

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Conduct Public Hearing and Adopt 2001 Regional Transportation Plan (RTP) Update for Shasta County	12/11/01	10

RECOMMENDATION

It is recommended that the RTPA Board:

1. Hold a public hearing to receive comments on the Regional Transportation Plan; and
2. Find the 2001 Regional Transportation Plan (RTP) consistent with the prior Environmental Impact Report for the 1994 RTP; and
3. Adopt Resolution 01-08 updating the Regional Transportation Plan.

SUMMARY

The Regional Transportation Plan is a dynamic document that should be updated at least every three years. A working group of the major stakeholders was formed to update the plan for this cycle. The process resulted in a draft plan that is fiscally constrained and responsive to the interests of the local, state and federal agencies; local transportation stakeholders; and general citizen needs. Adoption of the Staff recommendation will complete this RTP Update process.

DISCUSSION

The format of the updated Regional Transportation Plan (RTP) is consistent with prior filings. Many of the goals and issues are similar to previous RTP updates. For example the maintenance needs of the region continue to exceed available funding and there continues to be unmet transit needs.

The addition of a checklist, provided by the Department of Transportation RTP Guidelines, ensures that all Regional Transportation Plan Components have been addressed. The RTP is divided into transportation topics including transit, goods movement, streets and highways, aviation, and nonmotorized. Each chapter deals with mobility issues associated with that topic and lists goals, objectives, policies and actions. A summary of the major chapters is provided below.

Streets and Highways

Specific Streets and Highway projects are incorporated into the RTP either by reference to the circulation elements of the general plans of the local jurisdictions or with the tables of projects that include; Short Term Fundable, Long Term Fundable, Needed But Currently Unfundable by agency. Additional tables were used to demonstrate the project efforts in State Highway System Operation and Protection Program(SHOPP), Highway Bridge Replacement and Rehabilitation Program (HBRR), and other local agency Redevelopment Projects. The RTP is intended to include as many projects as reasonable. Generally, project-specific state and federal grants require that projects be listed in the region's RTP to demonstrate that the project fulfills a documented need. Therefore, the document is intended to be inclusive, or broad, with regard to listing projects.

The growing Deferred Maintenance Needs of the region have been projected within the RTP, the estimate exceeds \$150,000,000 and will grow higher every year. Maintenance budgets have seen an increase in available funds from the Traffic Congestion Relief Program. This will help address the continuing road maintenance deficit.

Transit

Since the last update of the plan, there have been a number of changes to transit service. These changes have not been significant and involve route changes in and around the Redding urbanized area. Additional trial services extending Burney Express and adding Express service to Cottonwood are now underway. The other services have remained the same. The majority of funding for operating and capital needs for transit service will continue to be provided from Transportation Development Act funds. Capital needs will continue to be applied for via the FTA 5307 grants and matched with TDA funds. These sources of funding are projected to be stable with limited growth. Therefore, the transit system will have to depend on increased efficiency if it is to add service in future years. The source for these estimates is the RABA Short and Long Range Master Transit Plan Study recently completed and accepted by RABA.

Non-Motorized

Although development of nonmotorized facilities continues to be slow, several bicycle lanes have been added in the Region. A high profile project that will be constructed within the short-range term of the plan is the pedestrian/bicycle bridge between the Civic Auditorium and the Arboretum in the City of Redding.

The RTP projects using Transportation Enhancement funds as the major source of funding for future bicycle lanes. There is also an increased amount of Bicycle Lane Account funds available through a competitive grant application process. This state source is limited and typically consists of \$90,000 to \$100,000 per project; which is not adequate to fund a major project.

Air Quality

Air quality is an important issue that will be affecting the transportation planning process along with many other activities within the county. It is projected that the county will be designated as a "non-attainment" area for federal air quality standards by the year 2002. The impact on transportation planning will primarily impact capacity increasing projects such as street, road and highway lane additions. These projects will not be allowed unless it is demonstrated through air quality modeling that they will not only not increase air pollution but will help meet the emission levels that will be established to comply with the federal standards. It should be emphasized that this projected designation is not firm. The region has been on the cusp of this designation since 1999. Nonetheless, the RTP is organized to comply with this designation if and when it occurs.

