

**CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM  
REPORT TO JOINT LEGISLATIVE BUDGET COMMITTEE**



**Use of Seed Funding for Regional Blueprint Planning  
As Provided in the  
2005-06 Budget Act**

**Submitted by the  
California Business, Transportation and Housing Agency  
California Department of Transportation  
Division of Transportation Planning**

**December 2006**



**Business,  
Transportation  
and Housing**



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## **Proposed Conference Compromise**

### **Issue:**

Seed Funding for Regional Blueprint Planning

### **Action:**

Approve Senate Version (\$5 million) for a two-year limited, with supplemental report language requiring Caltrans publish a report detailing the impacts of the program by January 10, 2007.

### **Supplemental Report Language:**

Item 2660-102-0890 - Department of Transportation

**1. Regional Blueprint Planning.** By January 10, 2007, the Department of Transportation shall provide to the Joint Legislative Budget Committee a report on the use of the Seed Funding for Regional Blueprint Planning provided in the 2005-06 Budget Act. The report shall include, but not be limited to 1) a description of the criteria used to award funds to local planning agencies, 2) a description of the process by which this funding was awarded in the first two years of the program, 3) a description of the activities funded in the first two years of the program, including the amount provided to each, and 4) an analysis of how the funds were expended in the first year of the program, including any measurable outcomes.

### **Rationale:**

The Administration has made great progress in crafting a proposal that is aligned with existing law – AB 2140 Keeley (Chapter 832, Statutes of 2000) – regarding the development of alternative planning scenarios. By providing the funding on a limited term, the Administration will utilize previously unallocated federal funding, as well as improving the comprehensive level of transportation/land use planning, while providing adequate legislative oversight.

## **Supplemental Report Language Seed Funding for Regional Blueprint Planning**

The Regional Blueprint Planning Program (program) is a voluntary, discretionary grant program that provides seed funding to Metropolitan Planning Organizations (MPOs) to conduct regional blueprint planning. The program contributes to the vision of improved quality of life within California by addressing future growth on a twenty-year horizon through the integration of transportation, housing, land use, environmental resources, other infrastructure, and services. This integration will result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity (more equal opportunity) – for all Californians. The program incorporates the goal that each participating region and each jurisdiction, to the extent possible, should strive to “take care of our own” by planning for and being prepared to accommodate a sufficient housing supply to accommodate natural population increases and workforce needs for the full spectrum of the population, including all income categories.

MPOs are eligible to submit yearly applications for grant funds through this two-year program. Under the direction of the Secretary of Business Transportation and Housing Agency (BTH), the State of California has also established a multi-faceted support structure to assist applicants:

- Two workshops were held in June and August of 2005, at the initiation of the program, to help the MPOs prepare competitive applications by September 2005.
- Three “Blueprint Learning Network” workshops were convened, in May, September and November of 2006. This series of workshops is designed to provide a forum for MPOs to network with one another on how to overcome obstacles to regional blueprint planning. Each workshop focuses on specific issue areas that affect regional planning. To date, these issue areas have included: How to achieve consistency between housing projections and transportation forecasts; how to engage the public; how to improve modeling expertise; and how to protect environmental and agricultural resources. A Steering Committee, including the Executive Directors of several MPOs grantees along with State agency staff, has overseen the development of the workshop agendas. The third workshop was planned to coincide with the annual meeting of the California State Association of Counties, in order to enhance opportunities for cross communication between the county officials and the Blueprint process. Three more workshops are proposed for 2007, focusing on additional issue areas such as energy and environmental justice.
- Members of the Governor’s Cabinet have lent their support to the program. They or their designees have participated in three meetings, in June, July and November 2006, bringing an interagency context to the program. Staff members from eleven different State agencies were designated to review grant applications and develop funding recommendations. In addition, representatives of the following agencies and departments attended the November 29-30, 2006, Blueprint Learning Network meeting in Anaheim: Air Resources Board, Business, Transportation and Housing Agency, California Transportation Commission, Department of Conservation, Department of Fish and Game, Department of Food and Agriculture, Department of Health and Human Services, Department of Housing and Community Development, Governor’s Office of Planning and Research, State Parks, Resources Agency,

Department of Transportation, Department of Veteran's Affairs, Department of Water Resources and the Water Resources Control Board.

- A broad-based coalition of program affiliates has also been drawn together to provide their perspective and enhance the delivery of this program. The affiliates include representatives from: The American Farmland Trust; Sierra Club; California Building Industry Association; California Affordable Housing Law Project; Non-Profit Housing Association of Northern California; California Redevelopment Association; Housing California; American Institute of Architects; League of California Cities; California State Association of Counties; California Association of Local Agency Formation Commissions; California Association of Councils of Governments; California Special Districts Association; and the Local Government Commission. They have participated in policy-level meetings with members of the Governor's Cabinet, and they have contributed to the agendas of the Blueprint Learning Network workshops.
- The Department of Transportation and the Department of Housing and Community Development have partnered to co-sponsor a Regional Forecasting Task Force (task force). This task force has brought together technical and policy experts from the two hosting state agencies and from the MPOs, to deliberate about a framework to achieve consistency in housing and transportation forecasts and projections in California. Based on its deliberations, the task force has prepared an interim proposal that is being vetted through the regional and state agencies for comment.

