

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Accept Shasta <i>FORWARD</i> >> Regional Blueprint Final Report & Begin Sustainable Communities Strategy (SCS) Planning Process		2/23/10	7

RECOMMENDATION

It is recommended that the Board:

1. Accept the Shasta *FORWARD*>> Regional Blueprint Final Report; and
2. Direct staff to proceed as proposed with development of the Sustainable Communities Strategy (SCS).

SUMMARY

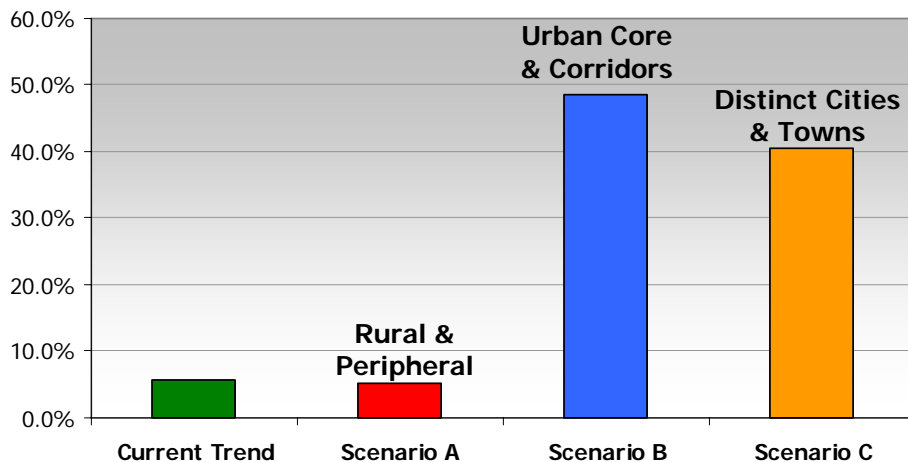
The Shasta *FORWARD*>> Regional Blueprint process is complete, pending Board acceptance of the Final Report. In light of the recent introduction of SB 375 and impending SCS planning requirements, it is recommended that the Shasta *FORWARD*>> Regional Blueprint come to a close and that outputs and remaining resources be directed toward SCS development. A two-step process is proposed to begin the SCS: (Development of 'Mobility Assessment Tool' and a 'Regional Priorities Compact')

DISCUSSION

Selection of Preferred Regional Growth Scenario

Shasta County's Regional Blueprint process is complete, pending Board acceptance of the Shasta *FORWARD*>> Final Report (see attached and/or online at www.shastaforward.com). The Final Report provides a comprehensive summary of all phases of the regional blueprint planning process over the last three years, including results from the recent scenarios survey. Results are based on 1,379 scenario surveys submitted. Local residents preferred Scenario B (Urban Core & Corridors) and Scenario C (Distinct Cities & Towns) at 48.7% and 40.5% respectively. The Current Trend Scenario and Scenario A (Rural & Peripheral) were ranked least desirable at 5.6% and 5.2% respectively.

Scenario Survey Voting Summary



Scenario Survey Summary by Jurisdiction*

	Current Trend	Scenario A: Rural & Peripheral	Scenario B: Urban Core & Corridors	Scenario C: Distinct Cities & Towns	# of Votes by Jurisdiction
Residence	# of votes (% within jurisdiction)				
<i>Redding</i>	14 (1.7%)	42 (5.1%)	427 (52.3%)	334 (40.9%)	817 (100%)
<i>Anderson</i>	4 (4.5%)	5 (5.6%)	45 (50.6%)	35 (39.3)	89 (100%)
<i>Shasta Lake</i>	3 (6.7%)	4 (8.9%)	21 (46.7%)	17 (37.8%)	45 (100%)
<i>County</i>	14 (5.7%)	10 (4.1%)	109 (44.5%)	112 (45.7%)	245 (100%)
# of Votes by Scenario	35 (2.9%)	61 (5.1%)	602 (50.3%)	498 (41.6%)	1,196 (100%)

* Excludes 183 surveys that did not provide a zip code

In addition to selecting a preferred regional growth scenario, survey participants were asked to explain the rationale behind their choice. Based on a combined analysis of survey responses and open-ended comments, a melding of Scenario B and Scenario C is recommended; a hybrid vision that borrows concepts from both scenarios in order to inform future implementation efforts.

