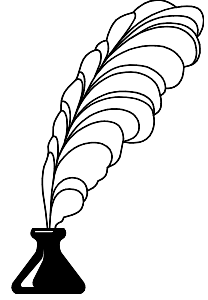


# 1 EXECUTIVE SUMMARY



This Regional Transportation Plan is prepared in compliance with state (California Government Code Sections 65080 et seq.) and federal (U.S. Code Title 23, Section 134 and 135 et seq.) regulations governing regional and metropolitan transportation planning and programming and has a 20-year planning horizon. Updated every three years, the plan is intended to provide clear, concise policy guidance to local and state decision makers. It contains a discussion of regional transportation issues and problems and possible solutions, and includes goals, objectives and policies for each transportation mode and area of concern as well as actions to be taken to implement plan goals, objectives and policies, and funding estimated to be available.

The overall goal of this plan is to provide a safe, balanced, coordinated and cost-effective transportation system that conserves energy and preserves air quality, serves the needs of the local metropolitan area and region, and is consistent with and helps implement local agencies' general plans.

A "checklist" approach has been used to ensure all "planning requirements" have been addressed. Please refer to the tab provided that demonstrates compliance with the regulations. The checklist can be used as a roadmap to the RTP response for each component of the plan. Within each of the sections are the issues, goals, short and long-range objectives and policies that govern this regional plan. A series of tables has been provided to inform the readers of specific projects identified by the agencies as needed to enhance and maintain the network by year.

## **Summary of Needs and Issues**

Due to State and Federal budget deficits, it appears very unlikely that the local agencies and Caltrans will be able to keep up with the demand for increased transportation facilities in Shasta County. RTPA staff members worked with local partners and Caltrans to identify various road maintenance costs and facilities needs. The work done as part of this Regional Transportation Plan used the project lists within this document as a starting point for future needed improvements. Road maintenance needs were developed based upon various techniques, such as cost per mile and using estimated useful life of various improvements. Costs identified in the base year were escalated by 3 percent per year.

The future needs of the region include road expansion and improvements, new lanes, roads and signals, bridges and maintenance and rehabilitation costs associated with keeping the pavement in good condition. Other needs examined include general public transit and transit oriented toward senior citizens.

It should be noted that the transportation system in Shasta County, while under some stress, still functions quite well. The area in and around Redding experiences

congestion at predictable locations around major commute times and at lunchtime. However, given the pattern of development and growth, these periods of congestion are predicted to increase in intensity and duration. Clearly a plan to improve the infrastructure with consistent revenue streams is needed.

The below table provides an estimate of the total costs to maintain our road network and to provide transit services and totals approximately \$4 billion dollars through 2025. Total resources available are approximately \$1.7 billion dollars in the same period. This results in a deficit of about \$2.3 billion dollars. Obviously, the Shasta County region will have to deal with less revenue for identified needs. The RTP goal is to provide a safe, balanced, coordinated and cost effective transportation system that conserves energy and preserves air quality, serves the needs of the local metropolitan area and region, and is consistent with and helps implement local agencies plans. The policies, objectives, actions performance measures, prioritization processes and actions identified in this document are guided by this overall goal and the subset of goals in each of the multi-modal chapters.

TABLE 1-1

<b>SHASTA COUNTY REGIONAL NEEDS - SUMMARY OF EST. COSTS AND REVENUES – 2002-2025</b>								
(Amounts are in thousands)	<b>Anderson</b>	<b>Redding</b>	<b>Shasta County</b>	<b>Shasta Lake</b>	<b>Caltrans</b>	<b>RTPA</b>	<b>RABA</b>	<b>Total</b>
Total Maintenance & Operations Costs Through 2025	\$ 54,620	\$319,538	\$526,301	\$ 45,327	\$ 1,757,500	\$ -	\$144,843	\$ 2,848,129
Total Project Costs to Expand System	\$ 43,273	\$562,299	\$126,592	\$ 14,129	\$ 304,500	\$ -	\$ 44,494	\$ 1,095,287
Total Needs through 2025	\$ 97,894	\$881,837	\$652,893	\$ 59,455	\$ 2,062,000	\$ -	\$189,336	\$ 3,943,416
Expected Revenues	\$ 25,645	\$115,176	\$386,053	\$ 18,754	\$ 927,900	\$ 64,000	\$171,715	\$ 1,709,243
<b>Shortfall Projected</b>	<b>\$ 72,249</b>	<b>\$766,661</b>	<b>\$266,840</b>	<b>\$ 40,701</b>	<b>\$ 1,134,100</b>	<b>\$ (64,000)</b>	<b>\$ 17,622</b>	<b>\$ 2,234,173</b>

Source: 7/22/03 Transportation Needs and Funding Source Report to the SCRTPA

The below bullet points summarize needs and issues in the region. Planning policies, actions and objectives address these points in greater detail within this Regional Transportation Plan.

