

STAFF REPORT



MEETING DATE:	10/23/12
SUBJECT:	Correspondence
AGENDA ITEM:	5-6
STAFF CONTACT:	Janie Coffman

Attached is correspondence determined to be of interest to the board.

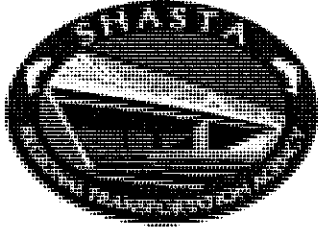
A handwritten signature in black ink, appearing to read "Dan Little", is positioned above a horizontal line.

Daniel 5. Little, AICP, Executive Director

Attachments: Letter of Support for Western Shasta Resource Conservation District
WaterSMART Application

Letter of Support for FY 2012/13 Tehama County Transportation Commission
Rural Blueprint Planning Grant Application

Letter Regarding the Draft Shasta Regional Climate Action Plan



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

June 29, 2012

Bureau of Reclamation
Financial Assistance Services
Attn: Michelle Maher
Mail Code: 84-27850
P.O. Box 25007
Denver, CO 80225

RE: Support for Western Shasta Resource Conservation District WaterSMART application

Dear Ms. Maher:

The Shasta County Regional Transportation Agency (SRTA) is pleased to support the WSRCD's proposal to expand watershed coordination on a regional scale. A new regional watershed coordinator and watershed restoration plan would assist in promoting healthy watersheds by improving communication between individual watershed groups and better informing the greater regional planning process.

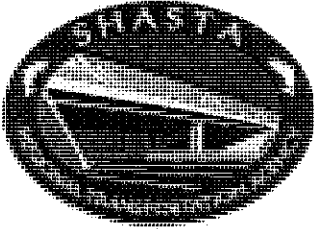
As the designated metropolitan planning organization for the Shasta County region, the SRTA is responsible for developing a 'Sustainable Communities Strategy' (SCS), a coordinated transportation and land use plan for the future growth and development of the region. An SCS must incorporate the consideration of various environmental elements into the planning process, including the region's many watersheds. Without this grant, it would be labor and time-intensive to perform this type of targeted outreach. More often than not, regional plans must resort to a macro, cursory level look at the impact of the built environment on natural systems and leave detailed analysis to project-by-project level analysis.

The deliverables associated with this project will allow the SRTA to be more efficient, strategic, and proactive when considering the impacts of the built environment and local/regional policies on watersheds. The SRTA is currently partnering with the WSRCD on several projects and – should the proposal be selected for funding – will utilize the proposed Northern Sacramento Valley Watershed Restoration Plan to inform regional planning process.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Wayne". The signature is written in dark ink and is positioned above the printed name and title.

Daniel Wayne
Senior Planner



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Daniel S. Little, Executive Director

September 10, 2012

Marilee Mortenson
Regional Blueprint Project Manager
California Department of Transportation
Division of Transportation Planning, MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for FY 2012/13 TCTC Rural Blueprint Planning Grant Application

Dear Ms. Mortenson:

The Shasta Regional Transportation Agency (SRTA) is pleased to provide this letter of support for the Tehama County Transportation Commission's (TCTC) FY 12/13 Rural Blueprint Planning Program grant proposal. If funded, this project will allow for the continued development of accurate, reliable and up-to-date GIS datasets for scenario modeling and regional growth analysis. It is my understanding that such funding will also be used to ensure consistency with the 'FarNorCalGIS' regional GIS platform data standards, thereby facilitating future joint planning efforts across regional boundaries.

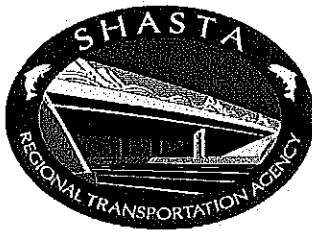
The TCTC is an active regional partner, including a demonstrated commitment to development of the 'North State Transportation for Economic Development Study' and 'FarNorCalGIS' GIS Platform. If awarded Regional Blueprint funds – particularly those associated with GIS development – the TCTC will be able to expand this type of work.

The SRTA is committed to providing technical assistance as needed to support the TCTC's efforts and provide a home on the FarNorCalGIS platform server for data consolidation and exchange. Should you have questions or need clarification of any kind, please feel free to contact me directly.

Sincerely,

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/DTW/jac



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Daniel S. Little, Executive Director

September 21, 2012

Attn: Adam Fieseler
Shasta County AQMD
1855 Placer Street, Suite 101
Redding, CA 96001-1759

Subject: Comments Regarding the Draft Shasta Regional Climate Action Plan

Dear Mr. Fieseler:

Thank you for the opportunity to comment on the Draft Shasta Regional Climate Action Plan (RCAP). The Shasta Regional Transportation Agency's (SRTA) comments are limited to transportation sector emissions and associated land use measures.

