

Regional Transportation Policy and Action Plan



INTRODUCTION

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.

REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

In order to accomplish the regional vision, the following seven goals have been identified, each having objectives and a range of implementation strategies. Strategies are identified as either **long-range (LR) strategies** (i.e. to be accomplished over time as a result of persistent, ongoing effort) or **short-range (SR) strategies** (i.e. to be accomplished or anticipated to achieve substantial performance benefits in less than five years).



GOAL #1: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment.

Objective 1.1 - Proactively maintain interregional and regionally significant roadways in a manner that balances cost and facility life-cycle.

Strategies

- A. Collect and maintain data on transportation system condition and performance (long range).
- B. Collaborate with state and federal partners to fund timely maintenance on the interregional network (long range).
- 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 (long range).
- D. Integrate climate adaptation strategies early in the project planning and design phases in order to minimize future maintenance and repair costs (long range).

Objective 1.2 - Increase the throughput of people and freight on interregional and regionally significant roadways.

Strategies

- A. Implement intelligent transportation systems (ITS) technologies to smooth traffic flow and inform travel decision making (long range).
- B. Support cost-effective travel demand management strategies that reduce the number and distance of single-occupancy vehicle trips (short range).
- C. Utilize roadway design and traffic operations management to facilitate traffic flow (long range).

Performance Measures

- Volume to capacity ratio on regionally significant corridors
- Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking)



GOAL #2:

Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.

Objective 2.1 - Maximize funding available for transportation and mobility improvements in the region.

Strategies

- A. Utilize the region's limited transportation funds to leverage additional state and federal investment (long range).
- 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 (long range).
- 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) (short range).
- D. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects (short range).
- E. Utilize 'fair share' methodology for ascribing transportation infrastructure funding responsibility to appropriate transportation system users and beneficiaries (short range).
- F. Explore potential local transportation revenue options (short range).

Objective 2.2 - Maintain adequate traffic capacity on the core interregional network

Strategies

- A. Employ targeted capacity increasing projects to relieve traffic bottlenecks and improve travel time reliability (long range).
- B. Facilitate freight consolidation and intermodal options to reduce travel demand on core interregional routes (short range).
- C. Preserve roadway right-of-way needed for future roadway expansion (long range).
- D. Consider transportation enhancements on arterial roadways that would relieve local travel demand on the core interregional network (long range).

Performance Measures

- 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.

Objective 3.1 - Develop an integrated, context-appropriate range of **local transportation choices**.

Strategies

- A. Incorporate accommodations for all applicable travel modes into the design of SRTA-funded projects (long range).
- B. Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination (short range).
- C. Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities within designated Strategic Growth Areas (SGAs), or those that provide connections to/from SGAs (short range).
- D. Fill gaps between recreational trail corridors and integrate into the greater network of transportation facilities (short range).
- E. Establish multi-modal level of service criteria for evaluating and prioritizing projects and services for funding (short range).
- F. Prepare a regional plan of active transportation projects for funding.

Objective 3.2 - Develop an integrated, context-appropriate range of **interregional transportation choices**.

Strategies

- A. Facilitate multi-modal connectivity and service schedule alignment between local and interregional modes, including passenger rail, air, and intercity bus transportation (short range).
- B. Utilize limited funding for intercity public transportation services to reinforce private sector services where applicable (short range).
- C. Coordinate with local and state partners toward the development of an integrated network of designated inter-community and inter-regional corridors for non-motorized travel (short range).
- D. Support efforts to expand passenger air and rail services (short range).

Performance Measures

- Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking)
- Number of miles in non-motorized network
- Number of households and jobs within 1/2 mile of transit



GOAL #4: Create vibrant, people-centered communities.

Objective 4.1 - Support local governments in implementing the **Sustainable Communities Strategy**.

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 (short range).
- 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 (short range).
- C. Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity are inadequate to support it (long range).
- D. Pursue grant funding for Sustainable Communities Strategy implementation activities (short range).

