

RTP Planning Process



RTP planning is an iterative process. Each RTP update builds upon previous efforts while taking into account recent accomplishments and an ever-evolving demographic, political, economic, and environmental setting. Between RTP update cycles, a variety of special studies focused on specific corridors, modes, or policy areas serve to expand the regional base of knowledge and data that undergirds a meaningful and effective planning process.

RTP planning is also collaborative process requiring ongoing communication and consensus building between all levels of government, community stakeholders, and the general public. RTP planning includes a program of public hearings, interagency notifications, and review and comment periods; however, the collaborative nature of the process does not stop and start with each planning cycle.

This section outlines the contributing components of this RTP and the general process whereby the community and affected stakeholders may participate in the development of the plan. A brief overview of how the RTP is implemented through shorter-term transportation improvement and work programs is likewise provided.

BUILDING BLOCKS OF THE RTP

SRTA prepares regional growth and travel demand forecasts and undertakes various planning studies and data analysis that feed into the RTP. The following efforts were accomplished since the 2010 RTP update and were instrumental in development of the 2015 RTP:

- ShastaSIM Activity-Based Travel Demand Model** – Adopted in June 2014, ShastaSIM is an entirely new, state-of-the-art modeling tool used to evaluate the impacts of future growth and development on the transportation network and the effectiveness of transportation policies and projects in addressing resultant travel demands. Transportation system performance measures are calculated by way of the model and, through additional post-processing of modeling outputs, vehicle emissions reports are produced.
- SRTA Board of Directors Regional Priorities** – As elected officials in direct and frequent contact with the public on a wide range of topics, and having a general understanding of the regulatory and fiscal realities of transportation funding, SRTA board members are uniquely qualified to consider the challenges, opportunities, and alternatives facing the region. A comprehensive priorities survey was administered to the SRTA Board of Directors and board member alternates during the fall of 2013.
- ShastaFORWARD>> Regional Blueprint** – Completed in March 2010, this long-range regional growth and development visioning process included a comprehensive, in-depth

community values & priorities assessment (Figure 2).

A range of future growth and development scenarios were generated and a preferred regional growth vision was selected. Altogether, over 2,500 residents (one out of every 60 adults in Shasta County) actively contributed to the process through participation on focus groups and by community workshops, and surveys.



Figure 4 - ShastaFORWARD>> Scenarios B and C

- North State Transportation for Economic Development Study** – Completed in October 2013, this sixteen-county study calculated the economic impact of planned transportation improvements; evaluated the degree of alignment between transportation and economic planning; and identified opportunities to coordinate transportation and economic development initiatives to enhance economic activity and regional prosperity.
- Transit Needs Assessment & Unmet Transit Need findings** – Each year SRTA evaluates the adequacy of the region’s public transportation services in meeting the community’s mobility needs. In making this determination, SRTA looks at the size and location of identifiable groups likely to be transit dependent or transit disadvantaged (e.g. elderly, disabled, and persons of limited means), evaluates new or modified services that might address identified needs, and finds that these needs are either reasonable or not reasonable to meet based on performance criteria adopted by the SRTA Board of Directors.