Each successful applicant will use the grant funds to prepare a Regional Blueprint Plan, which shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups and the general public. Connection to existing interregional partnerships, studies in progress and modeling enhancements are essential. Each Regional Blueprint Plan shall be based on a 20 year horizon and shall identify the most efficient and effective transportation system and preferred land use pattern that will:

- A. Improve mobility through a combination of strategies and investments to accommodate growth in transportation demand and reductions in current levels of congestion.
- B. Reduce dependency on single-occupant vehicle trips, fostering neighborhood and project designs that enable more walking and bicycling for healthier communities by:
  - i. Reducing the growth in traffic congestion and making more efficient use of existing transportation infrastructure through comprehensive transportation system management;
  - ii. Encouraging public transit usage, ridesharing, walking and bicycling;
  - iii. Deploying transportation demand management practices, which may include economic incentives and value pricing;
  - iv. Promoting mixed-use development and increasing housing and commercial development around transit facilities and in close proximity to employment centers; and
  - v. Promoting equity in growth and development by rehabilitating, maintaining and improving existing infrastructure that supports infill

development and appropriate reuse and redevelopment of previously developed land.

- C. Accommodate a sufficient housing supply within the region (and within each sub-region and jurisdiction to the extent possible) to accommodate the projected population and workforce needs for the full spectrum of the population (very low, low, moderate and above moderate income households) over the next twenty years.
- D. Minimize impacts on valuable habitat and productive farmland.
- E. Increase resource use efficiency, including energy, water and building materials conservation.
- F. Establish a process for public and stakeholder engagement that can be incorporated into future planning processes.

Successful applicants are also required to use appropriate measures of performance designed to address the program objectives and their own regional vision.

## 1. Description of Criteria Used to Award Funds

Grantee Selection was based on the following nine criteria:

- A. Clearly Stated Purpose and Need including overall project objective, justification and benefits to the region.
- B. Program Vision that will result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes defined by the 3E's – prosperous economy, quality environment, and social equity in the region.
- C. Public Participation and Regional Support and Commitment that includes MPO Board resolution and letters of support from county and other key local governments; demonstrates how the project approach to public participation will involve the public and private stakeholders, including local officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups, and the general public; and demonstrates regional support and commitment from key stakeholders, cities, counties, Native American Tribal Governments, employers, labor, environmental and community organizations.
- D. Incorporation of Program Policy Goals that foster a more efficient land use pattern; provide consumers more housing and transportation choices; improve California's economic competitiveness and quality of life; reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement; secure local government and community support, including that of under-represented groups to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities; and establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

- E. Housing Policy Goals and Considerations that accommodate an adequate supply of housing and housing choices.
- F. Environmental Considerations that include a process for engaging environmental resource/regulatory agencies and consider the location of sensitive environmental resources.
- G. Performance Measures for the region and key transportation and housing performance measures that address statewide priorities in the blueprint planning process so the State can measure the effectiveness of the program.
- H. Project Outcomes and Management describing planned project outcomes, including demonstration of effective management, coordination and accountability to ensure cost-effective, reliable and reasonable management of resources.
- I. Scope of Work that clearly defines the project area and demographics; identifies responsible party, fund source, budget and deliverable products for each task; provides project schedule and funding chart; includes milestones, interim and final products and steps that will be taken throughout the project to ensure successful outcomes; and describes staffing and institutional relationships of each organization.

## **2. Description of Process by which Funds were Awarded in the First Two Years of the Program**

The Administration proposed an increase in federal authority to the Fiscal Year 2005-06, Governor's Budget, for grants to MPOs, to encourage development of voluntary regional blueprint plans that will guide future development and land use decisions, as a valuable new approach to solving transportation problems in California.

After the Governor's Budget was signed, in June 2005, the Secretary of BTH announced the availability of a total of \$10 million in grant funds, \$5 million in Fiscal Year (FY) 2005-06 and another \$5 million in FY 2006-07. Recipients are required to contribute a 20 percent local funds match.

Two workshops were held in June and August 2005 to help MPOs develop successful applications. Grant applications were available in July on the California Department of Transportation (Caltrans) website and were e-mailed to all MPOs. Applications for the first-year of the program were due September 30, 2005.

Ten proposals were reviewed and evaluated by an internal review committee consisting of staff from the Departments of Transportation and Housing and Community Development and the Federal Highway Administration (FHWA). Staff made initial recommendations based on how well the proposed blueprint planning proposals addressed the program goals and work plan criteria. The internal review committee presented their analyses and recommendations to an Interagency Review Committee (IRC) composed of the following state agencies:

California Environmental Protection Agency	State and Consumer Services Agency
Department of Food and Agriculture	Department of Veterans Affairs
California Transportation Commission	Health and Human Services Agency
Governor's Office of Planning and Research	Resources Agency
Labor and Workforce Development Agency	Business, Transportation and Housing Agency
Office of the Secretary of Education	

The IRC conducted a policy-level review of the proposed regional blueprint plans and focused on:

- Opportunities to broaden the scope of planning efforts as they relate to their program areas, to promote more comprehensive regional blueprint planning.
- Opportunities for additional State involvement and support for blueprint planning activities.

