

STAFF REPORT



MEETING DATE:	2/25/14
SUBJECT:	2015 Regional Transportation Plan (RTP) Update and Draft Vision, Goals, Policies and Strategies
AGENDA ITEM:	11
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The 2015 Regional Transportation Plan (RTP) is being prepared for approval by the board of directors in February 2015. It is due no later than June 2015. Project updates and key decision points will be presented at each board of directors meeting throughout the year. A draft vision statement and accompanying goals, policies, and strategies are presented for discussion and recommended for approval at this time.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Receive an update on development of the 2015 RTP for Shasta County; and
2. Approve the draft 2015 RTP vision statement with accompanying goals, policies, and strategies (attached).

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long-range (20-year) RTP. The purpose of an RTP is "to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people."¹ Key elements of the Shasta County RTP include:

- A regional vision, supported by a program of short and long-range strategies and actions;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts; and
- A list of specific transportation improvements, anticipated construction timeline, and a funding plan.

The RTP is updated every five-years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects must be listed in the RTP in order to be eligible for federal and state funding. An environmental impact report (EIR) must be prepared alongside the RTP in accordance with the California Environmental Quality Act (CEQA).

¹ California Transportation Commission, 2010 California Regional Transportation Plan Guidelines

Staff will present the 2015 Shasta County RTP and EIR to the board of directors in stages:

<u>TOPIC</u>	<u>TIMELINE</u>	<u>RECOMMENDATION</u>
• Board priorities survey results	Dec 2013	• Receive presentation
• Draft vision statement with accompanying goals, policies, and strategies • Preliminary Strategic Growth Areas	Feb 2014	• Review and approve
• Draft performance measures • Draft transportation project lists	Apr 2014	• Review and provide direction
• Draft RTP • Draft EIR	October 2014	• Review and provide direction • Hold public hearing
• Final RTP • Final EIR	February 2015	• Hold public hearing • Resolutions certifying the EIR and approving the 2015 RTP

Progress to Date – Work on the 2015 RTP and EIR is proceeding with no major issues to date. Staff will report on the following recent developments:

- Call for projects – Transportation-related agencies and organizations (see attached Transportation Agency/Organization Contact List) have been informed of the new planning cycle and transportation project nominations solicited for inclusion in the 2015 RTP.
- EIR Notice of Preparation – A public scoping meeting was held on February 19 at the Redding Library to encourage early public and stakeholder input regarding: the RTP and EIR scope of work; areas of environmental impact to be considered; and the potential range of project and policy alternatives to be analyzed in the EIR. The meeting was advertised by way of public notice (see attached EIR Notice of Preparation) and invitations sent directly to a broad list of agencies, departments, community stakeholders, and affected user groups (see attached EIR Notice of Preparation Contact List).
- Draft 2015 RTP vision with accompanying goals, policies, and strategies – Staff requests guidance from the board of directors regarding the attached draft 2015 RTP vision with accompanying goals, policies, and strategies. Content is derived from a combination of sources, including: Federal Planning Factors (from the federal transportation bill); California Planning Emphasis Areas (provided by regional offices of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)); SRTA Board of Directors priorities (from the recent board of directors survey); and documented public input. General consensus on the regional vision and accompanying goals, policies, and strategies is important because it serves as the framework for prioritizing transportation projects for funding.

Sustainable Communities Strategy (SCS) Requirement – Beginning with the 2015 RTP planning cycle, SRTA must develop a coordinated transportation and land use strategy demonstrating how the region intends to reduce per-capita vehicle miles traveled and associated emissions. A variety of strategies, policies, and programs have been tested over the years by various size cities and regions throughout the nation. The following ‘D’ factors have proven to be successful in reducing the number and distance and vehicle trips:

- **Density** – i.e. increasing the number of persons, jobs, and residences in a given area;
- **Diversity** – i.e. balancing residential, retail, office and other land uses in a given area;
- **Design** – i.e. modifying the pattern or configuration of streets, and their relationship to surrounding buildings, to better serve pedestrians, bicyclists, and transit riders;
- **Destination Accessibility** – i.e. providing more convenient access to jobs, shopping, education, and other popular destinations via any travel mode; and
- **Distance to Transit** – i.e. closer proximity to high quality public transit services.

