

3. POLICY ELEMENT

The purpose of the Policy element is to identify legislative, planning, financial and institutional issues and requirements within Trinity County. Consistent with the 2010 RTP Guidelines, this Policy Element is intended to:

- Describe the transportation issues in the region
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons (Government code Section 65080 (B) (1))
- Maintain internal consistency with the Financial Element and STIP fund estimates
- Address consistency with the 2007 California Transportation Plan policies and the Interregional Blue Print (2009)
- Address consistency with the 2008 California Strategic Highway Safety Plan (SHSP) challenge issues and policies
- Consider the Trinity County General Plan Circulation Element (2002)
- Include “unmet transit needs” procedures and policies for public transportation

In addition this RTP also addresses consistency with the Trinity County General Plan Circulation Element (2002); Shasta-Trinity National Forest Motorized Travel management Plan (March 2010); Water Quality and Habitat Protection Manual for County Road Maintenance (2002) (beyond what is required by the guidelines).

STATEWIDE ISSUES

The 2009 CTC report to the legislature cites six issues that are at the forefront of transportation planning and delivery in California for 2010 and beyond. These issues are relevant to Trinity County and future updates to the RTP.

Impact of State Budget on Transportation Resources

Ongoing state budget challenges, combined with reduced revenues from transportation taxes and fees, are jeopardizing the delivery of existing transportation capital programs. In December 2008, California projected a General Fund shortfall of \$42 billion for the remainder of 2008-09 and 2009-10. Revisions to the 2008-09 Budget Act and the amended 2009-10 Budget Act resulted in diversions of transportation funding and loans to the General Fund. While the Administration and the Legislature have spared Proposition 42 funding, transit capital and operating funds have been decimated to provide budget deficit relief. Proposition 42 funding is critical due to the interrelated nature of STIP funding to Proposition 1B programs.

Programming and Funding the 2010 STIP

The STIP is a five-year planning document adopted every two years that commits transportation funds for improving operations for rail, mass transportation, local roads, and the state highway system. The 2010 STIP program capacity is derived primarily from Proposition 42 revenues transferred to the Public Transportation Account (PTA) and the Transportation Investment Fund (TIF). Section 14524(c) of the Government Code requires the fund estimate to base revenue assumptions on existing law; however, existing law cannot guarantee that revenues will be realized over the fund estimate period. In addition, the 2010 STIP fund estimate faces major revenue risks that could substantially impact the actual program capacity. These risk items include:

- Transfers of Proposition 42 gasoline sales tax revenues - Transfers to the TIF have been delayed or suspended in the past due to budget shortfalls. There is a chance that these transfers could again be suspended during the fund estimate period because of continuing state budget shortfalls.
- PTA Diversions – The 2009-10 Budget Act and subsequent trailer bills reduced PTA funding by diverting up to \$363 million and all the spillover revenue to the Motor Vehicle Fund (MVF) with future spillover diversions continuing through 2012–13 (Chapter 14, Statutes of 2009).
- State General Fund Assistance – In December 2008, the state projected a General Fund shortfall for the remainder of 2008-09 and 2009-10. This shortfall required diversions of transportation funding and loans to the General Fund. If revenue shortfalls are again experienced, available cash for programming new capacity will be reduced.
- Federal Highway Funding – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. In addition, the Federal Highway Trust Fund required cash transfers from the U.S. General Fund in federal fiscal years 2008 and 2009 in order to meet its funding levels in the current Federal Highway Act. This makes future levels of federal funding uncertain.
- Bond Market – Proposition 1B, approved by voters in November 2006, authorized the issuance of general obligation bonds. The last sale of these bonds was October 8, 2009, providing funds for Proposition 1B transportation projects currently under construction. It is estimated that the amount provided will fund these projects through June 30, 2010. Due to a struggling economy and credit market, any future bond sale date, and any proceeds apportioned to Proposition 1B projects, is unknown. However, the final allocation for the 2009-10 appropriation has been announced, providing Trinity County with \$1.3 million for eligible projects to be completed by June 30, 2013. Trinity County has submitted a list of projects to be completed with these funds. Actual distribution of funds is contingent on sale of the remaining bonds, anticipated in fall 2010 or spring 2011.

Transportation and Climate Action: Implementation of SB 375

As California is leading the nation in addressing the issues of climate change, the California Transportation Commission (CTC) is closely working with other state agencies and the Legislature to promote a coordinated approach to strategic infrastructure decisions. The CTC supports the Strategic Growth Council created by Senate Bill (SB) 732 (Chapter 729)

Recognizing that the transportation sector is the largest contributor to GHG the Commission has moved quickly to develop early action and long term strategies to reduce GHG emissions in transportation decisions. In 2008, subsequent to the passage of the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), the Commission adopted an addendum to the 2007 Regional Transportation Plan (RTP) Guidelines to address climate change and GHG emissions during the RTP process by promoting smart growth/ land use and modeling strategies to be considered in the preparation of RTPs. Separate approaches are outlined for MPOs and RTPAs, depending on their population and growth patterns.

