



# STAFF REPORT

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| <b>MEETING DATE:</b>  | <b>December 13, 2021</b>                                                                                     |
| <b>SUBJECT:</b>       | <b>Receive Presentation on the ResilientShasta Extreme Climate Event Adaptation Plan and Provide Comment</b> |
| <b>AGENDA ITEM:</b>   | <b>10</b>                                                                                                    |
| <b>STAFF CONTACT:</b> | <b>Michael Kuker, Associate Transportation Planner</b>                                                       |

## **SUMMARY:**

In order to create a safer and more resilient transportation system, the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan (ResilientShasta) is being developed in consultation with regional partners and the public. The plan is comprised of a vulnerability assessment and an adaptation strategy. The draft vulnerability assessment was presented to the board of directors in April. The draft adaptation strategy is now provided for review and comment. These two components will be combined and presented as one final plan at the next board meeting.

## **STAFF RECOMMENDATION:**

It is recommended that the board of directors:

1. Receive a presentation on the adaptation strategy for ResilientShasta; and
2. Provide comments to staff for incorporation into the final plan.

## **DISCUSSION:**

**Background** – Following the extreme weather events of recent years, SRTA applied for and received a Caltrans Adaptation Planning Grant for the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan. The plan is comprised of two components:

- A transportation system vulnerability assessment, which identifies current vulnerabilities based on historical events and future vulnerabilities based on projected conditions.
- An adaptation strategy, which provides practical strategies for mitigating the impacts of extreme weather events on the regional transportation system.

In addition to creating a more resilient transportation system, implementation of ResilientShasta will improve public safety and bolster efforts to attract state and federal funding for needed infrastructure improvements.

The draft vulnerability assessment was completed and presented to the board of directors in April. It found that the Shasta Region will need to prepare for more frequent and more severe extreme weather events in the coming years and decades. Five weather hazards were identified and evaluated: temperature and heat waves, wildfire, precipitation, flooding, and landslides.

To help regional partners prepare for these threats, the adaptation plan presents a catalogue of strategies organized under three themes:

- Taking actions now to reduce future costs;
- Collaboration among stakeholders and coordination among preparation activities; and
- Building back stronger and more resilient.

One strategy is to conduct evacuation drills on key corridors that may be gridlocked during a wildfire or other emergency. This may include contraflow traffic management and/or other such measures. The proposed lead for this effort would be the Shasta County Sheriff's Office, with participation from Caltrans D2, local public works departments, local fire departments, California Highway Patrol, and local law enforcement. In 2016, a similar drill was practiced in the town of Paradise. These preparations helped reduce the loss of life during the tragic Camp Fire in 2018.

Another strategy is to prepare an 'I-5 Shutdown Traffic Management Plan' to better manage congestion when I-5 is closed due to wildfire, snowfall, traffic collision, and/or other event. Strategies may include staging northbound truck traffic on the left shoulder and inside lane(s) during extended closures, while keeping the right lane open to exiting traffic, first responders, and transit vehicles. Arrangements with local partners for off-highway truck parking may also help mitigate impacts during extended closures.

A complete list of adaptation strategies is provided in the attached draft. Existing and potential new funding sources anticipated to become available at the state and federal level are also documented.

#### **ALTERNATIVES:**

The board of directors may request staff to provide additional information at a future meeting.

#### **OTHER AGENCY INVOLVEMENT:**

SRTA's Technical Advisory Committee (TAC) was consulted to help identify potential areas of study as part of the grant application process. A task force of agencies and local jurisdictions has been established to help provide input on the development of the plan. Two surveys have been distributed to the task force to help inform the vulnerability assessment. */// The Technical Advisory Committee (TAC) concurs with the staff recommendation. ///*

#### **FISCAL IMPACT:**

The adaptation component of the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan has no direct fiscal impact to the agency; however, climate resiliency is now one of the key criteria of many state funding programs. The plan will support upcoming efforts to seek discretionary grant funds. Development of the plan is paid primarily through a Caltrans Adaptation Planning Grant. The adaptation plan component has identified existing and potential new funding sources that could help implement approved strategies.

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**Daniel S. Little, AICP, Executive Director**

#### **Attachments:**

**A:** The ResilientShasta Extreme Climate Event Adaptation Plan ([LINK](#))

**B:** The ResilientShasta Extreme Climate Event Mobility Vulnerability Assessment (<https://www.srta.ca.gov/DocumentCenter/View/5465>)