Regional Blueprint/SCS Transition

In light of the recent introduction of SB 375 and impending SCS planning requirements, it is recommended that the ShastaFORWARD>> Regional Blueprint come to a close. It is further recommended that ShastaFORWARD>> deliverables and any remaining balance of blueprint grant-funded tasks be focused toward SCS development.

Although an adopted SCS plan is not required until the 2014 Regional Transportation Plan (RTP) update, pursuing SCS development at this time will capitalize on the momentum generated by ShastaFORWARD>> and allow the region to test the SCS under real-world conditions for several years. Experience gained and lessons learned during this time will be utilized to address potential issues and make desired modifications prior to the SCS element’s formal inclusion in the 2014 RTP.

The ultimate ability of an SCS to achieve greenhouse gas (GHG) emission reduction targets will come down to individual agency plans, policies, and actions applied in a coordinated regional manner. Based on local agency feedback provided during the blueprint process, minimum criteria for local agency buy-in on a regional SCS include the following:

- Must be based on a bottom-up approach (not imposed externally);
- Must focus on projects and policies directly tied to documented local values & priorities;
- Does not rely solely on public sector effort and investment for implementation;
- Focuses on minimally-scaled efforts and investments;
- Does not hinge upon another layer of rules and regulations for successful implementation; and
- Does not assume resources beyond existing programs and funding.

SCS Development

In accord with local agency criteria, the following two-step approach is proposed:

Step One – Develop and apply a GIS-based ‘Mobility Assessment Tool’ (MAT) in order to objectively identify higher-priority locations for new development:

MAT is a set of GIS-based procedures and formulas that, when applied to an urban setting, isolates those areas with the highest degree of transportation system connectivity and the

greatest potential for reducing vehicle miles traveled (VMT) with accompanying GHG emissions.

MAT analysis will be generated for the South-Central Urbanized Region (SCUR) and potentially a number of rural town centers located in unincorporated portions of the county. Outputs include a set of color-coded maps highlighting those locations where local/regional policies and investments are most likely to realize the community's preferred regional growth vision as well as net progress toward SCS goals with a minimum of public investment.

Step Two – Develop a community-driven 'Regional Priorities Compact' for uniform local agency consideration:

Three community-based workgroups (each representing a core community value identified via the ShastaFORWARD>> process), plus a technical advisory workgroup, will be organized to develop a list of action items needed to seed desirable development patterns in areas identified in the MAT analysis.

Action items generated by community workgroups shall include a broad range and scale of specific projects, investments, policies, and other efforts that local agencies might pursue. The RTPA will assist workgroups in the generation of visualizations, GIS mapping/data analysis, community surveying, public communications, and/or other applicable support in order to develop and substantiate recommended actions.

A 'Regional Priorities Compact' accompanied by community-generated action items will be presented to local agencies for region-wide consideration. If adopted, the Regional Priorities Compact will satisfy all core elements of an SCS.