SRTA is legally obligated to undergo a related, but quite different effort from the RCAP. Under Senate Bill 375 (SB 375) SRTA must examine transportation policies that reduce travel thereby reducing travel costs and vehicle emissions. Such policies will be limited to transportation investments and the identification of high priority development districts throughout the region approved by our cities and the county. After a thorough public participation and agency vetting process, these policies will be incorporated into SRTA's Regional Transportation Plan (RTP). The SRTA effort differs from the RCAP effort in terms of specific requirements, responsible entities and reduction goals. For example:

- The RCAP is a voluntary strategy, whereas SB 375 is a legal requirement and prerequisite for receiving state and federal transportation funding.
- The RCAP seeks to address a wide range of Greenhouse Gas (GHG) emission sources and reduction strategies, whereas the RTP focuses on travel patterns associated with automobiles and light trucks.
- The RCAP seeks to address the AB 32 established target of 1990 levels by the year 2020, or about a 15% decrease from Shasta County's 2008 baseline emission levels. The RTP, on the other hand, is based on a state-prescribed, per-capita goal that will result in a net *increase* in GHG emissions.

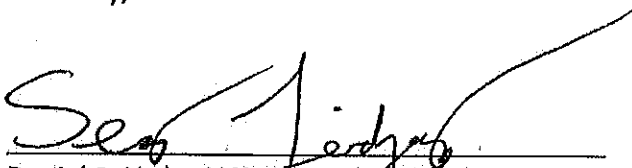
SRTA agrees with the RCAP approach to defer most transportation and related land use policy to the upcoming RTP process. The RTP process will have specific, measurable and regionally coordinated strategies. Several RTP outcomes will provide practical assistance for local agencies to meet community development goals:

- **Data** - Detailed travel data to help guide transportation and land use decisions;
- **Mapping** - Accurate, detailed, and standardized GIS data for parcels and roadways;
- **CEQA Streamlining** - Agencies may tier from the RTP's Environmental Impact Report (EIR);
- **Funding** - The RTP will maintain existing transportation funding, and create new opportunities for planning and capital improvements.

SRTA recommends careful use of "responsible agency" within the RCAP for specific reduction measures. Any program, plan or project for which the SRTA is listed as "responsible agency" must be discussed with staff, have identified funding and be approved by the SRTA board. Additional specific comments are provided via attached table, including recommendations on specific measures.

Thank you again for the opportunity to comment. Should you have questions or concerns regarding our comments above, please contact Sean Tiedgen at 530-262-6190 or stiedgen@srta.ca.gov.

Sincerely,


For Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/DTW/SMT/jac

Attachment

C: Kent Manuel, City of Redding Planning Department
Carla Thompson, City of Shasta Lake Development Services Department
Kristen Maze, City of Anderson Development Services Department
Brian Crane, Redding Area Bus Authority

SRTA Recommendations on Specific RCAP Items

Item	Specific Concern	Issue	Recommendation
Table 2.2 (page 2-5) and Table 5.2 (page 5-5)	Credits given to Unincorporated Shasta County and City of Redding for SB 375 State Reductions of GHG emissions.	There are no state GHG emission reduction actions within SB 375. There is a GHG reduction target given for California's 18 MPOs. SRTA's GHG emissions target is 0% per capita for 2020 and 2035.	Any credits for GHG reductions under SB 375 are premature until after SRTA's 2015 RTP/SCS is complete. Recommend removing reduction credits given and conduct reevaluation after completion of the 2015 RTP/SCS.

Chapter 2 - Unincorporated County

Measure	Action Item	Issue	Recommendation
T-1 - Bicycle Lane Expansion	A	SRTA listed with Shasta County departments as responsible agency for both funding and construction.	SRTA assists all agencies in pursuing funding, but does not construct projects. Recommend that county departments be listed as responsible agencies for both activities under this item and list SRTA as a support agency to pursue funding.
T-2 - Commute Trip Reduction	A	SRTA listed as sole responsible agency for a ride-matching website. This has not been discussed with SRTA staff or the SRTA board. No funding is identified.	Recommend removing SRTA as a responsible agency.
	B	SRTA listed as responsible agency to identify transit stops for possible enhancement and to pursue funding. SRTA will assist agencies to pursue funding, but RABA is the region's transit service agency.	Recommend removing SRTA as a responsible agency and replacing with RABA and appropriate county departments.
	C		

Chapter 3 - City of Anderson

Measure	Action Item	Issue	Recommendation
T-1 - Bicycle Lane Expansion	A	none	none
T-4 - Commute Trip Reduction	A, B, and C	Same issues as Measure T-2 for Shasta County	Same recommendations as stated regarding Measure T-2 for Shasta County.

Chapter 4 - City of Shasta Lake

Measure	Action Item	Issue	Recommendation
		No measures cite SRTA as responsible agency. No recommendations.	

Chapter 5 - City of Redding

Measure	Action Item	Issue	Recommendation
T-1 - Mixed-Use Development	A & B	Measures cite 2020 GHG Reduction potential is included in SB 375 State Reductions (Table 5.5). There are no State reduction measures associated with SB 375.	Recommend that Measures T-1 and T-2 be calculated similarly to process done for City of Anderson and Shasta Lake as appropriate for Redding.
T-2 - Bicycle Lane Expansion	A & B		
T-3 - Pedestrian Network		Shown in Table 5.3, but could not locate description or data.	Provide measure and supporting data for review.