Preservation of the State's Transportation System

California's current transportation system is deteriorating while demand is increasing, adversely affecting the operational efficiency of key transportation assets, hindering mobility, commerce, quality of life and the environment. California lacks sufficient funding to preserve and maintain this asset, and the cost of maintaining and preserving this asset is increasing due to the cumulative effects of an aging system, growing traffic demands, and rising costs. The state's existing transportation system, consisting of state highways, local streets and roads, aeronautics, and public transit and rail, is critical to the safety, mobility and economic vitality of California, yet without sufficient funding, these assets are currently deteriorating.

On the state highway system, more than 26 percent of the pavement is distressed and needs rehabilitation or reconstruction. Over the next 10 years, the level of distressed pavement on the state highway system is expected to increase to 60 percent. Caltrans estimates that the cost of rehabilitating the state highway system is more than \$6 billion annually but less than \$2 billion is available. Without sufficient funding, the condition of the state highway system will continue to deteriorate and the costs to maintain and rehabilitate will increase.

As vital links in the state's transportation network, local streets and roads represent approximately 81 percent of California's roads. A March 2009 report prepared for a broad coalition of local and regional agencies, "Statewide Local Streets & Roads Needs Assessment" (www.savecaliforniastreet.org), rated the pavement condition of the majority of the state's local streets and roads as "at risk" and likely to deteriorate to "poor" in the next 25 years, assuming current levels of funding. The report estimated the unfunded backlog of maintenance and rehabilitation work at \$37 billion today and \$79 billion in 2033, without significant funding increases. *The same report indicates that Trinity County needs approximately \$363 million over ten years to bring the transportation system to an acceptable maintenance level.*

Federal Re-Authorization in California

SAFETEA-LU lapsed on September 30, 2009. In 2010, Congress will have the opportunity to pass re-authorization legislation that can affect much of what Americans care about most: economy and jobs, national security, energy policy, gas prices, environmental stewardship, and climate change. Under the leadership of Governor Arnold Schwarzenegger, the Business, Transportation and Housing Agency, Caltrans, and transportation officials from across California reached consensus on a basic set of principles that were given to the California Congressional Delegation in Washington, D.C. to consider in the upcoming debate on the future of this nation's transportation policies. The CTC has embraced these principles and has asked the Legislature to refer to these principles as opportunities to enhance transportation funding:

- Ensure the financial integrity of the Highway and Transit Trust Funds
- Rebuild and maintain transportation infrastructure in a good state of repair
- Establish goods movement as a national economic priority
- Enhance mobility through congestion relief within and between metropolitan areas
- Strengthen the federal commitment to safety and security, particularly with respect to rural roads
- Strengthen comprehensive environmental stewardship
- Streamline project delivery

Reliable Transportation Funding

California's current transportation funding system is based primarily on user fees such as fuel excise tax, sales tax on fuel, weight fees, bridge tolls and transit fares. For many years, the motor vehicle fuel excise tax was an adequate user fee proxy for a driver's road usage. However, increased automobile fuel efficiency, the emergence of alternate technologies, and fixed taxation rates have eroded the fuel excise tax's ability to approximate road usage and fund critical improvements and rehabilitation. In addition, the state's repeated diversions of transportation funds to meet General Fund shortfalls create even greater funding gaps and chronic instability.

REGIONAL AND LOCAL ISSUES

Trinity County is large and sparsely populated with the roadway system consisting of a vast array of aging, narrow roads and bridges. Most of the roads are dead-end, and many isolated communities have only one access route, particularly during the winter season, which brings heavy snowfall in some parts of the county. Unstable geology and steep terrain cause maintenance problems such as erosion, landslides, and rockfall on the roads. Many of these remote roads have no shoulders and minimum travel lane widths. In addition, travel lane widths are continuously lost to erosion on steep terrain, and many roads now have less than two lanes. The roads and bridges are aging and in need of major rehabilitation.

Many roads are built on old logging roads, stagecoach routes, and on solid rock or uncompacted earth without the benefit of engineered structural sections and adequate subsurface drainage. Similarly, many bridges along these routes are single-lane, resting on deteriorating abutments of wood or steel I-beams. Nearly one-third of the County-maintained bridges are currently rated Functionally Obsolete and/or Structurally Deficient (Functionally Obsolete” refers to bridges with access limits such as the presence of only one travel lane, the lack of proper bridge rails, or lack of appropriate clearances. “Structurally Deficient” indicates that a bridge has a loading limit and a permit is required prior to crossing with loads exceeding the limit). Maintaining these roads and bridges requires constant work, and several crews and maintenance stations are needed to adequately cover maintenance needs and emergency response throughout this large geographical area.

