



**Land Use and Transportation Workshop  
August 27, 2009**

# **Transportation and the Rural Economy**

# Theme



- A major theme of RUCS is the inter-dependence of the region's rural economy and the urban centers. Transportation infrastructure and services are key factors in this relationship



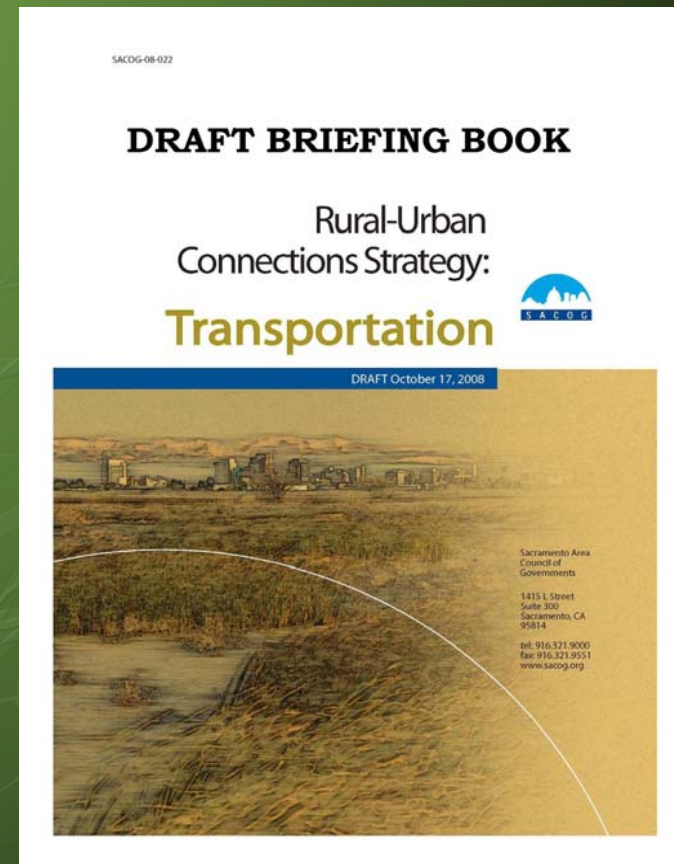
# Presentation Outline

- Review efforts and inquiries of the Transportation Working Group
- Introduce *Land Use/Transportation Exercise #2 – Transportation Innovations*
- Goods Movement Exercise: Can we improve a regional network based upon local knowledge of the agricultural economy?

# RUCS Transportation Briefing Book



- Rural Land Use
- Rural Travel Behavior
- Rural Goods Movement
- Rural Safety & Security
- Rural System Maintenance



# Opportunities for Rural Transportation Innovations



- County Safety Summaries
- Rural Transportation Funding Guide
- Agricultural Worker Transportation Program



# County Safety Summaries

## *Rural collisions account for a disproportionate number of roadway fatalities*

- Nationally, only 20% of the population lives in rural areas, but 40% of the vehicle miles traveled (VMT) and 60% of fatal crashes occur there.
- The California transportation fatality rate in rural areas is 16 deaths per 100,000 persons compared to 9.3 deaths per 100,000 persons in urban areas.

# Rural Transportation Funding Guide



## Federal Funding Source High-Risk Rural Roads Program

<b>Description</b>	The purpose of the High Risk Rural Roads Program (HR3) is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads.
<b>Competitive/Formula</b>	Competitive
<b>Project Eligibility</b>	The project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem.
<b>Eligible Agencies</b>	State, city or county transportation planning agencies
<b>Funding Level</b>	The annual program funding level is approximately \$8.25 million. The federal reimbursement rate is 90%.
<b>Project Selection Process</b>	Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate projects based on a Safety Index scoring mechanism.
<b>Significant Dates</b>	Caltrans will solicit candidate HR3 projects in the future if the program is continued in the next federal transportation reauthorization act.
<b>Additional Information</b>	Caltrans District Local Assistance Engineers. <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> <a href="http://safety.fhwa.dot.gov/safeteau/hrrpattachment.htm">http://safety.fhwa.dot.gov/safeteau/hrrpattachment.htm</a>
<b>Potential SACOG Assistance</b>	The "Safety Index" Caltrans uses to evaluate projects requires that rural agencies provide detailed crash data analysis. SACOG staff can analyze existing safety data to make applications more competitive.

