

**Trinity County Transportation Commission**

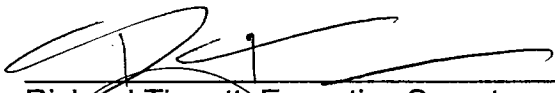
**Overall Work Program**

**For The  
Annual Transportation Planning Program  
For Fiscal Year 2010/11**

Adopted:

**May 18, 2010**

Approved:

  
Richard Tippett, Executive Secretary  
Trinity County Transportation Commission

## **OVERALL WORK PROGRAM Fiscal Year 2010/11**

### **PURPOSE AND NEED**

The annual Overall Work Program (OWP) is prepared pursuant to the Trinity County Board of Supervisors 2004 Resolution (2004-048), the Master Fund Transfer Agreement dated January 1, 2005 and expiring December 31, 2014 between the Trinity County Transportation Commission (TCTC) and Caltrans, and the requirements of the Regional Transportation Planning Agency Overall Work Program Guidance Package provided by Caltrans.

The OWP addresses the on-going transportation planning process in Trinity County. Major transportation interests of the County and Caltrans are set forth in the work elements and levels of funding. The purpose of the continuing planning process is to ensure that the region's transportation plan is responsive to the changing needs and desires of the system users. Decision makers are aware that the work program provides them with the opportunity to monitor progress being made toward previously defined goals and objectives. In Trinity County, the dominant mode of transportation is the automobile, but the planning process considers other modes as well. A great emphasis has been placed on expanding opportunities for transit and specialized transportation systems.

### **BACKGROUND**

Trinity County consists of approximately 3,200 square miles, nearly all of which are mountainous. Federal agencies manage seventy-two percent of the land base. Privately owned lands tend to be located in the southwest and northeast corners of the County and include the larger communities of Weaverville, Hayfork, Lewiston and Trinity Center. The majority of private lands are owned by large timber and forestry companies and are devoted to timber production. Government, forestry and recreation provide the majority of the employment in the County.

State Routes (SR) 36 and 299 are the major east-west highways running through the county while SR 3 provides a north-south corridor. Roads are subject to occasional closure due to wildland fires, land slides, and snow. Closure of SR 299 also adversely affects Humboldt County to the west; and Shasta County to the east. Trucks and recreation vehicles contribute to traffic delays and congestion along State Routes in the County because of limited passing opportunities. The major transportation mode for residents and visitors alike is the automobile.

In 2009, the TCTC adopted an updated Transit Development Plan: 2009 to 2013. In 2004, the TCTC adopted its first Bicycle Master Plan (BMP) and plan to begin updating the BMP in FY 10/11. In 2005, the TCTC adopted its updated Regional

should be completed and adopted during the fall of 2010. The RTP is coordinated with the County's General Plan and state requirements for delivery and performance standards.

## **ORGANIZATION**

The Board of Supervisors concurrently serves as the TCTC. The TCTC consists of five members, and was formed in 1971 to allocate the funds created by Senate Bill 325. Assembly Bill 69 broadened the Transportation Commission's responsibility and authority by designating the Commission as the body responsible for adopting the Regional Transportation Plan (RTP). Additional legislation, AB 402, 1977, continued the Commission's responsibilities. The Commission is also responsible for disbursing State Transit Assistance Funds allocated under SB120. Projects funded by Section 5310 of the Federal Transit Authority (FTA) require TCTC review and approval to ensure consistency with the Regional Transportation Plan and the "Coordinated Public Transit Human Services Transportation Plan".

With the enactment of Senate Bill 45 in 1997, the TCTC was granted broader authority in the development and administration of the State Transportation Improvement Program (STIP). Beginning with the 1998 STIP, the TCTC is responsible for the Regional Transportation Improvement Program for Trinity County. The TCTC may nominate projects for State highways and local roads, especially those focusing on regional transportation improvements in a number of categories, including capacity expansion, reconstruction and rehabilitation.

The TCTC coordinates its activities with the County Planning Department as well as with state and other local government entities and Round Valley Indian Reservation Tribal Government. Citizens are encouraged to provide input to solve transportation problems that are a concern to the community during regular meetings of the TCTC and during other meetings such as the Social Service Transportation Advisory Council and Round Valley Indian Reservation Tribal Council. In addition, the TCTC has created three committees to assist in carrying out its duties with respect to Policy Advice, Technical Advice, and Citizen Input:

- The Policy Advisory committee consists of members of the Transportation Commission and the Caltrans District 2 Director. The purpose of the policy advisory committee is to resolve policy issues between the TCTC and Caltrans;
- The Technical Advisory Committee consists of the County Engineering and Planning Department technical staff and the Caltrans District 2 Planning Division Chief. The purpose of the Technical Advisory Committee is to resolve technical issues between the TCTC and Caltrans.

The Policy Advisory and Technical Advisory committees meet as necessary, usually when there is a need to resolve a specific issue. Both committees have met as the situation warranted.