OTHER AGENCY INVOLVEMENT

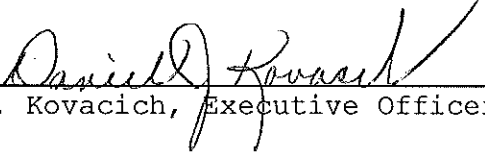
The Regional Transportation Plan was developed in cooperation with Shasta County; the cities of Redding, Shasta Lake and Anderson; Caltrans; Redding Area Bus Authority (RABA), and Shasta County Air Quality Management District. A working group was formed that included local, state, and federal agencies, a bicycle group representative, a wheelchair user, and the trucking industry.

Public comments gathered during the review have been incorporated in the draft. Advertisements of the opportunity to comment on the plan were placed in the Record Searchlight, Shingletown Ridge Rider News, and the Intermountain News. Comments were received from Caltrans, the Redding Area Bus Authority and from Allen Kost representing bicycling interests. These comments, as well as any received up to and including December 11 will be included in the back of the RTP and will be included in the final draft of the document that will be printed after the Board's adoption.

Obviously, if comments are received after the agenda deadline that significantly change the major themes of the Plan it will be brought back to the Agency for review and adoption. However, this is not anticipated.

FINANCIAL IMPACT

The Regional Transportation Plan is the tool that is used to set regional goals and identify policies for the allocation of funding for transportation projects. The plan contains a financial chapter which provides both a 10-year and 20-year estimates of funding available and anticipated expenditures by jurisdiction.



Daniel J. Kovacich, Executive Officer
/jmg

Enclosures: Resolution No. 01-08

**RESOLUTION NO. 01-08
ADOPTING 2001 UPDATE
REGIONAL TRANSPORTATION PLAN
FOR SHASTA COUNTY**

WHEREAS, State and Federal regulations governing comprehensive transportation planning require that each regional transportation planning agency adopt, and thereafter, update biennially in even-numbered years, a Regional Transportation Plan to serve as a statement of short-range and long-range regional goals, objectives and policies, and as a decision-making tool and guide to action; and

WHEREAS, the draft 2001 Regional Transportation Plan update for Shasta County has been prepared and distributed for review and comment; and

WHEREAS, the draft Plan update has been revised to incorporate such recommendations as have been made by interested agencies; and

WHEREAS, a public hearing on the draft Plan has been held and its results noted; and

WHEREAS, the project is subject to the requirements of the California Environmental Quality Act (CEQA);

NOW, THEREFORE BE IT RESOLVED that the Shasta County RTPA makes the following findings:

- A. An initial study has been conducted to evaluate the potential for significant adverse environmental effects. Based on the earlier evaluation in the Environmental Impact Report (SCH #94053019) prepared for the 1994 RTP, there is no substantial evidence in light of the whole record that the 2001 RTP may have a significant effect on the environment.
- B. No substantial changes are proposed in the RTP which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- C. No substantial changes have occurred, or are expected to occur, with respect to the circumstances under which the RTP applies which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- D. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative;
- E. There is no evidence that the proposed project will have a potential adverse effect on wildlife resources and a "de minimis" finding (for exemption from the California Department of Fish and Game filing fee) is appropriate.
- F. The draft Plan update meets all the State and Federal requirements for Regional Transportation Plans contained in Government Code Title 7, Chapter 2.5, §65080-65082 and Government Code Title 1, Division 7, Section 6061.
- G. The draft Plan update is financially constrained for both the short- and long-range terms.

BE IT FURTHER RESOLVED that the Shasta County RTPA adopts the CEQA determination that the prior EIR remains applicable to the RTP update and a Notice of Determination will be filed; and adopts the 2001 update of the Regional Transportation Plan for Shasta County.

PASSED AND ADOPTED this 11th day of December, 2001, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency