

STAFF REPORT



MEETING DATE:	4/28/15
SUBJECT:	Draft 2015 Regional Transportation Plan (RTP) and Draft Environmental Impact Report (EIR) (Public Hearing)
AGENDA ITEM:	8
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The 2015 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR) are due to Caltrans no later than June 2015. As required by Senate Bill 375, the RTP now includes a Sustainable Communities Strategy (SCS) demonstrating how the region intends to meet greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). Draft documents are available between March 17 and May 16 for public review and comment. A public hearing must be held for the RTP (including SCS) and EIR. The final 2015 RTP and EIR will be presented at the June board of directors meeting for adoption.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Hold a public hearing on the Draft 2015 RTP (including the SCS) and Draft EIR; and
2. Provide feedback to staff regarding the content, format, or any other aspect of the Draft 2015 RTP (including SCS) and Draft EIR.

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long-range (20-year) RTP. The purpose of an RTP is “to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.”¹ Key elements of the 2015 RTP for Shasta County include:

- A regional vision, supported by a program of short- and long-range strategies;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts;
- An SCS pursuant to Senate Bill 375 for the reduction of passenger vehicle greenhouse gas emissions; and
- A list of transportation improvements with anticipated construction timeline and a funding plan.

¹ California Transportation Commission, 2010 California Regional Transportation Plan Guidelines

The RTP is updated every four-years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects must be included in the RTP in order to be eligible for federal and state funding. An EIR is prepared alongside the RTP in accordance with the California Environmental Quality Act. Staff is presenting the 2015 RTP and EIR to the board of directors in stages as shown in Table 1.

TABLE 1: 2015 RTP DEVELOPMENT TIMELINE

TOPIC	SCHEDULE	RECOMMENDATION
• Board priorities survey results	Dec 2013	• Receive presentation
• Draft vision statement with accompanying goals, policies, and strategies • Preliminary Strategic Growth Areas	Feb 2014	• Review and approve
• Travel demand model • Draft performance measures	Jun 2014	• Adoption • Review and approve
• Transportation projects list	Oct 2014	• Review and approve
• Public hearing on Draft 2015 RTP (w/SCS) & EIR	April 2015	• Hold public hearing to receive comments on Draft RTP (w/ SCS) & Draft EIR
• Offer presentations to city councils and board of supervisors, including at least one additional public hearing for the SCS.	May 2015	• Review and comment • Second SCS public hearing
• Final 2015 RTP • Final EIR	June 2015	• Certify EIR and adopt 2015 RTP
• California Air Resources Board review of SCS (60-day)	July - August 2015	• Review and approve technical methodology and assumptions

Sustainable Communities Strategy – California’s eighteen metropolitan regions are required by Senate Bill 375 to prepare a Sustainable Communities Strategy (SCS). An SCS is a coordinated transportation and land use plan showing how the region intends to meet CARB-assigned targets for the reduction of per capita greenhouse gas emissions from passenger vehicles and light trucks. The region’s given target for the year 2020 and 2035 is a 0% change from 2005 levels. As shown in Table 2, the region’s SCS is successful in achieving both targets.

TABLE 2: RESULTS OF THE 2015 SUSTAINABLE COMMUNITIES STRATEGY

YEAR	VEHICLE MILES TRAVELED ¹	% CHANGE FROM 2005	SB 375 EMISSIONS ²	% UNDER/OVER REGIONAL TARGET
2005 (Baseline)	26.81 miles/capita	-	21.3 lbs CO ₂ /capita	-
2020	26.88 miles/capita	+0.3%	20.3 lbs CO ₂ /capita	-4.9%
2035	28.44 miles/capita	+6.3%	21.2 lbs CO ₂ /capita	-0.4%

¹ Generated by ShastaSIM regional travel demand model. Includes SB 375 trip and vehicle types only.

² Results generated by CARB Emissions FACTors (EMFAC 2011) model

The effect of the Great Recession and high fuel prices proved to be the largest factors affecting regional development patterns, travel behavior, and vehicle efficiency. This is most apparent when comparing 2005 and 2020, where per capita vehicle miles traveled remained relatively static and per capita automobile emissions decreased substantially. A more positive long term economic outlook and the ensuing expansion of the urban area will result in significantly higher vehicles miles traveled per capita by 2035; however, modeling outputs indicate that SCS factors described in Table 3 will enable the region to meet the region's 2035 target.

