

STAFF REPORT



MEETING DATE:	6/24/14
SUBJECT:	Approve 2015 Regional Transportation Plan Preliminary Performance Measures
AGENDA ITEM:	11
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The 2015 Regional Transportation Plan (RTP) is due no later than June 2015. Project updates and key decision points are being presented at each board of directors meeting throughout the year. Initial 2015 RTP performance measures are presented for discussion and provisional approval at this time. The complete 2015 RTP will be presented to the board of directors for formal adoption in February 2015.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors provisionally approve the initial 2015 RTP performance measures.

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 Shasta County RTP include:

- A regional vision, supported by a program of short- and long-range strategies and actions;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts; and
- A list of transportation improvements, anticipated construction timeline, and funding plan.

The RTP is updated every five-years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects must be listed in the RTP in order to be eligible for federal and state funding. An environmental impact report (EIR) must be prepared alongside the RTP in accordance with the California Environmental Quality Act (CEQA).

¹ California Transportation Commission, 2010 California Regional Transportation Plan Guidelines

Staff is presenting the 2015 RTP and environmental impact report to the board of directors in stages as shown in the following schedule.

<u>TOPIC</u>	<u>TIMELINE</u>	<u>RECOMMENDATION</u>
• 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
• Transportation projects list	Apr 2014	• Review and approve
• Travel demand model • Draft performance measures	June 2014	• Adoption (see Agenda Item 10) • Review and approve
• Draft RTP • Draft environmental impact report	October 2014	• Review and provide direction • Hold public hearing
• Final RTP • Final environmental impact report	February 2015	• Hold public hearing • Certify the environmental impact report and adopt the 2015 RTP

2015 Travel Demand Model – The new activity-based travel demand model has been completed and will be presented separately for board of directors’ consideration. A travel demand model is central to development of the RTP, as it is used to:

- Pinpoint where and when future traffic congestion will occur;
- Evaluate the effectiveness of individual and grouped transportation projects, programs, alternatives, and policies in mitigating traffic congestion; and
- Calculate various transportation system performance measures, such as travel time, travel speed, and hours of travel delay.

A more in-depth discussion of the model is provided in Agenda Item #10.

2015 RTP Performance Measures – Performance measures are used to gauge the effectiveness of the regional program of projects, policies, and mobility strategies in meeting locally-defined goals and priorities. Inadequate performance measures lead to priorities being neglected. Excess performance measures burden the agency with unnecessary costs and effort. When considering performance measures, the following criteria are used:

- Is it required by federal or state law?
- Is it instrumental when competing for transportation planning and capital funds?
- Is it tied to RTP goals and objectives?
- Is data readily available (e.g. no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time?
- Is it analogous to that which is used by other regions and state departments (i.e. is it consistent with accepted standards to allow for comparison)?

Taking all such factors into consideration, the attached list of preliminary performance measures is provided for review and provisional approval at this time. It is anticipated that the list will be refined and updated in response to feedback provided by SRTA's partner agencies as well as the ongoing development of federal performance measures under MAP-21 (i.e. the federal transportation bill). In addition, staff is developing the capacity to isolate certain performance measures as they relate to transportation disadvantaged communities (e.g. low-income, minority, and disabled populations) and the four 'strategic growth areas' presented to the board of directors in February 2014 for inclusion in the Sustainable Communities Strategy portion of the 2015 RTP. Final performance measures will be presented for adoption in February as part of 2015 RTP.

ALTERNATIVES:

SRTA maintains technology necessary to generate all performance measures required by federal and state funding partners. The board of directors may direct staff to investigate the feasibility of any category or number of performance measures and report back at the October meeting.

OTHER AGENCY INVOLVEMENT:

The 2015 RTP initial performance measures were provided to the Shasta Model Users Group (SMUG) and discussed at their June 6 meeting. Staff met with the Shasta County Health and Human Services Agency and Healthy Shasta on several occasions during the development of health related measures. The initial performance measures were also provided to local agency partners through the Technical Advisory Committee (TAC). TAC concurs with the staff recommendation.