Preliminary Strategic Growth Areas – Achieving measurable reductions in per-capita vehicle miles traveled in Shasta County will be a challenge due to the region’s dispersed development patterns, segregation of land uses, and limited access to practical travel alternatives. Applying the aforementioned ‘D’ factors a little here and a little there over the entire region will yield marginal return-on-investment. Layering many strategies within geographically small areas should, however, provide measurable transportation efficiencies while at the same time helping to meet local planning and economic development objectives.

With this in mind, local agencies were asked to identify ‘Strategic Growth Areas’ (SGAs) for inclusion in the RTP (see attached map). The three cities mostly selected existing urban centers and corridors – locations where necessary infrastructure and services are largely in place; where existing local plans permit a broad range and intensity of land uses; and where the community is more receptive to growth and development. SGAs are currently being developed by the county and will be provided when available.

What it means to be in a Strategic Growth Area – SGAs are focus areas where SRTA will coordinate to develop plans and fund projects that address the five ‘D’ factors. Several examples are already underway as described below. Similar activities will occur going forward to strengthen local agency planning and development efforts within SGAs.

- SRTA collaborated with the city of Shasta Lake to acquire funds for evaluating infill and redevelopment barriers in the central business district.
- SRTA obtained grant funds for a development incentive program to spur private sector investment within Strategic Growth Areas in any jurisdiction.
- SRTA collaborated with the city of Shasta Lake in acquiring grant funds to update their General Plan Land Use, Circulation, and Conservation & Open Space elements. Deliverables will include policies to promote the city’s Strategic Growth Area.

- SRTA supported the city of Redding in obtaining grant funds to complete the Downtown Redding Parking and Circulation Study. SRTA is funding public outreach elements and visual representations of streets and multi-modal improvements in the Downtown Promenade.
- SRTA and the city of Redding developed a grant proposal to extend the Sacramento River Trail into Downtown Redding. The SRTA Board of Directors recently approved funding for the first phase of the project.
- SRTA and the city of Redding are jointly funding an infrastructure capacity assessment tool, the results of which will support infrastructure financing and infill and redevelopment efforts.
- SRTA has offered grant funds to support the prospective land swap between the city of Redding and Union Pacific Railroad. Grant funds could be used to study redevelopment scenarios for the Union Pacific property adjacent to the Redding Area Bus Authority (RABA) intermodal facility.
- SRTA is facilitating the installation of non-motorized trail signage in the city of Anderson with support from Healthy Shasta.
- SRTA obtained grant funding for urban tree planting in and around Strategic Growth Areas in the cities of Anderson and Redding. Benefits include carbon sequestering and shade for pedestrians.
- SRTA is utilizing grant funds to identify vacant and underutilized parcels in Strategic Growth Areas and is developing a real estate market analysis for use in local specific plans and economic development efforts.

It should be noted that Strategic Growth Areas are not intended to preclude transportation investments or other efforts outside of these areas; rather, this approach will help increase the region's overall funding pie by addressing evolving funding priorities. Federal and state funding is increasingly competitive and focused on projects with multiple community benefits – not just traffic capacity increasing projects. In addition, staff is monitoring various prospective funding programs that, if signed into law, would support projects consistent with the five 'D' factors. At least one such funding prospect is tied to the revival of California redevelopment agencies. It is anticipated that both SRTA and local agencies will benefit from additional funding for transportation and related improvements as a result of this approach.

Initially, only a select few SGAs will be tested. SGA locations and strategies may be modified over time based on measurable benefits (e.g. more convenient travel, increased travel options, reduced vehicle emission, increased business and development activity, etc.) or the lack thereof.

ALTERNATIVES:

The board of directors may approve the 2015 RTP vision with accompanying goals, policies, and strategies with specific changes. If more substantive changes are desired, the board of directors may direct staff to revise and revisit the topic at the April meeting.

OTHER AGENCY INVOLVEMENT:

RTPs are developed in consultation with FHWA, FTA, Caltrans, local jurisdictions, RABA, and other affected or interested agencies. These partners and stakeholders are solicited for projects to be included in the 2015 RTP and are asked to review and comment on all other content.