Objective 4.2 - Enhance **community health, safety, and well-being**.

Strategies

- A. Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation) (short range).
- 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 (short range).
- C. Develop transportation safety data and analysis for all modes, incorporate findings into regional planning processes, and seek funding to resolve identified safety issues (long range).

Performance Measures

- CO2 emissions per capita from vehicles and light trucks
- Bicycle and pedestrian collisions



GOAL #5: Strengthen regional economic competitiveness for long-term prosperity.

Objective 5.1 - Facilitate **sustainable economic development** programs and projects.

Strategies

- A. Incorporate local and regional economic development strategies into the regional transportation planning and project prioritization processes (long range).
- B. Seek-out public-private partnerships that leverage resources to accomplish shared objectives (short range).
- 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 (short range).

Objective 5.2 - Resolve **transportation-related barriers** to increased economic activity and productivity.

Strategies

- A. Support the development of detailed, comprehensive, and up-to-date North State freight and goods movement data (long range).
- B. Facilitate intermodal freight movement between truck, rail, and air modes (long range).
- C. Identify the region's key industry inputs and outputs and support the transport thereof to minimize costs and expand market access (short range).

Performance Measures

- In development for 2018 RTP update



GOAL #6: Promote **public access, awareness, and action** in planning and decision-making processes.

Objective 6.1 - Utilize a broad range of public participation involvement strategies.

Strategies

- A. Host public meetings at locations and times that are accessible and convenient to the general public (short range).
- B. Develop and maintain a comprehensive agency website with interactive capabilities (short range).
- C. Make use of maps, design renderings, and other visual communication methods as appropriate to make regional transportation issues more approachable and understandable (short range).
- D. Maintain a searchable, online resource center for various regional plans, agendas, reports, data, and documents (short range).

Objective 6.2 - Provide meaningful opportunities for the public to participate in regional planning and decision-making.

Strategies

- A. Publish and follow the agency's adopted Public Participation Plan to ensure transparency and clarity in regional transportation planning and influence decision making (short range).
- B. Develop and maintain relationships with a broad range of community stakeholders and associations in order to facilitate public consultation and information exchange (short range).
- C. Identify transportation disadvantaged populations and employ targeted efforts to encourage equitable representation of needs and alternatives (short range).
- D. Maintain technical and community advisory committees (short range).

Performance Measures

- Refer to SRTA's most recently adopted Public Participation Plan (available at: <http://www.srta.ca.gov/DocumentCenter/Home/View/1014>)



GOAL #7: Practice and promote **environmental and natural resource stewardship.**

Objective 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.

Strategies

- A. Partner with natural resource and land management entities to incorporate ecological data and environmental outcomes into regional transportation planning processes (short range).
- B. Seek funding for environmental impact mitigation and enhancement activities (long range).

Objective 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. Track data on environmental changes potentially affecting the region and conduct risk analyses on current and planned transportation system improvements (long range).
- B. Evaluate the inherent flexibility of regional transportation systems and services in responding to shifts in travel behavior and travel mode choice (long range).
- C. Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice (long range).

Potential Performance Measures

- Prime agricultural lands saved from conversion
- Environmentally sensitive lands saved from conversion
- Pounds CO₂ per year per capita (automobiles and light light trucks only)
- Environmentally sensitive lands saved from conversion

2015-2035 REGIONAL PERFORMANCE MEASURES

Performance measures are used to gauge the effectiveness of the regional program of projects, policies, and mobility strategies in meeting locally-defined goals and priorities. Inadequate performance measures lead to some priorities being neglected while excess performance measures burden the agency with unnecessary costs and effort. When considering performance measures, the following criteria are used:

- Is it required by federal or state law?
- Is it instrumental when competing for transportation planning and capital funds?
- Is it tied to RTP goals and objectives?
- Is data readily available (e.g. no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time?
- Is it analogous to that which is used by other regions and state departments (i.e. is it consistent with accepted methodology and data standards to allow for comparison)?