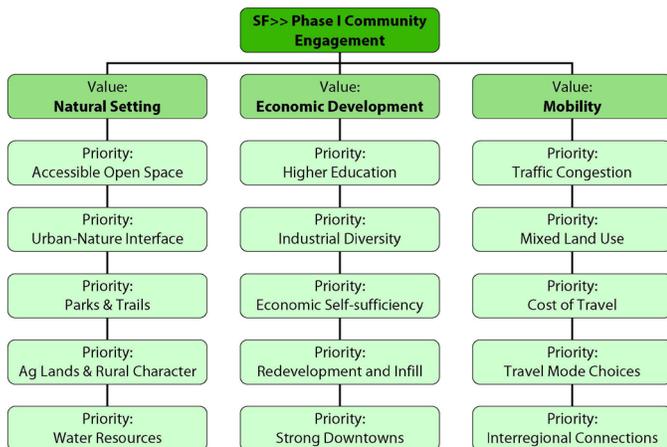


Figure 3 - ShastaFORWARD>> Values & Priorities

- **Disadvantaged Communities Assessment** – As described in further detail in State of the Region, the 2015 RTP incorporates an expanded view of social equity. More specifically, whether all segments of the population – regardless of income, race, age, disability, or other distinguishing characteristic – enjoy equitable access to mobility options and other essential needs. This assessment includes a number of indicators that, when combined, point to areas that would benefit from the application of targeted policies, programs, and investments that support community mobility, health, and well-being.
- **Shasta Coordinated Transportation Plan** – This plan seeks to improve transportation coordination in the region; address the transportation needs of older adults, persons with disabilities, and low-income individuals; and establishes priorities to inform funding decisions for specialized transportation services. Targeted transit grant programs fund projects that are derived from coordinated public transit-human services transportation plans. The Shasta Coordinated Transit Plan will be updated in 2015 using a process that engages representatives of public, private, and non-profit transportation and human services providers as well as participation by members of the public.
- **Coordination of Consolidated Transportation Service Agency (CTSA) Services Study** – A CTSA coordinates transportation services between transit providers and may operate safety-net transit services for elderly and disabled individuals who are generally outside of the Redding Area Bus Authority (RABA) service area. This study, completed in December 2014, presented a range of activities designed to improve transit provider communication, cooperation, coordination, and consolidation. Performance measures were also identified in order to assess the effectiveness of CTSA services and improvements over time.
- **Transit Technology Plan** – Completed October 2014, this plan was commissioned to investigate the potential of transit technology to improve the volume, diversity and quality of transit data needed for the planning and operation of responsive public transit services. RABA's current use of technology was documented and

prospective new technologies were discussed, including their costs and practical benefits.

- **Integrated Traffic Data Collection and Management Plan for the South Central Urban Region** – Completed October 2013, this effort reviewed existing traffic data collection systems and processes; documented the real-world applications and practical limitations of Intelligent Transportation Systems (ITS) technologies used by regional stakeholders; presented a range of available data collection tools; and recommended deployment strategies and approaches.

PUBLIC PARTICIPATION AND INTER-AGENCY COORDINATION AND PLANNING CONSISTENCY

In addition to public outreach associated with each of the RTP building blocks described above, the RTP planning process includes various opportunities for the general public and public agencies to participate in developing the RTP document itself. The details of this process can be found in SRTA's most recently adopted public participation plan found on SRTA's website (www.srta.ca.gov/166/Public-Participation).

PUBLIC TRANSPORTATION PLAN

Adopted in June 2013, SRTA's Public Participation Plan details the policies and strategies used to ensure that every citizen has the opportunity to evaluate and comment on the agency's plans, programs, and projects, including the RTP.

Consistent with the steps outlined in Table 2, SRTA provided opportunities for all affected public agencies, community organizations, and the general public to participate in the 2015 RTP planning process. Specific outreach activities included, but are not limited to the following:

- SRTA Board of Directors meetings - Regular progress reports and interim deliverables were widely distributed and public presentations were made during regularly scheduled SRTA Board of Directors meetings. As appropriate, these meetings included formal public hearings.
- City council and county board meetings -

Table 2 - SRTA 2013 Public Participation Plan Requirements for the RTP

1.	2.	3.	4.	5.	6.
Comprehensive project scope and timeline reviewed by advisory committee(s) and distributed. Includes early and continuing opportunities to comment.	Numerous targeted workshops w/advisory committees and stakeholder groups. SRTA contact database used to notify public of opportunities to participate.	Opportunities to participate via the Web Key. Draft documents posted online for public review and comment.	Inter-governmental consultation with affected agencies.	Draft plan released for 55-day public review. At least one formal public hearing before SRTA Board of Directors. Additional five day public review if final RTP differs significantly from draft RTP and/or raises new issues.	Adoption by the SRTA Board of Directors at a public meeting.

(Procedures above may not occur exclusively or in the order shown)

Presentations were provided during public meetings of local governing bodies, including city councils and county of Shasta Board of Supervisors.

- Web postings - In addition to posting all interim deliverables and draft documents on the the agency’s website, interactive web-tools and social media were used to maximize public access, awareness, and opportunity to contribute.
- Public notices - Announcement regarding the RTP and accompanying Environmental Impact Report (EIR) were published in local newspapers.

In addition to these core outreach efforts, RTP planning updates and solicitations for input were incorporated into day-to-day community and inter-agency interactions.

INTERAGENCY AND INTERGOVERNMENTAL COORDINATION AND PLANNING CONSISTENCY

The 2010 Regional Transportation Plan Guidelines prepared by the California Transportation Commission (CTC) encourages consistency of action between all levels of government having an interest and purview in the region.

SRTA is the lead agency tasked with development of the RTP; however, the end product is the result of extensive discussion, data exchange, and consensus-building among federal, state, tribal, and local agency

partners. The details of this process are described in the aforementioned Public Participation Plan. Wherever appropriate, SRTA considers and seeks to integrate the needs and priorities of all partners and entities that are materially invested or otherwise impacted by regional transportation policy and investment strategies.

