

## REPORT TO SHASTA COUNTY RTPA

| SUBJECT  |  | MEETING DATE | ITEM NUMBER |
|--|--|--------------|-------------|
| Updates on Shasta <i>FORWARD</i> >> and Senate Bill 375 Implementation, Approve Request for Proposal |  | 10/27/09     | 6           |

### RECOMMENDATION

It is recommended that the Board:

1. Receive an update on the Shasta*FORWARD*>> Regional Blueprint and Senate Bill 375 (SB 375) implementation; and
2. Approve distribution of the attached 'Shasta Regional Geographic Information Systems (GIS) Platform Feasibility Study' Request for Proposals (up to \$65,000).

### SUMMARY

Existing planning processes and new travel/land-use modeling and planning directives stemming from SB 375 call for complete, merged, and accessible GIS information covering all jurisdictions in Shasta County. The SCRTPA received grant funds to explore potential host/location options for housing and exchanging regional data at one location. A request for proposals is attached for Board consideration.

### DISCUSSION

**Shasta*FORWARD*>> Regional Blueprint Update** – The second and final phase of the Shasta*FORWARD*>> public engagement effort concluded September 30, 2009. Project surveys and additional public input received through October 15, 2009 will be included in the final results. A verbal project update will be provided at the October Agency meeting. A presentation of the final report and recommendations is scheduled for the February 2010 Agency meeting.

**SB 375 Implementation Update** – SB 375 adds new regional planning and modeling requirements to California's eighteen metropolitan planning organizations. Most notably, the SCRTPA must develop a sustainable communities strategy (SCS) for achieving Shasta County's greenhouse gas (GHG) emission reduction target to be set by the California Air Resource Board (CARB).

Senate Bill 406, a funding vehicle enabling regional agencies to implement SB 375, was vetoed by the Governor October 11, 2009. The state has yet to provide a stable, long-term funding solution for this mandate.

The Regional Targets Advisory Committee (RTAC) has submitted its final recommendations to CARB on the factors to be considered and methodologies to be used in the setting of regional GHG emission reduction targets. In brief, the Committee recommends a combination of locally generated modeling outputs and 'best management practices' (BMP) to arrive at aggressive but achievable regional targets. BMPs are GHG emission reduction strategies – validated by data from empirical studies, blueprints, and MPO modeling outputs – that effectively quantify the magnitude of GHG reductions achieved through implementation of specific policies and practices.

The Committee further recommends that CARB set a single statewide uniform target; that regional targets be expressed as a percent per-capita GHG emission reduction from a 2005 base year; and that targets be adjusted up or down to respond to individual differences between regions. A summary of the RTAC report by the League of California Cities is attached; a full report is available online at [www.arb.ca.gov/cc/sb375/rtac/report/report.htm](http://www.arb.ca.gov/cc/sb375/rtac/report/report.htm).

Prior to setting regional targets, SB 375 requires that CARB consult with each MPO region. Following individual consultation with all MPO regions, CARB will provide a draft target to the SCRTPA no later than June 30, 2010. Final targets will be provided by September 30, 2010. An SCS designed to effectively meet this target must be completed and incorporated into the next Shasta County Regional Transportation Plan (RTP) update in 2014.

The first of many meetings with ARB is scheduled on October 26, 2009. It is staff's intent to negotiate an achievable target with CARB in order to maintain the region's competitiveness for future discretionary transportation funding and to minimize any negative California Environmental Quality Act (CEQA) implications related to local project approvals.

Because local travel/land-use modeling outputs will be used in regional target setting, and for quantifying progress toward that target, efforts to enhance modeling detail (e.g. smaller transportation analysis zones and/or parcel level data) and add modeling sensitivities (e.g. the ability to quantify the affect of infill development, mixed-use development, density, urban design, etc. on vehicle miles traveled) represent the best strategy for determining what is fair, appropriate, and accurate for Shasta County.

A statewide assessment of regional modeling capabilities performed by the RTAC revealed that the SCRTPA has limited or no sensitivity to many of the key variables influencing vehicle miles traveled. Under Proposition 84, the SCRTPA applied for and was subsequently awarded \$400,000 in order to:

- Increase Shasta County Travel Demand Model sensitivities to include indirect factors affecting vehicle miles traveled (i.e. the affect of infill development, mixed-use development, density, urban design, etc.);
- Improve Shasta County Travel Demand Model precision via smaller transportation analysis zones and parcel level analysis capability; and
- Create (or compile and merge from existing sources) GIS data needed for travel, land use, and GHG emission analysis.

An RFP for modeling and GIS enhancements is currently under development for future Board consideration.

**Shasta Regional GIS Platform Feasibility Study** – As directed by the Board on October 28, 2008, the SCRTPA applied for and subsequently received a grant from the California Regional Blueprint Planning Program to study the feasibility of a central location for consolidating and exchanging regional GIS data. The proposed scope of work is limited to studying the feasibility of such a platform and identifying the most suitable strategy for moving forward. Once completed, findings and recommended steps toward implementation will be presented to the Board for further direction.

If implemented, the Shasta Regional GIS Platform would aid in the development of a sustainable communities strategy and serve as a post-planning tool that the SCRTPA and local agencies may use to track and report progress toward meeting goals and targets. While the proposed scope of work is targeted at meeting these near-term purposes and objectives, the project will be designed with an eye toward expanded applications in the future.

Added benefits include:

- Improved efficiency/reduced staff time by obtaining GIS data at one location;
- Knowing that the data acquired is the most current and the best available data source;
- Speedy access and application of GIS as a result of consistent data standards;
- Improved collaboration between local agencies, private sector GIS firms, and educational institutions; and
- Increased opportunity and likelihood of data development grant opportunities.

The overall project budget is between \$55,000 and 65,000, pending the outcome of the proposal process. The Board will be asked to approve a consultant agreement in February.

#### ALTERNATIVES

The Board may choose not to approve distribution of the Shasta Regional GIS Platform Feasibility Study RFP. This is not recommended as the grant funds are intended for this purpose. Furthermore, this project lays the foundation for future actions and strategies needed for SB 375 compliance.

#### OTHER AGENCY INVOLVEMENT

The attached Shasta Regional GIS Platform Feasibility Study RFP was prepared in consultation with the County, three cities, and the Far North Regional GIS Council. Letters of support are attached. The California Department of Transportation provides Regional Blueprint grant funds. The Strategic Growth Council (comprised of State agency directors) provides Proposition 84 grant funds. The Technical Advisory Committee (TAC) has reviewed and concurs with the staff recommendation.

#### FINANCING

The 'Shasta Regional GIS Platform Feasibility Study' is funded up to 80% through California Regional Blueprint Planning Program grants. California Regional Blueprint Planning grants were awarded to the SCRTPA in FY 2006/07 (\$375,000), 2007/08 (\$140,000), and again in 2008/09 (\$200,000). To date, approximately \$475,000 in grant funds have been expended. The 20% required local match funds are budgeted for in the OWP using State Planning Programming and Monitoring (PPM) funds.

---

Daniel S. Little, AICP, Executive Director

DSL/DTW/jac

Attachments: 'Shasta Regional GIS Feasibility Study' RFP, including letters of support  
Abridged Summary of RTAC Report (League of California Cities)