

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Minutes of the December 14, 2010, RTPA Meeting	2/22/11	5-1

RECOMMENDATION

It is recommended that the board approve the minutes of the December 14, 2010, RTPA meeting.



Daniel S. Little, AICP, Executive Director

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Attachment: Minutes of the December 14, 2010, RTPA Meeting

UNAPPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

Tuesday, December 14, 2010, 4:00 p.m.

City of Anderson Council Chambers,
1887 Howard Street, Anderson, California

(Note: These minutes are not intended to serve as a transcript or verbatim record of the proceedings of the Shasta County Regional Transportation Planning Agency, but rather as a record of the meeting time, place, and attendance; the order and general nature of discussion; board deliberations; and actions taken, if any.)

Board members Dickerson, Jones, Watkins, Moty, Hawes, and Cornnick, were present. Alternate board member Hartman was present. Board member Baugh was absent.

1. Call to Order

Chair Dickerson called the meeting to order at 4:05 p.m.

2. Staff Introductions

3. Public Comment Period

There was no one who wished to speak during the public comment period.

Consent Calendar

4-1 Minutes of October 26, 2010, RTPA Meeting

4-2 Future RTPA Meeting Schedule Through December 2011 - Information Only

4-3 2010 Federal Transportation Improvement Program (FTIP) Amendment #2

4-4 Appoint Members to the Social Services Transportation Advisory Council (SSTAC)

4-5 Amendment #1 to the 2010/11 Overall Work Program (OWP) for the Shasta Regional GIS Platform Feasibility Study

4-6 Shasta Regional GIS Platform Implementation: Request for Statement of Understanding & Intent to Participate

By motion made, seconded, and unanimously carried (Hawes/Cornnick), the consent calendar was approved.

Regular Calendar

5. Executive Director's Report

Executive Director Little noted that the DVD of the Transportation Forum is complete and airing on Channels 9 (PBS) and 11 (Community Access).

Informational update from John Bulinski, Caltrans District 2 Director: A general obligation bond sale was held in November. Allocations from this sale include \$915 million for ongoing construction projects across the state. In Shasta County, bond funds will be used to complete the Cottonwood Hills Truck Climbing Lanes Project. Part of the bond sale money will also go for the South Redding Six Lane Project. Construction is expected to start in late spring.

Several State Highway Operation and Protection Program (SHOPP) projects will start construction this season: 1) the 5-44 Distributor Collector Project, which will widen the southbound I-5 bridge over Highway 44, 2) an Intelligent Transportation System (ITS) Project to install a fiber optic cable in the median of I-5 between Anderson and Twin View Boulevard, and 3) a Cable Median Barrier Project on I-5 from south of Knighton Road to Bonnyview Road. SHOPP pavement projects on Route 273 between Anderson and Buenaventura Road are expected within the next three years.

Board member Watkins asked about the fiber optics going into Caltrans Headquarters on Riverside Drive. Mr. Bulinski explained that this project will directly link the existing and new ITS infrastructure to the Riverside office.

Mr. Bulinski gave an update on State Route 299 Buckhorn Grade. Four projects on the grade are complete, significantly reducing the number of accidents. Three additional projects are being developed that will further improve the geometrics on the highway, reducing the number and severity of accidents.

Mr. Bulinski finished by noting that even during these poor economic conditions funding has been secured for much needed highway transportation projects. Mr. Bulinski thanked the RTPA board, executive director and staff for their role in this process.

6. Recognize Virginia Webster's Contributions to Senior Transportation

Executive Director Little introduced Virginia Webster, executive director of Shasta Senior Nutrition Programs (SSNP). He commended Virginia on her contributions to the community over the past 32 years and congratulated her on her pending retirement.

Staff member Sue Crowe, Kimberly Gayle from Caltrans Headquarters, Del Lockwood from the Shasta County Opportunity Center, and board members Moty, Hawes, Cornick, and Dickerson also thanked Virginia for her hard work and accomplishments. Chair Dickerson presented Virginia with a Certificate of Appreciation from the RTPA board.

7. Letter to RABA Regarding Appointments to RTPA Board

Executive Director Little noted that the Redding Area Bus Authority (RABA) board recently discussed appointing a new RABA representative to the RTPA board. The current representative is Dick Dickerson. A letter from the RTPA board to the RABA board has been drafted concerning this issue. Mr. Little explained that while it is beneficial to involve as many elected officials as possible in RTPA issues, the RTPA only has five meetings a year. RTPA programs run in two to five year cycles. It takes time to become educated on the process. Some turnover of board members might be good, though not desirable every year. It takes four years to attain and complete the RTPA chair position. The area's mayor select committee procedures state that a RTPA

member is appointed for a four year term. Mr. Little stated that no RTPA board member has been more involved in transportation issues than Chair Dickerson. Chair Dickerson has gone to California Council of Governments (CALCOG) meetings and has met with California Transportation Commission officials to champion for funds. Chair Dickerson is now on the executive committee of CALCOG. He was elected yesterday as vice-president of CALCOG, starting next year. The following year he will be president. He can only hold these positions if he is a RTPA board member.

Discussion:

Board member Moty: Equates the opportunity for someone from the north state to be the president of CALCOG to be similar to when Redding Police Chief Blankenship became the chair of CalChiefs. It was previously unheard of that anyone north of Sacramento or the Bay Area would become head of the CalChiefs organization. Many times this region is left out. It would be a huge advantage, and it is very important anytime there is anyone from this area on any board that can represent the concerns of the north state.