FINANCING:

A budget of \$203,641 in Planning Programming and Monitoring (PPM) funds was approved by the board of directors as part of the 2013/14 Overall Work Program (Work Element 701.01). This work element and budget also includes: 1) development and administration of the board priorities survey; 2) preparation of the EIR; 3) development of expanded performance measures; and 4) interagency consultation and public outreach. In addition, work products from several other work elements support development of the RTP, including: Regional Travel Demand Model (Work Element 701.02); Sustainable Communities Planning (Work Element 701.07); Bicycle and Pedestrian Planning (Work Element 703.01); GIS Applications (Work Element 705.02); and Consolidated Transit Planning & Coordination (Work Element 706.02).


Daniel S. Little, AICP, Executive Director

Attachments:

Proposed 2015 RTP Vision, Goals, Policies, and Strategies
2015 RTP Transportation Agency/Organization Contact List
EIR Notice of Preparation
2015 RTP EIR Notice of Preparation Contact List
Preliminary Strategic Growth Areas Map

2015 REGIONAL TRANSPORTATION PLAN FOR SHASTA COUNTY:

DRAFT REGIONAL VISION GOALS, POLICIES, AND STRATEGIES

REGIONAL VISION:

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished by strategic and timely transportation system improvements, the integration of travel options into a seamless network, and collaborative effort toward transportation-efficient land use patterns where it is most appropriate.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and other elements that collectively define quality of life. SRTA will consider such areas in its plans, programs, and investments, and will be actively engaged with its partners in developing and carrying out joint strategies and initiatives. Planning and decision-making processes shall be transparent and responsive to documented community values and priorities.

REGIONAL GOALS & PERFORMANCE MEASURES

The following framework of regional goals clarify how the vision is to be implemented, and informs subsequent policies and strategies. **Note: performance measures corresponding to each goal are being prepared for consideration by board of directors in April. Such measures will be used to establish trends, quantify progress towards regional goals, and demonstrate compliance with legal requirements as needed.*

- Goal # 1:** Maintain and preserve the region's existing transportation investments.
- Goal # 2:** Balance transportation system capacity enhancements and travel demand management strategies to keep people and goods moving effectively and efficiently.
- Goal # 3:** Employ coordinated transportation and land-use planning to achieve vibrant, people-centered communities.
- Goal # 4:** Support personal mobility and quality of life by providing a suitable range of accessible and practical transportation choices.
- Goal # 5:** Strengthen regional economic competitiveness and long-term prosperity.
- Goal # 6:** Enhance community health, safety, and well-being.
- Goal # 7:** Promote public access, awareness, and action in all planning and decision-making processes.
- Goal # 8:** Practice and promote environmental and natural resource stewardship.
- Goal # 9:** Be fiscally sustainable.

POLICIES & STRATEGIES

The following policy statements and corresponding actions shall be employed to achieve the goals of the 2035 RTP Vision and inform the development of SRTA's annual overall work program.

1. It is SRTA's policy to maximize available funding for transportation and mobility improvements in the region.
 - a. Utilize regional transportation funds to leverage additional state and federal discretionary investment.
 - b. Work in concert with the state and regional partners (including the California Association of Councils of Governments (CalCOG) and sixteen-county North State Super Region (NSSR)) to encourage the creation of sustainable, ongoing funding sources for the construction and maintenance of transportation infrastructure and services.
 - c. Work with state and federal partners to secure funding for non-local impacts (i.e. interregional and through-trips).
 - d. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects.
 - e. Explore potential local funding options as appropriate.
2. It is SRTA's policy to utilize limited transportation funding in the most strategic and cost-effective manner.
 - a. Maximize the use of existing facilities through timely maintenance, enhanced traffic operations, and travel demand management strategies.
 - b. Collect data on transportation infrastructure conditions and system performance
 - c. Consider life-cycle costs and maintenance burdens of new and replacement infrastructure early in the planning process.
 - d. Consider climate adaptation strategies early in the planning process.
 - e. Utilize 'fair share' methodology for ascribing transportation infrastructure funding responsibility to appropriate transportation system users/beneficiaries.
3. It is SRTA's policy to maintain an adequate traffic flow on the core interregional network (Interstate 5 and State Route 299/44 corridors and interchanges)
 - a. Relieve traffic bottlenecks and improve travel time reliability via targeted capacity increasing projects.
 - b. Facilitate freight and goods movement (including intermodal options) that would effectively reduce wear-and-tear and peak time/season travel demand on core interregional routes.
 - c. Develop and deploy technology and other travel demand reduction solutions over time based on a clear, overarching plan.