The large geographical area and sparse population of the county presents a problem for the Transit Program as well. It is very difficult to serve such a sparse population with transit services in a cost-effective manner. The Mills-Deddeh-Alquist Act was passed in 1971 (Transportation Development Act). The TDA requires revenues generated by bus fares to equal at least 10 percent of operating costs. Meeting the state required fare-box requirements for Article 4 transit service has become a significant challenge, particularly in very rural, frontier counties such as Trinity County. Performance measures based solely on operating costs do not consider dispersed populations, topography or long distances between communities.

An issue somewhat unique to Trinity County is that over 70% of the land in the County is Federal land, which is not subject to property taxes. These lands include vast areas of National Forest, National Wilderness and Bureau of Land Management land, as well as lands flooded by the Trinity and Lewiston dams. To mitigate for the loss of property tax revenues, the Forest Service historically paid the County a share of all revenue generated by timber sales on National Forest land to supplement local funding for education services and roads. However, environmental restrictions have reduced timber revenues substantially since the mid 1980's.

The Secure Rural Schools and Community Self-Determination Act (SRSCA) was passed in 2000 to provide a steady source of revenue to rural schools and roads, based on the historic levels received during the 1980's. A portion of the funds could be used by the County Department of Transportation for road-related costs, including operations and maintenance. The Act sunset in 2006, but was extended for five additional years in 2008, with annual receipts declining by 10% each year and ending in 2012. Reauthorization of the bill is critically important to rural forest communities in the US that are affected by the decline of timber harvests on federal forest lands. If the “safety net” payments are discontinued, annual operating revenues from Forest Receipts will return to the previous formula, resulting in a loss of approximately 60% of the County Department of Transportation's recurring revenues. In addition, Title II of the SRSCA provides funding for projects that “improve the maintenance of existing infrastructure” including roads and trails on Federal land or where projects would benefit resources on Federal land.

Additional Issues

- Bicycle and pedestrian facilities need to be upgraded and expanded to provide a safe environment for non-motorized modes of transportation and to assist in attracting visitors.

- While transit service continues to be an increasingly important component of the north state's regional transportation system and an important service to county residents, it is difficult to provide these services in a cost-effective manner.
- Factors in adjacent counties may very well impact the county's regional transportation system in the future as well. Specifically, the population of Shasta County is projected to increase by 36.7 percent over the next 20 years, and increase by 8.6 percent in Humboldt County. In addition, there are proposals to develop a deep-water port in Humboldt County, and proposed improvements to SR 299 over Buckhorn Grade in Shasta County would make the drive easier and safer between the Central Valley and the Coast, while also allowing for larger trucks to utilize SR 299. These factors will likely increase future tourism traffic and truck traffic on the Trinity County regional transportation system.
- These problems are exacerbated by the limited funds available for transportation programs and projects on the federal, state and local levels. There are limited local funds available to carry out adequate roadway maintenance programs. At the same time, there is a shortage of state and federal grant funding for roadway and bridge rehabilitation, replacement and other improvements on local roads and state highways.

GOALS, OBJECTIVES, AND POLICIES

An important element of the regional transportation planning process is the development of valid and appropriate goals, objectives, and policies. The RTP guidelines define goals, objectives, and policies as follows:

- A goal is general in nature and characterized by a sense of timelessness. It is something desirable to work toward, the end result which effort is directed.
- An objective is a measurable point to be attained. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal.
- A policy is a direction statement that guides decisions with specific actions.

This RTP sets forth policies that provide the framework to guide decision makers so that short-range actions and decisions are made toward implementation of the long-range plan. Some policies are specific by their very nature, while others provide guidance that is more general. The TCTC established policies in this RTP that support implementation of its goals and objectives. These policies support each transportation mode to ensure the effectiveness of a comprehensive regional transportation system. The following goals, objectives and policies are consistent with the transportation goals and policies presented in the adopted Trinity County General Plan. They are also consistent with the financial resources available to the region, as presented in the Financial Element.

Trinity County is typical of many rural counties in California in that the county's existing transportation system and widely scattered population limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the county, and the truck is the primary mode of moving goods and commodities. The use of other modes of transportation has been limited because of lack of facilities, distance between communities, and lack of an economic base to provide support.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility, and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Trinity County.

The goals, objectives, and policies for each component of the Trinity County transportation system are provided below. They cover both short range and long range desired outcomes. They are consistent with the policy direction of the Trinity County General Plan (GP) Circulation Element (May 2002), the 2005 Trinity County Regional Transportation Plan (October 2005), the updated California Transportation Plan (CTP 2030) addressing the new requirements for statewide planning established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for users (SAFETEA-LU), and the financial realities facing the State and Trinity County.

The goals, objectives, and policies by transportation element reflect a balanced approach and focus on the most feasible desired outcome given the limited transportation dollars available. The core set of goals, objectives and policies were developed as part of the 2005 RTP and the collaborative planning process for this RTP update.

Goals and Policies

Goal 0: Overall Regional Transportation

To provide a safe, reliable, accessible, cost-effective and efficient transportation system consistent with socioeconomic and environmental needs within Trinity County. Updates to the county's Regional Transportation Plan should include an assessment of changes in population, travel patterns, completed improvement projects, and the impacts to the transportation system.