More than a simple courtesy, interagency coordination and planning concurrency reduces redundancies, leverages resources, reinforces implementation activities, and ultimately improves performance outcomes. To ensure planning consistency, SRTA considers a broad range of plans and programs, including but not limited to:

- Local and regional plans and programs:
 - General plans (housing, land use and circulation elements in particular)
 - Capital improvement plans
 - Short range transit plan
 - City and county active/non-motorized transportation plans
 - Parks, trails, and open space plans
 - Regional air quality plan
 - Regional climate action plan
 - Interregional transportation corridor plans
 - Natural environment, habitat, and water resource plans
 - Comprehensive Economic Development Strategy

- State plans and initiatives:
 - California Transportation Plan 2040
 - Interregional Transportation Strategic Plan
 - California Freight Mobility Plan
 - California State Rail Plan
 - California Aviation System Plan
 - California Statewide Transit Strategic Plan
 - California Interregional Blueprint
 - Smart Mobility Framework
 - Complete Streets Implementation Action Plan
 - California Essential Habitat Connectivity Plan
 - Regional Advance Mitigation Planning and Statewide Advance Mitigation Initiative
 - Caltrans Climate Action Program
 - Strategic Highway Safety Program
 - California Transportation Infrastructure Priorities: Vision and Interim Recommendations

The 2015 RTP was compared to the above plans and, as is specifically called out in the CTC’s 2010 RTP Guidelines, the 2005 California State Wildlife Action Plan (SWAP). Several transportation-related challenges were identified in the SWAP, including barriers to fish migration from road construction; the introduction and movement of invasive plants when adding to or improving the region’s roadways; harm to sensitive wildlife habitat; public health impacts as a result of increase particulate matter; and the effects of rural roads on wildlife migratory patterns.

Notices were sent to local, state, and federal agencies having and interest and purview in the region,

including those responsible for land use, natural resources, environmental protection, conservation, and historic preservation.

Federally recognized Native American Tribal Governments were contacted early in the process and directly invited to participate in the identification of transportation project needs, the development of regional policies, and review of draft documents.

RTP IMPLEMENTATION

As a long-range, planning-level document, the RTP communicates regional issues and outlines a general course direction. A transportation investment strategy is presented with accompanying project cost estimates. With limited exceptions, only those projects listed in the RTP are eligible to receive state and federal funding.

It is important to note, that projects called out in the RTP have not yet been fully prepared, vetted, and programmed funding for construction. Rather, near-term projects are readied for implementation by way of short-term transportation improvement and work programs described in Table 3.

The [State Transportation Improvement Program \(STIP\)](#) is a five-year capital improvement program of transportation projects on and off the California State Highway System. The California Transportation

Table 3 - Regional Planning & Programming Processes

Document	Planning Horizon	Contents	Responsible Agency	Update Requirements
RTP	20+ year	Vision, goals and projects for region	MPO/RTPAs	Every 4 years
FTIP	4 years	Federally-funded and regionally significant transportation projects	MPOs	Every 2 years
OWP	1 year	Planning studies and activities	MPO/RTPAs	Annually
TIP	5 years	Transportation Projects	RTPAs	Every 2 years
ITIP	5 years	Transportation Projects	Caltrans	Every 2 years
STIP	5 years	Transportation Projects	CTC	Every 2 years
SHOPP	4 years	Maintenance, Rehabilitation, Operation, and Safety Projects	Caltrans	Every 2 years

Commission (CTC) updates the STIP biennially, adding two new years to prior programming commitments.

The programming cycle begins with the release of a transportation fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

Once the fund estimate is adopted, Caltrans and the regional transportation planning agencies prepare transportation improvement programs for submittal by December 15th of odd numbered years. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) for their share (25%) of funding and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) for their respective share (75%). State and regional agencies must work together to leverage each other's funds for greatest benefit.

In addition, Caltrans also biennially prepares a four-year [State Highway Operation and Protection Program \(SHOPP\)](#) that prioritizes maintenance, rehabilitation, operation and safety projects throughout the state. Caltrans must complete the SHOPP by March of even-numbered years. The SHOPP is based on the Ten Year SHOPP that Caltrans also must prepare. The SHOPP informs the funding distribution of funds in the State Transportation Improvement Program (STIP).

The California Transportation Commission (CTC) considers the RTIP, ITIP, and SHOPP when preparing the STIP. The STIP becomes the source document upon which California transportation monies are programmed and funded. This includes state transportation funds as well as federal transportation funds administered by the state on behalf of the federal government.

The STIP informs the [Federal Transportation Improvement Program \(FTIP\)](#). Any transportation project having a federal funding component or that is considered regionally significant (regardless of the funding source) must be included in the FTIP. The FTIP is a four-year program of projects that is updated every two years by each region. Agencies' requests for, and subsequent obligations of, federal transportation monies cannot exceed the amount

provided for within the FTIP. All regional FTIPs are combined under the [Federal Statewide Transportation Improvement Program \(FSTIP\)](#).

For additional information and detail regarding the programming of transportation funds, see the latest version of 'Transportation Funding in California' prepared by Caltrans Division of Transportation Planning, available online at: http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt_files/Transportation_Funding_in_CA_New.pdf