4. It is SRTA's policy to support the development of a context-appropriate range of local transportation choices (vehicle, transit, bicycle, and pedestrian options) as well as interregional choices (vehicle, intercity bus, passenger rail, and passenger air travel).
 - a. Integrate accommodations for all applicable travel modes into the design of SRTA-funded projects.
 - b. Address gaps and improve connectivity between non-motorized and public transportation modes.
 - c. Pursue enhanced multi-modal and connectivity efforts and investments within designated Strategic Growth Areas (SGAs).
 - d. Support and/or facilitate the ongoing development of convenient and affordable passenger rail, air, and intercity bus transportation options.
 - e. Connect recreational trail corridors to the street network.
5. It is SRTA's policy to support local governments in implementing the Sustainable Communities Strategy.
 - a. Facilitate or support joint efforts with local and regional partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. Density, Diversity of land use, Design of streets and development, Destination accessibility, and Distance to transit), with a coordinated emphasis on Strategic Growth Areas.
 - b. Utilize financial incentives, technical assistance, and/or other tools to promote private sector involvement in transportation-efficient development practices, including infill and redevelopment projects, with an emphasis on Strategic Growth Areas.
 - c. Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity are inadequate to support it.
 - d. Partner with local agencies in the pursuing grants for Sustainable Communities Strategy implementation activities.
6. It is SRTA's policy to support sustainable economic activity and development.
 - a. Actively seek out public-private partnerships to accomplish shared objectives.
 - b. Work with economic development corporations/districts to incorporate local and regional economic development strategies into planning and project prioritization processes.
 - c. Support the movement of natural resources and agricultural products to market.
 - d. Identify goods and freight movement obstacles, including consideration of truck, rail, and air modes, and the connectivity between these modes.
 - e. Support the development of North State freight and goods movement data.
 - f. Support the development of a dedicated, ongoing funding source for transportation-efficient development.
 - g. Support the development of tourism-based economic development, including transportation tourism (e.g. trails and bikeways) and outdoor recreation tourism (e.g. access to wildland and recreation areas).

7. It is SRTA's policy to enhance community health and well-being.
 - a. Identify and map the region's disadvantaged populations and underserved communities.
 - b. Ensure that regional plans, programs, and investments serve the unique needs of disadvantaged populations and underserved communities, focusing on transportation access, transportation affordability, and promotion of economic opportunity.
 - c. Support the development and use of active transportation choices (i.e. human-powered travel modes).
 - d. Identify and enhance multi-modal access to destinations that are critical to health and well-being, including education, health care, employment, and community services.
 - e. Develop transportation safety data/analysis for all modes, integrate findings into planning processes, and actively seek funding to resolve safety issues.
8. It is SRTA's policy to support a healthy and productive natural environment.
 - a. Identify and minimize the direct and indirect impacts of transportation infrastructure, including but not limited to prime agricultural lands, natural resource lands, and wildlife habitat.
 - b. Communicate with public and private sector natural resource partners and seek opportunities to coordinate planning and investment strategies that help to achieve shared objectives.
 - c. Implement policies, programs, and projects that help meet state and federal air quality standards.

2015 Regional Transportation Plan - Transportation Agency/Organization Contact List

AGENCY/ORGANIZATION	FIRST	LAST	POSITION
Amtrak	Sean	Kennedy	
Anderson	Dave	Durette	Deputy Public Works Director
Bureau of Land Management	Bill	Kuntz	Supervisory Outdoor Recreation Planner
California State Parks	Lori	Martin	Acting Superintendent, Cascade Sector
Caltrans D2	Dave	Moore	Deputy District Director
City of Shasta Lake	Jeff	Tedder	City Engineer
First Class Shuttle	Kim	Nemchick	
Greyhound	Richard	Carter	Area Manager - Current
Lassen National Forest	Terrie	Veliotis	Road Manager
Lassen Park Foundation	Elizabeth	Norton	
Lassen Volcanic National Park	Ketih	Farrar	Chief of Facility Maintenance
Pit River Tribe	Dolores	Raglin	Tribal Chairperson
Redding	Rod	Dinger	Airports Manager
Redding (City and RABA)	Chuck	Aukland	Assistant Director of Public Works-Traffic Operations
Redding Rancheria	Jason	Hart	Chairperson
Shasta County	Scott	Wahl	Public Works Deputy Director Engineering
Shasta Land Trust	Ben	Miles	Executive Director
Shasta Senior Nutrition Program	Debbie	McClung	Executive Director
Shasta Trinity National Forest	Gene	Rand	Road Manager
Whiskeytown National Recreation Area	Sean	Denniston	Chief of Natural Resources and Interpretation