Given the region's modest growth rate, limited resources, and highly dispersed land use patterns, greenhouse gas reduction strategies are largely focused on small geographic areas known as Strategic Growth Areas (SGAs). As shown in Figure 1, SGAs are located in all four jurisdictions.

FIGURE 1: STRATEGIC GROWTH AREAS

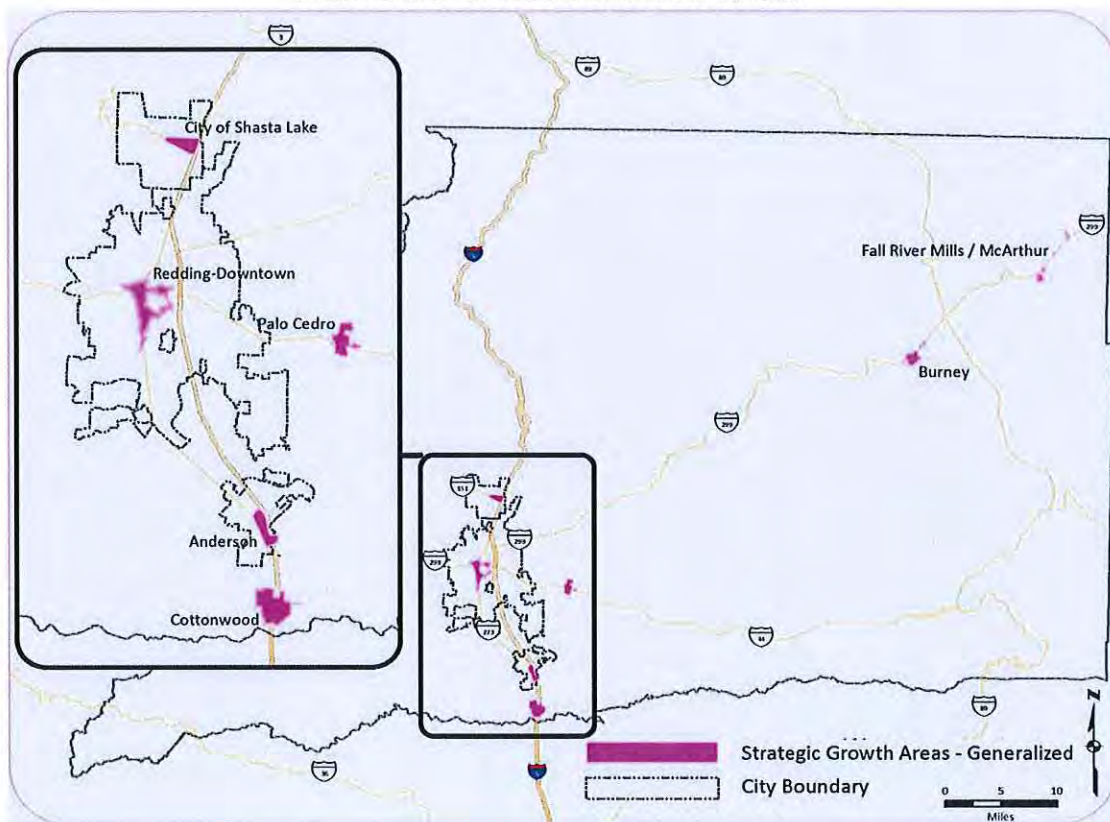


TABLE 3: FACTORS INCLUDED IN THE SUSTAINABLE COMMUNITIES STRATEGY

FACTOR	ASSUMPTIONS
Population and Employment shift to SGAs	Depending on the SGA, 3-4% of growth will occur within SGAs by 2020, and 6 to 10% by 2035.
Increased residential densities in SGAs	A context appropriate increase in single family, 2-4 unit multi-family, and 5+ unit multi-family residential is assumed within each SGA based on population growth and available land.
Increased automobile operating costs	Consistent with assumptions used by other California regions, average operating costs are increased by approximately 50%.
Increased public transportation service frequency	Service frequencies increase to approximately double that of current services – focused largely in the outer years of the 20-year planning horizon. Ridership increases by approximately 125%.
Accelerated delivery of active transportation investment in SGAs	Additional state funding support and the successful pursuit of grants will allow bicycle and pedestrian projects to be delivered in earlier years.

