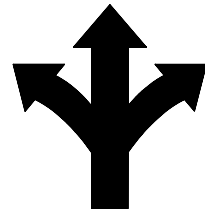


14 ALTERNATIVES



Four Possible Alternatives/Transportation Strategies

Four broad alternative/strategy scenarios are addressed in this chapter:

1. No action;
2. Emphasize circulation improvements (streets and roads);
3. Emphasize public transportation improvements (transit);
4. Emphasize multimodal improvements.

No action

The first alternative, no action, does not merit serious consideration except in the event of a total loss of funding, and is included because it represents the worst-case end of the spectrum. That scenario ultimately results in impassable roads and traffic gridlock.

Emphasize Streets and Roads or Emphasize Transit

Alternatives 2 and 3 each emphasize one mode at the expense of the other. Alternative 2, emphasis on streets and roads, would be more appropriate for a primarily rural area without the population densities and travel behavior patterns that call for more extensive mass transit systems. Heavily urbanized areas, on the other hand, would be more likely to place the greatest emphasis on mass transit to help solve capacity and level-of-service problems for which street and road improvements are either not feasible, or would be prohibitively expensive.

Preferred Alternative: Emphasize multimodal improvements

Alternative 4, the multimodal alternative, has previously been adopted by the RTPA and existing programs reflect that choice. As funding becomes available, projects will be added to the system to augment the multimodal system.

This alternative has been chosen and followed in past years. There are three funding scenarios to consider: (1) funding at present level, (2) decreased funding, and (3) increased funding.

Three Possible Funding Scenarios for Preferred Alternative

- ❑ ***Funding at Present Level:*** This alternative would attach first priority to safety and Transportation System Management improvements on streets and highways and the development of public transportation to meet the basic needs of the “transportation-disadvantaged” within the urban areas, and secondly, the selection of projects to accommodate increases in transportation demand.

The emphasis would be within the South-Central Region (SCR). Outside the SCR, emphasis would be on maintenance and rehabilitation.

- **Decreased Funding:** This alternative would require slowing the development of multimodal facilities. Plans for necessary improvements in all modes would continue to be developed within the limits imposed by financial constraints, but with the clear understanding that project funding is problematic. With on-the-shelf plans available, needed projects would be in a favorable competitive position when, and if, program funding became available.

The transit system could probably be maintained, but expansion would be slowed. Airport improvements would slow or cease. Biking facilities' improvements would slow or cease. Streets and roads improvements (aside from those constructed by developers) would decline until only low cost TSM effort, maintenance and minimal rehabilitation remain.

- **Increased Funding:** This alternative would, depending on which programs are funded, increase the implementation of multimodal facilities' improvements: transit expansion within the SCR, airport improvements at Redding Municipal Airport, biking facilities which are especially dependent on funding levels, TSM road and street improvements, road rehabilitation, and safety improvements.

Funding at Present Level Scenario

The recommended funding scenario will be "Funding at Present Level." With the current budget crisis at the state creating STIP funding "moving targets" the ability to leverage local funds is currently minimized.

The current funding scenario addresses the street and road maintenance deficit problem to the extent possible by continuing to exchange the RSTP revenue for state funds and utilize this source primarily for street and road maintenance.

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. Consideration will be given to utilizing a portion of the revenue to continue addressing the preservation problem. The prioritization process will continue to move the most needed projects for consideration by the agency into the plans.

Non-motorized transportation system needs should be addressed to the extent possible by assisting local agencies to apply for Bicycle Transportation Account funding; seeking funding for recreational non-motorized projects from the TEA 21 Recreational Trails Program; and using Transportation Enhancement revenue for pedestrian and bicycle projects. The Transportation Enhancement revenue should be exchanged when possible for state highway account revenue in order to maximize the use of these funds. Public transit needs should be addressed by encouraging transit providers to utilize the full flexibility allowed for Federal Transit Administration funding to support both operations and capital. Transportation Development Act revenue will continue to be the

major source of funding for public transit in the county. It should be noted that sales tax increases this revenue stream due to the major retail box stores that have recently moved into the urban area. The unmet needs process must continue to be administrated with the reasonable to meet principle in the forefront. The nonprofit paratransit providers' capital needs should be addressed by actively assisting them to apply for Federal Transit Administration grant funds. Coordination of paratransit services will be encouraged to maximize the number of rides that can be provided for the available revenue. Monitoring the RTP policies and objectives within the RTP generate special studies to ensure that the transportation disadvantaged needs are recognized and are being planned for, the resulting improved data should lead to better decisions.

Additional revenue sources, such as Traffic Impact Fees (TIFs) have increased recently in the region. The City Of Redding has a plan to utilize this source of revenue to advance their projects due to the delays of STIP projects (See chapter 5). The City of Anderson has held public meetings recently regarding TIFs that would fund improvements in the Deschutes Road corridor and interchange. Both Shasta County and City of Shasta Lake will launch special studies during this RTP cycle that could lead to higher revenues in the form of Traffic Impact Fees for their respective jurisdictions.

The public is kept informed of the plans within the RTP programs by the MPO's proactive public involvement program. Key measure of effectiveness are being tracked by following the strategies and objectives contained in the updated Public Involvement Procedures for Transportation Planning, adopted in 2003 (See appendix D). Improvements and interest in our website continue, the newsletters (*TransPorter*) is being prepared quarterly and its distribution list grows longer. The rotation of the RTPA agency meetings to five locations have increased and broaden our attendance base and public awareness of what the role of the RTP is for the region. The safe and efficient movement of people and goods has been and continues to be a top priority for the region. Employment, housing and community development will all be improved by the implementation of this RTP.