Notice of Preparation for an Environmental Impact Report

2015 Regional Transportation Plan

Notice is hereby given that the Shasta Regional Transportation Agency (SRTA) will be the lead agency for the preparation of an Environmental Impact Report for the 2015 Regional Transportation Plan ("RTP"). Pursuant to section 15082 of the California Environmental Quality Act (CEQA), SRTA is soliciting views from your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. SRTA will also accept written comments concerning the scope and content of the EIR from interested persons of the general public and organizations concerned with the project.

The Draft EIR will be a Program EIR. A Program EIR is prepared on a series of actions that can be characterized as one large project. A program level EIR allows SRTA to analyze the regional or general impacts of the projects and policies within the RTP. A more detailed or project-level environmental review (if required) of the projects included in the RTP will be conducted by the responsible agencies, including Caltrans, Shasta County, and the cities within the county, before each project is approved for construction and implementation.

The project description, location, environmental review requirements, and probable environmental issues to be addressed in the EIR are attached. An Initial Study is not attached and is not required because the need for an EIR has previously been determined, in accordance with State CEQA Guidelines Section 15060(d).

The 2015 RTP will address all transportation modes including motor vehicles, transit (commuter and local), rail, goods movement (rail freight and trucking), bicycle and pedestrian facilities, aviation systems, intelligent transportation systems (ITS), and transportation systems management (TSM) programs and projects within the horizon year of 2035. Specifically the RTP is intended to meet the region's transportation goals regarding current and future mobility needs through the identification of policies, actions, and a list of projects which will address these needs. The RTP will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout Shasta County.

This RTP will include a Sustainable Communities Strategy (SCS), which is a new component in the RTP required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 ("SB 375"). SB 375 mandates regional greenhouse gas ("GHG") reduction targets for cars and light trucks and, pursuant to that law, the California Air Resources Board (CARB) has established 2020 and 2035 GHG reduction targets for each region covered by one of the state's metropolitan planning organizations (MPOs). As the MPO for Shasta County, SRTA is required to prepare an SCS as part of the RTP that demonstrates how GHG reduction targets will be met through integrated land use, housing, and transportation planning. SRTA will develop several possible growth scenarios to evaluate the effect of various land use and transportation choices on meeting the established GHG emissions targets per SB 375.

SRTA will host an EIR Scoping Meeting. The purpose of the Scoping meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR and to discuss and learn about the RTP process.

The date, time and location of the meeting are as follows:

- **Wednesday, February 19, 2014**
3:30 PM
Redding Library Community Room
1100 Parkview Ave.
Redding, CA 96001

Because of the time sensitive nature of the regional transportation planning process, we request your response at the earliest possible date. Mail comments to Jennifer Pollom at **SRTA, 1255 East Street, Suite 202, Redding, CA 96001** or e-mail comments to srta@srta.ca.gov no later than **March 12, 2014**. Please identify the name, phone number, and email address of a contact person at your agency. Comments from the public must also include name, phone number, and email or postal address.

For more information, visit www.srta.ca.gov or call 530-262-6190.

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

Program EIR for the Shasta Regional Transportation Agency (SRTA) 2015 Regional Transportation Plan (RTP)

Project Location

The geographical extent of the proposed RTP includes the area within the limits of Shasta County, California, including the incorporated cities of Anderson, Redding and Shasta Lake. Capital improvement projects identified in the RTP may be located on Interstate 5 (I-5), state highways, county roads and local streets, as well as on airport property, transit district property, federal lands, state lands and tribal lands.

