

## Shasta County RTPA

### MPO Follow-up Questions

Revised: 6/1/10

1. If you were to fully account for the impact of the recession in your region, how would the % reductions in GHG/capita numbers change for each scenario in 2020?  
Unknown at this time without additional modeling runs. The following figures, however, hint at the size of the impact.

- a. In what ways has the economy affected your region?

Population (Shasta County Travel Demand Model) –

The Shasta County Travel Demand Model contains a population assumption of 165,430 for the 2005 base year, and assumes a 1.95% average annual growth rate (not compounded) for 2005 to 2010. Annual percent change in population growth has slowed substantially; the most recent DOF figures indicate that this the growth rate in 2009 was 1.1%

Jobs by annual % change in total employment (California EDD) –

2005: (0.4%)  
2006: 2.1%  
2007: 0.8%  
2008: (2.6%)

Unemployment rate(US Bureau of Labor Statistics)–

2005: 8.7%  
2006: 8.0%  
2007: 8.3%  
2008: 10.2%  
2009: 14.8%  
2010: 17.6%

New development –

2005: 1,581 permits  
2006: 952 permits  
2007: 760 permits  
2008: 530 permits

Foreclosures –

December '08 to '09 showed a 27% increase in foreclosures

Vacancy rates –

Not available

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- b. If you have already included the impact of the recession, where is it reflected in your scenario data?  
Recent impacts of the recession are not reflected in scenario data.
2. What factors cause the reductions in 2020 to be different from 2035, and where do they show up in your data?  
N/A
3. What model improvements, changes in planning assumptions, or additional policies are you considering that were not used in developing your scenarios? And how will they impact the direction and/or magnitude of change?  
Revised regional growth projections will substantially impact VMT reductions attributable to land use. Future plans and 4-D type efforts will attempt to align various existing programs and resources within designated high-priority growth areas. Shasta County Travel Demand Model improvements and up-to-date parcel-level GIS data will improve the accuracy and test the validity of planning assumptions. The magnitude of change is not yet known.
4. Have the sensitivities of your model changed since the 2009 Model Evaluation Survey conducted for RTAC?  
No
5. Did you add, remove, or change the level of deployment of any transportation projects or programs in your scenarios? If so, what type of projects or programs?  
No - only those transportation projects reasonably expected to be completed were included in the scenarios.
6. Please provide calculations of Vehicle Miles Traveled per capita as well as Greenhouse Gas Emissions per capita in reporting results of the evaluation of your adopted RTP and alternative scenarios.  
Data not available for 2020/2035 target years without additional modeling runs.