



STAFF REPORT

MEETING DATE:	October 26, 2023
SUBJECT:	Hold a Public Hearing on the 2022 Sustainable Communities Strategy (SCS); Certify Supplemental Environmental Impact Report (SEIR) for the 2022 Regional Transportation Plan (RTP); Adopt the 2022 RTP; and Adopt the Regional Travel Demand Model (ShastaSIM v2.0)
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, AICP, Senior Transportation Planner

SUMMARY:

The Regional Transportation Plan (RTP) is a 20-year plan for the region's transportation system. It includes a Sustainable Communities Strategy (SCS) for the reduction of per capita greenhouse gas emissions. The Draft 2022 RTP/SCS for the Shasta Region and accompanying Supplemental Environmental Impact Report (SEIR) were prepared and made available for public review and comment from August 17 through October 11, 2023. Minor changes have been made based on comments received to certify the environmental document and adoption of the 2022 RTP/SCS.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Hold a public hearing to receive public comments on the 2022 SCS;
2. Adopt Resolution 23-12, certifying the Final SEIR for the 2022 RTP, accepting the statements of overriding consideration, adopting a mitigation, monitoring, and reporting program, and approving the 2022 RTP and SCS; and
3. Adopt Resolution 23-13, adopting ShastaSIM v2.0 as the travel demand model for the Shasta Region.

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long-range (minimum 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."¹ Key elements of the 2022 RTP for Shasta County include:

- A regional vision supported by a program of short- and long-range strategies (pages ##-##);
- An evaluation of regional mobility needs in light of population, housing, and job forecasts (pages ##-##);
- A coordinated transportation and land use strategy for the reduction of per capita vehicle miles traveled and associated greenhouse gas emissions (pages ##-##); and
- A list of transportation improvements with anticipated construction timeline and funding plan (pages ##-##).

The RTP is updated every four years in collaboration with local, state, federal, and tribal partners. Transportation improvement projects must be listed in the RTP to be eligible for federal and state funding.

¹ California Transportation Commission, 2017 California Regional Transportation Plan Guidelines

New for 2022 – The 2022 RTP is largely a carry-over of the 2015 and 2018 RTPs. There are numerous minor updates to address new state and federal requirements, as well as inclusion of the Interstate 5 truck-only lanes known as Fix 5 Cascade Gateway. Noteworthy additions include recent accomplishments (2018-2022) and short-term goals (2022-2026) provided after each modal discussion (pages ##-##). Progress toward the short-term goals will be evaluated in advance of the 2026 RTP as part of SRTA's next 'Ways and Means' report.

Also new for the 2022 RTP/SCS is the inclusion of travel model outputs to assist local agencies in determining local transportation "thresholds of significance" under CEQA for compliance with Senate Bill 743. SRTA will provide summarized outputs by regional 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.

Sustainable Communities Strategy (SCS) – An SCS is a coordinated set of transportation and land use strategies aimed at reducing per capita vehicle miles traveled (VMT) and associated carbon dioxide (CO₂) emissions. Each metropolitan region in California has performance targets for the years 2020 and 2035 that are assigned by the California Air Resources Board (CARB). The Shasta Region's target for both years is a four percent reduction in per capita CO₂ emissions when compared to 2005 levels.

Results of the 2022 SCS are summarized in Table 1 below. As shown, the region's 2022 RTP/SCS shows that we met the 2020 target based on actual observed (not modeled) data 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: IMPACT OF 2022 RTP/SCS ON VEHICLE MILES TRAVELED AND PER CAPITA CO₂ EMISSIONS

YEAR	VEHICLE MILES TRAVELED ¹	% CHANGE FROM 2005	SB 375 EMISSIONS ²	CHANGE IN CO ₂ EMISSIONS FROM 2005 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.