Under Senate Bill 375, CARB is required to update regional targets at least every eight years, and may revise them as often as every four years. Although the 2015 RTP meets current regional targets, it is prudent to consider additional factors that are appropriate to the region. Potential such factors are listed in Table 4, but require additional funding to implement.

**TABLE 4: POTENTIAL GREENHOUSE GAS EMISSION REDUCTION
FACTORS REQUIRING ADDITIONAL FUNDING TO IMPLEMENT**

FACTOR	ASSUMPTIONS
Expanded plug-in electric vehicle (PEV) charging infrastructure	Accelerated market adoption of zero-emission vehicles as a result of investments in fast-charging infrastructure.
Expanded public transportation	Increased share of public transportation trips by advancing service frequency increases to earlier years and by enhancing interregional connections, including intercity bus, air travel, and passenger rail travel.
Expanded bicycle and pedestrian infrastructure	Increased share of bicycle and pedestrian trips by completing gaps in the regional non-motorized network and by enhancing bicycle and pedestrian connections to public transportation.
Expanded development incentives in SGAs	Increased infill and redevelopment projects in transportation-efficient locations, thereby facilitating fewer and shorter single-occupancy vehicle trips.
Expanded use of technology-based solutions	Enhanced traffic operations and multi-modal travel decision making through the use of intelligent transportation systems (ITS) coordinated with web-based and mobile device applications.

Public Review and Comment Period – The Draft 2015 RTP and Draft EIR were circulated to interested parties on March 17 and made available through the agency’s website, which now includes an online comment tool. The public review and comment period ends on May 16. A public hearing is required for the Draft RTP and Draft EIR. A second public hearing is required for the SCS portion of the RTP; this can be accomplished during one of the agenda presentations offered to the city councils and the Shasta County Board of Supervisors.

OTHER AGENCY INVOLVEMENT:

The 2015 RTP addresses Federal Planning Factors specified in the federal transportation bill and California Planning Emphasis Areas generated by the Federal Highway Administration California Division and Federal Transit Administration Region 9.

An administrative draft of the 2015 RTP was made available in November for review by SRTA’s partners, including local jurisdictions, Redding Area Bus Authority, and Caltrans. Feedback was incorporated into the draft 2015 RTP and EIR prior to general public circulation. The Draft 2015 RTP and Draft EIR was presented to the Technical Advisory Committee.

Local agency partners were actively involved in development of the SCS, including the identification of SGAs, development assumptions, and other key inputs. Staff is working with local agencies to schedule presentations of the 2015 RTP and EIR to each city council and the county of Shasta Board of Supervisors during the month of May.

FINANCING:

Preparation of the 2015 RTP and EIR was budgeted in the agency’s FY 2013/14 and 2014/15 Overall Work Program under several work elements and funded by Federal Highway Administration Planning funds, State Planning Programming and Monitoring funds, and Proposition 84 grant funds.



Daniel S. Little, AICP, Executive Director

Attachments: Notice of Availability of a Draft Environmental Impact Report
Draft 2015 Regional Transportation Plan (including SCS)
www.srta.ca.gov/DocumentCenter/View/1653
2015 Regional Transportation Plan Draft Environmental Impact Report
www.srta.ca.gov/DocumentCenter/View/1654

In the Superior Court of the State of California
in and for the County of Shasta

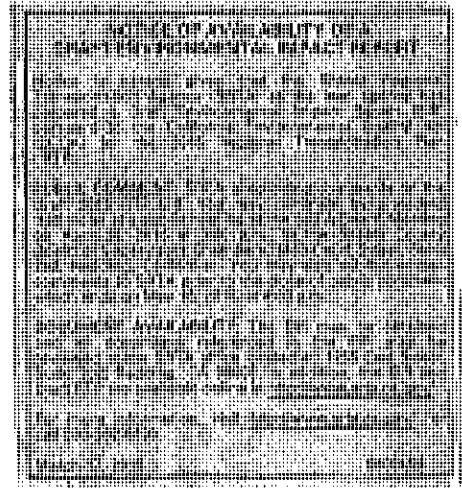
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