Recommendations for funding were submitted to the Secretaries of BTH and the Resources Agency for their final decision. Funds were subsequently awarded to seven applicants, including six individual MPOs and one team of eight MPOs in December 2006. Most of the MPOs had encumbered their funds by March 2006. As of this reporting, grant implementation has been in effect for less than one year.

The request for Blueprint Grant renewal applications for FY 2006-07 funding was sent out in August 2006 and these applications were received November 1, 2006. All seven of the original applicants reapplied for a second year of funding. Three of the remaining four MPOs that did not receive funding in FY 2005-06 applied for their first year of funding in FY 2006-07. A request for these applications was sent out in August 2006, and these applications were received October 2, 2006. An individual application was also received from one MPO that is already a member of the eight MPO coalitions in the San Joaquin Valley. This MPO submitted an application on behalf of a partnership it has with two Regional Transportation Planning Agencies. Eleven applications were submitted with a total request for \$7,117,800 in grants funds.

The same review process was used again for the applications for FY 2005-06 funding. An internal review committee, consisting of staff from the Department of Transportation, the Departments of Transportation and Housing and Community Development and FHWA, reviewed the applications and made initial analyses and funding recommendations. These analyses and recommendations were presented to an Interagency Review Committee (IRC) with representatives from the following agencies:

California Transportation Commission	Department of Veterans Affairs
Governor's Office of Planning and Research	Health and Human Services Agency
Department of Transportation	Resources Agency
Department of Housing and Community Development	Business, Transportation and Housing Agency
Federal Highway Administration	



The total of all the funding requests for FY 2006-07 exceeded the amount available by over \$2.1 million. Both the Internal and Interagency Review Committees recommended reduced awards to all qualified applicants. The recommended funding amounts were based on assessments of each application's strengths and weaknesses in relation to the program criteria. The recommendations from these two review committees were presented to the Secretary of BTH and the Secretary for the Resources Agency on November 27, 2006 for their final decision. The Secretary of BTH formally announced the grant awards for FY 2006-07 at the Blueprint Learning Network workshop on November 30, 2006. Each grant award for FY 2006-07 was made contingent on the applicant obtaining approval of a revised Work Element addressing program criteria. All tasks in the Work Element were subject to a determination of eligibility for Federal State Planning and Research funds by FHWA.

### **3. Description of the Activities Funded in the First Two Years of the Program and the Amount Awarded the Grantees**

The Regional Blueprint Plans are intended to address land use, transportation, housing, and environmental concerns in the region. The activities and processes funded under this grant program focus on development of plans, strategies and tools that will guide and assist the regions with various aspects of infrastructure development, in order to accommodate population growth in the region and the State. Coordination among agencies is a key element in dealing with future growth to meet housing needs, address congestion, reduce fuel consumption, protect habitat and the environment, improve air quality, protect the water supply, and preserve agriculture lands for future generations.

In an effort to bring together the entities involved with infrastructure development from both the private and public sector (such as air and water quality, public utilities, developers, transportation, environmental and conservation interests, non-profits, etc.), the Secretary of BTH formed the Blueprint Learning Network (BLN). Three BLN workshops were scheduled and two have been held thus far around the state. They have provided a forum for the Regional Blueprint grant recipients and prospective grant recipients to network with one another on how to overcome challenges and obstacles, and to share best practices on effective regional planning.

The grant recipients are at various stages of developing their Regional Blueprint Plans. All the grantees are taking a broad approach, starting with extensive outreach and networking to ensure public and private sector involvement. This is critical to efficient land use and sustainable development. Grantees are conducting outreach to city and county governmental agencies, the general public, private for profit and non-profit organizations, and special interest groups involved in making or influencing infrastructure decisions. Examples include city managers, public work directors, congestion management agencies, Tribal Governments, senior citizens, disabled, developers, housing, agriculture and conservation entities.

Another planning activity that grant recipients are engaged in is data collection. They are using electronic data layers in Global Information Systems (GIS) formats to develop models and growth scenarios to identify priorities and developing plans and policies for the region. While the grantees have varying amounts of experience using GIS data and modeling tools, they are all using their grant funds to expand their technical abilities.

The MPOs in the larger metropolitan areas have had the most experience conducting comprehensive regional planning. They are focused on improving mobility, reducing vehicle miles traveled and increasing transit ridership by identifying opportunities for infill, developing transit-oriented communities, and by improving the proximity of jobs and housing. Installing databases and models to test various growth scenarios (to evaluate energy and air quality impacts of alternative transportation and land use scenarios) as well as training staff are some immediate activities taking place.

A highlight of the Regional Blueprint Planning effort is the strategic collaboration formed by the eight single-county MPOs in the San Joaquin Valley. They are establishing an institutional framework to conduct community outreach, develop modeling tools and planning processes at the individual county level as well as valley wide. Their approach to addressing growth in the San Joaquin Valley differs from that of the MPOs in the larger metropolitan areas. The economic base in the Valley is primarily agricultural and will influence decision making in the region. Of primary concern is protecting agricultural land and the water supply.

