



STAFF REPORT

MEETING DATE:	June 19, 2018
SUBJECT:	Receive Comments on Draft 2018 Regional Transportation Plan (RTP) and Draft Supplemental Environmental Impact Report (SEIR)
AGENDA ITEM:	9
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The Draft 2018 Regional Transportation Plan (RTP) and Supplemental Environmental Impact Report (SEIR) have been completed and are available for public review and comment between June 8 and August 3, 2018. Included is a Sustainable Communities Strategy (SCS) that meets regional greenhouse gas emission reduction targets. An opportunity for public comments and feedback from the board of directors is requested. The final 2018 RTP and SEIR will be presented at the October board of directors meeting for public hearing and adoption.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Receive public comments on the Draft 2018 RTP (including the SCS) and Supplemental Environmental Impact Report (SEIR); and
2. Provide feedback to staff regarding the content, format, or any other aspect of the Draft 2018 RTP (including SCS) and Draft SEIR.

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;
- 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.

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.

2018 RTP Update and SEIR – As a result of aligning the timing of the RTP and Regional Housing Needs Assessment (RHNA) processes, it has been just three years since the last RTP. Minor changes have been made to reflect completed projects and updated project delivery timelines. No new major projects have been added. Several enhancements were made within the narrative, including an accounting of significant accomplishments during the 2015-2018 planning cycle and proposed priorities for the upcoming 2018-2022 cycle. These are provided under each modal discussion. A new Freight Movement section was also added. Given the lack of substantive changes to regional policies and the program of projects, a supplement to the 2015 RTP EIR was performed.

Sustainable Communities Strategy (SCS) – An SCS is a coordinated transportation and land use plan illustrating how the region intends to meet targets for the reduction of per capita greenhouse gas emissions from passenger vehicles and light trucks. Targets are assigned to each metropolitan region by the California Air Resources Board (ARB) in consultation with regional agencies. The Shasta Region’s target for the year 2020 and 2035 is a 0% change when compared to 2005 levels. As shown in Table 2, the region’s SCS is successful in achieving both targets.

TABLE 2: RESULTS OF THE 2018 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	-	21.31 lbs CO ₂ /capita	-
2020	26.84 miles/capita	0.0%	20.46 lbs CO ₂ /capita	-3.97%
2035	28.44 miles/capita	+6.3%	21.06 lbs CO ₂ /capita	-1.16%

¹ Generated by ShastaSIM v1.2 regional travel demand model. Includes SB 375 trip and vehicle types only.

² Generated by EMISSIONS FACTORS (EMFAC) 2014 model. Emissions for 2020 and 2035 include an adjustment factor needed for an apples-to-apples comparison to baseline data generated by the prior version of EMFAC.

Under Senate Bill 375, ARB is required to update regional targets at least every eight years and may revise them as often as every four years. On March 22, 2018, ARB approved more aggressive targets for the Shasta Region of -4% for both 2020 and 2035. Due to timing of the RTP update process, the revised targets will apply to the 2022 RTP. New and enhanced strategies will be required for the 2022 RTP in order to meet the latest targets.

Public Review and Comment Period – The Draft 2018 RTP and Draft SEIR were circulated to interested parties on June 8 and posted to the agency’s website, which now includes an online comment tool. The minimum 55-day public review and comment period will end on August 3, 2018. A public hearing will be scheduled for the October board of directors meeting.

OTHER AGENCY INVOLVEMENT:

Local partner agencies and Caltrans assisted in updating project lists and financial projections. The Draft 2018 RTP and SEIR was presented to the Technical Advisory Committee.

FISCAL IMPACT:

The 2018 RTP is 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.



Daniel S. Little, AICP, Executive Director

Attachments:

Notice of Availability of a Draft Supplemental Environmental Impact Report for the 2018 RTP/SCS

www.srta.ca.gov/300/2018-RTP

Draft 2018 RTP/SCS

www.srta.ca.gov/300/2018-RTP

2018 RTP/SCS Supplemental Environmental Impact Report

www.srta.ca.gov/300/2018-RTP