Project Description

The proposed 'project' is the 2015 RTP. SRTA is in the process of preparing the RTP as required by Section 65080 et seq, of Chapter 2.5 of the California Government Code, and federal guidelines pursuant to the federal surface transportation reauthorization, "Moving Ahead for Progress in the 21st Century" (MAP-21), the Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93, and requirements set forth in Assembly Bill 32, The Global Warming Solutions Act of 2006, and Senate Bill 375, The Sustainable Communities and Climate Protection Act of 2008. The compendium of projects, policies and programs which aim to meet the transportation needs of the region while reducing congestion and improving air quality comprise the 2015 RTP.

SRTA's previous RTP was adopted in July 2010 (http://srta.ca.gov/pastel/RT_RTP.html). The 2015 RTP is the culmination of a multi-year effort that aims to maintain or enhance the efficient and effective movement of goods, services and persons. Further, the SCS will seek to coordinate local land use and transportation systems within the region to reduce emissions from cars and light trucks. SRTA is required by federal law to develop an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects. The RTP is also necessary to obtain and allocate federal funding for regional transportation projects.

RTP Framework

The 2015 RTP's unified strategy would include the following key elements:

- An overall description of the region's current and future challenges in accommodating growth and meeting mobility needs.
- A fiscally-constrained transportation network that consists of US and State Highways, local roadways, bicycle and pedestrian facilities, public transit, airports and passenger and freight rail.
- An integrated transportation and land use strategy for accommodating the region's future employment and housing needs, and that protects sensitive habitat and resource areas.
- Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) measures that improve system efficiency by influencing individual travel behavior.
- A financial plan that lays out the funding sources and mechanisms required to implement the strategies of the RTP. The financial plan will also recommend additional innovative financing strategies that can be implemented to carry out additional needed projects and programs.
- A transportation system performance evaluation that lays out the ability of the proposed strategies to address challenges.
- Additional strategies and illustrative or planned projects that have little or no money programmed for funding.

Sustainable Communities Strategy

The 2015 RTP will include a newly required element called the Sustainable Communities Strategy (SCS) pursuant to the requirements of SB 375. Under SB 375, MPOs such as SRTA are required to develop an SCS as part of the RTP, showing how the region intends to reduce, to the extent feasible, greenhouse gas emissions from cars and light trucks to meet a specified target for 2020 and 2035. The California Air Resources Board (ARB) issued SRTA a regional GHG target of no increase in per capita GHG emissions for the planning year 2020 and no increase in per capita GHG emissions in planning year 2035, as compared to baseline per capita emissions levels in 2005. If the targets cannot be feasibly met, an Alternative Planning Strategy (APS) will be prepared by SRTA to show how the targets could be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies without the limitations of fiscal or other constraints. SRTA's intent is to achieve these targets with the SCS. The GHG reductions are to be derived from fewer and/or shorter per capita automobile and light truck trips resulting from integrated transportation, land use, housing and environmental planning.

Furthermore, SB 375 requires that the SCS shall identify general land uses, residential densities, and building intensities as well as areas to house future residents (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements).

Issues to Be Addressed in the EIR

The impact categories listed below have been preliminarily identified for analysis in the 2015 RTP EIR.

- Aesthetics (Visual Resources)
- Agricultural and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Environmental Justice
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Health & Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

