

STAFF REPORT



MEETING DATE:	June 30, 2022
SUBJECT:	Receive Comments on Draft 2022 Regional Transportation Plan (RTP) Policies
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

The Regional Transportation Plan (RTP) is the long range (20-year) policy and planning document guiding transportation infrastructure, services, and programs in the Shasta Region. It includes a regional vision, goals, and short- and long-range strategies. The RTP is updated every four years. Draft goals for the 2022 RTP are provided (Attachment A) for discussion and approval. Feedback and direction received will inform development of the Draft 2022 RTP, which will be presented to the board of directors for review and a public hearing in October 2022.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and approve draft goals for the 2022 RTP (Attachment A).

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” (2017 RTP Guidelines for Metropolitan Planning Organizations). Key elements of the 2018 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;
- A Sustainable Communities Strategy (SCS), pursuant to California 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.

The RTP is updated every four years in collaboration with local, state, and federal partners.

2022 RTP – Development of the 2022 RTP is currently underway. As part of this process, regional goals from the current 2018 RTP were reexamined based on:

- 1) Current and future conditions in the region – Considerations include, but are not limited to, changes in growth forecasts; recent development activity; transportation projects completed; transportation system safety, efficiency, and resiliency; local impacts of climate change; the needs of disadvantaged communities; alignment with local agency policy and project priorities; and community stakeholder input.
- 2) State and federal transportation funding potential – Current and emerging policies, plans, and grant programs were evaluated for changes that may affect the region's ability to leverage outside funding. For example, state and federal transportation priorities have pivoted away from funding projects that increase capacity for single-occupancy vehicles and induce additional vehicle miles traveled. New priorities include addressing impacts felt by disadvantaged communities, advancing zero-emission transportation modes and systems, and resiliency to the impacts of extreme weather events.

Where the current 2018 RTP goals are meant to be comprehensive and inclusive of all regional needs and potential directions (Attachment B), the draft 2022 RTP goals focus more on specific regional challenges and solutions. They are designed to be action-oriented, better attuned to federal and state priorities, and more in line with SRTA's regional role and capacity to deliver. Although they are still considered long range (20-year) goals, substantial progress is attainable during the 4-year (2023 – 2026) RTP planning cycle.

ALTERNATIVES:

The board of directors may direct staff to modify any and all of the draft 2022 RTP policies, or direct staff to carryover 2018 RTP goals with no updates. Not updating RTP goals may impact the region's ability to continue to secure similar amounts of funding for projects and programs as in previous years.

OTHER AGENCY INVOLVEMENT:

The draft 2022 RTP goals were presented to the Technical Advisory Committee for discussion. Feedback received has been incorporated into the attached draft goals.

FISCAL IMPACT:

There is no direct fiscal impact associated with the draft 2022 RTP goals.



Sean Tiedgen, AICP, Executive Director

Attachments:

- A: Draft Goals Proposed for the 2022 Regional Transportation Plan
- B: Currently Adopted (2018) Regional Transportation Plan Goals

Attachment A:
Draft Goals Proposed for the 2022 Regional Transportation Plan

Regional Goals	How will we do it?
Strengthen Performance-Based Planning & Programming	Develop a regional data and performance plan scaled appropriately to regional resources and capabilities. Key elements include: 1) performance metrics and methodology; 2) performance target setting; and 3) a performance tracking and reporting strategy. Regional funding programs may be updated periodically for board of directors' approval.
Integrate multimodal options via a 'one system' network of infrastructure, services, programs, and technologies	Connect regional activity centers and disadvantaged communities via a single, coordinated multimodal strategy that works together to meet the complete, origin-to-destination mobility needs of residents. Link regional funding, programs, grant applications, and other activities for implementation.
Support efforts to remove barriers to transportation-efficient growth and development where it is supported by current or planned mobility options	Reevaluate the 'Regional Infill & Redevelopment Incentive Program' and develop future options for consideration by the board of directors. Identify other potential complementary investments that would support increased transportation efficiency and accessibility. This may be done on an individual project basis, or at a larger scale.
Restore and empower historically marginalized and otherwise disadvantaged communities	Develop a 'Disadvantaged Communities Investment Strategy' that acknowledges past actions, assesses local needs and challenges, provides targeted outreach to disadvantaged communities, and generates recommendations for updating regional policies, processes, and programs to direct resources as appropriate. Ensure public participation processes engage and encourage participation from these communities.
Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets	Based on current and emerging state and federal funding opportunities, apply data, geo-spatial tools, and policy priorities/outcomes to develop a project selection process for regional funding.
Identify and minimize the direct and indirect adverse impacts of growth, development, and transportation systems on the environment, and strive to mitigate and adapt to the impacts of climate change	Cultivate a joint effort with local agency and community stakeholder partners to identify assets, risks, and resources/opportunities.
Reduce per capita vehicle miles traveled and associated greenhouse gas emissions by implementing the Sustainable Communities Strategy	Develop and implement Sustainable Communities Strategy (SCS) strategies. Track and report activities to the California Air Resources Board consistent with state requirements.

Attachment B:

Currently Adopted (2018) Regional Transportation Plan Goals

Goal	Objective	Objective
Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment.	Proactively maintain interregional and regionally significant roadways in a manner that balances cost and facility lifecycle.	Increase the throughput of people and freight on interregional and regionally significant roadways.
Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.	Maximize funding available for transportation and mobility improvements in the region.	Maintain adequate traffic capacity on the core interregional network.
Provide an integrated, context-appropriate range of practical transportation choices.	Develop an integrated, context-appropriate range of <u>local</u> transportation choices.	Develop an integrated, context-appropriate range of <u>interregional</u> transportation choices.
Create people-centered communities that support public safety, health, and well-being	Support local governments in implementing the Sustainable Communities Strategy.	Enhance community safety, health, and well-being.
Strengthen regional economic competitiveness for long-term prosperity.	Facilitate sustainable economic development programs and projects	Resolve transportation-related barriers to increased economic activity and productivity.
Promote public access, awareness, and action in planning and decision-making processes.	Utilize a broad range of public participation involvement strategies.	Provide meaningful opportunities for the public to participate in regional planning and decision-making.
Practice and promote environmental and natural resource stewardship.	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, agriculture and grazing lands, and essential wildlife habitat.	Lead the development of resilient transportation systems and services in the face of increasing environmental change and societal shifts in mobility.