The following charts list the grant awards for FY 2005-06 and FY 2006-07:

Grant Awards in FY 2005-06

MPO	GRANT AMOUNT
1. San Joaquin Valley (SJV) - Consortium of eight MPOs	\$2,000,000
2. Southern California Association of Governments (SCAG)	\$1,258,450
3. Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)	\$500,000
4. Sacramento Area Council of Governments (SACOG)	\$420,000
5. San Diego Association of Governments (SANDAG)	\$409,750
6. San Luis Obispo Council of Governments (SLOCOG)	\$226,800
7. Butte County Association of Governments (BCAG)	\$185,000
Total Awarded	\$5,000,000

Grant Awards in FY 2006-07

MPO	GRANT AMOUNT
Continuing Grantees	
1. San Joaquin Valley (SJV) - Consortium of 8 MPOs	\$1,950,000
2. Southern California Association of Governments (SCAG)	\$975,000
3. Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)	\$320,000
4. Sacramento Area Council of Governments (SACOG)	\$350,000
5. San Diego Association of Governments (SANDAG)	\$200,000
6. San Luis Obispo Council of Governments (SLOCOG)	\$325,000
7. Butte County Association of Governments (BCAG)	\$180,000
First-year Grantees	
8. Association of Monterey Bay area Governments	\$325,000
9. Shasta County Regional Transportation Planning Agency	\$375,000
Total Awarded	\$5,000,000

Individual grant activities are described below for the grant recipients funded in FY 2005-06. Grant recipients receiving their first year of funding in FY 2006-07 have not begun their program activities yet and therefore are not included.

1. San Joaquin Valley (SJV) - Consortium of eight MPOs	\$2,000,000
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Activities:

- Create Individual County and Valley wide Planning Processes. Develop a strategy for individual counties, including vision, goals and objectives, and performance measures.
- Implement individual county decision making processes and the San Joaquin Valley decision making process.
- Develop Community Outreach Plans. Establish Institutional Framework and Community Outreach to define overall Program Management Structure; the individual county Program Management Process and Structure; and the San Joaquin Valley Program Management Process and Structure. Hold stakeholder and committee meetings. Implement the Blueprint Media Campaign.
- Develop modeling tools and establish a Land Use Modelers Users Group. Collect GIS and demographic data, adopt GIS Standards, develop a GIS Data Inventory, and convert data for use in the models. Update the Traffic Model Plan.
- Develop Preliminary Future Individual County Blueprint Scenarios and then revise them based on local input from stakeholders.
- Develop, evaluate and select a base case Blueprint Scenario, with community and regional vision, values, goals and objectives.
- Conduct Blueprint Vision Summit.
- Identify Blueprint Phase II follow-up actions to implement strategies.

2. Southern California Association of Governments (SCAG)	\$1,258,450	"Compass 2% Strategy"
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Activities:

- Identify and prioritize transit villages, infill opportunity areas, transportation corridors, mixed-use zones, and other critical growth opportunity areas along the transportation system through demonstration projects.
- Prepare a build capacity analysis and planning strategy to promote development where unused Compass two percent area development opportunities exist so that environmentally sensitive areas, productive farmland, and stable single family areas can be preserved.
- Prepare development scenarios for accommodating future growth around the transit stations using the built capacity analysis around existing transit stations. Evaluate how transit ridership and mode choice may be affected by changes in land use and density.
- Develop a 20 year Housing Allocation Plan methodology and distribution consistent with the Regional Transportation Plan growth forecast and investment strategy.
- Form sub-regional entities to assist in determining and allocating job, population and housing needs identified in the 20 year growth forecast.

- Engage in public outreach and briefing on growth distribution activities, social equity issues and affordable housing needs; build consensus and formulate mediation services in support of the Blueprint plan.
- Create a regional growth forum for a policy dialogue on integrated land use, housing and transportation strategy.
- Identify changes in emission levels and mobility associated with shifts in development patterns and urban form between compass critical growth opportunity areas and other places.
- Analyze growth scenarios to improve transportation modeling and refine the policy based housing and transportation forecast of growth.
- Prepare final case studies and “lessons learned” policy briefs for each demonstration project.
- Prepare a progress report on the 20 year Housing Allocation Plan methodology.
- Report on the transportation modeling impacts of future growth.

3. Metropolitan Transportation Commission/Association of Bay Area Governments MTC/ABAG	\$500,000	“Bay Area Regional Blueprint Planning Program”
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Activities:

- Develop a Public Involvement Plan. Engage in outreach to local governments and community stakeholders to clarify how the vision applies to the region as a whole and to its specific communities, with a focus on appropriately located housing production and its relation to transportation efficiency and resources conservation.
- Prepare for Negotiating Priority Areas for Housing Development including reviewing adopted smart growth policies, and develop policy based analysis plan to assist in the identification of priority areas for development and priority areas for resources conservation and environmental protection.
- Create GIS data layers based on criteria for efficient land use. Gather specific geographic data for each proposed policy measure and any relevant new geographic data that is available, emphasizing the connection among transportation, land use and environmental quality.
- Conduct outreach that engages local governments and community stakeholders to encourage regional growth that conforms with the “2002 Smart Growth Strategy/Regional Livability Footprint Project,” the region’s vision of a compact, transit-oriented development pattern. Redirecting regional growth toward this vision is contingent upon changes in the local-government land-use policies to encourage appropriately located housing production that maximize walking, bicycling, and transit ridership that minimizes the need to travel long distances, thus reducing vehicle miles traveled and air pollution.

