



STAFF REPORT
Board Meeting of May 18, 2022

AGENDA ITEM: 7-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2022 Regional Transportation Plan and Sustainable Communities Strategy Scenario Planning

Enclosure: No

Action: Approve a Preferred Scenario for the 2022 Regional Transportation Plan and Sustainable Communities Strategy. Direction may be provided.

SUMMARY:

MCTC's 2022 Regional Transportation Plan (RTP) is a long range transportation plan identifying our regional needs out to the year 2046. With the passage of Senate Bill 375 (SB 375) in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. SB 375 requires the analysis of multiple growth scenarios with a preferred scenario being selected as the ultimate foundation from which the plan is built upon.

MCTC staff have conducted various outreach activities for the 2022 RTP/SCS throughout the county focusing on educating participants about the long-range transportation planning process in Madera County, the requirements of the RTP, and the scenarios produced for the SCS. Participants were asked to share their comments or concerns related to the SCS scenarios and provide any feedback on what they consider to be important issues or priorities to consider in the scenarios they preferred.

Online surveying was utilized to further reach interested individuals and queried their interests in various components of the long-range transportation process and scenario development ideas they preferred.

As MCTC acquired feedback on the SCS development priorities, a consistent response was provided indicating a wish to see new development be focused in or near existing urban areas and jobs centers. Additionally, there was interest in seeing new development be higher in density than existing trends.

Local stakeholders also expressed interest in several key transportation topics related to the RTP/SCS development including:

- expanding modal choice
- improving community bike and walkability
- advancing new strategies able to improve public health by reducing harmful emissions
- ensuring the regions roadway system is adequately maintained for safe and efficient travel

Below is a summary of the three scenarios. All three scenarios project meeting the California Air Resource Board's greenhouse gas (GHG) reduction target for the Madera County region (10% percent per capita GHG reduction by 2020 and 16% percent per capita GHG reduction by 2035 compared to 2005). All the scenarios address comments received during the outreach process to varying degrees.

SCENARIO 1

Assumes growth and housing development like what we see existing in our region today. Maintains a road-centric investment strategy with gradual increases towards multi-modal strategies.

- Assumes County-wide growth based on previously observed trends with no new land-use strategies
- Invests in public transit based on existing trends
- Invests in active transportation consistent with existing trends
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Is compliant with local jurisdiction General Plans
- Consumes 4,642 acres of Farmland
- Project 21.4% of housing within a ¼ mile of fixed route public transit
- **Produces the highest vehicle miles traveled (VMT) per capita**
- **Achieves the least GHG reduction per capita**

SCENARIO 2

Moderately increases densities of housing and development in urbanized areas with slight increases to densities in the remainder of the county. Conservative shift in investment towards zero-emission vehicle infrastructure, public transit, shared ride options, micromobility, and non-motorized transportation strategies.

- Applies focused land-use strategies by sub-region
 - City of Madera
 - South SR 41 Growth Area
 - City of Chowchilla
 - Rural Valley

- Rural Mountain/Foothill
- Moderate change growths parameters in urban areas
 - Higher density new development in urban areas
 - Lower densities in rural areas
- Is compliant with local jurisdiction General Plans
- Invests more in public transit and active transportation
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Explores moderate investment towards additional transportation strategies
 - Vanpooling
 - Telecommuting
 - Electric vehicles and infrastructure
 - Employer programs
 - Travel demand strategies
 - Bike and car sharing services
- Consumes 3,835 acres of Farmland
- Project 24.8% of housing within a ¼ mile of fixed route public transit

SCENARIO 3

Prioritized development in infill and redevelopment zones, assumes more compact lot sizes in core urban areas, moderate increases to densities in urban areas and slight increases to densities in the remainder of the county, outside of urban cores. Accelerates investment shift towards zero-emission vehicle infrastructure, public transit, shared ride options, micromobility, and non-motorized transportation strategies.

- Applies focused land-use strategies by sub-region
 - City of Madera
 - South SR 41 Growth Area
 - City of Chowchilla
 - Rural Valley
 - Rural Mountain/Foothill
- Moderate change growths parameters in urban areas
 - Higher density new development in urban areas
 - Lower densities in rural areas
- High focus on infill and urban core development
- Is compliant with local jurisdiction General Plans
- Invests more in public transit and active transportation
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Explores aggressive investment towards additional transportation strategies
 - Vanpooling
 - Telecommuting

- Electric vehicles and infrastructure
- Employer programs
- Travel demand strategies
- Bike and car sharing services
- Consumes 3,664 acres of Farmland
- Project 26.9% of housing within a ¼ mile of fixed route public transit
- **Produces the lowest vehicle miles traveled (VMT) per capita**
- **Achieves the most GHG reduction per capita**

Based on the performance of the SCS scenarios and the ability to best meet the needs and priorities expressed during the outreach process, staff recommend the selection of **Scenario Three** as the preferred scenario for the 2022 RTP/SCS.

Upon selection of a preferred scenario, MCTC staff will begin the final steps in preparing the RTP/SCS plan and required emission analysis and reporting as mandated.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.