

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
ShastaFORWARD>> Regional Blueprint: Project Update, OWP Amendment, and PSA Amendments	4/22/08	6

RECOMMENDATION

It is recommended that the Board:

1. Receive a ShastaFORWARD>> project update;
2. Amend the OWP to include FY 06/07 Blueprint grant award carryover funds in the amount of \$193,860;
3. Amend the Overall Work Program (OWP) to include FY 07/08 Regional Blueprint Program grant award in the amount of \$140,000;
4. Amend the existing personal services agreement with Moore & Associates to expand public involvement activities (\$40,000);
5. Amend the existing personal services agreement with Vestra Resources to include additional on-call GIS and modeling services (\$29,500).

SUMMARY

A project history and summary of Board-related actions is provided. Board action is requested to amend OWP. A project update is provided, including a discussion of the FY 06/07 Blueprint grant deadline extension, FY 07/08 Blueprint grant award, recent accomplishments, media coverage, and website activity. Also discussed are key provisions related to SB 375 (Steinberg).

DISCUSSION

PROJECT BACKGROUND

In 2006, the RTPA was awarded a \$375,000 grant from the California Regional Blueprint Planning Program to generate a community-based regional growth vision for Shasta County. This project, currently underway, is known as ShastaFORWARD>>. The Shasta County Regional Transportation Planning Agency (RTPA) is leading the application of newly developed planning tools which make possible the forecast and mapping of growth and development through 2050 given current trends, policies, and practices. Based on public feedback, the RTPA will develop several regional growth alternatives - also known as 'scenarios'.

The RTPA will facilitate comparison between each of the public's alternative growth scenarios and weigh those against the 'Current Trend' scenario. Citizens are then invited to select a 'Preferred Regional Growth Vision for 2050'.

The County and each city will continue to have opportunities to be integrally involved throughout the visioning process. When completed, the Preferred Regional Growth Vision will be presented for adoption and incorporation into respective plans and programs as appropriate.

See 'Attachment A' for a summary of Board action related to ShastaFORWARD>>. Additional detail regarding ShastaFORWARD>> and the Regional Blueprint Planning process can be found online at www.shastaforward.com.

PROJECT UPDATE

FY 06/07 Grant Deadline Extension

Due to delays in the initial availability of funds, the California Regional Blueprint Planning Program has revised the deadline to complete FY 06/07 grant-funded tasks from December 31, 2008 to June 30, 2009. As originally intended, there is now a full two years to complete the FY 06/07 scope of work.

To accommodate expanded public involvement activities, the ShastaFORWARD>> project schedule has been revised slightly to reflect a new project completion date of April 2009.

FY 06/07 Blueprint Carryover Funds

The 07/08 OWP included \$164,459 of FY 06/07 State Planning & Research (SPR) revenue for consultant and staff time. Caltrans requires the balance of the FY 06/07 grant (\$193,860) to be included in the 07/08 program, even though most of these funds will be expended in the next fiscal year. The amendment includes 20% TDA local match.

FY 07/08 California Regional Blueprint Program Grant Award:

In addition to and in support of the original FY 06/07 grant, the Agency was recently awarded a FY 07/08 grant for \$140,000. The Letter of Award is provided by 'Attachment B'. The FY 07/08 Overall Work Program Blueprint work element must be amended to include the new funds and corresponding tasks as described below. Additional details are provided by 'Attachment C'.

- I. REGIONAL HOUSING STUDY (\$60,500)
Task #1: Housing Market Analysis
Task #2: Jobs/Housing Analysis

Interested stakeholders in the building, lending, and real estate industries are being consulted in development of the final scope of work. If there is a high level of private sector interest, a request for proposals will be prepared and brought before the Agency for approval at a future date.

- II. EXPANDED PUBLIC INVOLVEMENT SERVICES (\$40,000)
Task #1: Enhancements to the KIXE television show production and associated marketing efforts.

As an extension of the public outreach program currently being conducted by Moore & Associates, it is recommended that the Board amend the Agency's existing Agreement with Moore & Associates to include the additional grant funds.

- III. ADDITIONAL MODELING AND GIS MAPPING (\$39,500)
Task #1: Travel Model/UPlan Merge & Analysis

On December 18, 2007, the Board amended the Agency's existing Agreement with Dowling Associates to add \$10,000 for additional on-call support related to the Shasta County Travel Model. These funds will be used for the merging of UPlan scenario outputs with the Shasta County Travel Model and secondary analysis as required to calculate scenario performance measures.

Task #2: Modeling & Mapping of Scenarios

The Shasta County RTPA has partnered with Vestra Resources of Redding to provide GIS and modeling services. It is recommended that the Board amend the Agency's existing Agreement with Vestra Resources to add \$29,500 for additional on-call services needed for the modeling and mapping of the public's alternative scenarios.

RECENT PROJECT DEVELOPMENTS:

- I. Steering Committee meeting - On April 2nd, the recently formed ShastaFORWARD>> Steering Committee was provided a project update and an overview of the draft scenario performance measures. In response to Committee feedback, the presentation of performance measure data has been slightly modified and additional detail regarding the methodology and underlying assumptions will be made available via the project website.
- II. Small-group outreach sessions - As recommended by the ShastaFORWARD>> Steering Committee, a number of small-group outreach sessions have been held or are currently scheduled. A list of groups is provided by 'Attachment D'. Additional outreach sessions are being pursued and will be conducted through mid-May, 2008.
- III. Scenario performance measures - In conjunction with map outputs, each performance measure helps 'tell the story' of a scenario. Taken collectively, they enable citizens to better understand the connections between land-use, mobility, the environment, the economy, and overall quality of life.

Performance measures are also central to the State's objectives; they are used to gauge progress toward Blueprint Program goals and help quantify the Program's overall success.

Performance measures were selected based on 1) public interest, 2) data accessibility, and 3) suitability as an indicator of larger trends. A detailed summary of performance measures is provided by 'Attachment E'.

IV. Media coverage

- The Record Searchlight published a front page article regarding ShastaFORWARD>> on Sunday, March 23, providing an overview of the 'Current Trend' 2050 scenario and explaining how the public can participate. See 'Attachment F' for a copy of the article.
- KRCR-TV News Channel 7 produced a ShastaFORWARD>> segment which aired four times over two days in early March. This segment provided an overview of the ShastaFORWARD>> process and demonstrated how the public can participate via the online survey.
- KCHO Northstate Public Radio (NPR) featured ShastaFORWARD>> during the 'I-5 Live' program on March 10 from 8 to 9pm. In addition to a discussion of innovative planning efforts in the Northstate, listeners phoned in their growth-related questions.

- KIXE-TV Channel 9 is currently airing a ShastaFORWARD>> television commercial designed to draw the public to the project website. This advertisement will also be broadcast on Public Access Television Channel 11.

V. Website Activity - Shastaforward.com is the central point of communication with the public. Interest in ShastaFORWARD>>, as gauged by website activity, is growing in conjunction with the increased media coverage and outreach efforts.

Summary of Recent Website Activity			
Month	Unique Visitors	Number of Visits	Pages Hit
Jan 08	316	611	5466
Feb 08	286	627	4981
Mar 08	488	818	5750

In addition to website activity, at least 150 online surveys have been completed to date. It is anticipated that the number of website visitors and completed surveys will grow substantially following the KIXE-TV program, additional paid advertising scheduled in April, and other ongoing outreach efforts.

BLUEPRINT RELATED LEGISLATION

SB 375 (Steinberg) - AB 32 requires the State to reduce its greenhouse gas emissions to 1990 levels no later than 2020. Improvements in vehicle and fuel technologies are not sufficient to achieve these reductions without significant changes in land-use and transportation policy on a statewide basis.