4. Sacramento Area Council of Governments (SACOG)	\$420,000	“Blueprint Implementation 2006”
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Activities:

- Engage the public to develop a new blueprint for effective land use and sustainable development. The Electronic Town Hall, a one night multiple venue event, will be the

capstone in an extensive effort to implement the Blueprint land use vision and to integrate Blueprint into the 2030 Metropolitan Transportation Plan (MTP). Public information activities and survey instruments will be designed to engage disadvantaged populations in the regional discussion, and to properly represent these groups' opinions and needs.

- Conduct an Intelligent Transportation Systems (ITS) Smart Growth Corridor Study. Provide descriptions and examples of ITS applications, and create a scope of work for a follow-up study. The goal of the study will be to create an analytical tool and concept that will help determine how to maximize bicycle and pedestrian access and transit operations with the least impact on vehicle traffic flows. Develop public information materials on ITS for spring/summer MTP workshops.
- Participate in the National Environmental Protection Act streamlining pilot project to promote the development of a first-class environmental database, an inventory for local planning, to add the necessary environmental considerations to the Blueprint planning efforts. Design a prototype environmental database.
- Create and integrate the land use economic database into existing and future scenarios for blueprint planning and the long-range transportation plan. The land use economic database is a collection of regional rents, sale prices, land values, construction costs, and development fees for the residential and commercial development products used in the I-PLACE<sup>3</sup>S and PECAS models. This data will allow for more accurate land use forecasts that are the basis for future year travel forecasts. Collect economic reports and databases; populate GIS database.
- Contract for an accelerated study to research relevant economic sectors, catalog existing conditions for freight demand in and through the region (including existing Caltrans projects), and document related trends in freight and goods movement. This project will be coordinated with a study to examine current air quality emissions inventories. The economic sector information from this work element will be applied to both transportation and air quality planning efforts in the region. Report on economic trends and exiting conditions in freight and goods movement. Develop a database on freight related economic flows.

5. San Diego Association of Governments (SANDAG)	\$409,750	"San Diego Regional Comprehensive Plan"
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Activities:

- Implement the PLACE<sup>3</sup>S model, customized for the San Diego region. Determine how it can assist SANDAG in evaluating the energy and air quality impacts of alternative transportation/land use scenarios in the update of the Regional Transportation Plan (RTP) and preparation of Urban Design Guidelines. Install geographic databases required to implement PLACE<sup>3</sup>S and adjust the parameters of the model to reflect conditions in the San Diego region. Train selected planning staff in use of PLACE<sup>3</sup>S.
- Begin initial work with local, regional, state, and federal agencies in the San Diego region to implement the Regional Comprehensive Plan, Integrated Regional Infrastructure Strategy (IRIS) to improve investments in all modes of transportation and other needed regional infrastructure, and coordinate local efforts related to statewide infrastructure bond proposals as they relate to the IRIS.
- Assess existing and future freight demand for the Multi-County Goods Movement Action Plan study area. Amend the Multi-County Goods Movement Action Plan to include the San Diego region, thus initiating a goods movement strategy for all of Southern California.

6. San Luis Obispo Council of Governments (SLOCOG)	\$226,800	"Community 2050"
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Activities:

- Collaborate with a broad range of stakeholders, including the Air Pollution Control District; the Local Agency Formation Commission; the GIS Technology Lab of the California Polytechnic State University, San Luis Obispo; the County Planning Department; the Agricultural Commissioner’s Office; other member agency Planning Departments; and community stakeholders.
- Prepare a Draft Vision Statement based on the Focus on the Future, Designing the Future, and It Takes our Region conferences as well as the Compact 2000 efforts and elements of member jurisdiction’s General Plans that feature effective land use.
- Conduct workshops using a charrette-like format to summarize and evaluate the key transportation, housing, economic, resource and pollution issues that were addressed in the Fall 2005 workshops and the issues described in the Vision Statement within at least two of the sub regional areas.
- Survey community members regarding outlook on transportation and related growth issues; work with member agencies to refine policies and actions resulting from the visioning process; and provide member jurisdictions the tools to conduct effective public participation programs and expanded ongoing services utilizing GIS technology.
- Conduct regional land use transportation modeling that incorporates long-range socio-economic projections. Train staff in use of models. Develop and manage GIS data layers.

