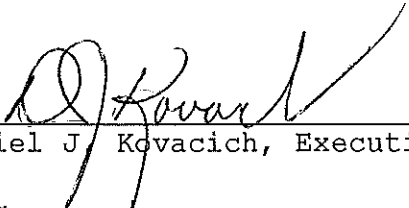


REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Minutes of the December 12, 2000 RTPA Meeting		02/27/01	3-1

RECOMMENDATION

It is recommended that the Agency approve the minutes of the December 12, 2001, RTPA meeting.



Daniel J. Kovacich, Executive Officer
/jmg

Attachment: Minutes of December 12, 2000, RTPA Meeting

UNAPPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, December 12, 2000, 4:00 p.m.

Board of Supervisors' Chambers, Courthouse

1500 Court Street, Redding, 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 meeting time, place and attendance; the order and general nature of discussion; Agency deliberations; and action taken, if any.)

Agency Members Clarke, Connick, Hawes, Kight, McGeorge, Reno and Alternate Member Fust were present. Agency Member Wilson was absent. Representatives of the RTPA, Shasta County staff, Caltrans, City of Redding, City of Anderson, Shasta Senior Nutrition Programs (CTSA) and RABA were present.

1. Call to Order:

Chair McGeorge called the meeting to order at 4:03 p.m.

2. Public Comment Period:

There were no requests to speak during the Public Comment Period.

Consent Calendar

3-1 Minutes of October 24, 2000, RTPA Meeting

3-2 Regional Transportation Improvement Program (RTIP) Project Status Report #12

3-3 RTPA Meeting Schedule Through December 2001

By motion made, seconded and carried, the items on the Consent Calendar were approved.

Regular Calendar

Executive Officer Kovacich announced the February 20, 2001 RTPA agenda will include elections for Chair and Vice-Chair.

4. Consider Resolution for Commendation to Jerry Severson for 37 Years of Dedicated Service - Consider Action:

Executive Officer Kovacich reported that Jerry Severson, Senior Transportation Planner for Caltrans District 2, will be retiring on December 30, 2000. The RTPA would like to commend Jerry for his dedicated service and for being a valuable liaison to the Agency since the RTPA was formed.

By motion made and seconded (Hawes/Fust), the Agency voted unanimously to pass Resolution No. 00-22.

Chair McGeorge presented and read a signed framed copy of the resolution to Mr. Severson.

5. Air Quality Conformity and Congestion Mitigation Air Quality (CMAQ) Update - Information Only:

Dan Little, Senior Transportation Planner for the RTPA, gave a brief update concerning current federal air quality activities and how they are affecting local agencies. In 1997, the EPA adopted stringent air quality rules to which there is some question as to whether or not they had the authority to do so. The issue is presently tied up in the Supreme Court and until a ruling is made or June 15, 2001, whichever comes first, Shasta County will remain in attainment for ozone.

RTPA staff has been preparing for ozone nonattainment designation, including development of staff and software to model future transportation-related air emissions as required by the Clean Air Act. Staff has also solicited projects from the local agencies and the community in general for CMAQ funds which should become available shortly after Shasta County is designated nonattainment. Staff has received 13 CMAQ project applications. Approximately \$1 million per year is expected to be allocated to Shasta County for CMAQ projects, and the RTPA is the agency which will administer the program. The project applications will be ranked and be brought before the Agency at either the February or April 2001 RTPA meeting for approval.

6. Conduct Public Hearing and Consider Amendment to the Regional Transportation Improvement Program (RTIP) and

7. Conduct Public Hearing and Consider Amendment to the Federal Transportation Improvement Program - Consider Action:

John Stokes stated the RTIP amendment includes \$1.3 million for the construction phase of the Deschutes Road Corridor Project and \$1.042 million for the Oak Run and Buzzard Roost Roads Rehabilitation projects. It is recommended Resolution No. 00-18 be adopted by the Agency approving the programming for these projects.

The FTIP amendment includes the programming for two separate amendments - the Deschutes Road Corridor project and \$288,000 in FTA 5307 funding matched with \$72,000 of TDA funds to purchase six new vans for RABA. Staff has been advised that a separate resolution should be signed for each of these FTIP projects. The

will be FTA 5307 funds Amendment No. 2 to the FTIP, and the Deschutes Road Corridor project will be included in Amendment No. 3.

Chair McGeorge opened the public hearing. There being no one who wished to speak for or against the item, Chair McGeorge closed the public hearing.

By motion made and seconded (Clarke/Hawes) the staff recommendation was adopted.