Regional Travel Demand Model – The agency's activity-based travel demand model (ShastaSIM) is used to forecast growth and development and to measure subsequent impacts on the transportation system. A new model (ShastaSIM version 2.0) was created for the 2022 RTP. The population forecast was extended to 2045 and all transportation infrastructure and services were brought up to date. Compared to the current model (version 1.2), the new version produces better modeled resident and non-resident trips, resulting in a seven percent reduction in the number of trips. Once adopted by the board of directors, local agencies and developers

may use ShastaSIM v2.0 to assess the transportation impacts of proposed projects in compliance with the California Environmental Quality Act (CEQA). Technical documentation of all model inputs, assumptions, and methodology has been documented and will be posted online at: <http://www.srta.ca.gov/174/Travel-Demand-Modeling>. (Not available for TAC)

RTP and Regional Housing Needs Allocation Alignment – Beginning with the 2018 RTP cycle, updates to the RTP and Regional Housing Needs Assessment will be on a coordinated four- and eight-year cycle, respectively. Local jurisdictions, in consultation with the California Department of Housing and Community Development, will have 18 months from adoption of the 2026 RTP to update their general plan housing elements. SRTA will rely on the development policies and assumptions in the updated housing elements for the 2030 and 2034 RTP update cycles.

Environmental Impact Report and Public Comments – With minimal changes from the 2018 RTP, the 2022 RTP only required a supplement to the 2015 EIR and 2018 SEIR in accordance with the California Environmental Quality Act (CEQA). The Final SEIR is available online at <https://srta.ca.gov/355/2022-RTP>. The SRTA Board of Directors is responsible for certifying that the SEIR meets CEQA requirements. Whereas the SEIR has identified significant and unavoidable impacts, the board of directors must also weigh the benefits of the RTP against its unavoidable environmental risks. If specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable. To assist the board of directors in making this determination, significant and unavoidable impacts, and statements of overriding consideration are summarized below with references to appropriate portions of the findings.

TABLE 2: SUMMARY OF ENVIRONMENTAL IMPACTS AS A RESULT OF THE 2022 RTP AND SCS AND STATEMENTS OF OVERRIDING CONSIDERATION

Significant and Unavoidable Impacts	Reference
<i>...pending comments due October 11, 2023...</i>	See attachment to Resolution 23-12, pages ##-##
Air quality	
Greenhouse gas emissions	
Transportation	
Wildfire	
Statements of Overriding Consideration	Reference
<i>...pending comments due October 11, 2023...</i>	See attachment to Resolution 23-12, pages ##-##
TBD	
TBD	
TBD	

The Draft 2022 RTP and SEIR were circulated to interested parties on August 17, 2023, and posted on the agency's website for a public review and comment period (45-day for SEIR and 55-day for RTP/SCS). ///The final

RTP/SCS document includes more graphics, updated demographic information, and addresses formal comments received from Caltrans. The final SEIR document addresses comments from the *California Department of Fish and Wildlife*, the mitigation monitoring program, and statements of overriding consideration (SEIR, **Appendix #**).///

ALTERNATIVES:

The board of directors may request specific edits to any of the documents. This may delay adoption of and having an updated and approved RTP/SCS, SEIR, and travel model until December 2023, for review by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, and CARB. This may impact receiving of certain federal or state program funding until state and federal agency review is completed.

OTHER AGENCY INVOLVEMENT:

The 2022 RTP and SEIR were carried out in accordance with SRTA's adopted Public Participation Plan and state and federal law. SRTA consulted with federal partners (i.e., Federal Highway Administration, Federal Transit Administration), state partners (Caltrans and CARB), and local partners (i.e., Redding Area Bus Authority, local jurisdictions, and community stakeholders). All comments and feedback have been addressed in the final documents. *///The Technical Advisory Committee (TAC) met on October 11, 2023, to review and discuss the 2022 RTP/SCS, the SEIR, and ShastaSIM travel model.///*

FISCAL IMPACT:

Adoption of the 2022 RTP ensures that the region will continue to be eligible for state and federal transportation funds. The 2022 RTP is constrained by reasonably anticipated revenue during the plan period (2022-2042). Over the 20-year planning horizon, approximately \$3.7 billion in revenue is anticipated for the Shasta Region for the funding of transportation infrastructure (streets and roads, interchanges, bridges, intelligent transportation systems (ITS), public transit, bike and pedestrian, recreation, and aviation).

Sean Tiedgen, AICP, Executive Director

Attachments:

- A:** Resolution 23-12: Certify the Final Supplemental EIR for the 2022 RTP and SCS with attached Findings and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (*not available for TAC*)
- B:** Resolution 23-13: Adopt Shasta County Regional Activity-Based Travel Demand Model, ShastaSIM v2.0 (*not available for TAC*)
- C:** 2022 RTP and EIR documents are available online at <https://srta.ca.gov/355/2022-RTP> (*final drafts not available for TAC*)