7. Butte County Association of Governments (BCAG)	\$185,000	"Butte County Land Use Vision and Conservation Strategy"
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Activities:

- Collect data, review General Plans, GIS databases, RTP, roadway travel and other environmental, biological, ecological and demographic data.
- Convene technical and policy committee meetings.
- Enhance outreach process that includes a broad range of jurisdictions (local Tribal Governments, private stakeholders and the general public) to ensure that public participation efforts are above and beyond typical outreach. Hold community workshops. Collect public input via surveys.
- Explore and develop transportation land use design options, using scenario planning tools such as UPlan. Incorporate this into the public outreach process.
- Conduct a transportation-land use visioning process, with performance measures, to assist BCAG and the cities, towns and County in developing both a Regional Blueprint Plan and a Habitat Conservation Plan for the Butte County region that can be used in anticipated General Plan updates.

**4. Analysis of How the Funds were Expended in the First Year of the Program, Including Any Measurable Outcomes**

Grants were awarded in December 2005, and most of the grantees had encumbered their funds by March 2006. The grant recipients are at varying stages of addressing growth and

the relationship among land use, transportation and the environment in their respective regions. Funds have been primarily expended on public outreach and networking, data collection, and modeling. Most of the grantees are in the early stages of integrating performance measures into their programs.

The following describes how funds were spent in each of the seven regions:

1. San Joaquin Valley (SJV) - Consortium of eight MPOs

The SJV COGs consist of: (1) San Joaquin County Council of Governments (SJCOG); (2) Stanislaus County Council of Governments (StanCOG); (3) Merced County Association of Governments (MCAG); (4) Madera County Transportation Commission (MCTC); (5) Fresno County Council of Governments (Fresno COG); (6) Tulare County Association of Governments (TCAG); (7) Kings County Association of Governments (KCAG); and (8) Kern County Council of Governments (Kern COG). The eight counties of the San Joaquin Valley region has partnered with the Great Valley Center (GVC) to develop the Regional Blueprint for the San Joaquin Valley. GVC hosted the San Joaquin Valley Regional Blueprint Summit, attended by over 700 local government officials, partners and stakeholders. Two Citizen Participation Plans, one that is valley wide and another that is specifically tailored to individual counties, have been developed to conduct public outreach. A contract to enhance the modeling data capabilities was awarded to the San Joaquin Valley Regional Council of Governments.

The Regional Blueprint effort is being closely coordinated with the land use and transportation strategies being developed by the San Joaquin Valley Partnership (SJVP). In October, the SJV COG Directors signed a Memorandum of Understanding that changed their group's title to the San Joaquin Valley Regional Planning Agencies and created the San Joaquin Valley Policy Council, in an effort to receive policy direction on numerous initiatives affecting regional policy, including the California Regional Blueprint Program. The membership of the SJV Blueprint Regional Advisory Committee (BRAC) has been finalized.

Collectively, the SJV COGs will conduct Blueprint Visioning workshops through January 2007. Workshops have already been conducted by MCAG, MCTC and Fresno COG. TCAG and KCAG have hired a public outreach consultant to conduct workshops. Kern COG, StanCOG and SJCOG have released Requests for Proposals for public outreach consultant services.

SJV COGs have awarded a modeling contract for enhancement of mode choice modeling capability. Additional grant funds are being pursued to improve capabilities of mode choice forecasting, adding a mode choice component to the regional traffic models. The SJV Blueprint Modeling Subcommittee is also in discussion with the University of California at Davis and the Resources Agency on updating SJV General Plans to a digitized format.

SJV COGs have participated in the Blueprint Learning Network workshops and are actively participating in the Regional Forecasting Task Force meetings. The SJV consortium has drafted performance measures, which were attached to the second-year grant application. A draft list of performance measures has been circulated and discussed with the grantee's Blueprint Coordinating Committee.

2. Southern California Association of Governments (SCAG)

The SCAG Region continues to partner with local governments on demonstration projects to implement the regional Growth vision according to the Compass Blueprint two percent Strategy.

The purpose of the demonstration projects is to evaluate and mitigate obstacles to effective infill and sustainable growth strategies for the region and to provide examples of creative, forward thinking, and sustainable development solutions that fit local needs and support shared regional values. The SCAG team is providing services such as digital fly through visualizations, detailed return-on-investment analysis of potential developments, code amendments and urban design services. As the local level products emerge from the demonstration projects, local jurisdictions and stakeholders throughout the region are beginning to see how the regional Compass Blueprint vision can be implemented in their own cities and neighborhoods.

Some 18 jurisdictions are currently participating in demonstrations projects. An additional 20 jurisdictions submitted proposals for Compass Blueprint planning services in September 2006. All of the demonstration projects have been selected based on criteria mirroring the six California Blueprint program criteria. Some of the demonstration project participants include Western Riverside County, the City of Compton, the City of Montclair, and the Los Angeles Expo light rail line transit-oriented development study. Public outreach materials have been updated and data collection initiated.

In order to strengthen and expand the Compass Blueprint Program, SCAG has convened a steering committee made up of representatives from the private and public sectors, consisting of leading developers, elected officials, policymakers and stakeholders from throughout the region. This group meets quarterly to provide expert policy guidance, feedback and support, such as innovative ideas for improving infill and redevelopment strategies, and guidelines for Municipal Revenue Enhancement Programs.