Goal 1: Streets and Highways

Develop and maintain an efficient and safe system of streets, highways, and bridges that is sensitive to existing and future needs and promotes preservation of the environment, reliable access to communities and enhancement of the economy.

Objective 1.1 - Identify anticipated roadway and intersection congestion/capacity problems before they become critical in order to allow time to plan, program, and design preventative or corrective measures.

Policy 1.1.A – The minimum acceptable Level of Service (LOS) standard for county roadway and intersection operation in the Weaverville Community Plan Area is “D”. For unsignalized intersections, LOS is calculated based upon the average peak hour delay for the worst movement (using the current version of the Highway Capacity Manual). No public highway or roadway within the Weaverville Community Plan Area should be allowed to fall to or below LOS “E”.

Policy 1.1.B – The minimum acceptable Level of Service (LOS) standard for county roadway and intersection operation in all other parts of Trinity County is “C”. For unsignalized intersections, LOS is calculated based upon the average delay for the worst approach (using the current version of the Highway Capacity Manual). No public highway or roadway outside of the Weaverville Community Plan Area should be allowed to fall to or below LOS “D”.

Policy 1.1.C – The Level of Service (LOS) standard for state highway roadway segments and intersections is defined in the Caltrans Transportation Concept Report (TCR) for the facility.

Policy 1.1.D – Traffic analysis, engineering judgment and/or special studies should be utilized to assess whether roadways or intersections are operating near, at or below the applicable LOS standard. If a roadway or intersection is near, at or below the applicable LOS standard, improvements or other strategies to remedy the condition should be considered a priority.

Objective 1.2 – Rehabilitate and/or reconstruct existing road and bridge facilities where necessary, and continue to maintain existing facilities.

Policy 1.2.A – Pursue Federal and State grant funding for major rehabilitation and reconstruction of County roads and bridges.

Policy 1.2.B – Maintenance of existing facilities should be one of the primary uses of discretionary Road Funds.

Policy 1.2.C – Utilize a Pavement Management System to track maintenance needs of roads.

Policy 1.2.D – Use sound engineering judgment in determining road design and construction in order to reduce long term maintenance costs.

Policy 1.2.E – Pursue legislation that will strengthen and solidify discretionary funding sources for transportation system maintenance as well as additional funding for transportation improvements.

Objective 1.3 – Enhance operation and safety of existing county roads and State Highways by providing adequate width and safe passing zones where necessary and feasible.

Policy 1.3.A – Strive to provide two safe travel lanes on county roadways.

Policy 1.3.B – Construct turnouts and passing lanes on county roads where feasible and necessary and as transportation funding allows.

Policy 1.3.C – Support Caltrans' efforts to install turnouts and passing lanes on state highways in Trinity County.

Objective 1.4 – Maintain a uniform road classification system throughout the county to assure consistency in the application of development and road standards.

Policy 1.4.A – Apply the American Association of State Highway and Transportation Officials classification system of arterials, collectors, and locals to county roads, as identified in Trinity County Code Section 12.10.010.

Policy 1.4.B – Periodically review and update individual road classifications based on current land use and population projections.

Objective 1.5 – Provide reliable all-weather access to all developed communities of the county.

Policy 1.5.A – Identify communities with a history of access problems of isolation due to roadway failures and facilitate efforts to eliminate those conditions.

Policy 1.5.B – When feasible, provide more than one access route into residential areas.

Policy 1.5.C – Motorist safety, emergency vehicle access, roadway use/purpose and climate/weather conditions are all factors that should be considered when existing roads are improved or new roads are developed.

Objective 1.6 – Maximize motorists' access to telephone services to aid in response to accidents and vehicle breakdowns.

Policy 1.6.A – Support efforts to expand cell phone coverage of the regional major roadway system.

Objective 1.7 – Establish consistency and/or linkages between transportation needs and land use plans.

Policy 1.7.A – Consider the Trinity County General Plan and/or Community Plans when assessing potential transportation projects. Location, design and development of transportation projects should be compatible with the adopted land use policies of the county.

Policy 1.7.B – Determine and, as appropriate, address the probable land use impacts of transportation projects prior to constructing the projects.

Policy 1.7.C – Perform traffic studies and community informational meetings prior to determining the need for new roads or significant expansion of existing roads.

Policy 1.7.D – New roads and reconstruction of existing roads should be designed for anticipated traffic volumes and weight loads.

Policy 1.7.E – Identify road segments where existing right-of-way is inadequate to accommodate road width needed at projected community build-out and take steps to obtain necessary right-of-way. The county road and state highway right-of-way needs should be met in conjunction with development project approvals.

Policy 1.7.F – Determine and, as appropriate, address the probable transportation impacts of proposed land use projects.

Policy 1.7.G – The costs of street and highway improvements necessitated by new development should be borne by the responsible developers.

Objective 1.8 – Coordinate plans, programs and projects for the county, state and federal transportation systems.