- The Citizen Advisory committee has the same membership as the Social Services Transportation Advisory Council (SSTAC). Its membership includes potential transit users, potential transit users who are handicapped, local social service providers for seniors, local social service providers for the handicapped, local social service providers for persons of limited means, representatives from the consolidated transportation service agency and other members of the public who have expressed a willingness to serve. Public notice is provided for all meetings and the public is invited to participate in the discussions. Efforts are made to attain geographic and minority representation on the council. The SSTAC meets several times a year on transit issues and provides recommendations to the Commission on unmet transit needs. The SSTAC also acts as the advisory committee for regular updates of the Transit Development Plan.

Additionally, the TCTC regularly advertises and appoints interested citizens to assist with transportation planning on such projects as the Bicycle Master Plan. Since there are no local television or radio stations and only one "adjudicated" local newspaper published weekly, advertisements are published in the weekly paper. There is also a weekly advertiser distributed to all Post Office boxes, which is sometimes used to advertise public notices. The County's transportation planning has citizen input from interested groups and individuals who are usually appointed from each County Supervisor's district in an effort to provide equal representation county-wide. Input from these citizens and from public hearings help develop these plans.

### **ENVIRONMENTAL REVIEW**

The OWP is exempt from the California Environmental Quality Act pursuant to Sections 15262 and/or 15276 of the California Code of Regulations. Projects that may have environmental impacts are reviewed on an individual basis.

### **LINKAGE BETWEEN PROGRAMS**

Each year's OWP planning activities are linked to both the RTP and previous years OWPs. The RTP provides goals, objectives and policies to be reached, and the OWP sets forth specific planning to reach those goals. State mandated planning activities and funding levels also influence annual OWP task development. The OWP's Rural Planning Assistance funds are used for:

1. Regional planning studies and activities.
2. Regional planning consensus efforts.
3. Regional planning documents, consistent with Federal and State requirements and guidelines.

The eight (8) SAFETEA-LU Planning Factors require agencies to consider the following factors in planning for the future transportation needs of the region:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes – people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

These factors are included in each work element, and Table III (page 22) identifies the factors addressed in each element.

Early and continuous public participation is consistent with the provisions of SAFETEA-LU. TCTC seeks participation from traditionally underrepresented communities (i.e. elderly, disabled, low income, and minority; Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander). The TCTC consistently advertises for and appoints representatives from minorities, low-income and community based organizations to committees developing various transportation plans. Individuals on these committees have their concerns and ideas from traditional and non-traditional stakeholders integrated into plans, projects, and policies. In addition, the TCTC advertises public hearings in the local newspaper and through the County Board of Supervisors Office, providing citizens with an opportunity to give input on draft transportation documents.

During the execution of Trinity County's annual Overall Work Program, work elements may be added to, or deleted from the OWP. Table I on page 7 lists the work elements that are included in the 2010/11 OWP. Table II on page 21 lists the summary of funding for each of the work elements.

### **RECENT SIGNIFICANT TCTC ACCOMPLISHMENTS AND PLANNING EFFORTS**

- Regional Transportation Plan adopted 2005
- Bikeway Master Plan adopted 2004
- Transit Development Plan: 2009-2013, adopted 2009
- Coordinated Plan approved/adopted 2008
- ITS Architecture adopted 2008

- Coordination of transportation planning/administration efforts with local Native American groups in accordance with Task 4 in Work Element 606. This effort will continue.
- Coordination of transportation/administration efforts for public outreach, Environmental Justice, and Title VI requirements in accordance with Task 5 in Work Element 606.
- Documentation of public involvement and community participation events/activities in the development of the Regional Transportation system, and STIP candidate projects.

**Required Information Element:**

This information describes joint planning activities that occur between Trinity County and Caltrans.

<b>Joint Planning Activities Within Trinity County Information Element FY 2010/11 Trinity County OWP</b>			
<b>Activity Description</b>	<b>Work Performed By</b>	<b>Products</b>	<b>Due Date</b>
Regional Planning	Caltrans/RTPA	RTP, RTIP, OWP (see also WEs 605, 604)	Ongoing
Multimodal Planning	Caltrans/RTPA	Aeronautics, Transit, Bicycle, and Pedestrian Planning (see also WEs 602, 603, 604)	Ongoing
System Planning	Caltrans/RTPA	Transportation Concept Reports, Corridor Management Plans (see also WE 601)	Ongoing
System Management	Caltrans, RTPA, Local Agencies	ITMS Database CTIS Database (see also WE 601)	Ongoing
Project Study Reports	Caltrans, RTPA, Local Agencies	Completed PSR's (see also WE 601)	Ongoing
Local Development Review	Caltrans, RTPA, Local Agencies	Traffic Studies/Environmental Document/Mitigation (see also WE 601)	Ongoing
Programming	Caltrans, RTPA	STIP, RTIP, FSTIP (see also WEs 605, 606)	Ongoing

