

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Shasta <i>FORWARD>></i> Regional Blueprint: Present Alternative Scenario Concepts to Local Agencies	12/9/08	5

RECOMMENDATION

It is recommended that the Board:

1. Direct staff to present community-driven alternative scenario concepts to local agencies for review and comment; and
2. Approve Second Amendment to Agreement between the RTPA and Moore & Associates to extend the agreement expiration date.

SUMMARY

Seven conceptual alternative scenarios were identified as a result of extensive public engagement. Community and agency feedback will be utilized to reduce the seven scenario concepts to three in preparation for modeling. A fleshed-out version of the three scenarios will be brought to the Board in February for discussion and approval before proceeding with the 2-3 month modeling process.

DISCUSSION

Project Background

The Shasta County RTPA was awarded a grant from the California Regional Blueprint Planning Program in 2006 (\$375,000) and again in 2008 (\$140,000). The Board authorized submittal of a third grant application (up to \$260,000) for FY 2008/09. Grant award announcements are expected sometime in December. Blueprint grants support regional collaboration and data gathering to effectively accommodate population growth and meet emerging state and federal requirements. Shasta County's regional blueprint effort, known as Shasta*FORWARD>>*, is currently underway.

Central to Blueprint Planning is a public engagement process designed around growth modeling and visualization techniques. The intent is to create a more approachable, accessible, and engaging planning process for all citizens. In lieu of technical and sometimes onerous reports, Shasta*FORWARD>>* utilizes maps, animations, and graphical performance measures to help 'tell the story' of Shasta County's future and better understand the long-term outcomes stemming from current trends, policies, and practices. This future is known as the 'Current Trend' scenario.

Through community-defined alternative scenarios, regions may explore new ideas and assumptions about growth and development. These alternatives are cross-evaluated and compared against the Current Trend scenario. Performance measures and consistency with local values and priorities are used to rank scenarios and select a preferred regional growth vision.

Each city and the County are involved throughout the visioning process. When completed, the Preferred Regional Growth Vision will be presented for consideration and possible incorporation into respective city, county, and RTPA plans and programs as appropriate.

Shasta*FORWARD>>* adds new data, technical modeling methods, public engagement tools, and a regional forum needed for future generation of a 'Sustainable Communities Strategy' under SB 375 as well as local agency compliance with AB 32 (California Global Warming Solutions Act of 2006) and related CEQA requirements. In addition, consistency with a regionally adopted blueprint plan is now

commonly included as a scoring criterion under various housing and transportation related grants.

It is anticipated that the ShastaFORWARD>> community visioning process will be completed by July 2009, followed by ongoing implementation activities. Key deliverables include the following:

- A final report describing the ShastaFORWARD>> planning process and the 'Preferred Regional Growth Vision';
- Scenario modeling outputs, including land use maps and projected progress toward regional goals and performance measures; and
- Regional GIS datasets and modeling outputs for use by local agencies and the RTPA.

Community-driven Alternative Scenarios

ShastaFORWARD>> community workshops were held in October in Anderson, Burney, Redding, and Shasta Lake. Working in small groups, local residents weighed each of the fifteen community priorities (as documented in the Community Values & Priorities Assessment report), outlined desired long-range outcomes, and developed strategy recommendations for achieving their goals.

This input, viewed together with the more comprehensive Community Values & Priorities Assessment (see Attachment A), led to a range of seven 'scenario concepts' (see Attachment B). Note that these are not scenarios; rather they are a range of potential building blocks for use in constructing the final three alternative scenarios. Public and local agency feedback is needed to consolidate the community concepts down to three alternative scenarios for modeling.

To collect public feedback, scenario concepts have been posted on the project website, accompanied by an electronic survey tool. To collect local agency input, staff will continue to meet and consult with city and county staff. In addition, it is proposed that scenario concepts and draft scenarios be formally presented to local agencies to confirm direction. All city councils and city planning commissions have accepted and scheduled a presentation. The Shasta County Planning Commission and the Board of Supervisors have not responded.

At each presentation, local agencies and commissions will be asked to provide big picture feedback regarding the feasibility of draft scenarios within their jurisdiction. More specifically, to:

1. Highlight where the community's scenario concepts substantially diverge from existing local plans and programs; and
2. Identify major policy hurdles that may hinder or otherwise prevent the agency from possible future incorporation of the community's scenario concepts into local plans and programs.

Local agencies and commissions may also provide insights regarding modeling inputs and assumptions that would best accomplish community goals. Key variables used to create unique scenarios include:

- General plan land use designations
- Transportation investment strategies
- Location-based attractions for new development (natural, man-made, or policy)
- Location-based discouragements for new development (natural, man-made, or policy)
- Residential densities/average lot sizes
- Percentage vacant land vs. infill development
- Masks (areas where development is prohibited)

A fleshed-out rendering of the three scenarios – incorporating input from the general public, city/county planning departments, and local commissions/councils/boards – will be brought back to

the Board in February for discussion and approval before proceeding with the 2-3 month modeling process. Each of the final three alternative scenarios will have a distinct area of emphasis – a packaged set of ordered priorities upon which to base modeling inputs and assumptions.