SB 375 aims to realize the goals of AB 32 by requiring Metropolitan Planning Organizations (including Shasta County RTPA) to incorporate into respective Regional Transportation Plans a 'Sustainable Communities Strategy' (SCS) designed to reduce vehicle miles traveled (VMT). A Regional Blueprint, such as to be obtained through the ShastaFORWARD>> process, could lay the foundation for a future SCS. Any significant modifications required to qualify Shasta County's Blueprint as a SCS under SB 375 would need to be brought before the public for their consideration and consent.

SB 375 language continues to be revised as feedback and recommended changes are received and incorporated into the Bill. Although the final form of the bill is not yet known, it appears to be garnering growing support and momentum. Key provisions of the most recent version of the bill (amended in Assembly, March 24, 2008) are provided in 'Attachment G'.

ALTERNATIVES

The Board may choose not to amend the OWP to include the FY 07/08 Blueprint Program grant award. This is not recommended as grant funds cannot be encumbered without an authorizing resolution.

In lieu of amending personal services agreements (PSAs) with Moore & Associates and/or Vestra Resources to include additional grant-funded work

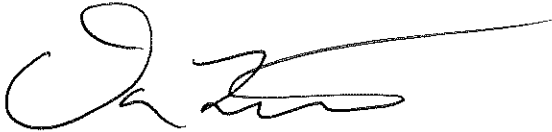
tasks, the Board may direct staff to initiate a separate request for proposals and new PSA. This is not recommended as such tasks are directly related extensions of work now being performed by firms that were previously selected through a competitive bid process and who are performing satisfactorily.

OTHER AGENCY INVOLVEMENT

The ShastaFORWARD>> project study area includes the entire Shasta County region and also involves a growing number of public and private organizations.

FINANCING

All efforts referenced in this report are funded up to 80% through California Regional Blueprint Planning Program grants. \$375,000 was awarded to the RTPA in FY 06/07. An additional \$140,000 was awarded to the RTPA in FY 07/08. The 20% required match funds are budgeted in the OWP. Grant funds expended to date for ShastaFORWARD>> equal approximately \$175,000.



Daniel S. Little, AICP, Executive Director

DSL/DTW/jac

Attachments:

- A) Summary of Blueprint-related Board actions
- B) FY 07/08 grant award letter
- C) Detailed description of FY 07/08 funded tasks
- D) Small-group outreach session calendar
- E) Performance measures summary
- F) Record Searchlight article (March 23, 2008)
- G) Key provisions of SB 375 (Steinberg)
- H) Resolution 08-05, OWP Amendment #1
- I) Amendment to Agency Agreement with Moore & Associates
- J) Amendment to Agency Agreement with Vestra Resources

Attachment A: Summary of Blueprint-Related Board Actions

Under Board direction, staff has completed the following tasks:

Date	Request	Board Action
Jul 25, 06	Authorization to apply for FY 06/07 Blueprint Grant funds	Approved
Oct 24, 06	Authorization to submit FY 06/07 Blueprint grant application	Resolution 6-12
Dec 12, 06	Amend 06/07 OWP Budget to include Shasta Area Regional Blueprint	Resolution 6-15
Feb 27, 07	Authorization to publish RFP for GIS services related to scenario modeling	Approved
Apr 17, 07	Authorization to enter PSA w/ Vestra Resources for GIS services related to scenario modeling	Agreement executed
Apr 17, 07	Authorization to publish RFP for public involvement services	Approved
Jun 26, 07	Authorization to enter PSA w/ Moore & Associates for public involvement services	Agreement executed
Oct 23, 07	Board invited to Inaugural Meeting for ShastaFORWARD>>	Information only
Dec 18, 07	Authorization to amend PSA w/ Dowling Associates to include additional funds for UPlan/Travel model merge	Approved
Dec 18, 07	Authorization to submit FY 07/08 Blueprint grant application	Resolution 7-11
Feb 26, 08	Establish ShastaFORWARD>> Project Steering Committee and membership therein	Approved

Attachment B: Caltrans FY 07/08 Blueprint Grant Letter of Award

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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*Flex your power!
Be energy efficient!*

April 4, 2008

Mr. Dan Little
Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

I am pleased to inform you that the grant application submitted by the Shasta County Regional Transportation Planning Agency (SCRTPA) has been selected for a second year of funding from the California Regional Blueprint Planning Program (Blueprint Program) for Fiscal Year (FY) 2007/08. The grant award for State Planning and Research Part I funds is \$140,000.

In accepting this second year of grant funding, SCRTPA agrees to partner with the State, regional, and local entities to achieve common goals to improve mobility and quality of life in California by both working toward completion of your Regional Blueprint Plan and helping to advance the practice of regional blueprint planning in California.

My staff will provide more details to help your agency develop its scope of work and amend the Blueprint Program work element into SCRTPA's FY 2007/08 Overall Work Program. If you have any questions, please contact Garth Hopkins, Acting Chief, Office of Regional and Interagency Planning, Division of Transportation Planning, at (916) 654-8175.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Kempton".

WILL KEMPTON

Director

c: Senator Sam Aanestad, Senate District 4
Assembly Member Doug La Malfa, Assembly District 2
Cynthia Bryant, Director, Governor's Office of Planning and Research
Dale Bonner, Secretary, Business, Transportation and Housing Agency
Lynn Jacobs, Director, Department of Housing and Community Development
Garth Hopkins, Division of Transportation Planning

Attachment C:
Detailed Description of FY 07/08 Funded Blueprint Tasks

In addition to and in support of the original FY 06/07 grant, the Agency was recently awarded a second grant for \$140,000. The following tasks have been funded:

REGIONAL HOUSING STUDY (\$60,500)

- Housing Market Analysis - Key components of the analysis will include a discussion of: 1) optimum product type/characteristics for the future, 2) the potential market for different housing concepts and neighborhoods, 3) forecast absorption rates, and 4) the affect of rising construction costs on market values.
- Jobs/Housing Analysis - This task will evaluate the physical and economic linkage between jobs and housing in Shasta County. The analysis will include discussion of job growth by industry and how demographic changes may affect the overall demand and demand patterns for housing in the County.

EXPANDED PUBLIC ENGAGEMENT ACTIVITIES (\$40,000)

- KIXE-TV Television Show Production Support - This two-part series will introduce the public to the scenario planning process, solicit their participation, provide an orientation to the public's three alternative growth scenarios, and invite the public to vote for their preferred regional growth vision. This project was funded through the existing agreement with Moore & Associates. Additional funds are needed to enhance the production and for media purchases, including print, television, radio, and direct mail efforts related to the KIXE-TV show.

ADDITIONAL MODELING AND GIS MAPPING (\$39,500)

- Travel Model/UPlan Merge & Analysis - Several scenario performance measures rely on calculations from the Shasta County Travel Model utilizing UPlan scenario outputs. These include: Air Quality, Transportation System Efficiency, and Economic Activity.
- Modeling & Cartographic Development of Scenarios - Developing and achieving consensus on the 'Current Trend' 2050 scenario required numerous iterations, fine-tuning, and data rectification not foreseen when the original FY 2006/07 grant application was submitted. Additional grant funds will be utilized to complete the modeling and mapping of alternative regional growth scenarios.