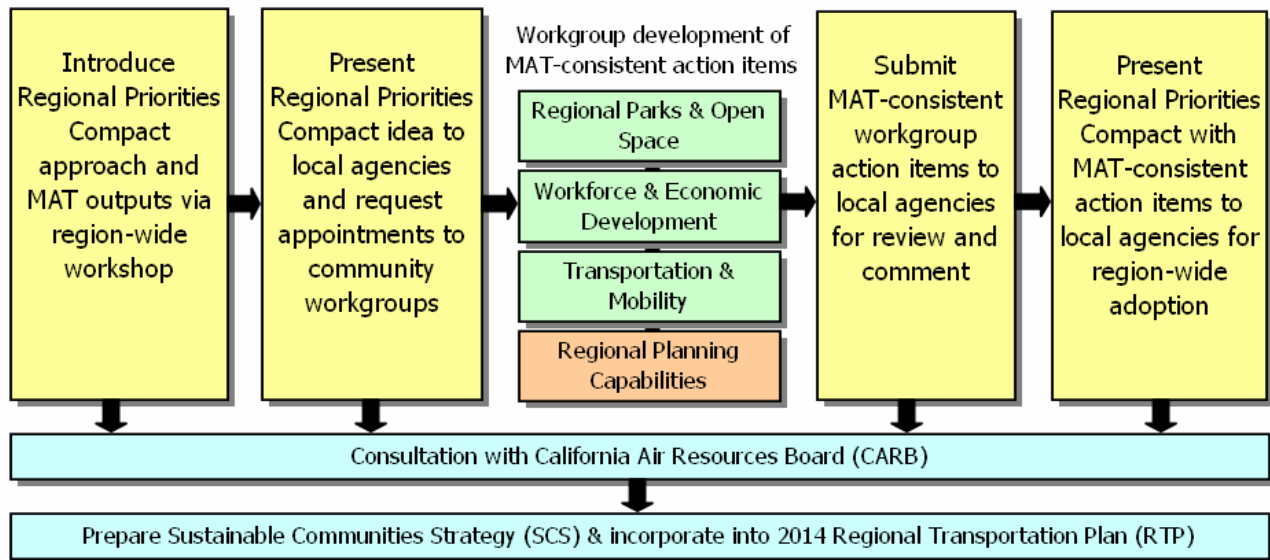
Viewed from a local agency perspective, the primary function of a Regional Priorities Compact is to attract discretionary state funds needed to provide infrastructure and community services to a growing population. In the coming years, as various state departments realign their respective objectives and grant programs to coincide with SB 375, the presence of a regionally adopted SCS and demonstrable progress toward the region's assigned greenhouse gas reduction target will become increasingly valuable.

In addition to a detailed workshop-style introduction (held jointly as a regional body and attended by the California Air Resource Board (CARB)), local agencies will have a minimum of three formal opportunities to guide the process:

1. Workgroup organization – Workgroups will be comprised of 5-10 individuals as designated by local agencies. A list of community stakeholders and citizens will be provided as a starting point for local agency consideration.
2. Action item review – Draft action items generated by community workgroups will be submitted to local agencies for review and comment. The addition and subtraction of specific actions may be negotiated by local agencies in preparation for region-wide consideration.
3. Acceptance of Regional Priorities Compact – A final Regional Priorities Compact consistent with MAT outputs and accompanied by community-generated action items will be presented to local agencies for consideration and potential adoption, conditioned upon uniform region-wide acceptance. If regionally adopted, the Compact will become the working draft of Shasta County's SCS.

Shasta County's SCS approach and technical methodology for quantifying VMT and accompanying GHG emission reductions will be explained to CARB during the initial regional workshop. Ongoing consultation between the Agency and CARB staff will help to ensure CARB's eventual approval of Shasta County's SCS-consistent 2014 RTP.

Sustainable Communities Strategy (SCS) Development Plan



OTHER AGENCY INVOLVEMENT

Planning department management and GIS staff from all three cities have been consulted and input provided. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

ALTERNATIVES

The Board may choose not to accept the Shasta*FORWARD*>> Final Report and SCS development plan, or continue this item and request specific modifications.

FINANCING

All efforts referenced in this report are funded 80% through the California Regional Blueprint Planning Program. Approximately \$118,000 in Regional Blueprint grant funds remain at this time. State Planning, Programming, and Monitoring (PPM) funds are used to meet local match requirements.

A \$400,000 Proposition 84 grant was also awarded to the Agency for GIS and travel modeling tasks related to development of an SCS. These funds will be made available in March.

Daniel S. Little, AICP, Executive Director

DSL/DTW/jac

Attachment: [Shasta*FORWARD*>> DRAFT Final Report \(available online at www.shastaforward.com/documents\)](http://www.shastaforward.com/documents)