8. Consider Adoption of the Disadvantaged Business Enterprises (DBE) Program for the Shasta County Regional Transportation Planning Agency - Consider Action:

Supervising RTPA Planner Bill Ramsdell stated that local agencies, are required to adopt a DBE Program in order to receive federal funds for planning, capital acquisition, engineering and construction costs related to transportation planning. The adoption process includes a "Notice of Overall Goals" and a 45-day public comment period. Staff sent notices to over 700 contractors who conduct business in Shasta County. The Shasta County RTPA has adopted a 8% overall goal. Caltrans has had an over site role in the process and the TAC has supported the DBE document. The final step in the process is for the Agency to adopt the DBE program.

By motion made and seconded (Kight/Fust) the DBE Program for the Shasta County RTPA and its member agencies was adopted.

9. Consider Recommendation from the Social Services Transportation Advisory Council (SSTAC) to Revise the Unmet Transit Needs and Reasonable to Meeting Definitions - Consider Action:

Bill Ramsdell reported that the Social Services Transportation Advisory Council (SSTAC), which is mandated by TDA statutes and is an advisory council to the RTPA concerning unmet transit needs, has requested the Agency consider modifying the current unmet needs and reasonable to meet definitions. These definitions are the main tool used to evaluate and make recommendations regarding the expansion of transit in Shasta County. The SSTAC studied a number of unmet transit needs and reasonable to meet definitions and incorporated different ones to come up with a recommendation to the Agency. In order for a new definition to take effect during the next unmet needs process, it must be passed at today's meeting.

Staff does not support the recommendation from SSTAC, but has made changes to the current definition. The main difference between

the staff recommendation and the SSTAC proposal is that SSTAC supports allowing two years for an expansion in transit to make the minimum farebox requirements. The current definition requires that the expanded service must not drop the overall farebox below 20% from the onset. The TDA statutes allow for two years for new transit to meet farebox when at least 50% of the transit service that is currently in place is being affected.

Staff has prepared a recommendation that incorporates some of the language recommended by SSTAC, has had counsel review it, and feel it is a fair compromise. That recommendation is outlined in Resolution No. 00-21.

Chair McGeorge noted he received a memo from RABA staff suggesting the RTPA Board wait until the RABA Transit Plan has been completed before consider changes to the current unmet needs definition. Ray Duryee, Transit Supervisor for RABA, added that the RABA Transit Plan will make projections regarding the sustainability of new transit service and may therefore, have an impact on the unmet needs and reasonable to meet definitions. He further stated that it would be logical to wait until after the Regional Transportation Plan has been adopted before considering changing the definitions.

Executive Officer Kovacich did not see the significance of how the completion of the transit plan would effect changes in the unmet transit needs definition. He stated that the unmet needs and reasonable to meet definitions determine how TDA funding it utilized and has nothing to do with RABA transit planning.

Melinda Brown, from People of Progress and a member of the SSTAC, spoke to the Agency in support of the SSTAC recommendation. She felt that a 2-year grace period for new transit seemed more reasonable than expecting a new service to reach minimum farebox standards immediately.

Jim Heyfron, Transportation Manager for Shasta Senior Nutrition and also an SSTAC member, was in favor of the SSTAC recommendation. He stated that SSTAC would like the Agency to have the opportunity to consider new and/or expanded transit, and the SSTAC definition would allow for that.

Vi Klaseen, a former member of the Citizens Transportation Advisory Committee (CTAC), stated that SSTAC members are speaking for their transit disadvantaged clients and asked that the Agency consider their recommendation.

Executive Officer Kovacich explained that the statutes only set the minimum levels for TDA funded transit. He added the local agencies can provide for services beyond that. An example is how the County provides services that aren't found reasonable to meet by definition, but are being funded anyway.

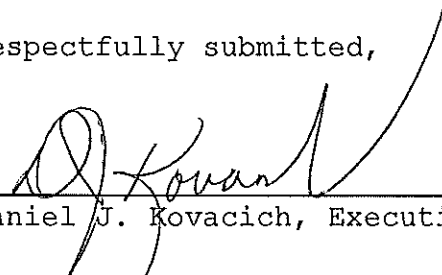
After brief Agency discussion, Member Clarke made a motion to accept the staff recommendation and adopt Resolution No. 00-21. Agency Member Fust seconded the motion, and it passed unanimously.

Agency Member Clarke urged the local agencies to continue providing transit services beyond the minimum TDA funding levels.

10. Adjourn:

There being no further business to discuss, Chair McGeorge adjourned the meeting at 4:40 p.m.

Respectfully submitted,



Daniel J. Kovacich, Executive Officer

/jmg