# ***Farm Worker Transportation Needs***



- Over 34,000 farm workers live in the Sacramento Region
- 72% of agricultural workers surveyed in California do not have adequate transportation
- From 1994 to 1999, 63 farm workers were killed while being transported in automobiles to, from, or during work

# Agricultural Worker Transportation Program



- SACOG is designing a vanpool program for agricultural workers
- Currently engaged in survey work, working towards a business plan
- SACOG has received \$2 million to implement an approved business plan

# Land Use/Transportation Exercise, Part 2



- What are the challenges and opportunities for your Rural Theme?
- How may a Transportation perspective contribute to or possibly change how you view your Rural Theme?
- Which transportation innovations address the challenges of your Rural Theme?

# RUCS Transportation Innovations



- Farm-to-Market Road System
- Agritourism Pavement Markings
- Coordinated Strategies for Non-motorized
- ITS Solutions
- Coordinated Strategies for Non-motorized
- Pull-Outs and Passing Lanes
- Non-traditional Transit Solutions
- Wildlife Crossings

# Potential Outcomes for Transportation Innovations



- Reduce Vehicle Miles Traveled (VMT), so as to improve air quality and promote energy conservation
- Improve mobility for the rural economy
- Solve safety problems & reduce collisions
- Provide accessibility to local citizens
- Mitigate traffic congestion

# Exercise: Goods Movement and Rural Transportation



- Overview of the Rural Economy
- Moving economic output & the agricultural connection
- Goods movement networks
- Production of truck trips by crop type

# The Rural Economy and Transportation



- The SACOG Region is diverse, with rural areas and smaller metropolitan areas comprising 92% of the land area