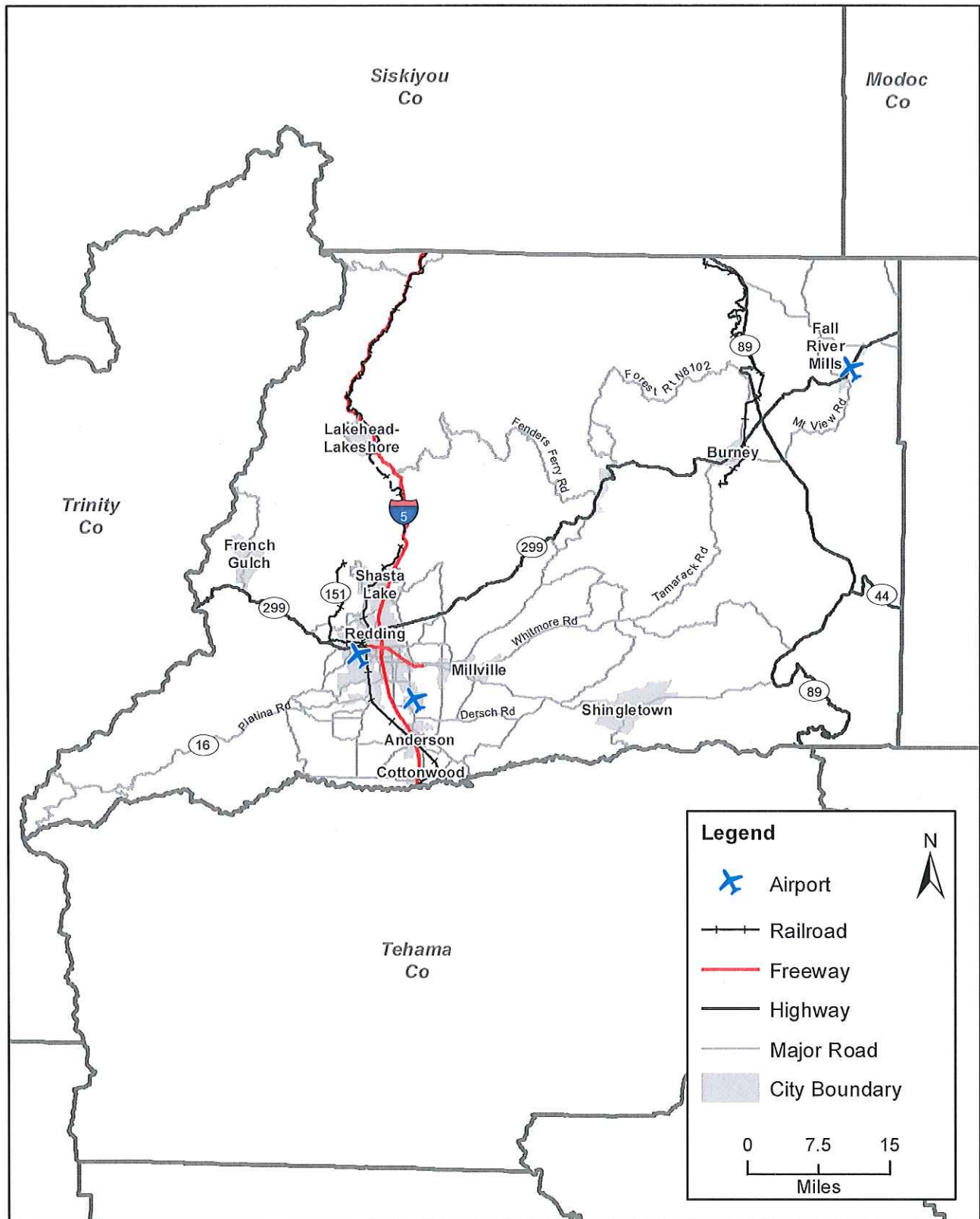
In addition, the EIR will address cumulative impacts, growth inducing impacts, and other issues required by CEQA.

Through the NOP, SRTA is seeking input on further categories of analysis or areas of focus within the specified categories above.

CEQA Streamlining

SB 375 contains CEQA incentives, or streamlining provisions at the project level, to encourage the implementation of coordinated land use and transportation planning within the RTP. Certain types of development projects (i.e., transit priority projects or residential/mixed use projects, as defined by the statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Generally, this means that the proposed project seeking to utilize the CEQA incentives is determined to be consistent with an approved SCS. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SRTA's primary role is to include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project by project basis.

The programs and projects to be included in the 2015 RTP will be programmatically addressed in the EIR. This will allow SRTA to analyze the regional or general impacts of the program and projects. A more detailed or project level environmental assessment, if required, will be provided by the various responsible agencies, including Caltrans, Shasta County, and the cities within the County, for the various projects included in the RTP, before the projects are approved for construction.



