Colusa County

Truck Survey Union City's Transit Passenger Survey, and estimates based on observations from

Vehicle Miles Traveled (VMT) as an alternative to LOS in rural areas. The following is the recommendation of the Colusa County Planning and Research Committee. The County Board of Supervisors approved the Final Report on March 1, 2013. The report is available for public review at the Colusa County Office of Planning and Research.

Primary mode of transportation for the rural population consists of recreational activities. Within a 150 square mile area, 22,000 people are under 150 years of age. The Colusa County Planning and Research Committee recommends development of new systems within rural areas that will be accessible to everyone. We appreciate your efforts and the positive feedback we received from participants.

Colusa County Planning and Research Committee

November 20, 2014

Dear Mr. Alex,

Qualify Act Guidance Implementing Senate Bill 743

RE: Preliminary Discussion Draft of Proposed Changes to the California Environmental

Sacramento, CA 95814
1400 11th Street
Governor’s Office of Planning and Research
Mr. Ken Alex, Director

November 20, 2014

Executive Director
Scott L. Larmi, P.E.
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Colusa County Transportation Commission

County of Colusa

Commissioners:

Patricia Ash
Angela Prather-Rucker
Tom Reesfield (Vice Chair)

City of Williams
City of Colusa
Donnie Carter
Gary Evans
Kim Dohrow (Chair)
County of Colusa
A small area would not necessarily result in a large increase in trips being made on the new facility.

A more flexible approach that allows lead agencies to set the appropriate significant threshold for a regional geographic area might not account for the distinct differences between more prototypical urban areas and rural areas.

The CTTC also has concerns in relation to the application of the proposed rule for regional CEMs as such, mitigation measures specified by the new policy would not provide adequate assessments of regional level-based impact determinations, and thus the ability to effectively gauge project-level impacts and CEM reduction measures.

Level of Service Comparisons for Rural, State Averages, and Urban Areas

<table>
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<tr>
<th>Urban Area</th>
<th>CA Average</th>
<th>Rural Area</th>
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<tr>
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</table>

Table 1: Travel Mode Comparison for Rural, State Averages, and Urban Areas
Respectfully,

concerns as you move toward the adoption of the guidelines.

looks forward to additional opportunities to work collaboratively with ORP to address these

THE CTC appreciates the opportunity to comment on the Preliminary Discussion Draft and

levels.

automobile. Moreover, expanding transit services is often not possible within current funding

availability, is hindered in its coverage and frequency, and is not a long-term alternative to the

accommodate the automobile. Due to funding constraints, transit in rural areas, although it is

alternative to the automobile, is hindered in its coverage and frequency, and is not a long-term alternative to the

longer distances between destinations and certain land use (i.e., bicycling and walking) and the

current mode split for alternative modes of transportation in rural areas is generally low and the

alternative modes that are not as direct and result in higher VMT. If should be noted that the

alternative modes that are not as direct and result in higher VMT. If should be noted that the

locations and it allowed to driveless connected and balanced. However, it is the most direct route between

versus multiple trips. Key corridors in rural areas generally are the most direct route between

of their shopping, banking, and other required activities as a part of one trip (trip chaining).

due to the longer distances traveled. Studies show that in rural areas drivers tend to combine most

there is very little existing non-auto travel for the needs of travel demand to "come from." In addition,

Given the low level of transit availability and difficulty of biking or walking over long distances,