

STAFF REPORT



MEETING DATE:	10/14/14
SUBJECT:	Board Direction Regarding the Draft 2015 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR)
AGENDA ITEM:	7
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The 2015 Regional Transportation Plan (RTP) is due no later than June 2015. The draft 2015 RTP and accompanying Environmental Impact Report (EIR) will be made available in November for a 45-day public review and comment period (55-day for the Sustainable Communities Strategy (SCS)). It is anticipated that the final 2015 RTP and EIR will be presented to the board of directors for formal adoption in February 2015.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a progress report on the 2015 RTP and EIR, and provide direction to staff in advance of releasing the final draft.

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; and
- A list of transportation improvements, the anticipated construction timeline, and a funding plan.

The RTP is updated every five-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 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 EIR to the board of directors in stages as shown in the following schedule:

<u>TOPIC</u>	<u>MEETING</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	Jun 2014	• Adoption • Review and approve
• Draft 2015 RTP & EIR (<i>document will be available in November</i>)	Oct 2014	• Review and provide direction
• Public hearing on Sustainable Communities Strategy (SCS) and EIR	Dec 2014	• Hold public hearing to receive comments on SCS and EIR
• Offer presentations to city councils and board of supervisors	Jan 2015	• Review and comment
• Final 2015 RTP • Final EIR	Feb 2015	• Hold public hearing • Certify EIR and adopt 2015 RTP

Draft 2015 RTP and EIR – The draft 2015 RTP and EIR is being readied for a 45-day (55-day for the Sustainable Communities Strategy) public review and comment period beginning in November. Edits may be made before the RTP is presented to the board of directors for adoption in February; however, major edits will delay the project and require a recirculation of the EIR. In order to maintain the current schedule, it is important that the board of directors be in general agreement with the following attachments:

- Goals, policies, strategies – Previously presented in concept form, these have now been refined.
- Fiscally-constrained project list – Previously presented without financial constraint, this list now reflects partner agencies’ highest priority projects in light of transportation revenue forecasts.

- EIR alternatives – A range of alternatives that would avoid or substantially lessen the significant environmental effects of RTP projects and policies must be considered. Alternatives are presented for the purpose of analysis; they are not required to be implemented. All alternatives must, however, be feasible. Alternatives selected for analysis include:
 - A ‘Mobility Alternative’ (i.e. primary focus on investments that increase transportation choices, including public transportation services, bicycle and pedestrian infrastructure, and electric vehicle charging infrastructure);
 - An ‘Accessibility Alternative’ (i.e. primary focus on encouraging transportation-efficient land use within local agency-designated Strategic Growth Areas); and
 - A ‘Project Alternative’ that represents a balanced mix of mobility and accessibility strategies.

In addition, a ‘no project’ alternative (i.e. continued implementation of the current, 2010 RTP) provides a baseline to assist in evaluating the relative impact of each alternative. Additional detail regarding the 2015 RTP EIR Alternatives is provided by attachment.

During the public review and comment period, individual city councils and the county board of supervisors may wish to receive a presentation and provide feedback on the 2015 RTP and EIR. Staff requests feedback from the board of directors on this matter. If advised to do so, presentations would be offered in coordination with respective local agency staff during the month of January.

Once the final 2015 RTP and EIR have been adopted by the board of directors, the complete document and technical modeling documentation will be submitted to the California Air Resources Board (ARB) for a 60-day review. ARB’s role is to find that all RTP inputs, assumptions, and technical methods are valid and reasonable. SRTA and ARB staff have been exchanging data and discussing technical methodology throughout the development of the 2015 RTP. As such, no late-arising issues are anticipated from ARB.

ALTERNATIVES:

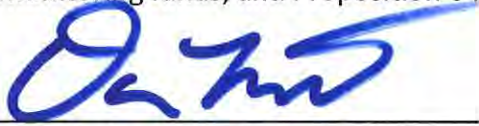
The board of directors may direct staff to make specific changes to the attached goals, policies, and strategies, the fiscally-constrained project list, and the EIR alternatives before the draft 2015 RTP review period begins in November.