Attachment D: Small Group Outreach Session Calendar

Small-Group Outreach Sessions Held or Currently Planned
(as of April 10, 2008)

Parkview Neighborhood Association	March 19
Western Shasta Resource Conservation District	April 1
Fall River Mills area citizen group	April 24
Shasta Association of Realtors	May 6
Shasta County educators	April 17
Shasta Lake Parks and Recreation Commission	April 23
Public Health	TBD
Turtle Bay employees	April 28
Shasta West Watershed Landowners	April 29
Shingletown citizens group	TBD
Redding Planning Commission	May 13
Youth Violence Prevention Council	May 14
Caltrans District 2	May 19 & 20

Attachment E: ShastaFORWARD>> Performance Measures Summary

ShastaFORWARD >>

Scenario Performance Measures

Performance Measure	Basic Methodology	2050			
		Today	Alternative A	Alternative B	Alternative C
Land Developed Ratio	Among those lands in combined general plans designated for development, the percentage of which has been used or is needed to accommodate new growth. <i>NOTE: only valley floor and lower foothill areas are used for this calculation - those areas generally falling below 1,500 ft elevation.</i>	21% Developed	48% Developed		
Environmentally Sensitive Lands Impacted	Areas of environmentally sensitive land (composite layer representing endangered/threatened species, vernal pools, deer range, oak woodlands, wetlands, and riparian areas) over which development has occurred. Also shown as percentage of total. <i>NOTE: only valley floor and lower foothill areas are used for this calculation - those areas generally falling below 1,500 ft elevation.</i>	22,433 Acres Impacted 12% of all environmentally sensitive lands (valley floor and lower foothills)	64,922 Acres Impacted 35% of all environmentally sensitive lands (valley floor and lower foothills)		
Air Quality	Based on mobile source, on-road vehicle emissions in tons per day. Source: The Emission Factors (EMFAC) model.	Organic Gas - 6.71 tons/day CO - 56.76 tons/day NOX - 23.10 tons/day PM 2.5 - 0.77 tons/day	Organic Gas - 1.87 tons/day CO - 14.17 tons/day NOX - 4.8 tons/day PM 2.5 - 0.38 tons/day		
Greenhouse Gas Emission	CO2 emissions from mobile source, on-road vehicles in tons per day. Source: The Emission Factors (EMFAC) model.	CO2 - 3.77 tons/day	CO2 - 7.48 tons/day		
Infrastructure Costs for New Development	Cost of infrastructure (streets, water, sewer, utilities) per dwelling unit based on a review of actual recent projects in Shasta County. 'All Residential' (i.e. the sum of respective # of units x infrastructure cost per land use category) will be used for the graphical performance measure.	Not Applicable	Residential High: \$20,500 Residential Medium: \$58,700 Residential Low: \$55,900 Residential Very Low: \$102,401 All Residential: \$3.54 billion		
Walkability/Transportation Choices	Number of households within 1/4 mile of school, shopping, and transit stop.	12 Points (out of 100)	9 Points (out of 100)		
Transportation System Efficiency	Overall average vehicular travel speed during morning commute.	AM peak 39mph PM peak 37.6mph Daily 41.5mph	AM peak 20.3mph PM peak 21.9mph Daily 29.8mph		
Economic Activity	Location and intensity of economic activity as a function of attraction (opportunity for employment & commerce) and accessibility (distance & congestion)	Refer to 'Economic Activity' Map	Refer to 'Economic Activity' Map		

Shasta County Current Trend Areas of Economic Activity*

Redding, Anderson, and the City of Shasta Lake

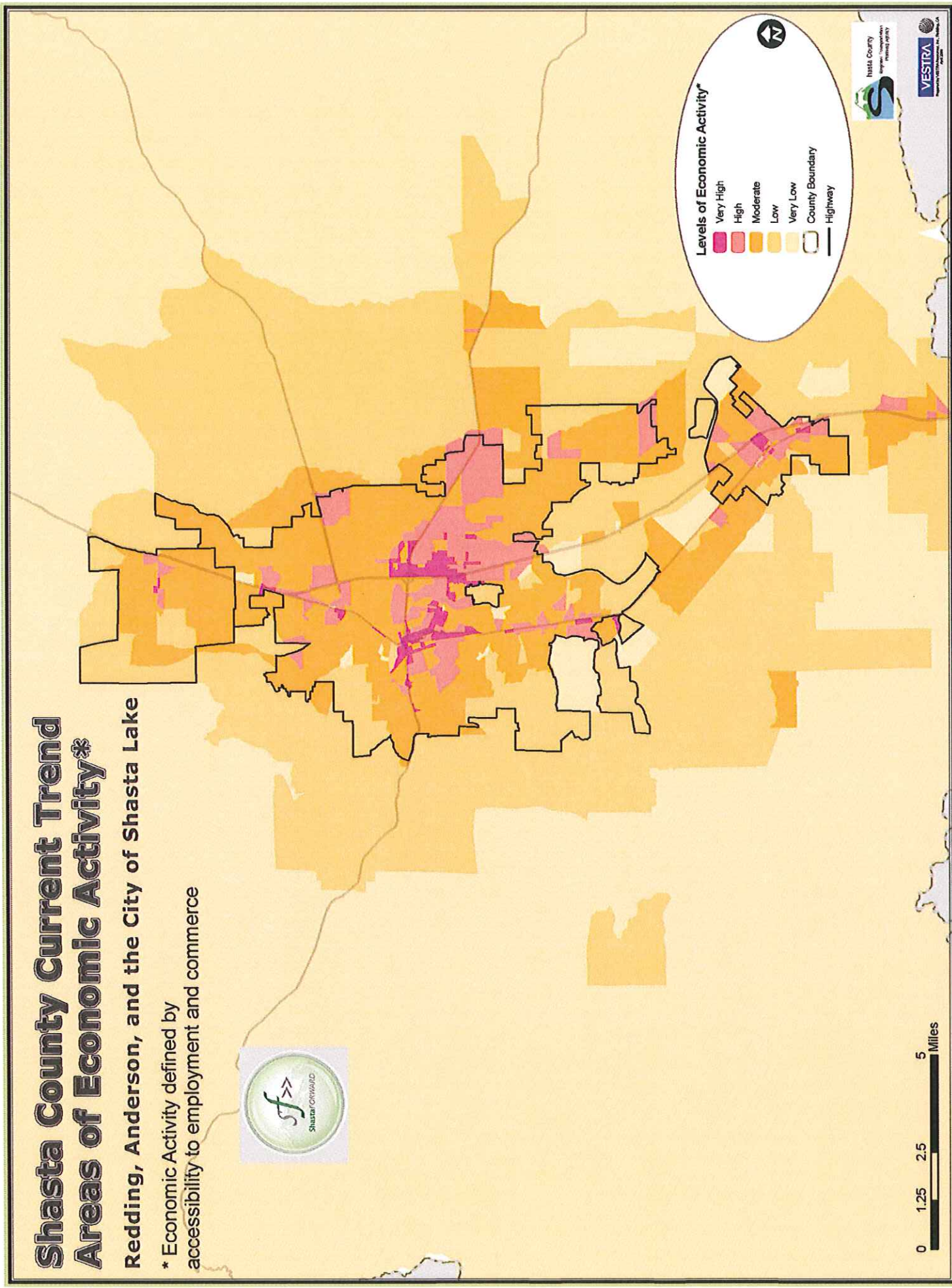
* Economic Activity defined by
accessibility to employment and commerce



Levels of Economic Activity*

- Very High
- High
- Moderate
- Low
- Very Low
- County Boundary
- Highway

0 1.25 2.5 5 Miles



Attachment F: March 23, 2008 Record Searchlight Article

Panel prepares for 2050

Shasta Forward seeks opinions on countywide growth

By Scott Mobley
Record Searchlight

Dan Wayne has spent a lot of time over the past few months figuring out how Shasta County may look in 40 years if it keeps growing the way it has been over the past 40.

He sees the Redding area spreading like a crepe until it covers almost half the far northern Sacramento Valley as the county's population nearly doubles to an estimated 331,724. He sees motorists chugging along on clogged streets at half the speed they enjoy today.

Wayne intends to spend the next few months asking as many Shasta County residents as he can if they like the kind of growth he sees on the horizon, and if not, how else the county might develop.

A planner for the Shasta County Regional Transportation

Planning Agency, Wayne is coordinating Shasta Forward, a long-range planning exercise with a \$643,750 budget reserved largely for mobilizing public participation through media marketing.

