

STAFF REPORT



MEETING DATE:	6/26/12
SUBJECT:	State Grant Contract for Round 2 Proposition 84 Sustainable Communities Planning & Incentive Program
AGENDA ITEM:	8
STAFF CONTACT:	Daniel Wayne

STAFF RECOMMENDATION:

It is recommended that the board authorize the executive director to execute a state grant contract for the second cycle of the Proposition 84 Sustainable Communities Planning & Incentive Program in the amount of \$528,570.

DISCUSSION:

On December 19, 2011, the board authorized staff to prepare and submit a grant proposal for the second cycle of the Proposition 84 Sustainable Communities Planning & Incentive Program. On February 28, 2012, the board was presented and formally accepted the completed grant application package. The scope of work includes tasks related to development of the agency's sustainable communities strategy (SCS) pursuant to Senate Bill 375.

The agency's proposal was selected for full funding in the amount of \$528,570. It is anticipated that state grant contracts will be available in August. Pending execution of the state grant contract, the agency may begin reimbursable work.

ALTERNATIVES:

The board may decline to authorize the state grant contract. This is not recommended as such funds are needed to complete the agency's SCS planning effort. Without an SCS, the agency's 2015 regional transportation plan (RTP) update would be noncompliant and the agency and its partners would no longer be eligible for state and federal transportation funding.

OTHER AGENCY INVOLVEMENT:

On behalf of the Governor's Strategic Growth Council, the California Department of Conservation serves as administrator for this grant program. Specific tasks provided by the City of Shasta Lake and the City of Redding are included in the scope of work. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Although local match funding is not required for Proposition 84 grants, in-kind and non-agency funds were proposed to make the application more competitive. Project management and administration costs in the amount of \$98,017 are included in the grant. Grant funds will be budgeted in the 2012/13 Overall Work Program.

A handwritten signature in black ink, appearing to read "Daniel S. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachments: Grant Award Letter
Scope of Work Summary

California Strategic Growth Council



May 24, 2012

Daniel Wayne
Shasta County Regional
Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Wayne:

On behalf of the Strategic Growth Council, it is my pleasure to inform you that your proposal has been selected for funding under the Sustainable Communities Planning Grant and Incentives Program. The 2012 program will provide approximately \$24.6 million for a total of 43 grants statewide. The Strategic Growth Council received 137 eligible applications requesting over \$73 million.

We are very pleased to have received so many quality proposals that demonstrate a strong commitment to sustainable California communities. Based on the Review Committee's recommendations and the approval of the Strategic Growth Council, \$528,570 in funding will be awarded to you. In the near future, our grants staff will contact you with information on the next steps of contract development.

We wish you success in implementing your work plan and will work with you to ensure that success. Should you have any questions, please contact the Sustainable Communities Planning Grant and Incentives Program grant administrators: Gwen Oliver, (916) 323-4160 and Ken Murray, (916) 324-0871 or email the Sustainable Communities Planning Grant and Incentives Program at SGCSustainablecommunities@conservation.ca.gov.

Again, congratulations. We look forward to working with you and appreciate your interest in a more sustainable future for California.

Sincerely,

A handwritten signature in cursive script that reads 'Heather Fargo'.

Heather Fargo
Executive Director

Shasta Regional Transportation Agency (SRTA)
Round 2 Proposition 84 Sustainable Communities Planning & Incentive Program
Scope of Work Summary

The following scope of work represents the capstone to over five years of collaborative regional effort toward a comprehensive growth and development plan for Shasta County. Building upon three successfully completed regional blueprint grants and two active Prop 84 grants, this effort will result in the following:

- 1) A jointly developed regional Sustainable Communities Strategy (SCS);
- 2) Public-private partnerships needed to cultivate the SCS into reality; and
- 3) The ability to measure, track, report, and make targeted future adjustments to implementation strategies as needed.

Tasks herein have been carefully crafted in consultation with local agencies and community stakeholders in order to address their respective objectives, areas of concern, and the most promising implementation opportunities. As evidenced by the attached letters, project partners are materially committed to and invested in the region and program objectives.

TASK #A: Administration & Project Management

- a. Project director, including general oversight, executive-level communications, etc.
- b. Project manager, including day-to-day management, preparation of quarterly reports, etc.
- c. Accountant-auditor for fiscal management, invoicing, etc.

TASK #1:

Assess the development capacity of prospective 'priority growth areas' (PGAs) - Growth and development capacity within a PGA is defined in two ways: 1) constraints inherent in the natural/built environment and 2) socio-political values and priorities. This task aims to address both through the following actions:

- a. Assemble and/or create detailed transportation, infrastructure, and land use GIS data within prospective PGAs.
- b. Determine maximum transportation and infrastructure system capacities through the hypothetical 'loading' of growth and development within prospective PGAs.
- c. Identify the 'weakest link' infrastructure deficiencies within PGA nodes/corridors and determine the most cost-effectiveness opportunities to increase system capacities.
- d. Work with local agency/community in identifying the most appropriate combination of development intensity, land use, and transportation investment strategies within PGAs – i.e. what is the happy medium between present conditions and future potential.
- e. Select one PGA location for demonstration purposes; generate visualizations depicting the scalable integration of infill, redevelopment, and transportation enhancements.

