Notice of Preparation (NOP)

TO: Interested Agencies, Organizations, and Individuals

DATE: November 4, 2026

PROJECT: Supplemental Environmental Impact Report to the Shasta 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region

LEAD AGENCY: Shasta Regional Transportation Agency (SRTA)

COMMENT PERIOD: November 4, 2026 to December 4, 2026 (30 days)

Notice is hereby given that the Shasta Regional Transportation Agency (SRTA) will be the lead agency for the preparation of a Supplemental Environmental Impact Report (SEIR) for the Shasta 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region. Pursuant to Section 15082 of the California Environmental Quality Act (CEQA), SRTA is soliciting views from your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities relating to the Proposed Project. SRTA will also accept written comments concerning the scope and content of the SEIR from interested persons of the public and organizations concerned with the Project. The Final Environmental Impact Report (EIR) for the 2015 RTP was certified in June 2015. A Final SEIR for the 2018 RTP/SCS was certified in October 2018, and a Final SEIR for the 2022 RTP/SCS was certified in December 2023. The Final EIR for the 2015 RTP and SEIRs for the 2018 and 2022 RTP/SCS can be found online at the following link https://www.srta.ca.gov/142/Regional-Transportation-Plan.

The SEIR for the Shasta 2050 RTP/SCS will be a supplement to the 2022 RTP/SCS SEIR and tier from the previously certified 2015 RTP Program EIR and 2018 RTP/SCS SEIR (State Clearinghouse #2014022018). This is the appropriate level of environmental documentation for the Shasta 2050 RTP/SCS because changes to existing conditions (including regulatory updates), the transportation project list, and land use scenario evaluated in the Shasta 2050 RTP/SCS are expected to be minor relative to the 2022 RTP/SCS and would not substantially increase the severity of impacts previously identified in the 2015 RTP Program EIR, 2018 RTP/SCS SEIR, and 2022 RTP/SCS SEIR. As stated in the CEQA Guidelines, Section 15163(b), "the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised." In addition, a more detailed or project-level environmental review (if required) of the projects included in the RTP/SCS will be conducted by the responsible lead agencies, including Caltrans, Shasta County, and the cities within Shasta County, before each project is approved for construction and implementation.

The Project description, location, environmental review requirements, and probable environmental issues to be addressed in the SEIR are listed in this NOP.

The Shasta 2050 RTP/SCS will address all transportation modes including motor vehicles, public transit (commuter and local), passenger rail, goods movement (rail freight and trucking), bicycle and pedestrian facilities and programs, aviation systems, intelligent transportation systems (ITS), and transportation systems management (TSM) programs and projects within the

horizon year of 2048. Specifically, the RTP component is intended to meet the region's transportation goals regarding current and future mobility needs through the identification of policies, goals, strategies, and a list of projects which will address these needs. The RTP will guide the development of subsequent Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout the Shasta Region.

The Shasta 2050 RTP will include a Sustainable Communities Strategy (SCS) element, as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates reductions in regional greenhouse gas (GHG) emissions from passenger cars and light-duty trucks in accordance with targets established by the California Air Resources Board (CARB) for each of the State's metropolitan planning organizations (MPOs). As the MPO for Shasta County, SRTA will prepare an SCS that demonstrates how GHG reduction targets will be met through integrated land use, housing, and transportation planning. SRTA will develop several possible growth scenarios to evaluate the effects of various land use and transportation choices and recommend a scenario that meets SB 375 targets of -4.0% for year 2035.

NOTICE OF SCOPING MEETING:

To maximize opportunity for participation, SRTA will host a virtual EIR scoping meeting for the Shasta 2050 RTP/SCS. The purpose of the scoping meeting is to share information on the Project and to solicit input on the scope and content of the environmental analysis that will be included in the Draft SEIR for the Shasta 2050 RTP/SCS. SRTA is interested in hearing your views on the following questions:

1. Are there any alternatives you believe SRTA should evaluate?
2. Are there any mitigation measures you think would help avoid or minimize potential environmental effects?