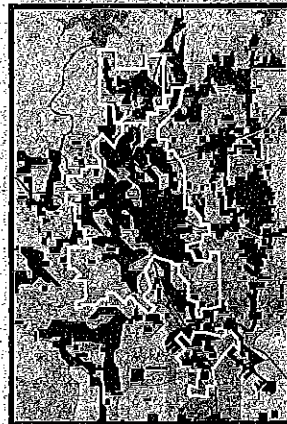
See SHASTA FORWARD, A-6

Growth in greater Redding — far and wide

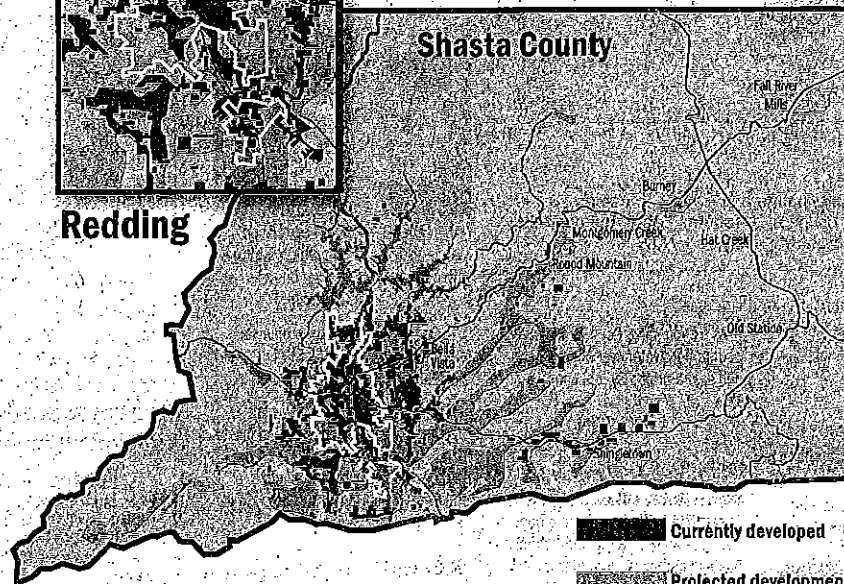
Current: Nearly 170,000 of Shasta County's estimated 181,330 residents live in and around Redding, on the far northern Sacramento Valley floor or lower foothills, census figures show. That population is spread out over 72 square miles, or 21 percent of the valley floor.

2050: An estimated 331,724 people will live in Shasta County, given current growth trends. Most of the newcomers will settle in the greater Redding area, which would grow to 162 square miles or 48 percent of the valley floor, under current planning policies. Almost 89 percent of developed land in the county would be devoted to low and very low density housing, Shasta Forward projections show.

For comparison: Present-day Sacramento, with an estimated population of 467,343, covers 99 square miles.



Redding



Map by Phil Fountain / Record Searchlight

Currently developed

Projected development

Source: Shasta Forward

Parkview association members say loss of open spaces a top concern

By Scott Mobley
Record Searchlight

The rural road runs between a freeway interchange and a drive-in movie theater.

Otherwise, there's hardly a rooftop in sight in the black-and-white photo.

Most of the half-dozen or so Parkview Neighborhood Association members viewing the photo at a recent Shasta Forward focus group correctly guessed it was Hilltop Drive in 1970, nearly four decades ago.

And now this group was looking four decades ahead, imagining Shasta County in 2050.

Dan Wayne, the county transportation planner coordinating Shasta Forward, showed the Parkview neighbors an animated image of how greater Redding will expand if current growth trends and planning policies continue.

Shasta County's core urban footprint

will more than double in size until it takes up nearly half the available land in the valley, Wayne told the group.

Wayne wouldn't say whether he thought this growth would be good or bad. He wanted to know how the Parkview residents felt about it.

When losing open space proved the group's top concern, Wayne wanted to know why.

"It (open space) is important because we've become used to it," said Bill Ulrich, Parkview Neighborhood Association vice chair and Shasta Forward steering committee member. "Every year I go to Whiskeytown, I have less to enjoy because there are so damn many people."

Another Parkview resident spoke of the need to preserve Churn Creek Bottom, where farmers could grow organic food for local markets. She worried about thousands of 4- and 10-acre

Shasta Forward at a glance

- **What:** Computer-animated regional long-range planning exercise for Shasta County where the public gets to weigh how the greater Redding area should grow over the next 40 years.
- **How it works:** Participants look at maps showing how Shasta County would grow following current trends, then answer online surveys or attend small focus group meetings, where they discuss what values should guide long-term growth. Planners devise three alternative growth patterns based on those values, and the public chooses to stick with current trends or picks one of the alternatives. Cities and the county may work that alternative into their general plan as a set of principles.
- **Who is behind it:** The Shasta County Regional Transportation Planning Agency, which won a \$515,000 California Department of Transportation grant under the Caltrans Regional Blueprint Planning program. Elected officials from Anderson, Redding, Shasta Lake and Shasta County sit on the RTPA board.
- **How to participate:** Go to www.shastaforward.com or call Dan Wayne, RTPA senior planner, at 225-4586 to set up a focus group meeting with your organization or in your neighborhood.

See PARKVIEW, A-6

Gains pressure Sacramento, San Joaquin Valley

By Scott Mobley
Record Searchlight

Greater Redding is the smallest metropolitan area to participate so far in the state's Regional Blueprint planning process.

The six-county Sacramento Area Council of Governments (SACOG) adopted a blueprint in 2004 after going through a process similar to Shasta Forward.

And the eight San Joaquin Valley counties are each doing Shasta Forward-like planning exercises in hopes

of developing a valleywide vision.

Demographers expect the Sacramento region to add 1.7 million people by 2050 — more than 10 times Shasta County's projected population gain over the next 40 years.

Sacramento already faces major congestion and air quality problems, along with potential loss of agricultural lands, oak woodlands and sensitive habitat as subdivisions spread through high-growth areas north and east of the urban core.

SACOG's blueprint plan calls for more compact housing developments closer to job centers, transit lines and shopping.

The plan, if followed, would cut some \$14 billion from the regionwide costs of building new roads and pipes to serve the growing population. It would halve the amount of open space consumed by development and cut air pollution by 15 percent, SACOG documents show.

Yet despite the blueprint, several enormous subdivi-

sions still are planned miles from job centers in far-flung parts of Yolo, Yuba and Placer counties.

Growth pressures are also strong in the San Joaquin Valley, which stretches from Lodi to Bakersfield. Projections put the valley's population at nearly 8 million by 2050, more than double today.

The San Joaquin Valley already suffers some of the nation's worst air pollution, and its 60-odd cities are gobbling up farm land. The valley remains one of Califor-

nia's poorest regions economically despite robust population growth.

Marjie Kirm, deputy executive director for the Merced County Association of Governments, said cities and counties are trying to work together to reverse growth trends that many believe will threaten the quality of life in the valley.

"It's amazing, when you ask the question about quality of life, valleywide, people say the same things," Kirm said. "They want safe neighborhoods for kids to go to

school in, they want quality jobs, good air quality, and they want to preserve ag land."

Blueprint planners faced some skepticism from cities that they would take over land use, Kirm said.

But the blueprint process takes a bird's-eye view of things, rather than getting down to individual parcels, she said.

Reporter Scott Mobley can be reached at 225-8220 or at smobley@redning.com.

SHASTA FORWARD

CONTINUED FROM A-1

California Department of Transportation grants cover \$615,000 of the budget for Shasta Forward, which hopes to produce a publicly endorsed land use vision for Shasta County by year's end. RTPA staff time and other in-kind, nondollar contributions make up the rest.

The Shasta Forward regional blueprint would not curtail the power of cities and the county to do their own planning. The idea, Wayne said, is furnishing more information for that process.

"If you could go back 20 or 30 years in your life knowing what you know now, would you have done anything different?" Wayne said. "Now we have new technology to let folks visualize the future. It's almost like having hindsight."

Miles of ranchettes

Using digital mapping techniques that project current land use patterns and preferences out to 2050, Wayne sees Shasta County as a place where tens of thousands of people have realized their dream of owning a piece of the country.

Ten-acre ranchettes would densely dot the landscape from Platina up Highway 299 to Montgomery Creek, from Shingletown across the ridge-tops through Oak Run. Four-acre lots would ring the far northern Sacramento Valley and adjacent lower foothills.