It should be noted that for many policy areas it is not practical to measure direct impacts. In such instances, indicator data are often effective at signaling larger patterns and environmental changes that affect or are affected by regional transportation planning, program, and investments.

In previous RTP cycles, performance measures included in the latest State Transportation Improvement Program (STIP) Guidelines were attached as defacto metrics for the region. These measures were most recently updated in 2013 and are shown in Table 14. Since the 2010 RTP, performance measures have been the focus of much attention, effort, and policy-making at the federal and state level.

In 2013 the Strategic Growth Council awarded funds to the San Diego Association of Governments (SANDAG) for the purpose of coordinating with California's 18 metropolitan planning organizations and various state agencies to develop a common set of standardized performance measures. Ten performance monitoring indicators were proposed for statewide use. Documentation of this effort and

the indicators is available online at: http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf.

The prominence of performance measures has also been elevated in the most recent federal transportation bill (MAP 21). MAP-21 is now a performance- and outcome-based program that looks to invest resources in projects that best address a set of national goals. Performance measures selected for the 2015 RTP are tentative pending the final outcome of federal performance measure rulemakings. Results will be incorporated into the scheduled 2018 RTP update.

Table 14 - 2015 RTP and SCS Performance Measures

Performance Measures	2005	2013	2020 "Base"	2020 "Project"	2035 "Base"	2035 "Project"
Transportation System Utilization & Mode Share						
Average Daily VMT (Total)	5,606,121	5,701,977	6,171,441	6,166,473	7,390,629	7,374,997
Average Daily SB 375 VMT (all vehicles, minus through trips)	4,638,709	4,744,583	5,111,489	5,106,514	6,111,264	6,095,620
Average Daily VMT per capita (minus through trips)	26.81	26.85	26.88	26.85	28.51	28.44
Miles of roadway at LOS 'D', 'E', and 'F'	12.0	8.4	6.6	7.2	12.0	9.9
Daily Transit Boardings (modeled)	2,638	2,849	3,069	3,936	3,354	6,452
# of miles of bikeways (by class)						
Class I	n/a	60.5	60.5	62.3	60.5	64.1
Class II	n/a	83.5	83.5	96.8	83.5	209.3
Percentage of trips by mode (Daily)						
Drive alone (% of trips)	47.8%	47.6%	46.4%	46.1%	46.1%	46.1%
Shared ride (2 persons) (% of trips)	26.1%	26.2%	26.4%	26.6%	26.7%	26.4%
Shared ride (3+ persons) (% trips)	17.0%	17.8%	17.9%	17.8%	18.2%	18.2%
School Bus (% trips)	1.7%	1.8%	1.9%	1.8%	1.8%	1.8%
Transit (% of trips)	0.3%	0.4%	0.3%	0.4%	0.3%	0.6%
Bike (% of trips)	1.3%	1.3%	1.3%	1.3%	1.3%	1.2%
Walk (% of trips)	5.8%	5.9%	5.8%	5.9%	5.6%	5.6%
Mobility/Accessibility						
Number of Households within 1/2 mile of transit	40,254	41,129	44,564	44,644	47,833	48,340
Number of Jobs within 1/2 mile of transit	49,097	54,238	61,711	61,780	68,072	68,753
Average commute time (minutes) by workers	18.3	18.2	17.3	17.5	17.6	17.4
Average trip duration (minutes) by mode						
Drive Alone	10.5	10.4	9.8	9.9	9.9	9.8
Shared Ride 2	7.9	7.9	7.8	7.8	7.8	7.8
Shared Ride 3+	7.9	7.9	8.2	8.1	8.1	8.1
School Bus	35.2	35.7	43.4	41.9	40.7	41.2
Transit	41.9	41.9	42.6	40.2	44.7	35.5
Bike	12.0	12.3	12.5	12.5	12.8	12.5
Walk	13.5	13.7	13.6	13.7	14.3	14.6
All Modes	10.1	10.1	10.0	10.0	10.0	10.0