TASK #2:

Evaluate the potential shift from development of greenfield parcels to underutilized parcels (e.g. infill and redevelopment opportunities) w/in the existing urban area – Goal setting, implementation, and the subsequent measurement of progress toward desired outcomes requires: 1) a realistic assessment of the potential for change; and 2) concurrence among public and private sector stakeholders on what those opportunities are. In consultation with economic and land development stakeholders, this task will result in a locally relevant methodology for identifying infill and redevelopment opportunities and a coordinated multi-stakeholder action plan.

- a. In partnership with economic/land development stakeholders, identify the land needs and land use characteristics required by forecast industrial, commercial, and residential development.
- b. Develop and apply a GIS-based underutilized parcel methodology and real estate report for the existing urban area and select community centers.
- c. Assess the extent to which forecast growth and development might be accommodated through infill and redevelopment and what potential range of impact might this have in terms of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) through travel demand modeling.
- d. In consultation with public sector and economic/land development stakeholders, identify the potential role of local agencies in facilitating such development – i.e. what combination of policies, programs, partnering, public investment, and/or incentives might make the infill or redevelopment of parcels within PGAs economically viable and competitive.

TASK #3:

Develop Collaborative SCS Implementation Initiative – A joint effort between the SRTA and local agencies is desired to ‘seed’ or otherwise support private sector development within PGAs. The purpose of ‘seeding’ activities is to address the various additional pre-development tasks and unknown costs/factors associated with infill/redevelopment versus typical greenfield development.

- a. Develop urban seeding program guidelines and evaluation criteria.
- b. Prepare and distribute request for concept proposals.
- c. Evaluate proposals and select pilot project(s) for customized program of consultant and SRTA/local agency technical assistance (non-capital costs such as conceptual renderings, traffic impact analysis, accessibility analysis, evaluation of minimum parking requirements, community outreach, drafting of development agreements, and/or other such planning activities).

TASK #4:

Add sustainability-related performance indicators for use in planning, tracking, and reporting of progress toward program objectives – Shasta County's current performance measures no longer reflect the region's size and desired sustainability outcomes.

- a. Develop locally applicable performance indicators based on land use and transportation policies outlined in the Regional Targets Advisory Committee Final Report (pg 44-46), focusing on the 5 'D' factors¹.
- b. Apply performance indicators, including the ability to compare PGA performance to that of the greater urban area.
- c. Determine GHG emissions impact of planned local and regional transportation improvements and major new policies.
- d. Prepare performance indicators for upload to the regional GIS server and online viewer.

TASK #5:

Regional Trails-Urban Connections Plan – Approximately 85 percent of Shasta County's population resides within nine percent of the county's land area. This area, known as the 'south-central urban region', features a growing, albeit disjointed system of non-motorized recreational trails. Many of these trails serve as collectors between residential neighborhoods and the Sacramento River Trail corridor. Unfortunately, these recreational assets are not well-linked in a network suitable for day-to-day transportation purposes.

- a. Building upon Round 1 funded work (i.e. generation of a non-motorized network), develop a plan for strategically linking the region's disjointed recreational trails and urban bike/pedestrian network.
- b. Establish a single, seamless non-motorized network that can be used in travel demand modeling purposes.
- c. Test the benefit of network connections in conjunction with targeted growth and development strategies using the region's new activity-based travel demand model (developed via Prop 84 Modeling Enhancements grant).
- d. Select a high-profile location for conceptual design and rendering.

TASK #6:

Development and programming of map viewer for general public access to the Shasta Regional GIS Platform – Viewer will be used to assist with planning, public/stakeholder/decision-maker engagement, implementation, performance tracking, and reporting of regional efforts.

- a. Plan and host multi-agency technical work group meetings in conjunction with the Far North Regional GIS Council.
- b. Programming of online viewer.

¹ The five 'D Factors': density, diversity, design, destination accessibility, and distance to transit.

TASK #7:

City of Redding – Rank vacant and underdeveloped parcels according to water and wastewater infrastructure capacity

- a. Develop automated GIS tools with manual assessment of approximately 25% of all parcels.
- b. Add results to parcel map shape file, including a ranking for ease or difficulty in providing water and sewer service, maps, meta-data, and technical memo.
- c. Support neighboring jurisdictions in adapting the infrastructure modeling tool for the analysis of their respective priority growth areas.

TASK #8:

City of Shasta Lake – Update pertinent general plan chapters

- a. Update general plan land use, circulation, and conservation & open space chapters.
- b. Commercial 'leakage' analysis – The City of Shasta Lake suffers from commercial leakage (e.g. residents traveling outside the city for routine retail services), resulting in higher VMT and associated greenhouse gas emissions. Subtasks include:
 - a. Evaluate development barriers;
 - b. Provide infill strategy for the city's priority growth areas; and
 - c. Recommend policies and programs to reduce barriers to sustainable, transportation-efficient land uses.