These smaller spreads would stretch practically unbroken from Gas Point Road to Keswick over ground that today is still largely grazing land, oak woodland or orchards.

And the ranchettes would roll on from Northern Tehama County up through Cottonwood, which may blend with Anderson well before midcentury. A 20-mile-long rural suburb could spread along De Schutes Road up through

Shasta Forward's steering committee

The Shasta County Regional Transportation Planning Agency has named 29 people to the Shasta Forward steering committee who will help encourage the public to participate in the Shasta Forward planning exercise. Here are the members and their organizations:

- Allyn Clark, Turtle Bay Exploration Park.
- Andrew Deckert, Shasta County Health and Human Services Agency.
- Barbara Jackson, Anderson Partnership for Healthy Children.
- Barbara Murphy, Redding Rancheria Tribal Government.
- Bill Ulrich, Parkview Neighborhood Association.
- Carla Thompson, City of Shasta Lake.
- Christine Haggard, Anderson Planning Commission.
- Dave Rutledge, Shasta County Planning Commission.
- Dick Dickerson, City of Redding.
- Donnell Ewert, Shasta County Public Health.
- Emily Young, resident.
- Gary Lewis, Shasta College.
- Gracious Palmer, Shasta Lake City Council.
- James Thelmer, Trilogy Architecture.
- Jason Waybright, LPL Financial Services.
- Jerry Wagar, Shasta Builders' Exchange, Ochoa & Shehan Inc.
- Jim Hamilton, City of Redding.
- John Mancasola, McConnell Foundation.
- John Mathena, resident.
- Kurt Starman, City of Redding.
- Lee Salter, McConnell Foundation.
- Matt Davison, KXII-TV.
- Melinda Brown, People of Progress.
- Mike Warren, Turtle Bay Exploration Park.
- Minnie Sagar, Shasta County Public Health.
- Roger Janis, Greater Redding Chamber of Commerce.
- Ron Reece, Citizens for Smart Growth.
- Tom Armelino, Shasta County Office of Education.
- Willie Preston, Office of Assemblyman Doug LaMalfa.

Palo Cedro and Bella Vista to Jones Valley.

These large-lot homes would surround an expanded, increasingly congested suburban core.

Wayne sees subdivisions bordering Old Oregon Trail on Redding's far east side and running up through Shasta Lake in what is today largely oak and gray pine forest.

Shasta Lake by 2050 may well have merged with its larger southern neighbor while pushing northwest nearly to Shasta Dam.

All told, almost 89 percent of Shasta County's developed area would be devoted to low-density housing, Wayne's projections show.

Thanks to its already low

density land use, Shasta County today scores only 12 out of 100 points on a transit choices index measuring how many residents live within a quarter mile of school, shopping or a bus stop. That score would drop to 9 points by 2050 under the current growth pattern.

The rural lifestyle means lots of driving between home and the center of town for work, business or entertainment. Shasta County motorists today enjoy average 38 mph speeds. But if the county keeps growing the way it has been, those speeds would drop to about 21 mph by 2050 while motorists travel longer distances across the area, Wayne said.

"Growing according

to our values"

Wayne doesn't pretend to know whether Shasta County residents want their homes, streets, schools, businesses, parks and shopping centers to cover nearly half the valley by 2050. And he has no idea how else the county could — or should — develop.

That's for residents to help decide by answering surveys and participating in workshops, focus groups or an online forum over the next six months or so, as part of the Shasta Forward process.

Based on how residents answer questions about what's most important to them, Wayne and other county transportation planners will develop three possible alternative snapshots of Shasta County growth by 2050.

A survey on the Shasta Forward Web site asks participants to rank the importance of transportation, crime, agricultural land loss, open space, affordable housing, economic health, public health and a half-dozen other issues when considering how the county should grow long term.

Residents would state their preferences by voting online or attending small focus group meetings. Wayne and other RTPA planners would take that information and develop three alternatives to the current growth trend, presenting them for feedback online and at town hall meetings. By year's end, residents will likely get to weigh the costs and benefits of each alternative and pick the one they prefer, Wayne said.

Should residents choose a growth pattern that departs current trends, Shasta Forward planners would present it to Shasta County's three cities and the county for possible incorporation into their general plans as guiding principles.

Shasta Forward planners road-tested their quality of

life questionnaire in October with a telephone survey of 384 residents. The survey suggests many are happy with the way the county is right now, said Dan Little, RTPA executive officer.

"We haven't screwed up this area," Little said. "Most people like it here. We are not in a mode where we have to undo problems we have created. We have to work to protect those values."

Not looking forward to Shasta Forward

Shasta Forward has stirred skepticism among those who see the planning exercise as little more than a ploy to enlist public support for imposing developer impact fees to widen Interstate 5 from Corning to Mountain Gate.

The RTPA, working with the California Department of Transportation, has indeed urged Shasta and Tehama county agencies to embrace their "Fix 5" campaign as the only way to attract the federal highway dollars that would cover most of the freeway work.

And Wayne doesn't disguise the fact that Shasta Forward is ultimately a transportation planning exercise funded by the California Department of Transportation. Metropolitan areas that have gone through the Caltrans endorsed regional blueprint planning process will be more likely to win transportation dollars than those areas that have not gone through the process, Wayne has said.

Mary Machado, who directs the watchdog group Shasta Voices, wonders why regional planning is necessary when Shasta County is still small compared to the state's major metropolitan areas.

"The idea of regional planning doesn't seem to fit with this region," Machado said in an e-mail interview. "We

hardly compare to the very largely populated areas that have tried to do this elsewhere (and failed). I guess you could say that we see this as a total waste of much needed taxpayer dollars that could have been used for programs that this community really needs."

Machado suspects Shasta Forward organizers already have made up their minds what kind of growth they want to see — more compact "smart growth" — and are merely trying to get the public to agree with them. She has also criticized the organization for courting the usual government officials rather than seeking truly diverse input.

In fact, the campaign's 29-member steering committee represents a cross section of the county's major governmental, nonprofit and private institutions. The committee includes Ron Reece, Citizens for Smart Growth co-founder, but also Roger Janis for the Greater Redding Chamber of Commerce, Jerry Wagar for the Shasta Builders' Exchange and Willie Preston for Assemblyman Doug LaMalfa.

Shasta Forward planners are trying to enlist even more people representing hospitals, developers, seniors, bankers, youth groups, the homeless and more than a dozen others to join the steering committee, documents show.

Each committee member would be responsible for setting up Shasta Forward presentations with focus groups from their organizations or neighborhoods.

"This is the first time we have asked the public at this level about how we are doing," Wayne said. "If we don't get a response that represents the public it won't work, and we may not get this opportunity again."

Reporter Scott Mobley can be reached at 225-8220 or at smobley@redning.com.

PARKVIEW

CONTINUED FROM A-1

ranchettes spawning congestion and pollution as people drive from these far-flung homes to the commercial centers.

Still others noted that people move to Shasta County for the spacious lifestyle, and some of the ranchettes could even become organic farms.

Wayne said he hopes to host many such discussions among different groups over the coming months.

Meanwhile, as Shasta Forward planners keep gathering information and crunching numbers, they will be

able to estimate for participants how much one possible growth pattern may cost in infrastructure or miles driven compared to another pattern. Planners will be able to show what happens to air quality if the greater Redding area decides to allow not quite so many ranchettes, or encourages more commercial centers in outlying areas closer to these homes, Wayne said.

"This puts ordinary people in the policymaker's seat, so we can see how difficult their decisions sometimes are," Wayne told the group.

Jean Murrillo, a Parkview resident for 46 years, said she's always had strong views on planning. She said she's fired off letters to City Hall about the need to build more bridges across the Sacramento River to spread out traffic congestion. She's never gotten a response, she said.

"I'm very happy to know there is an entity (Shasta Forward) where we can take our ideas and maybe have a better hearing," Murrillo said.