Policy 1.8.A – Provide state and federal agencies the opportunity to comment on transportation plans and projects proposed by the County, as appropriate.

Policy 1.8.B – Seek opportunities to review and comment on transportation plans and projects proposed by state and federal agencies.

Policy 1.8.C – Attempt to develop partnerships with Caltrans and other Regional Transportation Planning Agencies when considering large transportation projects with multi-jurisdictional benefits and/or impacts.

Goal 2: Public Transportation

Provide affordable, reliable, and efficient public transportation options that are consistent with demand and available resources.

Objective 2.1 – Support public transit programs that are determined to be “reasonable to meet” as determined by the unmet transit needs process.

Policy 2.1.A – Continue to aggressively pursue federal, state, local and private funds for transit capital and operational expenses.

Policy 2.1.B – Continue to update the Transit Development Plan to identify transit needs and opportunities to better serve transit users of all ages.

Policy 2.1.C – Continue to meet with the Social Service Transportation Advisory Council to receive input on potential unmet transit needs and ways to meet unmet transit needs that are reasonable to

meet, particularly for residents who have limited mobility for their basic travel necessities and social wellbeing.

Policy 2.1.D – Conform to the recommendations made in the Triennial Performance Audits and annual Fiscal Audits, which includes considering operating transit under Article 8.

Objective 2.2 – Maximize county-wide transportation service and inter-county connections.

Policy 2.2.A – Consider bus service in areas of the county where ridership can support adopted farebox recovery ratios.

Policy 2.2.B – Support volunteer driver reimbursement programs or other innovative services that effectively meet the needs of transportation dependent persons residing beyond the Trinity Transit service area.

Policy 2.2.C – Encourage development of a multimodal transportation network (taxi services, transit) between airports and communities that would provide for better connectivity to community services (such as: restaurants, hotels/motels, community events, points of interest).

Policy 2.2D – Support transit services that provide connections to regional services outside of the County.

Goal 3: Bicycle, Pedestrian, and Other Alternative Modes

Promote alternative mode travel by developing a safe and convenient system of bicycle routes, pedestrian facilities, and trails to connect Trinity County’s activity centers and communities consistent with demand and resources.

Objective 3.1 – Increase the total mileage of safe bike routes and trails.

Policy 3.1.A – A minimum of four foot-paved shoulders should be provided when any new state highway lane miles are added in Trinity County. Four foot-paved shoulders should also be provided when any new county road classified as an arterial is constructed. Four-foot paved shoulders should be considered as part of rehabilitation projects where feasible, fundable, and consistent with adopted non-motorized plans.

Policy 3.1.B – Strive for a well connected bicycle system with complete bicycle “loop” routes.

Policy 3.1.C – Bicycle facilities shall be developed in accordance with applicable county and state regulations.

Policy 3.1.D – Pursue available funding sources for bicycle facilities when feasible. Possible sources of funding that should be considered include the STIP, TE, BTA, Safe Routes to Schools (SRTS) and other grant programs.

Policy 3.1.E – Keep the Bikeway Master Plan updated with existing facilities and future needs, as resources allow, to qualify for Bicycle Transportation Account (BTA) funds.

Policy 3.1.F – When proposing bikeway facilities along roadways, consideration should be given to separating the bikeway from the vehicle travel way.

Objective 3.2 – Increase the total mileage of safe pedestrian walkways and sidewalks

Policy 3.2.A – Pedestrian facilities shall be developed in accordance with applicable county and state regulations.

Policy 3.2.B – Pursue available funding sources for pedestrian facilities wherever feasible. Possible sources of funding that should be considered include the STIP, TE, Parks and Recreation funds, Title II of the SRSCA, , SRTS, and other grant programs.

Policy 3.2.C – Evaluate needs and opportunities to improve pedestrian connections within one-mile of all schools. Improvements could include but are not limited to widened shoulders, sidewalks, crosswalks, signage, pedestrian signals, and warning lights.

Objective 3.3 – Provide safe equestrian facilities consistent with demand and funding.

Policy 3.3.A – Consider equestrian interests as part of the RTP and other transportation development planning processes.

Goal 4: Aviation

Provide a safe aviation system that meets the community's needs and values through effective use of financial resources.

Objective 4.1 – Ensure that existing or proposed airports and heliports are safe for aircraft to use.

Policy 4.1.A – Support efforts of the county to evaluate and implement security and safety measures, such as perimeter fencing, at airports.

Policy 4.1.B – Support efforts of the county or special districts to develop heliports for emergency medical transportation.

Policy 4.1.C – Support county proposals to install runway lighting and navigational aids, and other airport safety improvements as needed at qualifying airports.

Objective 4.2 – Improve public safety through compatible development surrounding airports.

Policy 4.2.A – Support the county Airport Land Use Commission and its activities, including efforts to prepare and maintain Airport Land Use Compatibility Plans and making safety recommendations on proposed development activities within Airport Influence Areas.

