

STAFF REPORT



MEETING DATE:	August 31, 2023
SUBJECT:	Receive Public Comments on the Draft 2022 Regional Transportation Plan (RTP) and Draft Supplemental Environmental Impact Report (SEIR) (Public Hearing)
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, AICP, Senior Transportation Planner

SUMMARY:

The draft 2022 Regional Transportation Plan (RTP) and Supplemental Environmental Impact Report (SEIR) have been completed. A Sustainable Communities Strategy (SCS) that meets regional greenhouse gas emission reduction targets is included. The SEIR is available for public review and comment between August 17 and October 2, 2023 (SEIR 45-day review period ending on a weekday). The RTP/SCS public review period is 10 days longer and ends on October 11, 2023 (RTP/SCS 55-day review period). Two public hearings are required prior to adoption of the RTP/SCS and certification of the SEIR. A public hearing and feedback from the board of directors is requested. The final 2022 RTP and SEIR will be presented at the October 26, 2023, board of directors meeting for public hearing and adoption/certification.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Hold a public hearing on the draft 2022 RTP (including the SCS) and the draft SEIR; and
2. Provide feedback to staff on the draft 2022 RTP (including the SCS) and draft SEIR.

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long-range (20-year) RTP. The purpose of an RTP is “to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people” ([2017 RTP Guidelines for Metropolitan Planning Organizations](#)). Key elements of the 2022 RTP for the Shasta Region include:

- A regional vision, supported by a program of short- and long-range strategies;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts;
- An SCS pursuant to Senate Bill 375 (SB 375) for the reduction of passenger vehicle greenhouse gas emissions; and
- A list of transportation improvements with anticipated construction timelines and a funding plan.

The RTP is updated every four years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects in the region must be included in the RTP to be eligible for federal and state funding. An EIR is prepared alongside the RTP in accordance with the California Environmental Quality Act (CEQA).

2022 RTP Update and SEIR – The RTP is updated every four years. Minor changes have been made to reflect completed projects and updated project delivery timelines. No new major projects have been added. Several enhancements were made within the narrative, including an accounting of significant accomplishments during the 2018-2022 planning cycle and priorities for the upcoming 2022-2026 planning cycle. These are provided under each modal discussion of the RTP.

Given the lack of substantive changes to regional policies and the constrained projects list, a supplement to the 2015 RTP EIR and 2018 RTP SEIR was performed. A Notice of Preparation of a SEIR for the 2022 RTP/SCS was issued on October 12, 2022, and received three responses. The Federal Highway Administration and Shasta Living Streets acknowledged receipt and committed to working with SRTA. The Native American Heritage Commission acknowledged receipt and provided legal references for determining effects to tribal cultural resources.

The analysis in the SEIR concludes that, although certain impacts are considered ‘significant’ or ‘potentially significant,’ most of these impacts could be avoided or reduced to ‘less than significant’ with implementation of mitigation measures. However, impacts related to air quality, greenhouse gas emissions, transportation, and wildfire, which would remain ‘significant and unavoidable’ even after all feasible mitigation is implemented. The board of directors will be presented with “statements of overriding considerations” addressing any ‘significant and unavoidable’ impacts at the October 26, 2023, board of directors meeting for acceptance.

Sustainable Communities Strategy (SCS) – An SCS is a coordinated transportation and land use plan illustrating how the region intends to meet SB 375 targets for the reduction of per capita greenhouse gas (GHG) emissions from passenger vehicles and light trucks. Targets are assigned to each metropolitan region by the California Air Resources Board (CARB) in consultation with regional agencies. The Shasta Region’s target for the years 2020 and 2035 is a four percent reduction per capita when compared to 2005 levels. As shown in Table 1, the region’s draft 2022 RTP/SCS shows that we met the 2020 target based on actual observed data, i.e., not modeled, and that if the 2022 RTP/SCS was implemented the region is projected to meet the 2035 target, based on modeled data and assumptions.

TABLE 1

YEAR	VEHICLE MILES TRAVELED ¹	% CHANGE FROM 2005	SB 375 EMISSIONS ²	DECREASE FROM BASELINE
2005 (Baseline)	26.81 miles/capita	-	21.31 lbs. CO ₂ /capita	N/A
2020 ³	25.16 miles/capita	-6.15%	N/A	-4.3%
2035	24.98 miles/capita	-6.83%	19.03lbs CO ₂ /capita	-13.42% ⁴

¹ Generated by draft ShastaSIM v2.0 regional travel demand model. Includes SB 375 trip and vehicle types only.

² Generated by EMISSIONS FACTORS (EMFAC) 2014 model with off-model adjustment.

³ Based on actual observed data, rather than modeled and estimations, SRTA utilized multiple sources, including StreetLight, HPMS, and SB 150 data. An estimation derived from the SB 150 data revealed a 4.3% reduction in total GHG emissions per capita in 2020 when compared to the levels in 2005.