Reporter Scott Mobley can be reached at 225-8220 or at smobley@redding.com.

Attachment G: Key Provisions of SB 375

SB 375 (Steinberg)

Key provisions (as amended March 24, 2008)

- The California Air Resources Board (CARB) would be required to provide each region with greenhouse gas emission reduction targets. Each region's SCS should seek to reduce a region's emissions to the greatest extent feasible to meet such targets. In the event the strategy does not effectively meet the region's target, the bill requires MPOs to submit a supplement that includes ideas for how the targets can be reached.
- Projects with Federal Transportation Improvement Plan (FTIP) or State Transportation Improvement Program (STIP) funds would need to be consistent with SCS.
- Requires the California Transportation Commission (CTC) to adopt guidelines for travel demand models used in the development of regional transportation plans. The recently updated Shasta County Travel Model currently meets all proposed guidelines at this time.
- Authorizes cities and counties to designate Infill Opportunity Zones based on a finding that the zone is consistent with the SCS and the jurisdiction's general plan. An alternative level of service standard or alternative mitigation options may be implemented in these zones to facilitate appropriate development.
- Allows a streamlined CEQA process for specific types of projects located in cities and counties that have amended their general plans to conform to the SCS, provided that an environmental impact report (EIR) has been certified for the SCS and for any general plan amendments needed to conform to the strategy.

Attachment H: Resolution 08-05 and OWP Amendment #1

RESOLUTION 08-05
AMENDMENT #1 OF THE FY 2006/07 OVERALL WORK PROGRAM
TO INCLUDE THE SHASTA AREA REGIONAL BLUEPRINT PLAN

WHEREAS, the California Regional Blueprint Planning Program made funds available to Metropolitan Planning Organizations (MPO) in fiscal year 2007/2008 to better guide transportation investment decisions through enhanced agency and public collaboration; and

WHEREAS, in a letter from the California Regional Blueprint Planning Program dated April 4, 2008, Shasta County RTPA was awarded \$140,000 to expand and enhance work tasks related to the ShastaFORWARD>> regional blueprint; and

WHEREAS, Shasta Area Regional Blueprint Plan work tasks to be completed in FY 2007/08 necessitate funding for consultant services; and

WHEREAS, a formal Overall Work Program (OWP) amendment is required if there are substantive changes to the OWP that impact regional transportation planning activities; and

WHEREAS, an amendment to the OWP requires an authorization of the governing board of the Shasta County RTPA; and

WHEREAS, work elements cannot be added/deleted/changed and funds cannot be added/deleted/redirected until the local Caltrans District Office approves the OWP amendment; and

WHEREAS, the Overall Work Program Agreement (OWPA) must be amended with the amended OWP.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency hereby appends Amendment #1 to the FY 2007/08 Overall Work Program, thereby adding the Regional Blueprint grant funds awarded in FY 2007/08, and Blueprint grant carryover funds from FY 2006/07 to complete FY 2007/08 tasks.

BE IT FURTHER RESOLVED, that Amendment #1 shall be considered final and in full force and effect upon Caltran's acceptance and approval of the OWP and execution of the OWP Agreement.

PASSED AND ADOPTED this 22nd day of April, 2008, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency

AVAILABLE REVENUES BY SOURCE

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
2007 - 2008 OVERALL WORK PROGRAM**

Available Revenue by Source *Includes Amendment #1*

Sources of Revenue:	Amount
Federal Highway Administration (FHWA) PL Funds 2007/2008 Allocation	\$ 562,801
Federal Highway Administration (FHWA) PL Funds - Carryover from Prior Years	\$ 141,627
Federal Transit Administration (FTA) Planning (Section 5303) Funds 2007/2008 allocation	\$ 57,261
Federal Transit Administration (FTA) Section 5303 - Carryover from Prior Years	\$ 38,437
Transportation Development Act Funds (TDA)	\$ 341,289
TDA - Amendment #1	\$ 83,465
Local In-Kind Match (Inkind)	\$ 39,453
State Planning Partnership (SPR) Blueprint	\$ 164,459
SPR - Amendment #1	\$ 333,860
State Planning Partnership (SPR) Fix 5	\$ 460,000
Programming, Planning and Monitoring (PPM) 2007/08 Allocation	\$ 69,000
Total Resources:	\$ 2,291,652
Total Expenses in OWP:	\$ 2,291,652
Difference between Revenues and Expenses	\$ -

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY LOCAL AGENCY
2007 - 2008 OVERALL WORK PROGRAM**

Revised - Includes Amendment 1

			A G E N C I E S					
Work Element and Description	Funding Sources	RTPA	COUNTY	REDDING	SHASTA LAKE	ANDERSON	RABA	TOTAL
701 Preparation and Administration of the Regional Transportation Plan	FHWA PL	\$ 93,750				\$ 3,932		\$ 97,682
	FTA 5303							\$ -
	INKIND					\$ -		\$ -
	TDA	\$ 12,146				\$ 509		\$ 12,656
	STATE							\$ -
701 Subtotal:		\$ 105,896	\$ -	\$ -		\$ 4,441		\$ 110,337
702 Traffic, Circulation, and Transportation Safety Monitoring	FHWA PL		\$ 42,676	\$ 88,034		\$ 12,102		\$ 142,812
	FTA 5303							\$ -
	INKIND		\$ 3,762	\$ 6,967		\$ 195		\$ 10,924
	TDA		\$ 1,767	\$ 4,439		\$ 1,373		\$ 7,579
	STATE							\$ -
702 Subtotal:		\$ -	\$ 48,205	\$ 99,440	\$ -	\$ 13,669		\$ 161,315
703 Transit System Management	FHWA PL						\$ -	\$ -
	FTA 5303						\$ 95,698	\$ 95,698
	INKIND						\$ 12,399	\$ 12,399
	TDA	\$ -					\$ -	\$ -
	STATE							\$ -
703 Subtotal:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,097	\$ 108,097
704 Non-motorized	FHWA PL	\$ 2,385		\$ 17,494		\$ 12,614		\$ 32,492
	FTA 5303							\$ -
	INKIND			\$ 2,266		\$ 1,634		\$ 3,901
	TDA	\$ 309						\$ 309
	STATE							\$ -
704 Subtotal:		\$ 2,694	\$ -	\$ 19,760	\$ -	\$ 14,248	\$ -	\$ 36,702
705 Aviation	FHWA PL	\$ 2,173						\$ 2,173
	FTA 5303							\$ -
	INKIND							\$ -
	TDA	\$ 281						\$ 281
	FAA							\$ -
	STATE							\$ -
705 Subtotal:		\$ 2,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,454
706 Administration, Project Monitoring, and Financial Planning of TIPS	FHWA PL	\$ 67,120	\$ 4,315	\$ 3,435		\$ 695		\$ 75,565
	FTA 5303							\$ -
	INKIND							\$ -
	TDA	\$ 8,696	\$ 559	\$ 445		\$ 90		\$ 9,790
	STATE							\$ -
706 Subtotal:		\$ 75,816	\$ 4,874	\$ 3,880	\$ -	\$ 785	\$ -	\$ 85,355
707 Administration of the Transportation Development Act	FHWA PL	\$ 104,744						\$ 104,744
	FTA 5303							\$ -
	INKIND	\$ -						\$ -
	TDA	\$ 192,474						\$ 192,474
	STATE							\$ -
707 Subtotal:		\$ 297,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,219
709 Interagency Coordination, Development of the Overall Work Program, and MPO Planning	FHWA PL	\$ 70,171	\$ 6,018	\$ 2,567	\$ 1,094	\$ 2,304		\$ 82,155
	FTA 5303							\$ -
	INKIND	\$ -						\$ -
	TDA	\$ 9,091	\$ 780	\$ 333	\$ 142	\$ 299		\$ 10,644
	STATE							\$ -
709 Subtotal:		\$ 79,263	\$ 6,798	\$ 2,900	\$ 1,236	\$ 2,603	\$ -	\$ 92,800
710 Special Projects & Studies	FHWA PL	\$ 18,105		\$ 68,943	\$ 25,449			\$ 112,497
	PPM							\$ -
	INKIND			\$ 8,932	\$ 3,297			\$ 12,229
	TDA	\$ 2,346						\$ 2,346
710 Subtotal:		\$ 20,451	\$ -	\$ 77,875	\$ 28,746	\$ -	\$ -	\$ 127,072
720 Regional Growth Strategies	SPR-Fix 5	\$ 460,000						\$ 460,000
	SPR-BP	\$ 498,319						\$ 498,319
	FHWA PL	\$ 54,308						\$ 54,308
	TDA	\$ 188,675						\$ 188,675
	PPM	\$ 69,000						\$ 69,000
720 Subtotal:		\$ 1,270,302						\$ 1,270,302
OWP Work Element Totals:	FHWA PL	\$ 412,756	\$ 53,009	\$ 180,473	\$ 26,543	\$ 31,647	\$ -	\$ 704,428
	FTA 5303						\$ 95,698	\$ 95,698
	INKIND		\$ 3,762	\$ 18,166	\$ 3,297	\$ 1,829	\$ 12,399	\$ 39,453
	TDA	\$ 414,019	\$ 3,106	\$ 5,217	\$ 142	\$ 2,271	\$ -	\$ 424,754
	SPR-Fix 5	\$ 460,000						\$ 460,000
Amend 1 TDA= \$87,635	SPR- BP	\$ 498,319						\$ 498,319
	PPM	\$ 69,000						\$ 69,000
OWP Work Element Totals:		\$ 1,854,094	\$ 59,877	\$ 203,855	\$ 29,982	\$ 35,747	\$ 108,097	\$ 2,291,652