OTHER AGENCY INVOLVEMENT:

The 2015 RTP fiscally-constrained project list is the result of individual and group meetings with local agency partners and Caltrans District 2. Technical Advisory Committee (TAC) comments regarding EIR alternatives and local agency presentations have been incorporated into this report.

FINANCING:

The 2015 RTP, including the EIR and travel demand modeling, is budgeted for in the agency's FY 2014/15 Overall Work Program under several work elements. The total amount budgeted is \$273,110 and includes Federal Highway Administration Planning funds, Planning Programming and Monitoring funds, and Proposition 84 grant funds.



Daniel S. Little, AICP, Executive Director

Attachments: 2015 RTP Vision, Goals, Objectives, and Strategies
 2015 RTP Environmental Impact Report Alternatives
 2015 RTP Fiscally-Constrained Project List

2015 REGIONAL TRANSPORTATION PLAN

DRAFT VISION, GOALS, OBJECTIVES, AND STRATEGIES

The RTP is a technical analysis of mobility issues and potential solutions viewed through the lens of community values and priorities. The path forward is expressed as a regional vision with accompanying goals, objectives, and strategies.

- **A vision** defines an organization's purpose. It represents an aspirational, if not idealized, view of the future.
- **Goals** are broad statements that describe a desired product or end result toward which efforts are focused. They are coordinated so as to support and reinforce one another.
- **Objectives** are quantifiable, measurable outcomes in support of goals.
- **Strategies** represent a course of action. They include specific activities designed to accomplish stated objectives.

Regional vision

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements, the integration of travel options into a seamless network, and collaborative effort toward transportation-efficient land use patterns where it is most beneficial.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming and SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.

To accomplish this vision, the following seven goals have been identified, each with a range of objectives and implementation strategies.

Goal	1	Optimize the use of existing regionally significant roadways to prolong functionality and maximize return-on-investment.	
Objectives	1.1	Proactively maintain interregional and regionally significant roadways in a manner that balances cost and facility life-cycle.	1.2 Increase the throughput of people and freight on interregional and regionally significant roadways.
Strategies	a	Collect and maintain data on transportation system condition and performance.	a Implement intelligent transportation systems (ITS) technologies to smooth traffic flow and inform travel decision making.
	b	Collaborate with state and federal partners to fund timely maintenance on the interregional network.	b Support cost-effective travel demand management strategies that reduce the number and distance of single-occupancy vehicle trips.
	c	Consider the full life-cycle cost of new and replacement infrastructure early in the planning process and evaluate project alternatives that could lessen future maintenance burdens.	c Utilize roadway design and traffic operations management to facilitate traffic flow.
	d	Integrate climate adaptation strategies early in the project planning and design phases in order to minimize future maintenance and repair costs.	
Potential Performance Indicators		• Total number of distressed lane miles • Percentage of distressed state highways lane miles • Bridge condition on the National Highway System • Pavement Condition Index • Cost-benefit analysis	• Volume to capacity ratio on regionally significant corridors • Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking) • Average daily traffic 5+ axle truck on regionally significant corridors • Percent of Intelligent Transportation Systems (ITS) network that is complete and operational

Goal	2	Strategically increase capacity on regionally significant roadways to keep people and freight moving effectively and efficiently.	
Objectives	2.1	Maximize funding available for transportation and mobility improvements in the region.	2.2 Maintain adequate traffic capacity on the core interregional network
Strategies	a	Utilize the region's limited transportation funds to leverage additional state and federal investment.	a Employ targeted capacity increasing projects to relieve traffic bottlenecks and improve travel time reliability.
	b	Work with regional partners (including the California Association of Councils of Governments and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources.	b Facilitate freight consolidation and intermodal options to reduce travel demand on core interregional routes.
	c	Work with state and federal partners to secure funding for transportation projects, planning, and programs that address the impacts of non-local traffic (i.e. interregional and through-trips).	c Preserve roadway right-of-way needed for future roadway expansion.
	d	Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects.	d Consider transportation enhancements on arterial roadways that would relieve local travel demand on the core interregional network.
	e	Utilize 'fair share' methodology for ascribing transportation infrastructure funding responsibility to appropriate transportation system users and beneficiaries.	
	f	Explore potential local transportation revenue options.	
Potential Performance Indicators		• Transportation investment per capita • Ratio of local/non-local transportation revenue	• Miles of roadway at Level of Service 'D', 'E', and 'F' • Average peak-period travel time and speed • Average non-peak period travel time and speed