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RTP Plan Area

2015 Regional Transportation Plan - Notice of Preparation Contact List

AGENCY/ORGANIZATION	FIRST	LAST	POSITION
Anderson	Kristen	Maze	Development Services Director
Anderson Chamber of Commerce	Linda	Worrall	President
Bureau of Indian Affairs Northern California Agency	Virgil	Akins	Superintendent
Bureau of Indian Affairs Pacific Regional Office	Amy	Dutschke	Regional Director
Bureau of Reclamation Northern California Area Office	Brian	Person	Area Manager
California Air Resources Board	Carrie	Anderson	Air Resources Engineer
California Department of Conservation	Mark	Nechodom	Director
California Department of Fish and Wildlife Northern Region	Neil	Manji	Regional Manager
California Department of Resources Recycling and Recovery	Carol	Mortensen	Director
California Energy Commission Media and Public Communications Office	Robert	Oglesby	Executive Director
California Environmental Protection Agency	Matthew	Rodriquez	Secretary
California Governor's Office of Planning and Research	Ken	Alex	Director
California Natural Resources Agency	John	Laird	Secretary
California State Mining and Geology Board	Stephen	Testa	Executive Officer
California State Water Resources Control Board	Thomas	Howard	Executive Director
California Transportation Commission	Andre	Boutros	Executive Director
California Trucking Association (CTA)	Shawn	Yadon	CEO
Caltrans	John	Bulinski	District 2 Director

2015 Regional Transportation Plan - Notice of Preparation Contact List

AGENCY/ORGANIZATION	FIRST	LAST	POSITION
Caltrans	Michelle	Millette	District 2 Liaison
Caltrans District 2	Kendee	Vance	District 2 Native American Liaison
Central Valley Region Water Quality Control Board	Clint	Snyder	Assistant Executive Officer
City of Shasta Lake	Carla	Thompson	Development Services Director
Far Northern Regional Center	Laura	Larson	Executive Director
Federal Highway Administration CA Division	Wade	Hobbs	Statewide Transportation Coordinator
Federal Transit Administration Region 9	Hymie	Luden	Transportation Program Specialist
Golden Umbrella	Tina	Brown	Senior Corps Manager
Greater Redding Chamber of Commerce	Frank	Strazzarino	President/CEO
Lassen County Lassen County Transportation Commission	Larry	Millar	Director of Public Works Executive Director
Modoc County Transportation Commission	Debbie	Pedersen	Executive Director
NOAA Fisheries Services California Central Valley Area Office	Maria	Rea	Assistant Regional Administrator
Plumas County	Robert	Perreault	Director of Public Works
Redding	Bill	Nagel	Development Services Director
Redding	Kent	Manuel	Planner
Redding	Brian	Crane	Director of Public Works / City Engineer
Redding	Kim	Niemer	Director of Community Services Department
Redding Lumber Transport	Al	Shufelberger	President

2015 Regional Transportation Plan - Notice of Preparation Contact List

AGENCY/ORGANIZATION	FIRST	LAST	POSITION
Redding's Trails and Bikeways Council	Allen	Kost	
Shascade Community Services, Inc	Gina	Gallien	Executive Director
Shasta County Air Quality Management District	Ross	Bell	Air Quality District Manager
Shasta County Office Of Education	Doreen	Fuller	Executive Director, Student Programs
Shasta County Public Health	Shellisa	Moore	
Shasta County Resource Management	Richard	Simon	Planning Division Director
Shasta Economic Development Corporation	Mark	Lascelles	President
Shasta Historical Society	Christine	Stokes	Executive Director
Shasta LAFCO	Jan	Lopez	Executive Officer
Shasta Lake Chamber of Commerce	Rod	Lindsay	President
Shasta Lake Chamber of Commerce	Bonnie	Hurlhey	Executive Director
Shasta Living Streets	Anne	Thomas	
Shasta Wheelmen	Jack	Yerkes	
Shasta-Cascade Wonderland Association	Ed	Rullman	Board President
Siskiyou County	Melissa	Cummins	Director of Airports
Tehama County	Gary	Antone	Director of Public Works
Trinity County	Richard	Tippett	Transportation Director
U.S. Army Corp of Engineers South Pacific Division Sacramento District			

2015 Regional Transportation Plan - Notice of Preparation Contact List

AGENCY/ORGANIZATION	FIRST	LAST	POSITION
U.S. EPA Region 9	Jared	Blumenfield	Regional Administrator
U.S. Fish and Wildlife Region 8, Pacific Southwest	Ren	Lohofener	Regional Director
Western Shasta RCD	Leslie	Bryan	Climate Stewardship Coordinator