Policy 4.2.B – Support Trinity County's efforts to reduce safety conflicts, such as removal of obstructions that are in conflict with Federal Aviation Regulation (FAR) Part 77 (including, but not limited to, lands managed by federal agencies for uses that may conflict with aviation safety).

Objective 4.3 – Employ strategies to develop a collaborative planning approach to identify existing and future aviation needs in a comprehensive manner.

Policy 4.3.A – Coordinate with the Federal Aviation Administration, State Division of Aeronautics, Trinity County, and other local and regional planning agencies which influence aviation related decisions.

Policy 4.3.B – Support county efforts to develop additional funding sources that would improve the county and regional role in developing and maintaining an efficient and effective aviation system.

Policy 4.3.C – Support efforts to develop or enhance air service between county airports and larger airports in the region or state consistent with community needs.

Policy 4.3.D – Conduct, participate in or comment on aviation related studies that could influence this plan's aviation goals (e.g. ICASP).

Objective 4.4 – Effectively use financial resources to preserve airport infrastructure and expand capacity to stimulate economic growth.

Policy 4.4.A – Coordinate with Trinity County to efficiently and effectively manage grant and loan programs available for county airports.

Policy 4.4.B – Support and participate in efforts to provide/allow appropriate compatible on-site land uses at airport facilities, including aviation services such as fuel and maintenance as well as cottage industries that use air service for deliveries; ground delivery services; and airport compatible light industrial uses at airports.

Objective 4.5 – Integrate community values into airport land use decisions.

Policy 4.5.A – Encourage early and ongoing public participation in the planning and decision making process for airport projects, in order to identify problems and explore solutions.

Goal 5: Goods Movement

Support and promote economic development through the efficient movement of freight to, and through Trinity County.

Objective 5.1 – Support efforts to maintain and improve Trinity County’s highway system as important inter-regional trucking routes, as well as connecting highways in adjacent counties.

Policy 5.1.A – Support completion of improvements to Buckhorn Grade on State Route 299 in order to realize benefits to interregional commerce that will result from the project. Consideration should also be given to potential impacts to other parts of the goods movement system in Trinity County – particularly county roads and State Route 299 in Weaverville.

Policy 5.1.B – Support efforts to improve State Route 299 from Interstate 5 (in Redding) to US 101 (in Eureka) to allow passage of STAA standard trucks.

Policy 5.1.C – Support federal, state and local policies that enhance facilities involved in the transportation of commodities.

Objective 5.2 – Coordinate the development and use of the goods movement system with other infrastructure and community service needs in the county.

Policy 5.2.A – Solicit review and comment on goods movement proposals by businesses, citizens, agencies, and special districts that may be affected by the proposal.

Policy 5.2.B – Review land use and transportation projects for potential impacts to goods movement facilities.

Policy 5.2.C – Encourage use of county airports by commercial freight delivery services, including development of air freight service facilities at the airports.

Policy 5.2.D – Improve ground access between airports and community business districts, such as through provision of shuttle and delivery services.

Goal 6: Tourism

Support tourism throughout the County by developing and maintaining a safe and efficient transportation system.

Objective 6.1 – Provide efficient and safe transportation systems with clear signage.

Policy 6.1.A – Provide transportation related information to the Chamber of Commerce, when necessary, to keep tourist and marketing material updated.

Policy 6.1.B – Maintain transportation connections to tourist attractions in a safe and efficient condition.

Policy 6.1.C – Provide safe, convenient, and well marked parking areas for tourists, including parking for recreational vehicles and vehicles pulling trailers.

Goal 7: Environment

Consider the environmental impacts of transportation projects including green house gas (GHG) emissions and reduce, minimize or mitigate all impacts to the maximum extent feasible without sacrificing public safety.

Objective 7.1 – Work with local, state and federal agencies and committees responsible for setting environmental policies and procedures, to provide the county's experience and perspective.

Policy 7.1.A – Consider environmental issues early in the planning and design of transportation facilities.

Policy 7.1.B – Minimize environmental impacts, project delays and added costs or procedures for transportation projects through early and continued resource agency consultation and public involvement.

Policy 7.1.C – Participate in efforts to streamline the environmental process and reduce conflicts between environmental policies and the practicalities of construction, operation and maintenance of transportation facilities.

Policy 7.1.D – Encourage inclusion of mixed land uses, transit, and bicycle/pedestrian improvements in development proposals (and/or public projects) whenever practical to reduce vehicle miles traveled and GHG emissions.

Objective 7.2 – Support and participate in local efforts to protect and maintain the county's natural resources, such as fish and wildlife habitat and water quality.

Policy 7.2.A – Continue to take advantage of training programs and funding for sediment reduction and fish barrier removal projects.

Objective 7.3 – Perform road maintenance practices in a way that minimizes and/or mitigates degradation of environmental quality.

Policy 7.3.A – Continue to educate county road maintenance crews in best management practices and perform such practices to minimize erosion, sedimentation, water pollution, unnecessary vegetation removal and other adverse environmental effects.