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY FUNDING SOURCE
2007 - 2008 OVERALL WORK PROGRAM**

Revised - Includes Amendment 1

		FUNDING SOURCES							
		FHWA	FTA SEC 5303	IN KIND	TDA	SPR-Fix 5	SPR	PPM	ELEMENT SUB-TOTALS
701	Preparation and Administration of the Regional Transportation Plan	\$ 97,682							
			\$ -						
				\$ -					
					\$ 12,656				
701	Subtotal:	\$ 97,682	\$ -	\$ -	\$ 12,656				\$ 110,337
702	Traffic, Circulation, and Transportation Safety Monitoring	\$ 142,812							
			\$ -						
				\$ 10,924					
					\$ 7,579				
702	Subtotal:	\$ 142,812	\$ -	\$ 10,924	\$ 7,579				\$ 161,315
703	Transit System Management	\$ -							
			\$ 95,698						
				\$ 12,399					
					\$ -				
703	Subtotal:	\$ -	\$ 95,698	\$ 12,399	\$ -				\$ 108,097
704	Non-motorized	\$ 32,492							
			\$ -						
				\$ 3,901					
					\$ 309				
704	Subtotal:	\$ 32,492	\$ -	\$ 3,901	\$ 309				\$ 36,702
705	Aviation	\$ 2,173							
			\$ -						
				\$ -					
					\$ 281				
705	Subtotal:	\$ 2,173	\$ -	\$ -	\$ 281				\$ 2,454
706	Administration, Project Monitoring, and Financial Planning of TIPS	\$ 75,565							
			\$ -						
				\$ -					
					\$ 9,790				
706	Subtotal:	\$ 75,565	\$ -	\$ -	\$ 9,790				\$ 85,355
707	Administration of the Transportation Development Act	\$ 104,744							
			\$ -						
					\$ 192,474				
707	Subtotal:	\$ 104,744	\$ -	\$ -	\$ 192,474		\$ -	\$ 297,219	
709	Interagency Coordination, Development of the Overall Work Program, and MPO Planning	\$ 82,155							
			\$ -						
				\$ -					
					\$ 10,644				
709	Subtotal:	\$ 82,155	\$ -	\$ -	\$ 10,644		\$ -	\$ 92,800	
710	Special Projects & Studies	\$ 112,497							
								\$ -	
				\$ 12,229					
					\$ 2,346				
710	Subtotal:	\$ 112,497	\$ -	\$ 12,229	\$ 2,346		\$ -	\$ 127,072	
720	Regional Growth Strategies					\$ 460,000			
							\$ 498,319		
		\$ 54,308			\$ 188,675				
								\$ 69,000	
720	Subtotal:	\$ 54,308	\$ -	\$ -	\$ 188,675	\$ 460,000	\$ 498,319	\$ 69,000	\$ 1,270,302
TOTAL FUNDING		\$ 704,428							\$ 704,428
		\$ 95,698							\$ 95,698
			\$ 39,453						\$ 39,453
				\$ 424,754					\$ 424,754
					\$ 460,000				\$ 460,000
						\$ 498,319			\$ 498,319
							\$ 69,000		\$ 69,000

**FUNDING SOURCES 2007/08
WORK ELEMENT #720 (Amendment #1)**

RESPONSIBLE AGENCY		NOTES	SPR(Fix 5)	SPR	FHWA	TDA	PPM	TOTAL
SCRTPA Fix 5 Partnership	Staff	1			\$ 25,000	\$ 60,569		\$ 85,569
	Consultant	1	\$ 460,000					\$ 460,000
SCRTPA Blueprint	Staff			\$ 199,327		\$ 49,832		\$ 249,159
	Consultant			\$ 298,992		\$ 74,748		\$ 373,740
SCRTPA Census Program	Consultant							
Ox Yoke Riverside Interchange	Staff				\$ 21,897	\$ 2,837		\$ 24,734
	Consultant				\$ 5,311	\$ 689	\$ 69,000	\$ -
					\$ 2,100			\$ 2,100
TOTALS:			\$ 460,000	\$ 498,319	\$ 54,308	\$ 188,675	\$ 69,000	\$ 1,270,302

NOTE:

Staff Costs	\$ 404,462
Consultant Costs	\$ 833,740
Fixed Assets	\$ 32,100
Training Costs	
Other Costs	
Total Costs	\$ 1,270,302
PL CARRYOVER FUNDING IN ABOVE :	
	0

Staff Cost Summary	
RTPA	\$ 404,462

Project 1 (720.01) ShastaFORWARD>> (Blueprint Planning)

Purpose

1. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) protects valuable habitat, productive farmland, and air quality, (d) and supports natural resource sustainability.
2. Improve California's economic competitiveness and quality of life.
3. Reduce costs and time needed to deliver transportation projects through streamlined environmental review as well as early, coordinated public and resource agency involvement.
4. With the aid of innovative computer models and public involvement activities, secure local government and community support (including that of under-represented groups) necessary to arrive at a shared comprehensive growth vision.
5. Establish a replicable planning and public and stakeholder engagement process needed for ongoing refinements and corrections to the vision. Stakeholders will include a regionally represented list of participants including cities, counties, Caltrans, tribal governments, and other interested parties.



Previous Work

- OWP Amendment #1 which established this program in December 2006.
- Solicit stakeholder support, preparatory meetings and trainings, consensus building.
- Develop and submit Shasta Area Regional Blueprint Grant Application.

Products/Target Completion Dates

Development of draft FY 07/08 Shasta Area Regional Blueprint Plan Work Element, including the following tasks:

- Project management, administration, and reporting.
- Validate output of traffic model.
- Generate countywide general plan GIS map layer and develop relationship matrix and nexus analysis.
- Develop marketing plan.
- Carryout advertising and communications campaign.
- Acquire modelling software and training.
- Construct GIS-based growth scenario tool.
- Develop cumulative impact and suitability assessment program.
- Design and administer public engagement process.
- Develop and administer public opinion assessment tool.
- Develop 'Preferred Growth Incentive Plan'.
- Produce final project summary and implementation plan.
- Assimilation of project recommendations into local planning processes.