The date, time, and virtual location of the meeting is as follows:

Date: November 18, 2026
Time: 3:30 p.m.
Place: Virtual Zoom Meeting

Please click the link below to join the webinar by computer, tablet, or smartphone:
https://us02web.zoom.us/j/83072565517?pwd=xmS5hqpmmm25zQYt6vzCY21rHPLrIF.1

And if prompted for a passcode, enter: **8675309**

Or Telephone: Dial 1 (888) 788 0099 (Toll Free) and enter Meeting ID: 830 7256 5517

SUBMITTAL OF WRITTEN COMMENTS:

SRTA is soliciting comments regarding the scope, content, and specificity of the SEIR for the Shasta 2050 RTP/SCS from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, involved agencies, and the public. Written comments regarding this Notice of Preparation can be submitted to SRTA in the following ways:

- By email: srta@srta.ca.gov
- By mail:

  Shasta Regional Transportation Agency

ATTN: Michael Kuker, Senior Transportation Planner
1255 East Street, Suite 202
Redding, CA 96001

SRTA requests that written comments be provided as soon as possible, but no later than 5:00 p.m., on Friday, December 4, 2026. Written comments must include the following information to be accepted:

- For public agencies: Please include the name, phone number, postal address, and email address of a contact person at your agency.
- For individuals and businesses: Comments from the public should include name, phone number, and email or postal address.

For more information, visit us online at https://www.srta.ca.gov/355/2022-RTP or call us at 530-262-6190.

ACCOMODATIONS: In accordance with Title II of the Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964, SRTA does not discriminate. Closed captioning or other assistance may be provided upon request. Other services, such as translation between English and other languages, may be provided upon request. To ensure availability of services, SRTA requires at least three days (72 hours) notice prior to the meeting. If you have a request, please contact SRTA at 530-262-6190 or srta@srta.ca.gov.

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

Supplemental Environmental Impact Report for the Shasta 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region.

Proposed Action

An update to the 2022 RTP/SCS for the Shasta Region.

Project Location

The geographical extent of the proposed Shasta 2050 RTP/SCS includes the area within the limits of Shasta County, California, including the incorporated cities of Anderson, Redding and Shasta Lake, and all unincorporated areas under the jurisdiction of the county of Shasta. Capital improvement projects identified in the Shasta 2050 RTP/SCS may be located on Interstate 5 (I-5), State highways, county roads, and local streets, as well as on airport property, transit agency property, federal lands, state lands, and tribal lands.

Project Description

The Proposed Project is the Shasta 2050 RTP/SCS for the Shasta Region, which updates SRTA's previous 2022 RTP/SCS, adopted in December 2023. SRTA is in the process of revising the RTP/SCS as required by California Government Code Section 65080 et seq., and federal guidelines pursuant to the Infrastructure Investment and Jobs Act (IIJA) and Federal Clean Air Act. The Shasta 2050 RTP/SCS consists of a compendium of projects, policies, and programs that aim to meet the transportation needs of people and goods in the region while reducing congestion, encouraging mode shift, building infrastructure resiliency, and maintaining or improving air quality. SRTA is required by federal law to develop an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects. The RTP is also necessary to obtain and allocate federal funding for regional transportation projects. The

state-required SCS component seeks to coordinate local land use and transportation systems within the region to reduce emissions from light-duty passenger vehicles and trucks.

The 2027 update to the RTP/SCS is focused on implementation of the 2022 RTP/SCS, with minor updates to ensure consistency with federal, state, and local planning requirements. The Shasta 2050 RTP/SCS will also reflect changes in legislative requirements, local land use policies, and resource constraints since the 2022 RTP/SCS was adopted. The most notable changes that impact this RTP/SCS update include:

- State funding for transportation projects through California's Road Repair and Accountability Act of 2017 (SB 1) through 2028;
- Federal transportation funding with the expiration of the federal Infrastructure and Investment Jobs Act (IIJA) on September 30, 2026, and its to-be-determined successor bill;
- Recent federal Clean Air Act changes and revisions by CARB to California's Cap & Invest program; and
- Minor updates to transportation projects and land use development (specifically focused on growth that has taken place since the last RTP).

The Shasta 2050 RTP/SCS will show how SRTA intends to meet the transportation needs of the region for the period from 2024 to 2048, considering existing and projected future land use patterns as well as forecasted population and job growth. The Shasta 2050 RTP/SCS plans for, and programs revenues reasonably expected to be available to SRTA and the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of anticipated funding for transportation projects that involve all transportation modes: highways; streets and roads; transit; rail; active transportation (bicycle and pedestrian); aviation; zero-emission vehicle infrastructure; as well as transportation demand management (TDM) and transportation system management (TSM) projects.