Goal	3	Provide an integrated, context-appropriate range of practical transportation choices .	
Objectives	3.1	Develop an integrated, context-appropriate range of local transportation choices .	3.2 Develop an integrated, context-appropriate range of interregional transportation choices .
Strategies	a	Incorporate accommodations for all applicable travel modes into the design of SRTA-funded projects.	a Facilitate multi-modal connectivity and service schedule alignment between local and interregional modes, including passenger rail, air, and intercity bus transportation.
	b	Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination.	b Utilize limited funding for intercity public transportation services to reinforce private sector services where applicable.
	c	Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities within designated Strategic Growth Areas (SGAs), or those that provide connections to/from SGAs.	c Coordinate local and state partners toward the development of an integrated network of designated inter-community and inter-regional corridors for non-motorized travel.
	d	Fill gaps between recreational trail corridors and integrate into the greater network of transportation facilities.	d Support efforts to expand passenger air and rail services.
	e	Establish multi-modal level of service criteria for evaluating and prioritizing projects and services for funding.	
Potential Performance Indicators		• Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking) • Number of miles in non-motorized network • Connectivity of local non-motorized network • Number of households and jobs within 1/2 mile of non-motorized network • Number of households and jobs within 1/2 mile of transit	• Intermodal accessibility to key interregional connections and destinations

Goal	4	Create vibrant, people-centered communities.	
Objectives	4.1	Support local governments in implementing the Sustainable Communities Strategy .	4.2 Enhance community health, safety, and well-being .
Strategies	a	Initiate and participate in joint efforts with local agency partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. Density, Diversity of land use, Design of streets and development, Destination accessibility, and Distance to transit), with an emphasis on Strategic Growth Areas.	a Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation).
	b	Utilize financial incentives, technical assistance, policies, and/or other available tools to promote private sector involvement in transportation-efficient development practices, including infill and redevelopment projects, with an emphasis on Strategic Growth Areas.	b Identify and map the region's disadvantaged populations and utilize regional programs and investments to enhance mobility, destination accessibility, transportation affordability, and economic opportunity.
	c	Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity are inadequate to support it.	c Develop transportation safety data and analysis for all modes, incorporate findings into regional planning processes, and seek funding to resolve identified safety issues.
	d	Pursue grant funding for Sustainable Communities Strategy implementation activities.	
Potential Performance Indicators		• Total average daily VMT per capita within SGAs versus outside Strategic Growth Areas • Average daily vehicle and light truck VMT per capita within Strategic Growth Areas versus outside Strategic Growth Areas • CO2 emissions per capita from vehicles and light trucks • Number of new housing units within Strategic Growth Areas	• Multi-modal accessibility • Bicycle and pedestrian injuries and fatalities • Housing + Transportation Affordability Index within SGAs versus outside SGAs

Goal	5	Strengthen regional economic competitiveness for long-term prosperity.		
Objectives	5.1	Facilitate sustainable economic development programs and projects.	5.2	Resolve transportation-related barriers to increased economic activity and productivity.
Strategies	a	Incorporate local and regional economic development strategies into the regional transportation planning and project prioritization processes.	a	Support the development of detailed, comprehensive, and up-to-date North State freight and goods movement data.
	b	Seek-out public-private partnerships that leverage resources to accomplish shared objectives.	b	Facilitate intermodal freight movement between truck, rail, and air modes.
	c	Support the infill and redevelopment of vacant and underutilized parcels in locations where transportation systems, community infrastructure, and community services are in place and adequate to accommodate additional demand.	c	Identify the region's key industry inputs and outputs and support the transport thereof to minimize costs and expand market access.
Potential Performance Indicators		• Number of development permits and business licenses in Strategic Growth Areas • Change in the assessed value of improvements on parcels in Strategic Growth Areas		• 3-hour major economic market access • 40-minute labor market access