FINANCING:

A new work element (701.03) and budget (\$58,163 in federal planning funds) was approved in the FY 2014/15 Overall Work Program to develop and maintain all recommended performance measures.



Daniel S. Little, AICP, Executive Director

Attachments: Draft 2015 Regional Transportation Plan Performance Measures

Preliminary 2015 RTP Performance Measures

Category	Measure	MAP-21 Requirement	SB 375/ SCS	STIP Measure	Health Metric
Transportation System Utilization					
Roadway	Total average daily VMT				
	Daily vehicle and light truck VMT per capita		x	x	x
	Volume to capacity ratio (V/C) on regionally significant corridors				
	% of trips by single occupancy vehicle (SOV)				x
	% of trips carpool (2+ persons)				x
Freight	Freight Movement on the National Highway System*	x			
	ADT that are (5+ axle) trucks on regionally significant corridors			x	
	% of ADT that are (5+ axle) trucks on regionally significant corridors			x	
Transit	# of daily transit trips (fixed route, dial-a-ride)				
	% of trips by transit				x
Active Transportation	% of total trips by walking				x
	% of total trips by bicycle				x
Transportation System Reliability					
Roadway	Miles of roadway at LOS 'D', 'E', and 'F'		x		x
	Average peak-period travel time			x	
	Average non-peak period travel time			x	
	# of unplanned closures on interregional corridors				
Transit	Transit on-time performance				
	Average transit trip time in minutes				
Infrastructure Condition/System Preservation					
State of Good Repair	Pavement condition on the Interstate system*	x			
	Pavement condition on the non-interstate system*	x			
	Bridge condition on the National Highway System*	x			
	Transit Assets condition*	x			
Roadway	Total # of distressed Lane Miles*	x		x	
	Percentage of distressed Lane Miles*	x		x	
Mobility/Accessibility					
Active Transportation	# of households within 1/4 mile of non-motorized network				x
	# of miles in non-motorized network				x
	Connectivity in non-motorized network				x
	% of trips by bike				x
	% of trips by walking				x
	Complete Streets				x
Transit Accessibility	# of households within 1/2 mile of transit stops		x		x
	# of jobs within 1/2 mile of transit stops		x		x
Safety					
Vehicle	# of fatalities	x		x	x
	# of fatalities per 100 million VMT	x		x	x
	# of fatalities per capita			x	x
	# of serious injuries	x		x	x
	# of serious injuries per 100 million VMT	x		x	x
	# of serious injuries per capita			x	x
Transit	# of fatalities per passenger miles			x	x
Active Transportation	# of bicycle fatalities (tie to usage/bicycle mode share)			x	x
	# of bicycle injuries (tie to usage/bicycle mode share)				x
	# of pedestrian fatalities (tie to usage/ped mode share)			x	x
	# of pedestrian injuries (tie to usage/ped mode share)				x
Economic Vitality Measures					
Market Access	3 hr drive time delivery radius (i.e. 1-day delivery)				
Workforce Access	Travel time to jobs (30 minute drive time radius)		x	x	x
Sustainable Development	# of infill and redevelopment permits w/in SGAs		x		x
Environmental Sustainability					
Emissions	GHG (CO2) emissions reduction per capita	x	x	x	x
	Carbon dioxide emissions per capita		x	x	x
	Criteria pollutant emissions per capita		x	x	x
	# of registered electric vehicles		x		
	# of electric vehicle charging stations		x		
Land Use	Prime agriculture lands impacted by development		x		
	Environmentally sensitive lands impacted by development		x		

* Specifics of these measures are pending the outcome of federal rulemaking process currently underway as part of MAP-21 implementation

Acronyms	
LOS	Level of Service (i.e. traffic congestion)
MAP-21	i.e. the Federal Transportation Bill
SCS	Sustainable Communities Strategy
SGA	Strategic Growth Area
VMT	Vehicle Miles Traveled
ADT	Average Daily Traffic
SOV	Single Occupancy Vehicle
GHG	Greenhouse Gas