the Lead Agency for the Supplemental Environmental Impact Report.
  3. The Commission hereby adopts the following 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. Many of the potential significant and unavoidable impacts of the Financially Constrained Action Element adoption will likely be mitigated for specific projects, and may only apply to one project in the tri-county region. However, because the feasibility of mitigation cannot be determined for specific projects at this time, some of the effects of 2010 RTP implementation are considered significant and unavoidable;



ABSENT: COMMISSIONERS Graves, Leopold, Rivas

  
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Randy Johnson, Chair

ATTEST:

  
\_\_\_\_\_  
George Dondero, Secretary

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

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