Goal	6	Promote public access, awareness, and action in planning and decision-making processes.	
Objectives	6.1	Utilize a broad range of public participation involvement strategies.	6.2 Provide meaningful opportunities for the public to participate in regional planning and decision-making.
Strategies	a	Host public meetings at locations and times that are accessible and convenient to the general public.	a Publish and follow the agency's adopted Public Participation Plan to ensure transparency and clarity in regional transportation planning and influence decision making.
	b	Develop and maintain a comprehensive agency website with interactive capabilities.	b Develop and maintain relationships with a broad range of community stakeholders and associations in order to facilitate public consultation and information exchange.
	c	Make use of maps, design renderings, and other visual communication methods as appropriate to make regional transportation issues more approachable and understandable.	c Identify transportation disadvantaged populations and employ targeted efforts to encourage equitable representation of needs and alternatives.
	d	Maintain a searchable, online resource center for various regional plans, agendas, reports, data, and documents.	d Maintain technical and community advisory committees.
Potential Performance Indicators		• Number of visits to agency websites • Attendance at SRTA Board of Directors meetings	• Participation on technical and advisory committees • Implementation of Public Participation Plan

Goal	7	Practice and promote <i>environmental and natural resource stewardship</i>.		
Objectives	7.1	Identify and minimize the direct and indirect adverse impacts of transportation on the environment, including but not limited to: climate change, air quality, healthy watersheds, and essential wildlife habitat.	7.2	Lead the development of resilient transportation systems and services in the face of increasing environmental change and societal shifts in mobility.
Strategies	a	Partner with natural resource and land management entities to incorporate ecological data and environmental outcomes into regional transportation planning processes.	a	Track data on environmental changes potentially affecting the region and conduct risk analyses on current and planned transportation system improvements.
	b	Seek funding for environmental impact mitigation and enhancement activities.	b	Evaluate the inherent flexibility of regional transportation systems and services in responding to shifts in travel behavior and travel mode choice.
			c	Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice.
Potential Performance Indicators		• Environmentally sensitive lands impacted by new development • Agriculture and natural resource lands impacted by new development • Development within high wildfire risk areas		• Forecast change in travel behavior as a factor of transportation affordability • Multi-modal accessibility and mode share inside and outside Strategic Growth Areas • Number of electric vehicle charging stations • Number of registered plug-in electric vehicles

2015 REGIONAL TRANSPORTATION PLAN
DRAFT ALTERNATIVES FOR ENVIRONMENTAL IMPACT ANALYSIS

No Project Alternative	Mobility Alternative	Accessibility Alternative	Project Alternative
Continue to implement the 2010 RTP	Focus on expanding transportation choices across the region	Focus on encouraging transportation-efficient land use patterns	Balanced mix of transportation choices & transportation-efficient land use
	Encourage the use of alternative transportation modes by investing in multi-modal infrastructure and services across the region	Encourage transportation-efficient land use patterns through regional incentives, policies, and programs within Strategic Growth Areas	Encourage alternative mode usage and transportation-efficient land use patterns with an emphasis on Strategic Growth Areas
	Ambitious increase in public transportation service frequency across the region Ambitious increase in active transportation investments across the region Ambitious expansion of regional electric vehicle charging infrastructure	Ambitious infill and redevelopment assumptions within Strategic Growth Areas Emphasis on transportation investments within and adjacent to SGAs while remaining consistent with overall regional funding allocation by mode	Measured increase in public transportation service frequency with emphasis on Strategic Growth Areas Market-based increase in infill and redevelopment in local agency-designated Strategic Growth Areas Prioritize transportation investments within and adjacent to SGAs, including some additional funding for public transportation and active transportation Measured expansion of regional electric vehicle charging infrastructure