Policy 7.3.B – Discourage the use of herbicides along state highways and prohibit County road crews and contractors from using herbicides along county roads.

Policy 7.3.C – Surface unpaved (dirt) roadways, improve drainage systems, and correct stream diversions on roadway that are adjacent to waterways that are habitat to aquatic species as funding allows.

RTP CONSISTENCY EVALUATION

The following section describes the 2010 RTP update's consistency with the *2030 California Transportation Plan and Interregional Blueprint* and the *California Strategic Highway Safety Plan*. In addition a consistency evaluation is provided between the Trinity County 2010 Regional Transportation Plan (RTP); Trinity County General Plan Circulation Element (2002); Shasta-Trinity National Forest Motorized Travel Management Plan – Record of Decision (March 2010); Six Rivers National Forest Motorized Travel Management Plan – Record of Decision (March 2010); and the Community plans for Weaverville, Hayfork, Mad River, Lewiston, and Ruth. In addition, consistency with the California Regional Water Quality Control Board requirements for Storm Water and Low Impact Development are provided.

2030 California Transportation Plan (CTP) and Interregional Blueprint

The CTP provides a “vision”, goals and strategies for improving transportation in California. The vision is to provide a transportation system that is safe, effective, reliable, interconnected and equitable for all users. The plan focuses on safety and increased travel choices for California residents and embodies the 3 Es for a sustainable statewide transportation system. The implementation strategies involve education, collaboration, incentives and promotion, use of advanced technologies, a reexamination of design standards and integration of all modes, and a political presence. An executive summary of the 2030 CTP is provided in Appendix 3A.

In 2009, the Department expanded the State's transportation planning process with an initiative to include the development of a state-level transportation blueprint focused on interregional travel needs while addressing the specific requirements of Senate Bill 391 (Liu). The California Interregional Blueprint (CIB) will articulate the vision for a statewide, integrated, multimodal transportation system that complements regional transportation plans and land use visions. The CIB, when fully developed, will also become the foundation for the development of the next update, the CTP 2040, that will be delivered by December 2015 to address a specific requirement of SB 391.

The following concepts and issues are important to Trinity County and are reflected in the 2010 RTP update:

- The volume of truck transport for commercial and commodity products will likely continue to grow on State highways. The County is impacted by this growth and the need for improved truck routes, truck parking facilities, and truck access to commercial land uses is an important component of goods movement.
- The cost of transportation for disabled and low income groups will likely continue to increase. The RTP recognizes that a more extensive mix of flexible transportation choices and services will improve accessibility for both groups. The transportation system in Trinity County is striving through its RTP goals and policies to be more equitable for disadvantaged groups through the unmet transit needs process, coordination with SSTAC, and promoting alternatives such as subsidized taxi service and coordination with airports.
- The CTP summarizes three land use practices that have influenced urban design and that have profound impacts on travel behavior. These practices include the lack of coordinated decision-making at the County and state level, single-use zoning, and low-density growth patterns. Trinity County is experiencing some of these effects through increased traffic congestion and delays in the SR 299 corridor, particularly in Weaverville. The RTP is proposing several projects to improve and monitor LOS to help increase the positive effects of good land use planning and decisions and to incorporate “smart growth” principles to the degree possible. These principles focus on the appropriate sizing of transportation infrastructure. In addition, future compliance with AB 32 and SB

Three E's of Sustainability:

- *Environmental Quality*
- *Economic Vitality*
- *Social Equity*

375 will move the County toward a smaller carbon footprint by reducing VMT through integrated land use planning and decision making.

- Trinity County RTP recognizes that TDM and alternative mobility options, including walking, biking and transit require coordinated land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are consistent with the County's general plan to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. The County is committed to implementing policies and strategies to reduce reliance on the automobile.

The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures, and County general plan.

California Strategic Highway Safety Plan (SHSP) (April 2008)

The California Strategic Highway Safety Plan (SHSP, April 2008) requires that RTP show a strong link between the SHSP planning processes described in title 23 U.S.C. 148 and the regional planning process. The SHSP addresses sixteen challenge areas as shown in Appendix 3B. The 2010 RTP reviewed the SHSP in conjunction with the goals and policies developed in Chapter 3.

The RTP includes several goals, policies and objectives to improve the overall safety for all modes in Trinity County. Goal 1 and objectives 1.1, 1.2 and 1.3 and 1.7 provide for the development of a safe and efficient system for all modes that expands choices and strengthens the relationship between transportation and land use. Specific objectives are included to protect the region's investment by preserving the condition of the existing system, applying new technologies to make travel more reliable, convenient and accessible, and maximizing safety for all modes. Other goal categories and/or objectives that are relevant to the SHSP are:

- Provide reliable all-weather access to all developed communities
- Establish consistency and/or linkages between transportation needs and land use plans
- Promote non-auto modes of transportation by promoting development that is transit-oriented, bicycle friendly, and walkable
- Support public transit programs and maximize county-wide transportation services and inter-county connections
- Increase total mileage of safe pedestrian walkways and sidewalks
- Provide safe equestrian facilities
- Support goods movement throughout the County

Consistency of the Existing Community Plans for Weaverville, Hayfork, Mad River, Lewiston, and Ruth.