# The Rural Economy and Transportation

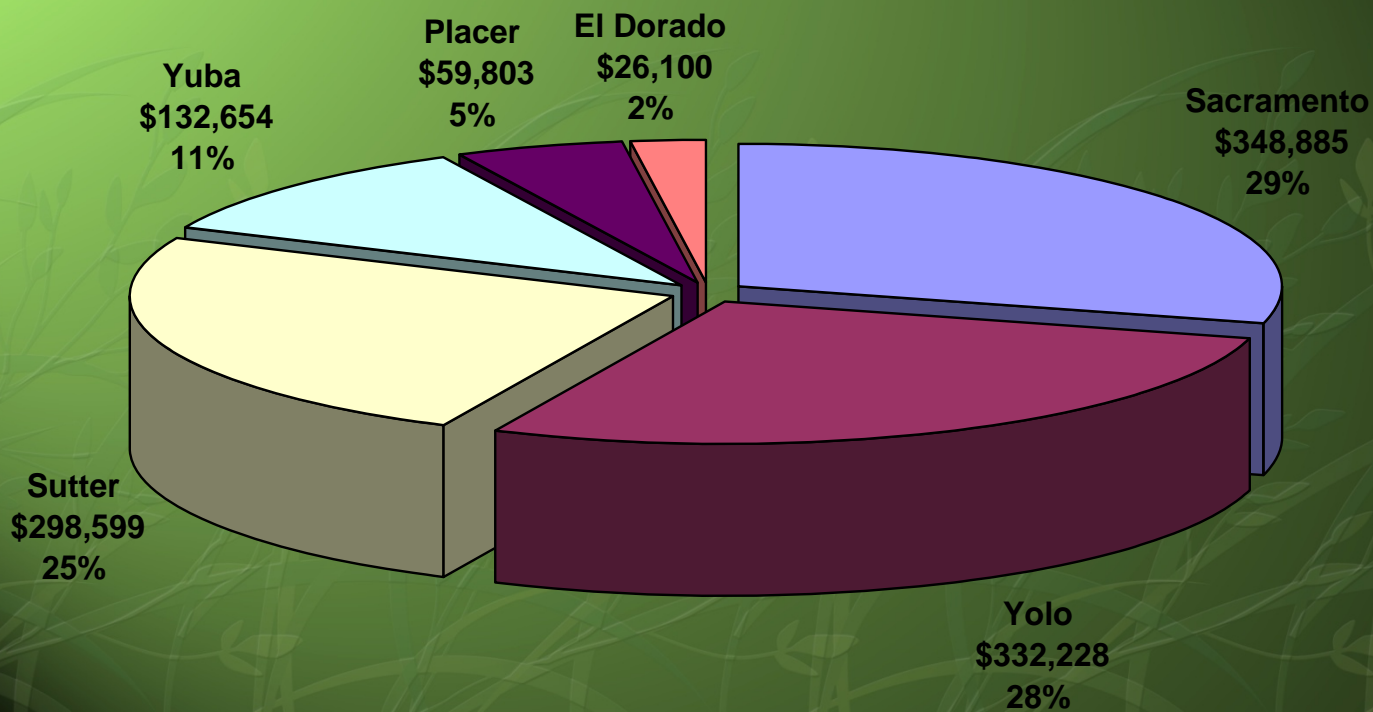


**Table 1**

Category	Large Urban	Small Urban	Rural
Population	1,418,000	290,000	181,900
Jobs	595,900	94,200	143,600
Persons per Job	2.38	3.08	1.27
% Households Zero Autos	8.3%	8.2%	3.6%
% Households < \$50K per yr	54.0%	59.8%	51.7%

**Source: Year 2000 Census SF3 Data**

# Agricultural Sector Critical to Region's Rural Economy



# Goods Movement

- At least 29% of all freight movement is completely within the region
- 33% of goods movement originates outside the region and is imported into the region
- 16% of goods movement are exports to outside the region
- 22% of freight is through traffic

# Regional Goods Movement Network



A goods movement network will inform SACOG investment strategies, including:

- Transportation data collection
- Safety improvements and related studies
- Targeted infrastructure capacity improvements

# Existing Network Definitions

## As prescribed by the Surface Transportation Assistance Act (STAA)

- Federal/State STAA routes reflect the facility design needs for interstate and interregional trucking, in particular double trailers
- Local STAA are focused on trucking industry service needs and access to shipping terminals
- County & City defined trucking routes (not STAA)

# Agricultural Production and Goods Movement



- Would supply/demand relationships in agricultural influence choices in goods movement investments?
- Are we able to measure the relationship?
- Can we take a more holistic and qualitative approach to improving a regional goods movement network?