SCAG is focusing part of its efforts on developing new tools for analyzing Transit Oriented Design (TOD). SCAG is developing GIS indices for measuring impact on growth, capacity/density analysis and data development for the 2007 update of the Regional Transportation Plan.

Appropriate indicators to measure progress toward effective integration of land use and transportation planning are under development. Products at this juncture are final reports on a variety of plans and projects that focus on local strategies to embrace principles of Compass Growth Vision and two percent Strategy. Models of marketing campaigns and promotional events will serve as examples for similar and neighboring communities to replicate in the region.

The Compass Blueprint long-range housing and integrated growth forecast data is being developed and will have an impact on the Regional Transportation and Air Quality Plans as well as the Regional Housing Needs Assessment. GIS mapping for transit-oriented development has been initiated along the current and planned transit stations and stops. In September, SCAG released a preliminary long-range



growth and housing forecast to initiate a series of sub regional workshops across the region. These efforts are being coordinated with the Regional Housing Needs Assessment process through 2014 and provide a long-range housing planning context for local housing element updates scheduled in 2008 for SCAG's 193 jurisdictions and 14 sub regions. The consideration of housing allocation and development suitability between jurisdictions will be evaluated at the workshops.

3. Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)

The MTC program of "Focusing Our Vision" involves collaborating with local governments, other entities (Bay Area Open Space Council, Greenbelt Alliance Board, Housing Methodology Committee) and stakeholders that form the Technical Advisory Committee and provide advice on identifying priority development and conservation areas and other aspects of the program. Data collection and mapping have been done to develop a model system that will create different land use scenarios. The Focus Our Vision Program emphasizes accommodating the regional housing needs and will also develop strategies to ensure that resources are used efficiently; that development accommodates growth and travel demand; and that there is a mix of land uses to encourage the use of a variety of transportation options.

The strategy is to model and measure outcomes that will refine the vision. The use of demographic and econometric forecasting along with transportation modeling will provide mechanisms to test the land use distribution of housing and jobs.

There are model outcomes for vehicle miles traveled, daily transit and auto trips (mode split), daily walking and bicycle trips, home-to-work travel times, daily vehicle hours of delay, and jobs-to-housing balance. Forecasts have been performed on the consumption of agricultural and green field land; water usage per household; tons of greenhouse gas emitted; and the supply of housing relative to demand, including the level of unmet demand spilling over into adjacent regions.

The focus has recently been on development and testing of technical tools that will point to Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), which can then be more specifically defined in collaboration with local governments. In its monthly meetings, the Technical Advisory Committee (TAC) has finalized criteria and related data to be used to point to potential PDAs and PCAs; reviewed data maps and made suggestions for improvements; reviewed draft scenarios for PDAs produced by TAC members; and discussed how to consolidate priorities and approach local jurisdictions for identifying actual PDAs.

MTC/ABAG has completed an analysis model that allows data layers to be weighted and then summarized in a single composite scenario. The model can be run in real time and the resultant maps can be viewed at the regional and local levels. Coordination is continuing on data gathering in order to map PCAs. The use of local experts is also being considered in developing a map of conservation areas based on local and regional priorities.

4. Sacramento Area Council of Governments (SACOG)

Workshops were conducted as part of the Metropolitan Transportation Plan (MTP) development. Nearly 1,500 people attended 16 workshops that were held throughout the valley. This landmark public outreach effort is critical to the integration of blueprint principles into the metropolitan transportation planning process. Public input from these workshops has been compiled and evaluated, and the findings are informing the transportation modeling efforts.

SACOG has also implemented another landmark public outreach effort, "TALL Order: Moving the Region Forward", eight simultaneous workshops held on November 16, 2006, calling on the public to help determine investment priorities. The results of this effort will help to develop the MTP alternatives consistent with Blueprint planning goals.

The Phase 1 Freight and Goods Movement work element has been completed and a report has been presented to the Board of Directors. The Land Use Economic Database and the Intelligent Transportation Systems Smart Corridor Element are nearly complete. Regional consultations continue for streamlining the process for complying with the National Environmental Policy Act; state, federal and regional partners are providing input on purpose and need for the MTP Environmental Impact Report. Economic rent data collection is an integral part of the model and nears completion. Phase 2 will develop several future scenarios and model them in conjunction with the MTP and Blueprint. An Intelligent Transportation System Smart Corridor Study is part of Phase 2.

An interregional partnership has been created to develop an action plan to pursue National Environmental Protection Act streamlining. The partnership represents a diverse group of stakeholders including regulators and natural resource managers from federal, state, regional, and local agencies.

Blueprint Implementation 2006 will apply the vision of sustainable and efficient land use to the areas of transportation, land use, jobs, and housing. A variety of performance measures are being used or developed to measure the program objectives. Some of the performance measures are:

- Total person hours of delay
- Vehicle miles traveled per household
- Passengers per transit vehicle mile
- Relative decrease in pollutant emissions
- Percentage increase in residential density and infill development
- Improvement in measures of job/housing balance
- Percentage reduction in acres of agricultural or green fields developed

5. San Diego Association of Governments (SANDAG)

In July 2004, SANDAG's Board of Directors adopted a Regional Blueprint Plan, known as the Regional Comprehensive Plan. It sets forth a vision and implementation strategy consistent with the six program criteria identified in the California Regional Blueprint Planning program. Over the last two years, SANDAG has taken steps toward implementing the vision.

