

SRTA's responses to the California Air Resources Board letter dated October 11, 2023, (RE: CARB Review of Shasta Regional Transportation Agency Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy)

Comment	Reply	Remark	Status
Induced travel	ShastaSIM adequately captures the short-term effects and the long-term effects have been included.	See Technical Methodology (pages 16-17) for changes.	Completed
Supportive key actions for SCS strategy implementation	There is a section of the RTP/SCS that describes transformative projects and initiatives. These are the key actions.	See RTP/SCS 2022 (page 65)	Completed
Population and employment shift to SGAs	Redding's SGA population is currently 6% of the Redding population. Shasta Lake's SGA population is currently 9% of the Shasta Lake population and Anderson's SGA population is currently 8.5% of the Anderson population. Given the current population ratios in these areas, aiming for targeted increases in housing units and jobs located in these SGAs is realistic.	See Technical Methodology (pages 9-10) for changes.	Completed
The draft RTP/SCS says that the 2022 model will use the "same assumptions as 2018 model." However, the ShastaSIM 2.0 Supplemental Documentation (Appendix 1) says that "transit assumptions for the 2022 RTP/SCS have been updated based on [Redding Area Bus Authority (RABA)] route changes that occurred just prior to and during the COVID-19 pandemic." CARB would like clarification on which of these statements is correct.	The model documentation provided additional information and is correct. The RTP/SCS table was edited to include the note about route changes.	See RTP/SCS 2022 SCS Inputs and Assumptions, Factors affecting Vehicle Miles Traveled (page 64)	Completed
Please provide data such as the total existing and planned transit service hours or miles, or the percent increase in transit service	The requested information has been included in the revised RTP (RTP and SCS Performance Measures).	Table 12 2022 RTP SCS Performance Measures (page 57)	Completed

between the baseline year and the horizon year.			
In the off-model calculations, SRTA did not identify the number of transit stops that are planned to be improved by 2035 as part of this strategy, the additional number of stops that are planned to be improved by 2040, or the scale/scope of the improvements that are planned for each stop, as measured by increased units in the bus stop index.	In the Shasta region, current bus stops lack basic amenities, but RABA is working on improvements like adding route maps. The SRTA expects a one-unit increase in the bus stop index for all stops by 2035 and a two-unit increase by 2040 due to these efforts. Enhancing bus stop facilities is a crucial mid-term strategy outlined in the SRTA 2040 Long-Range Transit Plan, approved by the Board of Directors in April 2021.	See Technical Methodology (page 11, second paragraph) for changes.	Completed
Please provide CARB staff with more detail demonstrating how the “accelerated delivery of active transportation investments” strategy, for which emissions benefits are calculated using the ShastaSIM 2.0 model, differs from the “Go Shasta Regional Active Transportation Plan” strategy, for which emissions are calculated off-model	The current travel model, ShastaSIM, doesn't adequately consider enhancements in active transportation like bike lanes and sidewalks. Even if these upgrades were included, the model lacks the sensitivity to accurately predict their effects due to being a regional model that doesn't account well for localized changes.	See Technical Methodology (page 12, first paragraph) for changes.	Completed
AOC assumptions	The requested information has been included in the revised Technical Methodology.	See Technical Methodology (page 10, Factor #2) for changes.	Completed
EMFAC adjustment factors	The requested information has been included in the revised Technical Methodology.	See Technical Methodology (page 15, first paragraph) for changes.	Completed
Adjustment factors for off-model calculations	The requested information has been included in the revised Technical Methodology.	See Technical Methodology (page 15, second paragraph) for changes.	Completed