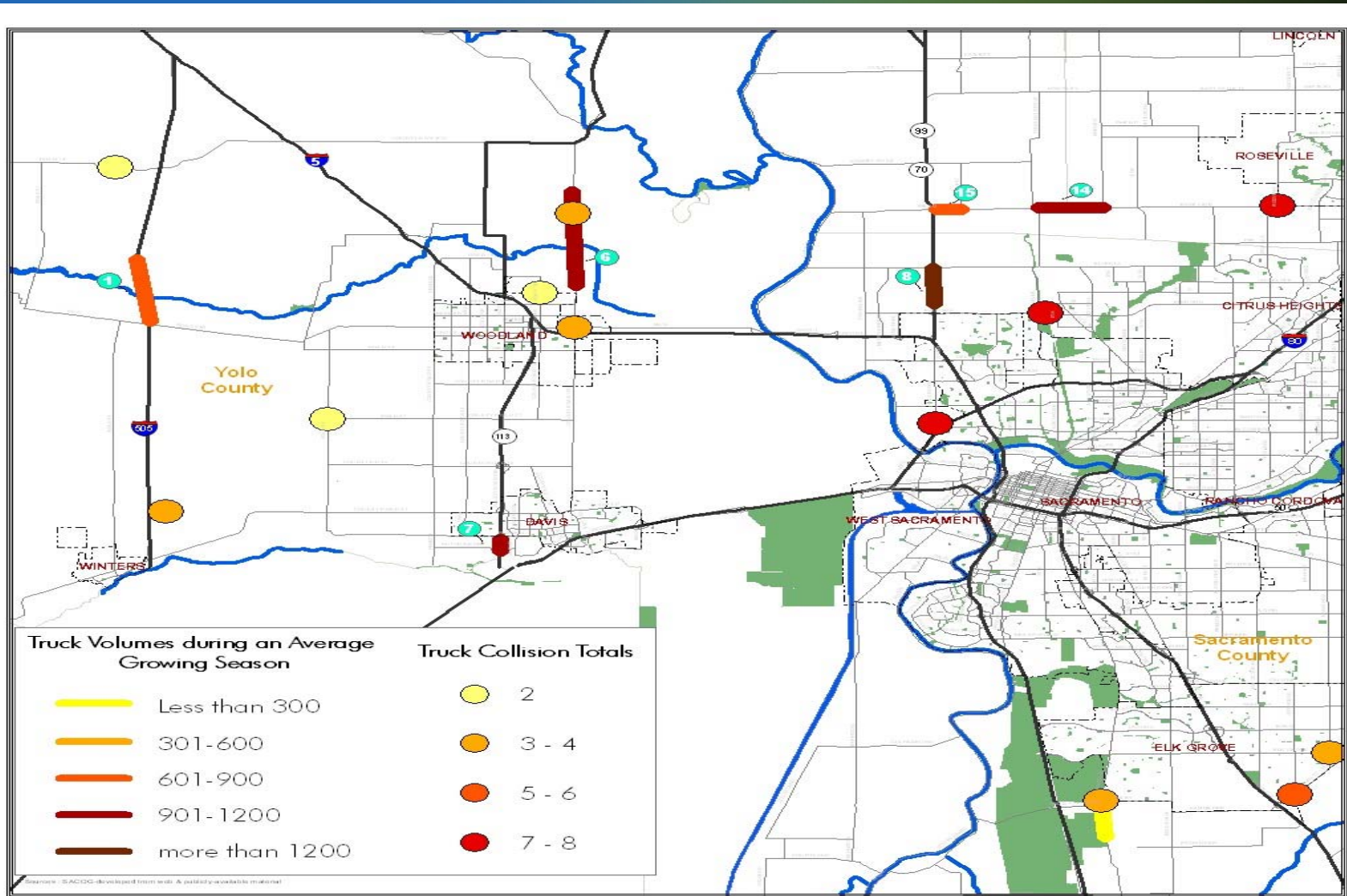
# Rural Road Truck Volumes

- SACOG measured fall and spring traffic volumes at 112 locations on rural roads or on the edge of the urban area
- There was a 2.7% increase in truck volumes from fall to spring, and 1.6% decrease in total traffic volumes

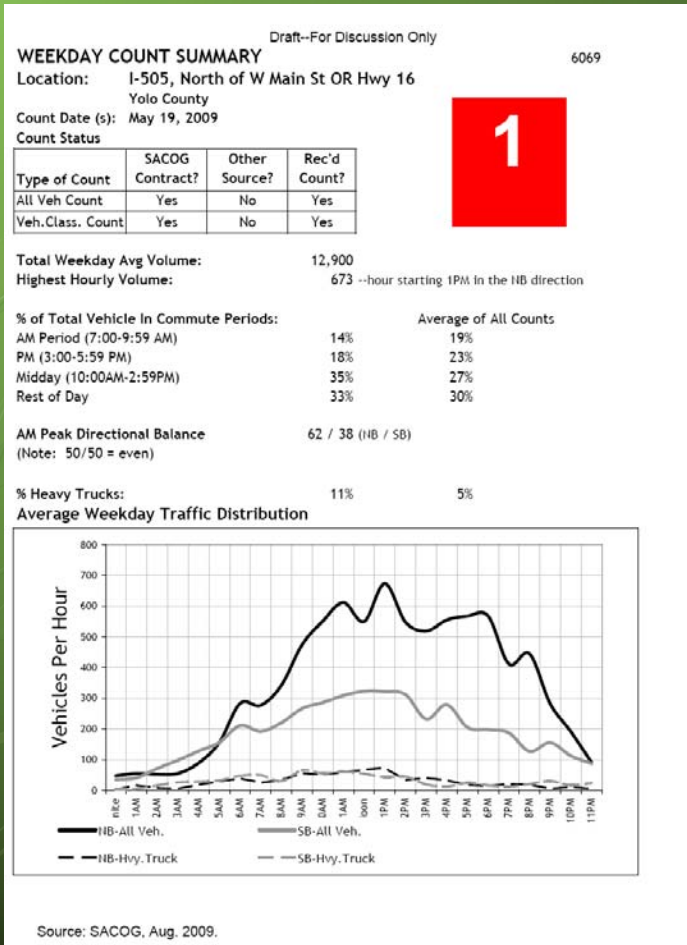
# Rural Road Truck Volumes

- Or, an increase of an average 11 trucks and a decrease in 91 vehicles per day
- Overall, the differences between fall and spring are not statistically significant
- Larger differences occurred at a few count locations