The Shasta 2050 RTP/SCS project list will update the 2022 RTP/SCS project list by removing projects that have been completed since 2022, modifying some projects that continue to be on the list based on new information, and adding approximately thirty-five net new minor projects to the list. None of the modified or new projects on the Shasta 2050 RTP/SCS list are expected to be substantially different in terms of geographical location, type of project, or size of project from those on the 2022 RTP list. In addition, the land use scenario envisioned by the Shasta 2050 RTP/SCS is like that contained in the 2022 RTP/SCS. Therefore, it is anticipated that the Shasta 2050 RTP/SCS would result in similar impacts to those projects contained in the 2022 RTP/SCS.

RTP/ SCS Framework

The Shasta 2050 RTP/SCS will include the following key elements:

- A description of the region's current and future challenges in accommodating growth and meeting mobility needs.
- A fiscally constrained transportation network that consists of US and State Highways, local roadways, bicycle and pedestrian facilities, public transit, airports, and passenger and freight rail.
- An integrated transportation and land use strategy for accommodating the region's future employment and housing needs that protects sensitive habitat and resource areas.
- Intelligent Transportation System (ITS) and Transportation Demand Management (TDM)

measures that improve system efficiency by influencing individual travel behavior.

- A financial plan that lays out the funding sources and mechanisms required to implement the strategies of the RTP/SCS. The financial plan will also consider additional innovative financing strategies that if implemented can carry out additional needed projects and programs.
- A transportation system performance evaluation that lays out the ability of the proposed strategies to address challenges.
- Additional strategies and "Planned Projects" that have little or no money programmed for funding. Funding sources have, however, been identified and the projects could be implemented within the timeframe of the RTP/SCS if they receive funding.

Sustainable Communities Strategy

The Shasta 2050 RTP will include a SCS component pursuant to the requirements of SB 375. Under SB 375, MPOs such as SRTA are required to develop an SCS as part of the RTP, showing how the region intends to reduce, to the extent feasible, GHG emissions from passenger cars and light-duty trucks through various strategies to meet a specified target for 2035. CARB issued SRTA a regional GHG target of a four percent (-4%) reduction in per capita GHG emissions for the 2035 planning year, as compared to baseline per capita emissions levels in 2005.

If SB 375 GHG reduction targets cannot be feasibly met, an Alternative Planning Strategy (APS) will be prepared by SRTA to show how the targets could be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies without the limitations of fiscal or other constraints. SRTA's intent is to achieve these targets with the Shasta 2050 RTP/SCS. The GHG reductions are expected to be achieved from fewer and/or shorter per capita automobile and light truck trips resulting from integrated transportation, land use, housing, and environmental planning, as well as increases in the use of zero-emission vehicles.

Furthermore, SB 375 requires that the SCS shall identify general land uses, residential densities, and building intensities, as well as areas to house future residents (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements) consistent with local plans.

Issues to Be Addressed in the EIR

Based on the findings of the 2022 SEIR, the categories listed below have been identified for further analysis in the Shasta 2050 RTP/SCS SEIR.

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

In addition, the SEIR will address cumulative impacts, growth inducing impacts, alternatives, and other issues required by CEQA. Through the NOP, SRTA is seeking input on further categories of analysis or areas of focus within the specified categories above.

CEQA Streamlining

SB 375 contains CEQA incentives, or streamlining provisions at the project level, to encourage the implementation of coordinated land use and transportation planning within the RTP/SCS.

Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining if the requisite criteria are met. This means that the proposed project seeking to utilize the CEQA incentives is determined to be consistent with an approved SCS. Consistency will be determined by the local city or county that is the lead agency for each project to be streamlined and as applicable or necessary, in consultation with SRTA. SRTA's primary role is to include appropriate information in the SCS that will allow a lead agency to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis. The programs and projects to be included in the Shasta 2050 RTP/SCS will be addressed programmatically in the SEIR. This will allow SRTA to analyze the regional or general impacts of the program and projects. A more detailed or project level environmental assessment, if required, will be conducted by the various responsible agencies, including but not limited to federal agencies, Caltrans, other State agencies, transit agencies, airports, the County of Shasta, and the cities within Shasta County, for the various projects included in the RTP, before the projects are approved for construction.

Location: W:\Projects\2021\2021-269 SRTA RTP-SCS - Shasta County\3. CEQA\Figures\GIS\Regional Location Figure Map.aprx - Portrait Template (AGNE - 7/28/2023)

Map Date: 7/28/2023

Sources: Esri 2023

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Regional Location

Shasta County RTP/SCS