TABLE I

<b>Work Program Elements</b>		
<b>Element</b>	<b>Description</b>	<b>Status</b>
601	Transportation System Management	Ongoing
602	Public/Specialized Transportation	Ongoing
602.1	Transit Mobility and Awareness Plan	Continuing project
603	Non-motorized Facilities	Ongoing
604	Aviation Planning	Ongoing
605	Regional Transportation Planning	Ongoing
605.2	Blueprint Planning	Continuing project
606	Administration/Coordination	Ongoing

## **WORK ELEMENT 601 - TRANSPORTATION SYSTEM MANAGEMENT**

### **A. PURPOSE**

Achieve a coordinated street and road system within Trinity County emphasizing the Transportation System Management strategies outlined in Trinity County's Regional Transportation Plan.

### **B. PREVIOUS WORK**

1. Continued traffic monitoring - various locations (on-going).
2. Monitored land use development on road system (on-going).
3. Assisted in development of Intelligent Transportation Systems Plan (District 2 ITS Architecture & Strategic Deployment Plan).
4. Participated in the partnership for the Buckhorn Grade Improvement project per the cooperative agreement with Caltrans (Dist. Agreement # 02-0032) and attended Buckhorn Grade Improvement meetings including management team, project development team, alignment sub-committee and public meetings (on-going).

### **C. TASKS**

1. Review land use development projects for impacts to proposed circulation system and include appropriate airport representation to comment on airport planning issues, including the Caltrans Division of Aeronautics (on-going).
2. Evaluate potential impacts to the current and proposed circulation system from proposed changes to the county General Plan and include appropriate airport representation to comment on airport planning issues.
3. Evaluate effects of land use decisions on corridors and establish an Alternatives Analysis, as appropriate. (on-going)
4. Continue data collection for vehicle traffic levels - ADT for future (spring-summer-fall annually).
5. Monitor and/or coordinate with other agency land use decisions or other actions (eg: utilities) for impacts to County road system (on-going).
6. Coordinate with Caltrans and other agencies to improve local and interregional goods movement, including improvements to Buckhorn Grade to facilitate STAA trucking standards.
7. Develop TSM actions for capital improvements when feasible (Caltrans & TCTC).
8. Review existing transportation systems to determine if greater efficiency could be achieved through TSM actions.
9. Review Caltrans System Planning products (past examples include: the Transportation System Development Plans and Corridor Management Plans).
10. Continue development of county-wide road system data base using GIS.
11. Cooperate with Caltrans District 2 to develop the Trinity County, and adjacent county portions of the District 2 ITS architecture that is being developed as a subset of the rural, California/Oregon Advanced Transportation Systems (COATS) ITS Strategic Deployment Plan (SDP).
12. Coordinate with District 2 and other stakeholders in the implementation of the District 2 ITS Architecture Maintenance Plan, including documentation of an architecture baseline and timely updates during project development for new, or updated ITS projects within Trinity County. (Note: Maintaining the regional ITS architecture fulfills Section 940.9 (f) of the Federal Highway Administration's ITS Architecture and

Standards; Final Rule (FHWA99-5899) 23 CFR 940. The Section states, "The agencies and other stakeholders participating in the development of the regional ITS architecture shall develop and implement procedures and responsibilities for maintaining it, as needs evolve within the region."

13. Continue with updating County GIS system with federal, state and county road system data important for tracking and monitoring road system improvements and problems.
14. Coordinate and consult with Round Valley Indian Reservation Tribal Government.
15. Coordinate road and utility improvements with affected agencies.
16. Enhance the technical capacity of planning processes by employing GIS tools.
17. Continue coordination with other counties in Transit Highway Planning Integration by researching compatible emergency communication equipment such as Automatic Vehicle Locaters (AVL) and security cameras.
18. Coordinate with Caltrans to develop the "State Route 36 Transportation Concept Report".

**D. PRODUCTS**

1. Improved database from which to make road improvement and transportation improvement decisions (on-going).
2. Improved transportation-planning process that includes TSM consideration and coordination between agencies (on-going).
3. Develop increased knowledge base to address current and future freight transportation issues (on-going)
4. Development of ITS information in cooperation with Caltrans and other agencies for inclusion in future RTP. Completion of a County-level ITS architecture and strategic deployment plan which will serve as an addendum to Trinity County's RTP, and provide a legally-compliant baseline for federal funding of ITS projects in the County (on-going).
5. Determine the Locally Preferred Alternative for transportation corridors for future inclusion into the Regional Transportation Plan. (on-going)
6. Document Tribal government-to-government relations.

**E. FUNDING BY SOURCE**

Responsible Agency	Rural Planning Assistance Funds	In-Kind Services	Total Funding
TCTC Staff (RTPA)	\$4,000	-0-	\$4,000