# Truck Volumes & Truck Collisions



# Detailed Traffic Count Analysis



# Agricultural Processing

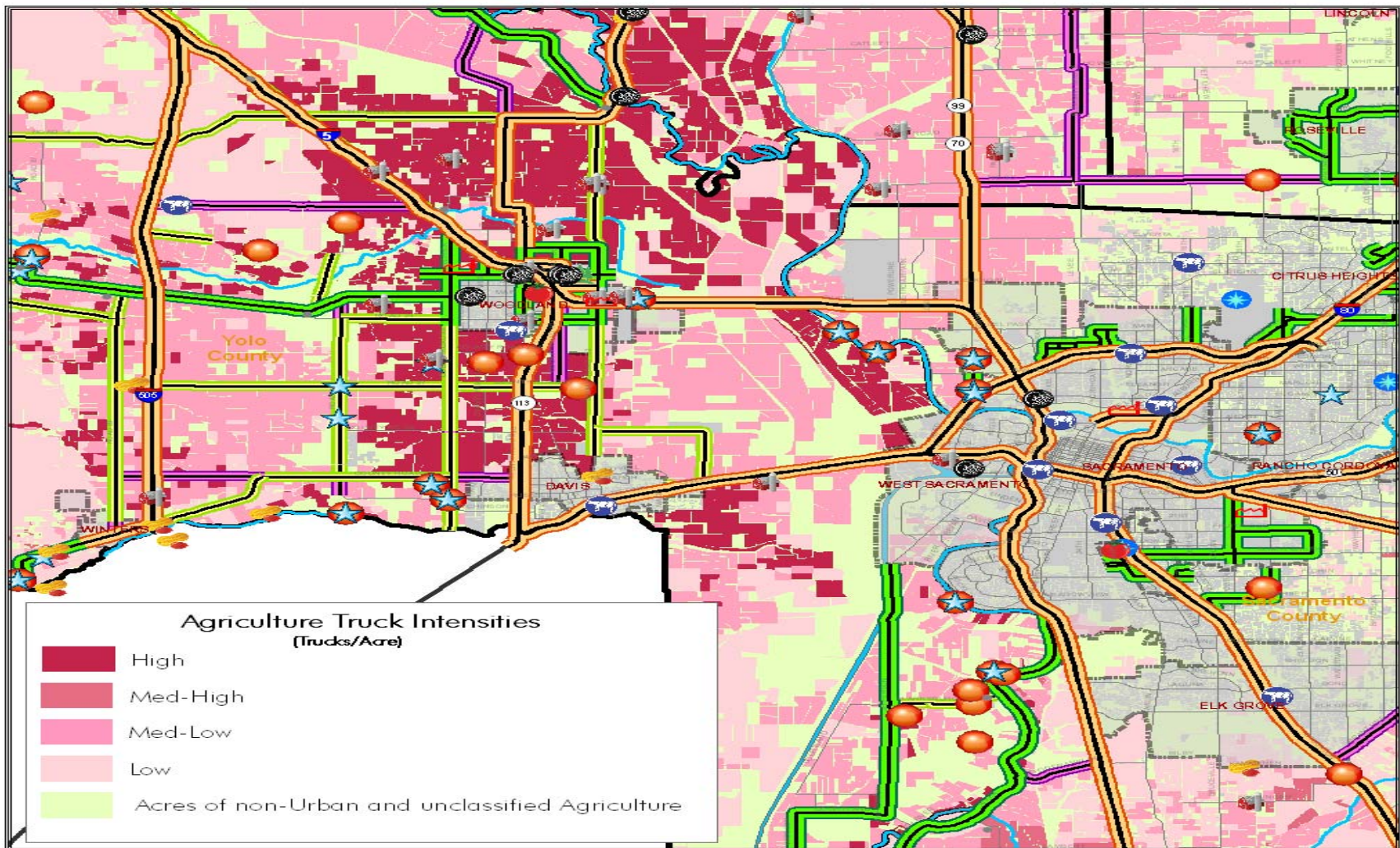
- A major economic lynchpin and source of truck volumes
- Much of the regional agricultural product is shipped elsewhere for processing
- Quantitative data for processor shipping is being sought

# Agricultural Processing

## Processing Capacity

- High – Walnuts, Almonds, Prunes, & Sunflower Seeds
- Medium – Wine Grapes & Rice
- Low – Stone Fruits, Citrus, Tomatoes, Row Crops, Timber, & Alfalfa

# Truck Intensities by Crop Type



# Rural Roads



Sacramento Area Council of Governments

# Questions?



# Thank you