Board member Cornick: Chair Dickerson has a lot of experience and she recognizes that it also takes a lot of personal time. Members must adjust their schedule to match meeting days and times. It is very important to the RTPA board to have someone that has the time and knowledge to be a part of CALCOG.

Board member Jones: Appreciates anyone who comes forward to be on a board. RABA has a lot of qualified individuals and moving some people around is not a bad thing. There is some value in having new people come onto a board occasionally.

Chair Dickerson: There is no question that there is value to having new members come into any organization. What needs to be done is to weigh the values between having a new individual and someone who is committed on a long-term basis to bring significant benefits to the area.

Board member Moty: Agreed that having new members on a board is important. However, sometimes it comes down to timing, and in this situation timing is what needs to be looked at.

Chair Dickerson: Mr. Jones has just been re-elected to a four year term and it is hoped that he will continue to be an appointee to the RTPA board.

Board member Jones: Wonders what the full intent of the letter is. Each individual board and council is well qualified in sending people forward. He wonders if there is any reason why the RABA board can't decide what is best for RABA, or the cities making decisions that are for their best interests.

Board member Hartman: Agreed that all the boards are capable of making decisions. The purpose of the letter is to point out that the RTPA is in a unique position right now with Mr. Dickerson, and the RTPA doesn't want to lose his experience and position with CALCOG. It is the RTPA's duty to let the RABA board know that the RTPA feels it is important not to lose Mr. Dickerson's representation. It is not degrading anyone's ability to make an appointment.

Board member Moty: Agreed any of the three cities or the county can choose their representative to the RTPA board. The letter is not addressed to the individual cities or county, it is to the RABA board, which is made up of the three cities and the county. Everyone on the RTPA board also has representatives on the RABA board. The RTPA has standing in this matter.

Board member Watkins: The City of Shasta Lake has a new member on the RABA board. Mr. Watkins thinks it is good to send the letter. It doesn't bind the new member to vote one way or the other, but it is good background information.

By motion made and seconded (Hawes/Comnick), the staff recommendation passed unanimously.

8. Receive Presentation by Butte County Association of Governments (BCAG) Executive Director Jon Clark

Jon Clark, executive director Butte County Association of Governments (BCAG), reviewed the roles, responsibilities and functions of BCAG and how that compares to the SCRTPA. Mr. Clark explained that BCAG is a joint powers agency governed by a 10 member board. BCAG is designated as a Metropolitan Planning Organization, Regional Transportation Planning Agency and Council of Governments. BCAG also operates Butte Regional Transit (B-Line).

Discussion:

Board member Comnick asked what the farebox ratio is for B-Line.

Mr. Clark answered that the B-Line is 20% on urban fixed-route, 23% on rural fixed-route and 21% on paratransit service.

Board member Moty asked when Mr. Clark was working in Merced if it was a different type of setup than what Butte is.

Mr. Clark answered that he came from an established agency in Merced county which he tried to replicate in growing Butte county.

Executive Director Little noted that one of the key differences between Shasta and Butte County is that Butte delivers projects on the state highway system instead of Caltrans. In Shasta County, the RTPA has a strong and productive relationship with the local Caltrans office; therefore, this is not currently needed, but will always be an option.

Mr. Clark noted that BCAG undertook a lobbying effort, working with Butte County, who has a federal lobbyist. Butte County had suggested that BCAG piggyback on the lobbying effort. BCAG did, and it's been very successful. Without lobbying a lot of projects wouldn't be getting done.

Board member Moty stated that the three cities of Shasta County are located close to each other. The Redding basin area is the major transportation area. In Butte County, Chico is the hub, with Oroville a lot further away. It is understandable that there would

be competing interest for different projects in outlying areas in Butte County. Anything that's done in the Redding basin affects everyone in one way or another.

9. North State Super Region Collaborative Platform

Executive Director Little noted that the RTPA board approved a Memorandum of Agreement for the 16 RTPAs known as the North State Super Region. At the first Super Region meeting, representatives discussed a unified position on key issues that could be referenced when communicating with the state legislature, Caltrans, or others.

Discussion:

Mr. Little: Three or four years ago a legislative platform was established for the RTPA. The board gave the executive director permission to send correspondence, consistent with the platform, such as funding letters. The same thing is being requested now for Super Region correspondence. Any letters sent on behalf of the Super Region would be included in the correspondence section at the next RTPA meeting.

Gary Cadd, Redding resident: The RTPA is a political organization that is run by the Brown Act, and wondered where the community comes in as far as knowing what goes on and being able to come forward and speak on issues concerning the Super Region.

Mr. Little: It is a gathering of RTPA directors that will meet two to four times a year. These meetings are not subject to the Brown Act. Super Region directors were not delegated any policy making authority from their boards.

Mr. Cadd: Since some letters or issues may not go to the board, where can citizens come forward and give input? There needs to be some accountability to the people.

Mr. Little: It wouldn't be any different than current practice. The executive director has authorization to write letters in a timely manner, including discretion as to whether it should go to the board before or after sending.

Board member Moty: A city manager or county administrative officer (CAO) is given certain guidelines or parameters by their board to address issues. City managers and CAOs write letters all the time supporting different things. If it's something controversial or out of the scope of city managers or the CAOs given authority, they would take it to their board.

By motion made and seconded (Moty/Comnick), the staff recommendation passed unanimously.

There being no other business to discuss, Chair Dickerson adjourned the meeting at 5:12 p.m.
Respectfully submitted,

Daniel S. Little, Executive Director

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