⁴ Emissions for 2035 includes a CARB-directed straight adjustment factor (-2.71%) for an apples-to-apples comparison to baseline data generated by the prior version (2011) of EMFAC.

Table 2 shows the strategies used for the 2022 RTP/SCS to meet the targets. The first three strategies listed in Table 2 have no significant alteration from the 2018 RTP/SCS and are integrated into the draft ShastaSIM 2.0 Travel Demand Model. The next five strategies are “off-model” strategies (i.e., strategies that cannot be modeled in the region’s travel demand model) which are estimated using spreadsheet calculations based on currently accepted research and guidelines.

TABLE 2	
Strategy	Description
Strategic Growth Areas (SGAs) Same assumptions as 2018 model	Population and employment shift to SGAs and Increased Residential Densities to SGAs
Public Transportation Same assumptions as 2018 model	Increased public transportation frequency on select routes
Active Transportation Edits made to network from 2018 model	Accelerated delivery of active transportation investments
Transit Improvements Off model	Improving bus stops
Bicycle and Pedestrian Facility Enhancement Off model	Implementation of GoShasta Regional Active Transportation Plan
EV Charging Infrastructure Off model	Accelerating utilization of regional Zero-Emission Vehicle Charging Infrastructure
Car Share Off model	Accelerating car sharing in TAZs that have sufficient residential densities to support car sharing
Bike and Scooter Share Off model	Implementation of the planned bike and scooter share programs

The most significant impact to the region was the updated future population growth, based on population data per the 2020 US Decennial Census. The draft 2022 RTP/SCS update resulted in an approximate reduction of 30,000 individuals for years 2035 and 2040 (see Table 3) when compared to the 2018 RTP/SCS.

TABLE 3		
CHANGES IN POPULATION (SHASTASIM 1.2 TO SHASTASIM 2.0)	2035	2040
SHASTASIM 1.2 (2018 RTP/SCS)		
Total Shasta County	214,856	223,042
DRAFT SHASTASIM 2.0 (2022 RTP/SCS)		
Total Shasta County	187,559	188,241
CHANGE BETWEEN SHASTASIM 1.2 to DRAFT SHASTASIM 2.0		
Total Shasta County	-27,297	-34,801

Under Senate Bill 375, CARB is required to update regional targets at least every eight years and may revise them as often as every four years.

Senate Bill (SB) 743 Outputs – New for the 2022 RTP/SCS is the inclusion of outputs to assist local agencies in determining local transportation “thresholds of significance” under CEQA for compliance with SB 743. SB 743 changed the way projects are evaluated in CEQA. Previously “thresholds of significance” were determined based on the ‘Level of Service’ (i.e., level of congestion) of a given roadway, but SB 743 changed this analysis to be based on ‘vehicle miles traveled per capita by

residential and employment land use type.’ Because land use types in the regional travel model are highly summarized, and local agency land use types are very detailed, SRTA will provide summarized outputs by residential and employment land use type for the entire region and by each individual jurisdiction. Local agencies can use these outputs to assist them in determining appropriate CEQA “thresholds of significance” for projects.

Public Review and Comment Period – The draft 2022 RTP and draft SEIR were published and circulated to interested parties on August 17, 2023, and posted to the agency’s website. The minimum 45-day public review and comment period for the SEIR will end on October 2, 2023. The 55-day public review and comment period for the RTP/SCS will end on October 11, 2023. A public workshop was held on August 15, 2023. The second required public hearing will be scheduled at the October 26, 2023, board of directors meeting prior to adoption and certification at the same meeting.

OTHER AGENCY INVOLVEMENT:

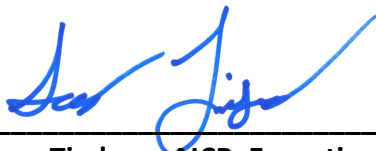
Local partner agencies and Caltrans assisted in updating transportation and land use project lists and financial projections. CARB reviewed and commented on SRTA’s technical methodology for the 2022 RTP/SCS. Draft 2022 RTP/SCS and SEIR materials were presented to the Technical Advisory Committee on August 14, 2023.

FISCAL & POLICY COMMITTEE REVIEW:

The Fiscal & Policy Committee met on August 22, 2023, and received a verbal update from staff.

FISCAL IMPACT:

The 2022 RTP/SCS is fiscally constrained based on reasonable revenue forecasts. To continue to receive various state and federal formula and discretionary funds, SRTA must maintain an up-to-date RTP/SCS adopted by the board of directors.



Sean Tiedgen, AICP, Executive Director

Attachments:

A: Notice of Availability of a draft Supplemental Environmental Impact Report for the 2022 RTP/SCS

<https://srta.ca.gov/355/2022-RTP>

B: Draft 2022 RTP/SCS

<https://srta.ca.gov/355/2022-RTP>

C: Draft 2022 RTP/SCS Supplemental Environmental Impact Report

<https://srta.ca.gov/355/2022-RTP>