Project 2 (702.03): TIF Ox Yoke/Riverside Avenue

Purpose:

Traffic impact fee and Interchange study for South County and Ox Yoke/Riverside Ave. (June/2008)

Products/Target Completion Dates

- Prepare and present Interim Impact fee program
- Administration including travel and meetings
- Public engagement related activities

Project 3 (720.10,11): The Flx 5 Partnership

Purpose

To determine necessary capacity improvements along I-5 and to develop a fair-share revenue program in response to emerging and forecasted traffic demand attributed to new development. The SCRTPA has agreed to be the lead agency on this project.

Products/Target Completion Dates

- Prepare and present Interim I-5 Impact fee program
- Administration including travel and meetings
- Public engagement related activities

Task	Budget	Description/Estimated Completion
720.01 Shasta <i>FORWARD>></i>	\$ 345,574	Blueprint planning process and public involvement process. /Dec 2008.
720.02 CTPP	2,100	Census transportation planning package. /June 2008.
720.03 Ox-Yoke/Riverside	99,734	Traffic Impact fee and Interchange study for South County and Ox Yoke/Riverside Ave./ June 2008.
710.10 Flx 5	460,000	Begin I-5 Impact fee program – consultant fees. /Dec 2008.
710.11 Flx 5-Admin	85,569	Begin I-5 Impact fee program – administration fees. /Dec 2008.
TOTAL	\$ 992,977	

**FUNDING SOURCES 2007/08
WORK ELEMENT #720**

RESPONSIBLE AGENCY		NOTES	SPR(Fix 5)	SPR	FHWA	TDA	RPM	TOTAL
SCRTPA Fix 5 Partnership	Staff	1			\$ 25,000	\$ 60,569		\$ 85,569
	Consultant	1	\$ 460,000					\$ 460,000
SCRTPA Blueprint	Staff			\$ 212,459		\$ 53,115		\$ 265,574
	Consultant			\$ 64,000		\$ 16,000		\$ 80,000
SCRTPA Census Program	Consultant							
Ox Yoke Riverside Interchange	Staff				\$ 21,897	\$ 2,837		\$ 24,734
	Consultant				\$ 5,311	\$ 689	\$ 69,000	\$ -
					\$ 2,100			\$ 2,100
TOTALS:			\$ 460,000	\$ 276,459	\$ 54,308	\$ 133,210	\$ 69,000	\$ 992,977

NOTE:

Staff Costs	\$ 420,877
Consultant Costs	\$ 540,000
Fixed Assets	\$ 32,100
Training Costs	
Other Costs	
Total Costs	\$ 992,977

Staff cost summary	
RTPA	\$ 420,877

PL CARRYOVER FUNDING IN ABOVE :

0

Attachment I:
Amendment to Agency Agreement with Moore & Associates

**FIRST AMENDMENT TO AGREEMENT BETWEEN
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY AND
MOORE & ASSOCIATES TO INCREASE BUDGET FOR PUBLIC INVOLVEMENT
SERVICES RELATED TO ShastaFORWARD>>**

This first amendment is entered into between the Shasta County Regional Transportation Planning Agency ("RTPA") and Moore & Associates ("Consultant").

RECITALS

WHEREAS, the RTPA and Consultant have previously entered into an agreement on June 26, 2007, for public involvement services related to ShastaFORWARD>>; and

WHEREAS, the RTPA was awarded a FY 2007/08 grant from the California Regional Blueprint Planning Program in the amount of \$40,000 for additional public involvement services related to ShastaFORWARD>>; and

WHEREAS, the RTPA and Consultant desire to amend the Agreement to increase the budget by an additional \$40,000 for public involvement services.

NOW, THEREFORE, the Agreement is amended as follows:

Section 3, Compensation, shall be amended to add subsection 'D', to read as follows:

"Consultant shall be compensated for time and expenses related to additional public involvement services as directed in writing by the RTPA, not to exceed \$40,000."

I. REAFFIRMATION.

In all other respects, the Agreement, as amended, remains in full force and effect.

II. ENTIRE AGREEMENT

This Agreement, as amended, and any attachments hereto, constitute the entire understanding between County and Contractor concerning the subject matter contained herein.

III. EFFECTIVE DATE.

This First Amendment shall be deemed effective as of the date it is signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to the Agreement.

**SHASTA COUNTY REGIONAL
TRANSPORTATION PLANNING AGENCY**

Date: _____

Norma Connick
Chair

MOORE & ASSOCIATES

Jim Moore

Tax I.D.#: 58-2979418

Approved as to form:

Liz Johnson
SCRTPA Counsel

By: _____
Counsel

Attachment J:
Amendment to Agency Agreement with Vestra Resources

**FIRST AMENDMENT TO AGREEMENT BETWEEN
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY AND
VESTRA RESOURCES, INC. TO INCREASE ON-CALL SERVICES BUDGET
RELATED TO ShastaFORWARD>>**

This first amendment is entered into between the Shasta County Regional Transportation Planning Agency ("RTPA") and Vestra Resources, ("Consultant").

RECITALS

WHEREAS, the RTPA and Consultant have previously entered into an agreement on April 17, 2007, for on-call GIS and growth modeling support services related to ShastaFORWARD>>; and

WHEREAS, the RTPA was awarded a FY 2007/08 grant from the California Regional Blueprint Planning Program in the amount of \$29,500 for additional GIS and growth modeling support services related to ShastaFORWARD>>; and

WHEREAS, the RTPA and Consultant desire to amend the Agreement to increase the budget by an additional \$29,500 for on-call GIS and growth modeling support services.

NOW, THEREFORE, the Agreement is amended as follows:

1) Attachment A, Part II, Cost Proposal shall be amended to add the following:

"After expenditure of the original \$60,000 budget for on-call services per Attachment B: 'Vestra 2007 Rate Schedule', additional on-call services may be performed as directed by the RTPA, not to exceed \$29,500. Additional on-call services shall be billed according to Attachment C: 'Vestra 2008 Rate Schedule'"

2) Attachment C: "Vestra 2008 Rates Schedule" (attached)

I. REAFFIRMATION.

In all other respects, the Agreement, as amended, remains in full force and effect.

II. ENTIRE AGREEMENT

This Agreement, as amended, and any attachments hereto, constitute the entire understanding between County and Contractor concerning the subject matter contained herein.

III. **EFFECTIVE DATE.**

This First Amendment shall be deemed effective as of the date it is signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to the Agreement.

**SHASTA COUNTY REGIONAL
TRANSPORTATION PLANNING AGENCY**

Date: _____

Norma Cornick
Chair

VESTRA RESOURCES, INC.

Art Stackhouse
Vice President

Tax I.D.#: 680150306

Approved as to form:

Liz Johnson
SCRTPA Counsel

By: _____
Counsel

VESTRA

VESTRA 2008 RATE SCHEDULE

Staff Classification	Per Hour
GIS Services	
GIS/GPS Technician	\$59.00
GIS Data Processor	\$69.00
GIS Analyst	\$79.00
Lead GIS Analyst / Programmer	\$89.00
Project Manager / Developer	\$99.00
Consultant / Lead Programmer	\$115.00
Senior P.M. / System Architect	\$135.00
Principal / Senior Consultant	\$158.00
Administrative Services	
Admin Sr. Clerk (Document Production)	\$69.00
Equipment Classifications	
	Rate
Large Format Color Printer	\$38.00/hour
Small Format Color Printer – Color Copies	\$1.00/copy
Small Format Color Printer – Black & White	\$0.50/copy
Small Format Black & White Printer	\$0.15/copy
Vehicle Mileage	\$0.45/mile

Materials and Travel Expenses:

Billed as direct reimbursement plus 10%

Subcontractors: Billed as direct reimbursement plus 15%.

Terms: Due and Payable Upon Receipt. 1 3/4% per month (21% Per annum)
 finance charge will be added to any balance 30 days past due.
 Labor rates may be escalated annually up to 7.5% per year.