Second Amendment to Agreement

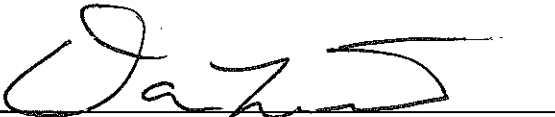
The existing Agreement with Moore & Associates for public involvement services related to ShastaFORWARD>> will expire on December 31, 2008. Revisions to the project schedule and the addition of new work tasks made possible through a second grant award necessitate a time extension. The attached Second Amendment extends the term of the Agreement to December 31, 2009.

OTHER AGENCY INVOLVEMENT

The ShastaFORWARD>> project study area encompasses all of Shasta County and all entities interested in transportation and land use. The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) provide grant funds.

FINANCING

All Blueprint efforts to date are funded up to 80% through California Regional Blueprint Planning Program grants. In FY 06/07, \$375,000 was awarded to the RTPA. An additional \$140,000 was awarded in FY 07/08. The Board authorized submittal of a third grant application (up to \$260,000) for FY 2008/09. The required 20% match funds are budgeted in the Overall Work Program. Grant funds expended to date for ShastaFORWARD>> equal approximately \$328,000.



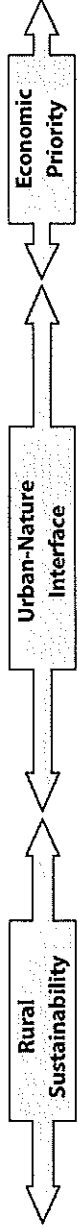
Daniel S. Little, AICP, Executive Director

DSL/DTW/jac

Attachments: Community-driven Scenario Concepts
Second Amendment to Moore & Associates Agreement

Community-driven Scenario Concepts

	Concept #1: Agriculture & Natural Resources	Concept #2: Rural Character	Concept #3: Open Space for Public Employment	Concept #4: Downtown & Community Center Focus	Concept #5: Mobility & Transportation Choices	Concept #6: Economic Development	Concept #7: Low Cost Infrastructure & Services
Key desired 2050 benefits	Protect the lands which allow for economically viable agriculture and natural resource industries	Open space, the natural landscape, and vegetation predominate over the built environment	A large number and diversity of homes with access to open space and outdoor recreation	Downtowns that function as regional destinations for community activities, employment, entertainment, etc.	A flexible and equitable transportation network w/ reduced trip distances	A growing and resilient economy founded on Shasta County's natural and human capital	Keep Shasta County an affordable place to live and do business.
Possible Attractions for New Development	Areas with existing development	Rural roads and highways	Open space and natural corridor boundaries (urban-nature interface)	Access to goods, services, and amenities	Multi-modal transportation options and accessibility to areas with economic activity	Areas of economic activity (access to commerce and employment) and university campus site	Areas with surplus infrastructure capacity
Possible Discouragements for New Developments	Prime agriculture, timber, mining, and other natural resource areas	Areas with existing development	Open space and natural corridors	Open space buffers between communities	Areas which lack roadway connectivity	Natural areas critical to tourism industry	High slope areas, fire prone areas, areas with low quantity or poor quality water.
Possible Transportation Investment Strategy	Expand major intra-regional and interregional transportation corridors for efficient goods movement	Focus on basic improvements to regional highways and increasing the miles of rural roadways	Provide access to, but do not interrupt natural open space corridors. Pair natural open space corridors with expanded, interconnected trails network	Improve auto access in/out of downtowns and community centers. Non-motorized investments within designated downtowns and community centers	A balanced, multi-modal transportation system w/ investments in auto, transit, bike, and pedestrian facilities. Preserve future transportation corridors	Expand interregional transportation services needed to serve growing commerce and advance North State transportation hub services, including air and rail travel	Minimize local transportation system costs by relying on interregional highways and interstate



**SECOND AMENDMENT TO AGREEMENT BETWEEN
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY AND
MOORE & ASSOCIATES TO EXTEND TERM OF AGREEMENT**

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

RECITALS

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

WHEREAS, the RTPA and Consultant amended the agreement on April 22, 2008 to include additional budget and additional public outreach and marketing work tasks; and

WHEREAS, the RTPA requires additional time to complete original and amended scope of work,

NOW, THEREFORE, the Agreement is amended as follows:

a) Section 5, Term of Agreement, subsection A, shall be amended to read as follows:

"This agreement shall commence on the date of signing and shall terminate December 31, 2009."

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 RTPA and Consultant concerning the subject matter contained herein.

III. EFFECTIVE DATE.

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

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

**SHASTA COUNTY REGIONAL
TRANSPORTATION PLANNING AGENCY**

Date: _____

Daniel S. Little, AICP
Executive Director

MOORE & ASSOCIATES

Jim Moore

Tax I.D.#: 58-2979418

Approved as to form:

Liz Johnson
SCRTPA Counsel

By: _____
Counsel