

E-MEMORANDUM

Date: February 18, 2009

To: SB 375 – RTAC Workgroup

Cc: Jon Clark, Executive Director – BCAG
Chris Devine, Planning Manager - BCAG

From: Brian Lasagna, Senior Planner - BCAG

Subject: Butte County Association of Governments - Modeling Capabilities

The purpose of this email is to inform the Senate Bill 375 – Regional Targets Advisory Committee (RTAC) Workgroup of the Butte County Association of Governments (BCAG) current and anticipated modeling capabilities over the next several years. BCAG believes that the information provided will assist the RTAC in making a knowledgeable decision regarding the methodologies to be used in setting the regional greenhouse gas targets.

Presented below is a brief outline of BCAG's recently revised regional traffic model and related GIS capabilities:

Regional Transportation Model

- traditional 3 step model (trip generation, trip distribution, trip assignment)
- calibrated to a base year of 2006
- contains 932 traffic analysis zones (TAZ) – of which 20 are external
- contains 20 land use categories
- contains 5 trip purposes (home-based work, home-based school, home-based other, non-home based, and casino)
- road network with 7 functional classifications
- validated – both static and dynamic
- trips generated for both peak hour and daily average

GIS Capabilities/Data Layers

- maintained (monthly) parcel, road, and address layer
- individual general plan layers for all jurisdictions in the BCAG region (note – these layers have not been combined into a standard general plan base)
- existing land use layer for the City of Chico and (roughly 1/3 of the region)

In addition, a complete copy of BCAG's transportation model development report can be viewed at the following website -

<http://www.bcag.org/Planning/Transportation-Forecasting/index.html>

It should also be noted that this spring BCAG will be pursuing a transit planning grant (FTA 5304) with the purpose of enhancing the regional traffic model with the implementation of both a 4Ds and a transit component. As has been presented to the commission, the 4Ds component is essential for counting the effects of smart/sustainable growth within a region's transportation model. The implementation of a transit component will allow BCAG to model transit trips within the region, a capability of which we do not currently possess. The expected cost for the implementation of these components is approximately \$110,000.

If you have any questions regarding the information provided above, please contact me at (530) 879-2468, or by email at blasagna@bcag.org.

Sincerely,

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