- ❑ The cities of Redding, Anderson and Shasta Lake contain more than 50 percent of the county population and have demonstrated high growth rates in daily miles traveled; therefore, most of the transportation needs are concentrated in and adjacent to the cities. However, the competing needs of the rural and urban environments in this region must be balanced.
- ❑ The system of streets and roads in Shasta County is deteriorating faster than it can be repaired. Maintenance needs continue to accumulate faster than available funding. Deferred maintenance costs continue to trend upwards due to current funding levels being approximately half of what is required. Large maintenance projects cannot begin on a timely basis due to financial constraints, this precludes, at times, realized economies of scope and scale. Maintenance forces currently in place are at an all-time low.
- ❑ The potential for transit service enhancements, including commuter service, needs to be assessed continuously and service improvements implemented where feasible. This plan assumes a status quo posture on new services in the short run.
- ❑ Bicycle and pedestrian facilities need to be improved as funding becomes available in order to encourage use of non-motorized modes.
- ❑ Programs to end and reverse the deterioration of air quality in Shasta County need to be further developed and implemented before the county becomes a federal nonattainment area.
- ❑ The role of land use planning and its effect on transportation needs to be given greater consideration by the cities and county in their planning efforts. Specifically, the placement of residential densities, services and employment drives the need and timing for most transportation facilities.
- ❑ The growing elderly population in Shasta County, while not unique to this region, appears to have their quality of lives affected negatively due to the current delivery of service. The transportation of the frail and elderly in the rural area requires additional capacity now. New and better buses and vans are required.
- ❑ The Regional Transportation Plan is clearly project driven. The ability to ensure the best projects are identified and compete for scarce resources requires a process that is fair and flexible. The process used will continue to be dynamic in nature and adapt to all regulations. Modeling and supporting analysis will be enhanced to provide a reliable benchmark for all plans and modes going forward.

## **Modal Considerations and Related Needs and Issues in Regional Planning**

- Maximizing transit efficiencies by continuously monitoring needs, performance, funding, and capital requirements is paramount for the needs of the elderly and other bus riders.
- Streets and roads continue to be the focus of the RTIP. The use of a competitive process by the stakeholders assists with overall justifications.
- Goods movement infrastructure in the area requires additional needs and feasibility studies toward an intermodal goods movement facility. New technological approaches may allow for further efficiencies and safer movements.
- Passenger rail service may not be practical in the short run due to estimated low farebox recovery and requirement for local revenue. Continued monitoring of legislation and support for the examination of other revenue streams is appropriate at this time.
- Non-motorized travel will be encouraged by the integration of its development throughout the region. Barriers will be identified and eliminated. A system of trail development that interconnects the bicycle/pedestrian network is growing in Shasta County and will benefit the region in the short and long run.
- The plan continues to support development of a multimodal transportation system in the county. As funding becomes available, projects will be added to the system to augment the multimodal system.
- In subsequent cycles starting with the 2004 RTIP update, the Regional Improvement Program revenue should continue to be programmed for capital improvement projects that address both regional and local priorities.
- Advanced transportation technology projects should be identified for the region's transportation system and grants sought from the Intelligent Transportation Systems Program.
- Public transit needs will be addressed by encouraging transit providers to utilize the full flexibility allowed for Federal Transit Administration funding to support both operations and capital.
- The nonprofit paratransit providers' capital needs will be addressed by actively assisting them to apply for Federal Transit Administration grant funds.

### **Recommended actions necessary to implement the transportation system adopted in the RTP**

- Program STIP funding for rehabilitation projects that address the street and road maintenance deficit.
- Program STIP funding for capital improvement projects for streets and highways.
- Encourage the State to program improvements for the Buckhorn Summit from the interregional program and or from the SHOPP.
- Fund non-motorized projects with the revenue from the Transportation Enhancement program.
- Apportion the Transportation Development Act revenue to the cities and county and conduct the annual unmet transit needs process to determine the level of funding needed to support the transit needs that are deemed reasonable to meet.

### **Funding programs necessary to implement RTP projects or actions, including Transportation Control Measures (TCM)**

Funding for plan implementation will come from a variety of federal programs established under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) administered by FHWA and FTA through the CTC and Caltrans; aviation programs administered by FAA; state surface transportation and aviation programs administered by Caltrans; and local programs funded out of Highway Users Tax and Transportation Development Act (TDA) revenues. These programs are described in greater detail in the Financial Element - Chapter 13.

### **Significant environmental impacts resulting from plan implementation**

The net result of plan implementation will be environmentally beneficial. The safe and efficient movement of goods and people throughout Shasta County will enhance the quality of life and allow for more efficient use of existing roads. Environmental impacts, if any, are addressed at the project level. Project selection criteria for environmental concerns were established in the process.

To date, Shasta County is an attainment area under the Federal Clean Air Act Amendment. Based on past year's performance, it is projected that Shasta County may violate the new federal air quality standards by the year 2005. This may severely constrain development of new capacity increasing street and highway projects. The Shasta County RTPA works closely with the Air Quality Management District (AQMD) in implementing the Air Quality Attainment Plan.