



STAFF REPORT

MEETING DATE:	February 23, 2023
SUBJECT:	Receive Update Regarding the 2022 Regional Transportation Plan
AGENDA ITEM:	15
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

The 2022 Regional Transportation Plan (RTP) process is delayed. A draft 2022 RTP with associated sustainable communities strategy (SCS) and supplemental environmental impact report (SEIR) will be available in March and April for a 55-day public review and comment period. The final 2022 RTP/SCS and SEIR will be presented at the June board of directors meeting for public hearing and adoption.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update regarding the 2022 RTP/SCS and SEIR schedule.

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long-range (20-year) RTP and SCS. The RTP is updated every four years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects in the region must be included in the RTP to be eligible for federal and state funding. An environmental impact report is prepared alongside the RTP/SCS in accordance with the California Environmental Quality Act.

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, and the required SCS component places emphasis “on the RTP as an integrated planning document that promotes sustainable land use and increases mobility”².

Key elements of the 2022 RTP for the Shasta Region include:

- A regional vision, supported by a program of short- and long-range strategies;
- An evaluation of regional mobility needs considering 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 timelines and a funding plan.

¹ California Transportation Commission. 2017 RTP Guidelines for Metropolitan Planning Organizations. Page 9.

² California Transportation Commission. 2017 RTP Guidelines for Metropolitan Planning Organizations. Page 11.

2022 RTP Update and SEIR – The RTP is updated every four years. A Notice of Preparation of a SEIR for the 2022 RTP/SCS was issued on October 12, and received three responses. The Federal Highway Administration and Shasta Living Streets acknowledged receipt and committed to working with SRTA. The Native American Heritage Commission acknowledged receipt and provided legal references for determining effects to tribal cultural resources.

A workshop before releasing the draft RTP/SCS and two public hearings after releasing the draft RTP/SCS are required prior to adoption of the RTP/SCS and certification of the SEIR. Staff are presenting the 2022 RTP/SCS and SEIR in stages to the board of directors as follows:

Topic	Timeframe	Recommendation/Purpose
• Ways and Means Report	Oct 21, 2021	• Receive update on RTP and approve Ways and Means progress report
• Draft RTP Policies	Jun 30, 2022	• Receive comments on draft 2022 RTP policies
• RTP Goals	Oct 27, 2022	• Receive and approve updated 2022 RTP goals (attached)
• RTP schedule update	Feb 2023	• Receive update on 2022 RTP/SCS
• RTP Public Workshop • Draft RTP/SCS and SEIR	Feb-Mar 2023	• Information and tools providing a clear understanding of policy choices and issues • Public participation and review in planning process
• Draft 2022 RTP/SCS • Draft SEIR	Apr 27, 2023	• Review RTP/SCS and SEIR • Hold public hearing to receive comments
• Addressing Comments	May-Jun 2023	• Responding to RTP/SCS and SEIR comments • Finalize RTP/SCS and SEIR
• Final 2022 RTP • Final SEIR	Jun 22, 2023	• Hold public hearing to receive comments • Certify SEIR and adopt 2022 RTP/SCS

OTHER AGENCY INVOLVEMENT:

Local partner agencies and Caltrans have assisted in updating transportation and land use project lists and financial projections. CARB reviewed and commented on SRTA's technical methodology for the 2022 RTP/SCS.

FISCAL IMPACT:

The 2022 RTP is required to be fiscally constrained based on reasonable revenue forecasts. To continue to receive various state and federal formula and discretionary funds, SRTA must maintain an up to date RTP adopted by the board of directors.



Sean Tiedgen, AICP, Executive Director

Attachment: 2022 Regional Transportation Plan Goals (Approved October 27, 2022)

2022 Regional Transportation Plan Goals

Approved October 27, 2022

SRTA's Mission: To maximize state, federal and other revenues for cost-effective transportation investment strategies that connect communities, people, and goods.

2022-2042 Regional Goals	How do we plan to do it?
Keep people and freight moving safely, efficiently, and effectively	Identify, explore, evaluate, and implement proven best practices and innovative approaches that are consistent with local, regional, state, and federal goals and priorities. Work with regional partners to design projects that are flexible and maximize state and federal funding opportunities.
Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment	Work with regional partners to proactively maintain interregional and regionally significant roadways in a manner that balances cost and facility lifecycle. Identify and evaluate alternate configurations that may be more effective and efficient at meeting local, regional, state, and federal goals and priorities.
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. Develop and implement Sustainable Communities Strategy (SCS) strategies as required by California Senate Bill 375. Track and report activities to the California Air Resources Board consistent with state guidelines and requirements. Regional funding programs may be updated periodically for board of directors' approval.
Strengthen regional economic sustainability and competitiveness to help support long-term prosperity	Work with regional partners to facilitate sustainable economic development programs and projects. Work with regional partners to identify opportunities to reduce transportation-related barriers to increased economic activity and productivity.
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.
Help encourage 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.

Ensure historically marginalized and otherwise disadvantaged communities have an equitable role in the planning and decision-making processes	Using best practices, evaluate past transportation planning practices and projects; assess current needs and challenges; provide targeted outreach to disadvantaged communities; identify funding opportunities; and generate recommendations for updating regional policies, processes, and programs to direct resources as appropriate. Ensure public participation processes engage and encourage participation from disadvantaged 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, geospatial tools, and policy priorities/outcomes to develop a project selection process for regional funding that focuses on reliability, safety, efficiency, and resiliency.
Work with regional partners to create people-centered communities that support public safety, health, and well-being	Identify and minimize the direct and indirect adverse impacts of growth, development, and transportation systems on people and the environment, and strive to mitigate and adapt to the impacts of climate change and extreme weather. Cultivate a joint effort with local agency and community stakeholder partners to identify assets, risks, and resources/opportunities.