



2022 Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) for the Shasta Region

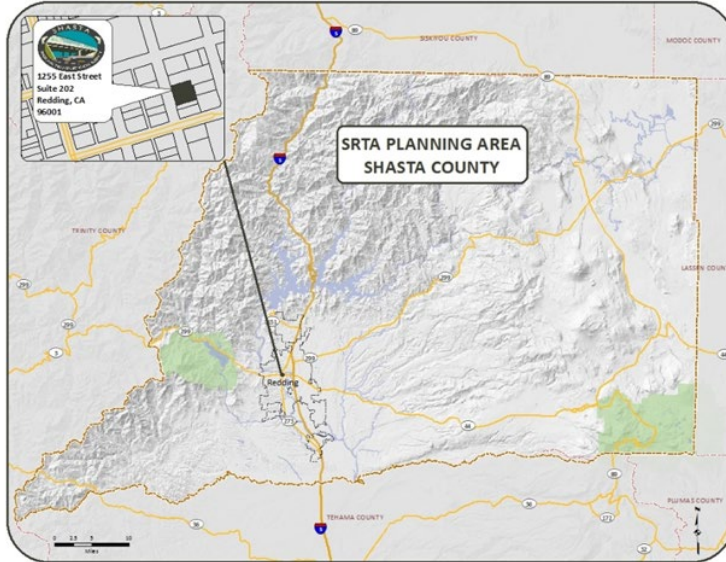
PUBLIC WORKSHOP

AUGUST 15, 2023

JENNIFER POLLOM, SENIOR TRANSPORTATION PLANNER



Who/What is SRTA? MPO and RTPA



Shasta Regional Transportation Agency
(SRTA)
is the federally-designated metropolitan
planning organization (MPO)
and
state-designated regional transportation
planning agency (RTPA)
for the Shasta County region.



SRTA Mission

SRTA's mission is to "Maximize state, federal and other revenues for cost-effective transportation investment strategies that connect communities, people and goods."



SRTA Vision

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements; the integration of travel options into a seamless network; and collaborative effort toward transportation-efficient land use patterns where it is most beneficial. As appropriate, SRTA will utilize its unique regional role and resources to lead transformative projects aligned with the regional vision.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life, and will use regional transportation planning, policy-making, and project programming to lead the development of projects that yield multiple community benefits. Planning and decision-making processes shall engage partner agencies, community stakeholders, and the public, and be transparent and responsive to documented community values and priorities.



2022 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

☐ Fundamental function of SRTA

- ☐ Metropolitan Planning Organization (MPO-federal designation)
- ☐ Rural Transportation Planning Agency (RTPA-state designation)

☐ 20-year planning horizon (2022-2042)

☐ Updated every four years, w/ partners

☐ Projects eligibility for federal and state funding

☐ Fiscally constrained

☐ Environmental Impact Report

☐ All modes of transportation





2022 Regional Transportation Plan Goals

Goal #1: Keep people and freight moving safely, efficiently, and effectively

Goal #2: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment

Goal #3: Strengthen Performance-Based Planning and Programming

Goal #4: Strengthen regional economic sustainability and competitiveness to help support long-term prosperity

Goal #5: Integrate multimodal options via a 'one system' network of infrastructure, services, programs, and technologies

Goal #6: Help encourage transportation-efficient growth and development where it is supported by current or planned mobility options

Goal #7: Ensure historically marginalized and otherwise disadvantaged communities have an equitable role in the planning and decision-making processes

Goal #8: Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets

Goal #9: Work with regional partners to create people-centered communities that support public safety, health, and well-being



2022 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

Key elements of the 2022 RTP for the Shasta Region include:

- ❑ Regional vision, supported by a program of short- and long-range strategies;
- ❑ Evaluation of regional mobility needs considering population, housing, and job forecasts;
- ❑ SCS pursuant to Senate Bill 375 for the reduction of passenger vehicle greenhouse gas emissions; and
- ❑ List of transportation improvements with anticipated construction timelines and a funding plan.





2022 Regional Transportation Plan

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Draft Supplemental Environmental Impact Report for the 2022 RTP/SCS

Based on the findings of the 2018 SEIR,

below have been identified for further analysis in the 2022 RTP/SCS SEIR.