A key step has been the adoption of the Smart Growth Concept Map. The map identifies more than 200 specific existing, planned and potential opportunities for transit-oriented, walk able, mixed-use development with higher density housing and jobs. A total of \$24 million has been allocated to 16 Pilot Smart Growth Incentive Projects. Each of these projects is located within walking distance of existing transit stations. Project selection criteria included minimum housing and job density requirements to support transit ridership and a mix of uses to promote walk ability.

SANDAG has established working groups of stakeholders (representing technical areas, stakeholders and freight) that provide opportunities for involvement in regional programs by citizens, elected officials, agency staff and representatives of civic and community groups to play an integral role in the refinement of San Diego's Regional Comprehensive Plan as well as input into future planning processes.

SANDAG released a Baseline performance monitoring Report that shows progress made on 39 indicators related to Urban Form and Transportation, Housing, Healthy Environment, Economic Prosperity, Public Facilities, and Borders. The Baseline Report showed a number of areas in which progress is being made in the San Diego region. For example, nearly 1/3 of new housing units built in 2005 were in Smart Growth Opportunity Areas, 99 percent of new development occurred within urbanized areas (not on farmland or in valuable habitat areas), air quality has improved, transit ridership has outpaced population growth, and the share of energy produced from renewable resources has increased substantially.

Use of the IPLACE3S model can assist local jurisdictions in changing their local plans to further implement smart growth development at transit stations. Work on the Integrated Regional Infrastructure Strategy is a necessary step toward fully funding needed transportation and other infrastructure to support the region's projected growth. Participation in the Southern California Goods Movement Action Plan will enhance interregional partnerships with other Southern California agencies and enhance mobility in the San Diego region.

All of these efforts are generating potential models that other California regions can duplicate for their region's blueprint plan implementation.

6. San Luis Obispo Council of Governments (SLOCOG)

GIS mapping is being compiled for the Community 2050 Program. During the planning and development stage, data obtained from the Long Range Socioeconomic Study, the Regional Travel Model, and GIS mapping resources will be used to conduct GIS based urban growth modeling. The information will be presented to the Countywide Planning Directors Group, County Planning, the Local Agency Formation Commission, and the Air Pollution Control District. The Community 2050 Workgroup installed and tested UPlan and conducted a UPlan exercise focused on resource issues. Staff continue to integrate model upgrades and will use an improved manual to help implement the model. In a meeting in September 2006 utilized UPlan to evaluate maps defining areas where sensitive lands are located and model the most likely pattern of future land use development within the County. The areas identified by UPlan as areas where development is

most likely to occur will be used as the foundation for base case scenarios that will be a part of public workshops to be held in 2007.

Staff participated in the Regional Blueprint Learning Network. Presentations were made to the SLOCOG Board and the Santa Barbara County Association of Governments about the blueprint program. Staff also met with representatives from the San Joaquin Valley Blueprint project regarding the UPlan model. SLOCOG initiated an extension of the visioning activities associated with Community 2050 in northern Santa Barbara County. Staff met with representatives from the cities of Santa Maria and Guadalupe to discuss including the greater Santa Maria area in the Community 2050 program.

7. Butte County Association of Governments (BCAG)

Butte County is engaged in the Land Use Vision process for the region. Considering population growth, housing projections and conservation strategies, including clarifying where sensitive species and habitats exist, will help the County to identify lands that are favorable for growth and development. Gathering support from community leaders in the city, towns and County is critical to the development of the Land Use Vision for the region.

Performance measures will be addressed after the Land Use Visioning process is completed. Regional collaboration and interregional partnerships continue to be strengthened through the meetings of the Steering Committee, the City/Town/County Planning Directors Group, and the City/Town/County Administrators Committees. Prior to the BCAG Blueprint Planning efforts, these groups did not exist. They have provided the opportunity for planners and administrators to collaborate on regional issues to better plan for growth and development within a regional context. The Regional Growth Projections and Regional Guiding Principles have been developed through these groups. The Regional Guiding Principles will be integrated into each jurisdiction's General Plan update to provide a regional consistency to the plan updates and to make each plan more integrated with one another.

BCAG has begun development of an Ecological Baseline Assessment Report that will result in a land cover map of 2/3 of the county area and will better define the geographic extent of sensitive habitat and protected species. This information will be provided to the cities, towns and counties to allow separation of zoning from sensitive habitats. Detailed, comprehensive and consistent ecological data has been a major missing piece of the land use puzzle in Butte County. By clarifying where sensitive habitats exist, the region will be better able to reconcile the competing needs for habitat conservation, land development, and agricultural preservation. A Steering Committee has been formed to direct the development of the Baseline Ecological Assessment Report, which will determine locations of sensitive habitat and likely locations of state and federally listed species within Butte County. This committee is comprised of BCAG staff as well as four BCAG Board members. The visioning process and Ecological Baseline Assessment Report are expected to be completed by the end of February 2007 and will be reviewed extensively by stakeholders and the public.