A general review of each plan shows that the goals and policies for each community are consistent with the overall direction of the 2010 RTP and include references to each mode of travel and with existing land use efforts. All plans express a desire to maintain an adequate LOS on state and county facilities in their plan area. Aviation, transit, and bicycle and pedestrian improvements are considered important for each community and many of these proposed community improvements are included in Appendix 4A – 4F of the 2010 RTP. Specific needs findings for each community are addressed:

Hayfork Community Plan – The plan identifies the need for improved bicycle and pedestrian facilities, improved maintenance facilities at the Hayfork airport, continued land use restrictions

around the airport, and road and parking improvements along SR 3 in the downtown, and general improvement of roads. The established goals and policies address these issues and are consistent with the 2010 RTP focus.

Mad River Community Plan – The plan identifies the improvement and maintenance of county roads as major concerns. Improvement of Mad River Road (County Road 501), Van Duzen Road (County Road 511) and SR 36 are important to improve economic development opportunities in the southern portion of Trinity County. The plan identifies both scenic highways and county scenic roadways are these designations are consistent with the RTP discussion. The plan projects a modest increase in transit demand and identifies lighting concerns at the Ruth Airport. These needs are expressed as goals in the plan and are addressed in the RTP needs section and Action Element

Ruth Community Plan – The needs identified in the community plan parallel many of the needs identified in the Mad River plan. Specific improvements to Mad River Road, Van Duzen Road and SR 36 are called out. The lack of public transit is identified as a need, and listed as a specific goal of the community plan. The RTP does not include transit service at this time to the Ruth area and a previous local route (provided by Southern Trinity Transit) that originated at the Ruth Community Center was discontinued due to lack of ridership; however, the RTP does include goals and policies related to transit.

Lewiston Community Plan – The plan established goals to maintain the community's circulation system by improving safety, providing for bicycle and pedestrian travel, coordinating the transportation system with planned land uses and providing for specialized transit needs of the community. Access to the community is provided by three main roadways including Trinity Dam Boulevard, Lewiston Road, and Rush Creek Road. These roads provide vital connections to SR 299 and SR 3. Improvements to both roads are included in the RTP Action Element. At the time the plan was written, there was no transit service to the community. The RTP includes limited transit service provided by Trinity Transit on Monday, Wednesday, Friday in the AM and PM for commuters. Goals and Policies address all modes and are consistent with the RTP.

Weaverville Community Plan – Weaverville is the largest population center in the County. The plan includes several goals that are consistent with the RTP. The Community Plan strives to maintain an efficient and effective road system, provide a safe and adequate airport, increase non-auto travel by developing a convenient system of bicycle routes, trails, and pedestrian paths, keeping air quality at safe levels, and coordinating transportation improvements with planned land uses. To help plan for future growth, the County employed the services of a traffic consulting firm to focus their analysis on downtown circulation across SR 299 while Caltrans was looking at increased traffic flow through downtown Weaverville. The general conclusions of the Consultant study was it is possible to improve the LOS of the intersections on SR 299 by the signalization of four key locations. This recommendation was not consistent with the desires of Caltrans to improve the LOS through town. The long-term problem was to improve LOS for both SR 299 and cross town intersections

The Weaverville community plan studied these recommendations and concluded that the implementation of four traffic lanes through town to improve level of service did not meet community values. Instead the plan proposed a "west connector" around downtown. The RTP analysis of Weaverville circulation dropped the "west connector" and re-analyzed the need for traffic signals. The RTP includes enhanced traffic control (traffic signal or roundabout) on SR 299 at Washington Street and Garden Gulch. This combined with the "East Connector" provides acceptable level of service on SR 299 and other roadways in Weaverville. Therefore, while several specific recommended improvements in the community plan were not included or were modified in the RTP, the overall goal of improving circulation in the downtown is consistent with the direction of the RTP.

California Regional Water Quality Control Board LID Policy Consistency

The California Regional Water Quality Control Board North Coast Region requires the use of Low Impact Development (LID) and best management practices (BMPs) that treat and retain storm water runoff on the project site. LID is a development site design strategy with a goal of maintaining or reproducing the pre-development hydrologic system through the use of design techniques to create a functionally equivalent hydrologic setting. LID emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to reflect pre-development hydrologic functions (infiltrate, capture, evapotranspirate and store). Future development in the County will include “best practices” for maintaining water quality in accordance with LID standards for new or expanded road projects involving one acre or more.

Shasta-Trinity and Six Rivers National Forest Motorized Travel Management Plan

See Appendix 3C for the discussion of consistency between the proposed changes to the Forest Motorized Travel Management Plan (MTMP) and key Trinity County planning documents (Regional Transportation Plan and General Plan) that address non-auto and recreational travel, and maintenance needs for these facilities.