- ☐ Air Quality
- ☐ Greenhouse Gas Emissions
- ☐ Transportation
- ☐ Tribal Cultural Resource
- ☐ Wildfire
- ☐ Mandatory Findings of Significance



Project Schedule

August 15, 2023	Public Workshop
August 17, 2023	Release of draft RTP/SCS and draft SEIR
	45-day public comment period begins for draft SEIR
	55-day public comment period begins for draft RTP/SCS
August 31, 2023	Public Hearing at Board of Directors meeting
October 26, 2023	Public Hearing at Board of Directors meeting



Sustainable Communities Strategy (SCS)

Legislative and Historical Context

- ❑ California Global Warming Solutions Act of 2006 (AB 32)
- ❑ Senate Bill 375
- ❑ Baseline year of 2005
- ❑ Regional targets years of 2020 and 2035

	2020	2035
2022 RTP/SCS Targets	-4.0%	-4.0%
2015 & 2018 RTP/SCS Targets	0%	0%





Sustainable Communities Strategy (SCS)

Five 'D' factors correlated with mobility and known to affect travel behavior.

Density

Diversity of land use

Design of streets and development

Destination accessibility

Distance to transit





Sustainable Communities Strategy (SCS)

Steps used to identify SGAs during the 2015 SCS process are repeated below

Step 1: Identify Prospective Strategic Growth Areas (SGAs)

Step 2: Measure the Elasticity of VMT as a Variable of Density within the Three Cities Strategic Growth Areas

Step 3: Identify Population and Development Limitations within the Three Cities SGAs

Step 4: Add Unincorporated County SGAs

Step 5: Perform Travel Demand and Emissions Modeling for SCS

Step 6: Adjust SGA Boundaries





2022 Regional Targets

	2015 RTP/SCS		2018 RTP/SCS	
Year	SB 375 Emissions per Capita	Change in Emissions from 2005	SB 375 Emissions per Capita	Change in Emissions from 2005
2005 Baseline	21.31 lbs.	-	21.31 lbs.	-
2020	20.3 lbs.	-4.9%	20.46 lbs.	-3.97%
2035	21.2 lbs.	-0.5%	21.06 lbs.	-1.16%





Population and Employment

Year	2015/2018 RTP Forecasts	CA DOF Forecast ⁴	Recommended Regionwide Forecast ⁵	City of Anderson ⁵	City of Redding ⁵	City of Shasta Lake ⁵	Shasta County (uninc.) ⁵
2010 ¹	177,223	177,367	177,223	9,932	89,861	10,164	67,266
2015 ²	183,173	178,496	179,113	10,447	91,052	10,270	67,344
2020 ³	190,192	177,692	182,155	11,323	93,611	10,371	66,850
2025	197,747	178,006	182,437	11,343	93,776	10,389	66,929
2030	205,990	180,498	184,991	11,502	95,089	10,535	67,865
2035	214,364	182,530	187,073	11,631	96,160	10,653	68,629
2040	222,738	183,482	188,049	11,692	96,661	10,709	68,987
2045		183,672	188,244	11,704	96,761	10,720	69,059

¹Source: 2010 data based on 2010 Decennial Census

²Source: CA Dept. of Finance, Report E-4, Population Estimates for Cities, Counties, and the State, 2011-2021, with 2010 Benchmark

³Source: 2020 data based on 2020 US Decennial Census

⁴Source: State of California, Department of Finance, P-1. Total Estimated and Projected Population for California and Counties, July 1, 2010 to 2060 in 1-year increments, September 2020. *Note - Data does not account for 2010 or 2020 Decennial Census Population Counts.

⁵Started with CA Dept. of Finance Report P-2A: Total Population Projections Data, 2010-2060 California and Counties (2019 Baseline). Identified annual growth change in table based on projections. Made new projections based on the 2020 US Census Data Population T