Performance Measures	2005	2013	2020 "Base"	2020 "Project"	2035 "Base"	2035 "Project"
Safety						
Number of fatalities	38	n/a	n/a	n/a	n/a	n/a
Number of injuries	1,880	n/a	n/a	n/a	n/a	n/a
Number of bicycle and pedestrian collisions	97	n/a	n/a	n/a	n/a	n/a
Environment						
Pounds CO2/year/capita - Passenger Vehicles Only (SB 375) ¹	7,394	7,107	7,044	7,032	7,379	7,361
GHG Reductions (SB 375) per capita ¹	0%	n/a	-4.7%	-4.9%	-0.2%	-0.5%
Prime agricultural lands saved from conversion (acres)	n/a	n/a	-	n/a	n/a	87
Environmentally sensitive lands saved from conversion (acres)	n/a	n/a	1,779	n/a	n/a	6,541

Table 15 - 2013 State Transportation Improvement Program (STIP) Performance Measures

**California Transportation Commission
STIP Guidelines**

August 6, 2013

Performance Indicators and Measures						
Indicator	Relation to STIP Sec 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities per Vehicle Miles Traveled (VMT) and per capita		
	2			Fatal Collisions per VMT and per capita		
	2			Injury Collisions per VMT and per capita		
	2	Transit	Mode	Fatalities / Passenger Miles		
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year		
	1			Average Peak Period Travel Time		
	1			Average Non-Peak Period Travel Time		
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/2 mile of a rail station or bus route.		
		All	Region	Average travel time to jobs or school.		
Reliability	1	Roadway	Corridor	Travel Time Variability (buffer index)		
	1	Roadway	Corridor	Daily vehicle hours of delay per capita		
	1	Roadway	Corridor	Daily congested highway VMT per capita		
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.		
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips		
	7			Average Daily Vehicle Trips (ADT)		
	6,7,8			Daily VMT per capita		
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks		
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7	Transit	Mode	Passengers per Vehicle Revenue Hour		
	7			Passengers per Vehicle Revenue Mile		
	7			Passenger Mile per Train Mile (Intercity Rail)		
7	Boardings per capita					
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
	3			Percentage of Distressed Lane Miles		
	3			Percentage of Roadway at Given IRI Levels		
	3			Percentage of highway bridges in need of repair (by number of bridges and by deck area)		
Environmental Impact	6	All	Region	Carbon dioxide emissions per capita		
				Criteria pollutant emissions per capita		
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return		
*Level:						
Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.						
Region - Region or county commission that is responsible for RTIP submittal.						
Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).						

Note: New STIP performance measures have been proposed and circulated for comments. New measures would not take effect until October 2015.

Table 16 - Draft MAP-21 Performance Measures

Measures	Proposed Methodology	Targets
1. Serious injuries per Vehicle Miles Traveled (VMT)	# of injuries per 100 Million VMT	Targets to be developed by State Department of Transportation (Caltrans) in 2016 (tentative).
2. Number of serious injuries	Rolling average of last 5 years	
3. Fatalities per VMT	# of fatalities per 100 Million VMT	
4. Number of fatalities	Rolling average of last 5 years	
5. Pavement condition on the Interstate System	Based on a proposed rating of "% of pavement rated as "good" or "poor" per FHWA thresholds for IRI, cracking, and rutting."	
6. Pavement condition on the non-Interstate NHS		
7. Bridge condition on the NHS	Based on a proposed rating of "% of bridge rated as "good" or "poor" per FHWA thresholds of NBI rating for deck, superstructure and substructure."	
8. Traffic congestion	Draft methodologies by FHWA have not been released yet for comment.	
9. On-road mobile sources emissions		
10. Freight movement on the Interstate system		
11. Performance of the Interstate system		
12. Performance of the non-Interstate NHS		

Note: The proposed methodology for each Map-21 performance measure has not been finalized. The final measures and methodology will not be official until the Federal Highway Administration and Federal Transit Administration post Notices of Final Rulemakings (tentatively late 2015/early 2016).