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**Daniel S. Little, Executive Director**

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Date: May 20, 2010  
To: California Air Resources Board  
From: DANIEL LITTLE, EXECUTIVE DIRECTOR  
By Daniel Wayne, Senior Planner *DW*

**Subject: REGIONAL GHG TARGET SETTING RECOMMENDATIONS**

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### **Background**

Pursuant to SB 375, the California Air Resources Board (CARB) is charged with setting "ambitious and achievable" regional greenhouse gas (GHG) reduction targets for the state's eighteen metropolitan regions (MPOs), including Shasta County.

It is understood that draft targets will be provided to metropolitan regions by June 30, followed by final targets no later than September 30, 2010. Individual regions, including Shasta County, have been encouraged to:

- Convey local factors to CARB for consideration when setting regional targets;
- Propose a recommended regional target or target range; and
- Highlight implementation strategies that respect local needs and realities, including strategies where additional support might be needed.

While the Shasta County RTPA will not be submitting a proposed regional target prior to the draft target setting deadline, this should not be interpreted as a lack of interest or desire to participate in the process. Rather, the Shasta County RTPA is working diligently to define what an appropriate target might be and how the target could be realized in the most effective, efficient, and fitting manner given local agency priorities. The Shasta County RTPA is likewise engaged with CARB staff, recently hosting a joint workshop attended by representatives from all local agencies.

The following is intended to communicate what Shasta County may reasonably do given available resources, staffing, and the time allotted to respond. Highlighted below are Shasta County's current efforts, next steps, time line, and areas of local concerns.

### **Status of current efforts**

Shasta County's regional blueprint process was successful at yielding a community-preferred regional growth vision and land use pattern. Precise land use inputs and specific implementation strategies were not part of the conceptual, visioning process. Instead, the

Shasta County RTPA has selected the Sustainable Communities Strategy (SCS) process as the means whereby to develop implementation-level land use inputs and implementation strategies. Shasta County's SCS and incorporation thereof into the Shasta County Regional Transportation Plan (RTP) is not required until 2015. A beta-version of Shasta County's SCS – anticipated to be completed well before the RTP update – is currently being developed in consultation with local agencies. Because this early SCS will not initially be incorporated into the RTP, it is believed that local agencies will be less averse to the overall concept. Any issues or concerns arising during early implementation efforts could be attended to prior to the final version that must be incorporated into the 2015 RTP.

Although the timing of Shasta County's SCS process is not aligned with CARB's target setting deadlines, it is assumed that adjustments can and will be made (if warranted by the SCS results) when revisited during future regional target assessments.

### **Developing a regional target recommendation**

The Shasta County RTPA understands that CARB's responsibility for assigning regional targets cannot be deferred. In order to provide more timely input to CARB for use in the target setting process, 'Pavley 1' and low carbon fuel are being factored into GHG emissions measurements previously performed for Shasta County's regional blueprint scenarios. Figures will be calculated for base year (2005) and current trend figures (2020 and 2035). It is hoped that these outputs will approximate Shasta County's potential for GHG emissions reductions and allow for some degree of comparison with other regions prior to the draft target setting deadline.

Arriving some time after the final target setting deadline, Shasta County's early SCS results will eventually provide more grounded figures that will also be vetted by local agencies. The following elements – viewed collectively as one approach – will more precisely define the most ambitious and politically achievable strategy upon which to base a regional target.

- 'GIS-based Mobility Assessment Tool (MAT)' – A 'hotspotter' tool based on multiple measurements of transportation network 'centrality'. Central locations are those areas that are most connected and accessible; where '5D' (density, diversity, design, destination accessibility, and distance to transit) implementation efforts will yield the biggest bang for the buck in terms of per capita VMT reductions.
- 'Regional Priorities Compact' – A region-wide agreement based on shared community values documented via the regional blueprint process, plus a list of community-driven implementation actions that local agencies might collectively work toward via an 'urban seeding' approach.
- 'Urban Seeding Approach' – A process by which strategically placed and minimally scaled public investments, efforts, and/or policies are combined to spur desired development patterns and characteristics over time as a result of increased public usage, private sector investment, and market-driven mechanisms.
- 'Shasta Regional GIS Platform' – A regional server and online portal is being designed that will: a) aggregate and merge all regional data pertinent to the SCS process and b) measure, track, and report the various projects, development, and policies that will, over time, cumulatively demonstrate progress toward and eventual compliance with Shasta County's assigned regional target.

**Local issues and concerns:**

As CARB is aware, the diverse needs and characteristics of California regions require an individualized approach to target setting and the subsequent meeting of those targets. Several issues are of particular concern to Shasta County:

- The lack of 'big gun', readily effective tools/options for managing GHG emissions (i.e. HOV lanes, HOT lanes, increased public transportation, TDM strategies, congestion pricing, parking management, etc.) will hamper short term results;
- Low population growth rate and lack of development activity will limit the effectiveness of land use strategies toward managing for long-term emission reductions;
- Insufficient resources, data, modeling capacity, and staffing will limit the ability to fully develop local input and respond in a timely manner; and
- The lack of urgency and perceived benefit among local agencies will make it difficult to gain region wide buy-in.

Of more statewide concern is the lack of adequate and ongoing funding needed by local agencies for SCS development and subsequent implementation activities. Shasta County's efforts outlined herein are partially funded through the application of remaining blueprint funding and a Proposition 84 modeling grant. In order to continue SCS development and implementation, Shasta County is banking on additional funds through the Proposition 84 Sustainable Communities Planning grant program. An ongoing funding source – whether through SB 1445 (DeSaulnier) or other – is likewise needed for to realize Shasta County's implementation strategies and corresponding emission reductions over time.