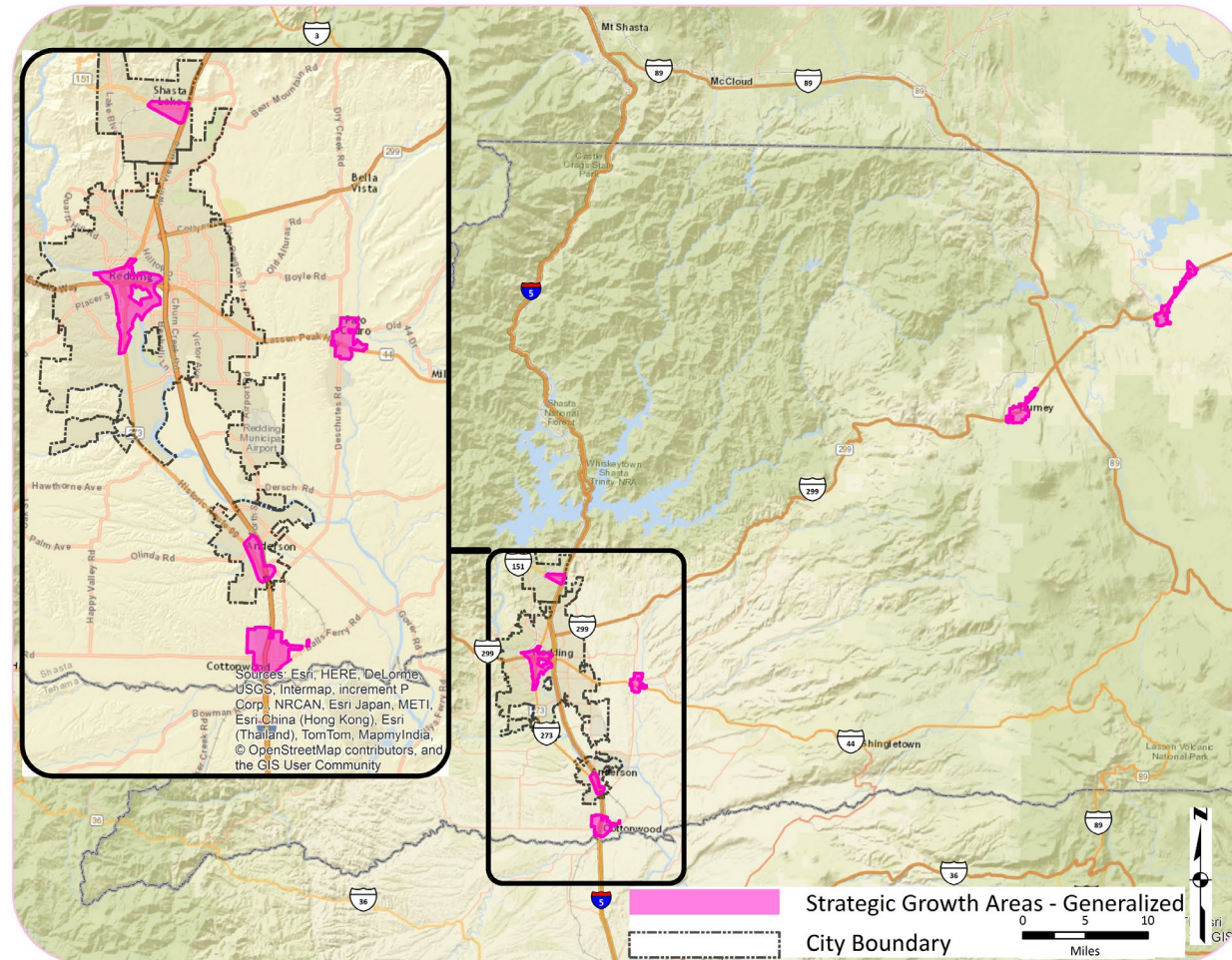


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Strategic Growth Areas (SGAs)





Strategies

Factor #1 (Carryover with updates): Population and employment shift to SGAs and Increased Residential Densities to SGAs (ABM)

Factor #2 (Carryover with updates): Auto Operating Costs (ABM)

Factor #3 (Carryover with updates): Increased Public Transportation Frequency (ABM) and Transit Improvements (Off-model)

Factor #4 (Carryover with updates): Accelerated delivery of active transportation investments in SGAs (Off-model)

Factor #5 (New): Plug-in electric vehicles charging infrastructure (Off-model)

Factor #6 (New): Transportation Systems Management strategies (Offmodel)

Factor #7 (New): Car Share (Off-model)

Factor #8 (New): Bike and Scooter Share (Off-model)



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How To Provide Comments

Attn: Jennifer Pollom, Senior Transportation Planner

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For more information, please visit: <https://www.srta.ca.gov/355/2022-RTP> or call: (530) 262-6190