

Executive Summary



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 is required by federal law (Title CFR 450.300, Subpart C) and state law (CA Government Code Section 65080) to prepare and adopt a comprehensive regional transportation plan (RTP) covering a minimum 20 year planning horizon. The RTP for Shasta County is updated every four years.

The purpose of the RTP is to “encourage and promote the safe and efficient management, operations, 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” (California Transportation Commission 2010 RTP Guidelines).

RTP planning is an iterative process, building upon previous efforts and taking into account recent accomplishments and an ever evolving demographic, political, economic, and environmental setting. RTP planning is also a collaborative process involving the general public and various federal, state, tribal, regional, and local agency partners. The RTP is implemented by way of shorter term transportation improvement and work programs.

Regional trends such as population growth, demographic shifts, housing characteristics, economic development activity, public health and well-being, and mobility and travel are discussed and considered as part of this RTP. This RTP addresses all modes of travel used by people and for goods and freight movement, including: streets and roads, public transit, bicycle and pedestrian, aviation, and rail. Existing and projected mobility needs in each category are described.

The 2015 RTP is guided by the following overarching regional vision and goal statements:

Regional 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.

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. Such considerations are integral to regional transportation planning, policy-making, and project programming and SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.

Goal #1: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment.

Goal #2: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.

Goal #3: Provide an integrated, context-appropriate range of practical transportation choices.

Goal #4: Create vibrant, people-centered communities.

Goal #5: Strengthen regional economic competitiveness for long-term prosperity.

Goal #6: Promote public access, awareness, and action in planning and decision-making processes.

Goal #7: Practice and promote environmental and natural resource stewardship.

Each regional goal is accompanied by objectives and implementation strategies. Performance goals are used to gauge the effectiveness of the RTP and subsequent programs of projects, policies, and mobility strategies in meeting the region’s vision and goals.

New to the RTP for 2015 is the Sustainable Communities Strategy (SCS) as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Pursuant to this law, the California Air Resources Board (ARB) has established emission reduction targets for California’s eighteen MPO regions for the year 2020 and 2035. Shasta County was assigned a 0% per capita change when compared to the 2005 baseline year.

Table 1 - SCS Daily GHG Emissions per Capita

Year	SB 375 Emissions/ Capita ¹	Change in Emissions from 2005
2005 Baseline	21.3 lbs	-
2020	20.3 lbs	-4.9%
2035	21.2 lbs	-0.5%

¹Results from ShastaSIM travel model. SB 375 emissions are calculated in ‘lbs CO₂ per-capita.’

The 2015 RTP meets these targets as a result of integrated land use, housing, and transportation planning. More specifically, the SCS features seven Strategic Growth Areas (SGAs) where various strategies can be focused to effectively reduce per capita vehicle miles traveled and associated greenhouse gas emissions. Strategies are intended to increase population and employment density within SGAs and to provide a range of practical mobility alternatives.

Opportunities for further emission reductions have been identified should additional funding for planning and implementation be made available to SRTA, local jurisdictions, and community development partners. These include:

- Expanded plug-in electric vehicle charging infrastructure, including fast charging stations needed to accelerate the market penetration of zero-emission electric vehicles.
- Expansion of interregional public transportation options, with a focus on replacing long-distance interregional vehicle trips to airports and other large-urban destinations.
- Consolidated goods and freight hub, including capital infrastructure investments needed to support the aggregation, wholesale, and distribution of agricultural commodities, natural resources, and other key industries in Shasta County and the North State.
- Expanded bicycle and pedestrian infrastructure, including the completion of network gaps, enhanced integration with public transportation, and connections between regional trail corridors and the roadway network.
- Incentives for infill and redevelopment projects, needed to spur location-efficient development patterns.
- Technology-based strategies, including intelligent transportation systems (ITS) applications designed to enhance traffic operations and provide real-time travel information to system users.

The RTP is subject to the California Environmental Quality Act (CEQA), meaning that SRTA must prepare an Environmental Impact Report (EIR) for the RTP. Various transportation control measures (TCMs) and mitigation activities were identified.

Finally, this RTP includes a financial element that documents projected available transportation revenues and cost estimates for needed transportation projects, services, and maintenance activities. The fiscally-constrained project list includes \$1,628,754,000 in transportation projects and services. An additional \$2,444,446,000 in transportation needs were identified but are not within available resources to deliver in the 20-year horizon of this RTP.

Chart 1 - 2016-2035 Funding Availability by Mode (in \$1,000s)

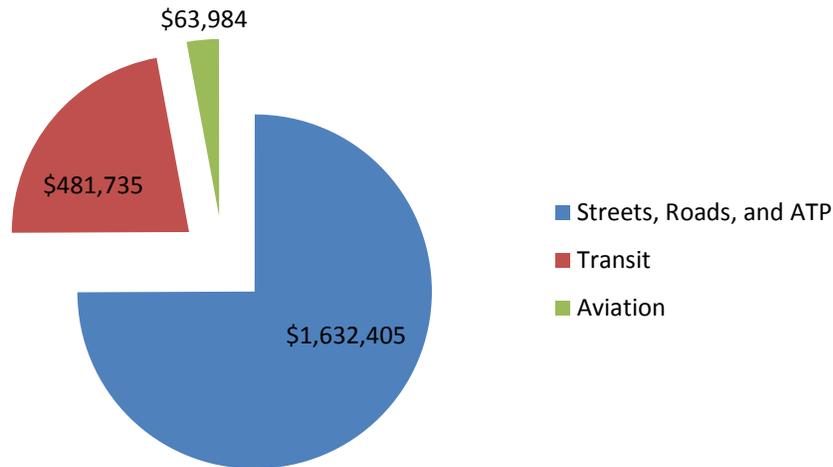


Chart 2 - Plan Funded and Unfunded by Activity (in \$1,000s)

