

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Executive Officer's Report	04-17-07	10

It is recommended that the Agency receive the Executive Officer's Report.



Daniel S. Little, AICP, Executive Officer

DSL/jac

Attachment: April 3, 2007 letter from Will Kempton - Director, Department of
 Transportation
 March 6, 2007 letter to Assemblyman Doug LaMalfa and
 Senator Aanestad

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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April 3, 2007

Mr. Dan Little, Executive Officer
Shasta County Regional Transportation Agency
1855 Placer Street
Redding, CA 96001

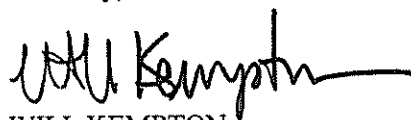
Dear  Little:

I congratulate you on the securing of Corridor Mobility Improvement Account (CMIA) programming for the \$27 million Cottonwood Truck Climbing Lanes Project. Based on the merits of the project, the regional commitment to the Fix Five Partnership and the "Blue Print" planning effort the Shasta County Regional Transportation Agency is undertaking, the California Transportation Commission was in a position to include this work as part of the CMIA program.

As you are well aware, land use and related growth in Northern California is resulting in capacity needs in the I-5 corridor in the Shasta-Tehama region that are much greater than existing State and Federal transportation resources can meet. I believe we have a shared understanding this is a State and local government problem and both need to work together to meet the challenge. The partnership efforts established in Shasta and Tehama Counties to look at land use and alternative transportation funding solutions are outstanding examples of how State and local government can cooperatively work together to better provide transportation facilities that meet regional and interregional needs. I applaud the partnership efforts and am committed to helping make them a success.

Again, congratulations on the CMIA programming of the Cottonwood Hills Truck Climbing Lanes Project. This project should provide a strong foundation for the Fix Five Partnership and "Blue Print" planning efforts, and is representative of the State's commitment to Interstate 5 and the partnership endeavor. I look forward to working more with you in meeting Interstate 5 and other regional mobility challenges.

Sincerely,



WILL KEMPTON

Director

c: Brian Crane, District 2 Director

The attached letter regarding the State-Local Partnership Program was mailed on March 6, 2007 to:

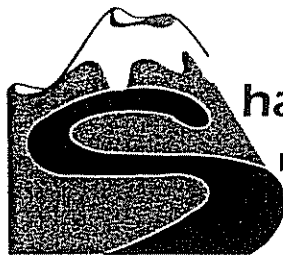
Assemblyman Doug LaMalfa, District 2

Senator Aanestad, District 4

Copies of the letter were sent to:

Senator Lowenthal
Chairman - Transportation and Housing Committee

Assemblyman Nava
Chairman - Committee on Transportation



Shasta County

Regional Transportation
Planning Agency

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Daniel S. Little, Executive Officer

March 6, 2007

RSP 020021

Assemblyman Doug LaMalfa
State Capitol, Room 4164
P.O. Box 942849
Sacramento, CA 94249-0002

Subject: State-Local Partnership Program

Dear Assemblyman LaMalfa:

On December 8, 2006, the California Transportation Commission (CTC) released draft guidelines for the recently approved State-Local Partnership Program (SLPP). These guidelines will likely exclude Assembly District 2 from receiving a share of SLPP funds. Proposed amendments to the guidelines from our more urbanized peers and the recently introduced Senate Bill 748 would eliminate any remaining possibility. To help insure counties in District 2 have a fair swing at competing for SLPP funds, your support for the following modifications to the SLPP Guidelines is respectfully requested:

1. Allow locally generated traffic impact fees (TIF's) to qualify as eligible matching funds
2. Limit project eligibility to those located on the mainline state highway system

Background:

Proposition 1B, approved by voters last November, provided for the allocation of \$1 billion to be deposited in the State-Local Partnership Program (SLPP) Account. These funds are subject to such conditions and criteria as the Legislature may provide. Created as an incentive and reward for "self help" counties, a match of local revenues dedicated to transportation purposes is required to receive SLPP funds. The CTC was tasked with creating program guidelines and allocation of funds.

As drafted, the CTC's SLPP Guidelines would allow developer impact fees to be eligible as SLPP match. However, regions such as the Bay Area and Los Angeles quickly pounced; lobbying that SLPP funds should only be used in areas with voter approved local sales tax measures. This revision would eliminate all areas within District 2 – including Shasta County – from participating in the program. Senate Bill 748 has also been introduced, which omits any mention of TIFs or other fees imposed via adoption of a local ordinance as eligible local revenue.

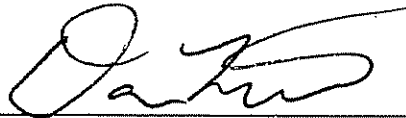
On the heels of inequities dealt under the Corridor Mobility Improvement Account (CMIA) Program, it is clear that we need to be more vigilant about protecting North State interests.

Recommendations:

1. TIF's such as those generated by the recently formed "Fix 5 Partnership" should be eligible as local match toward the SLPP. The Fix 5 Partnership is a joint effort by seven jurisdictions in Shasta and Tehama counties, organized in part to develop and adopt a regional TIF program for mainline Interstate 5. While not a voter approved sales-tax measure, revenue generated from this innovative program will fulfill the same regional purpose as a tax measure. By designating revenue generated through TIFs as eligible local match dollars toward SLPP funding, the CTC will strengthen the Fix 5 Partnership and its resolve at an especially critical point in time.
2. If the legislature wishes to limit the scope of eligible TIF's, we suggest they be limited to multi-jurisdictional or regional TIF's that include improvements on mainline state highway systems. This could placate the large urban areas who are vying for all SLPP funds through their proposed sales tax limitation, while still meeting needs in the balance of the state, including Shasta and Tehama's Fix 5 Partnership.

Please let me know if you have any questions.

Sincerely,



Daniel S. Little, AICP, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)
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530-245-6819

cc: John Barna, Executive Director – California Transportation Commission

bcc: Bill Goodwin, County Administrative Officer - Tehama County
Carol Martin, City Manager – City of Shasta Lake
Kurt Starman, City Manager – City of Redding
Larry Lees, County Administrative Officer – Shasta County
Martin Nichols, City Manager – City of Red Bluff
Scott Morgan, City Manager – City of Anderson
Steve Kimbrough, City Manager – City of Corning