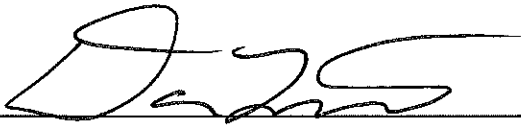


REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Minutes of the February 23, 2010, RTPA Meeting		4/27/10	4-1

RECOMMENDATION

It is recommended that the Board approve the minutes of the February 23, 2010, RTPA meeting.



Daniel S. Little, AICP, Executive Director

/jac

Attachment: Minutes of the February 23, 2010, RTPA Meeting

UNAPPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, February 23, 2010, 4:00 p.m.

Shasta County Board of Supervisors Chambers,
1450 Court Street, Suite 263, 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 the meeting time, place, and attendance; the order and general nature of discussion; Board deliberations; and action taken, if any.)

Board Members Dickerson, Jones, Watkins, Baugh, Moty, Cornick, and Hawes were present.

1. Call to Order

Chair Dickerson called the meeting to order at 4:00 p.m.

2. Staff Introductions

3. Public Comment Period

Rod Evans: member of the steering committee of the Churn Creek Bottom Homeowners and Friends Organization. Mr. Evans noted that in December of 2009, the RTPA sent a letter to the Shasta County Department of Resource Management Planning Division in response to a proposed development at Knighton Road and Interstate 5. That letter stated that no mainline I-5 segments were evaluated in the draft environmental impact report despite several other impacts that were identified. Mr. Evans noted that he is recommending that the RTPA utilize all means available to ensure that these impacts are correctly addressed in a recirculation of the draft environmental impact report.

Executive Director Dan Little noted that the RTPA's role is essentially as a trustee agency under CEQA. The RTPA is not at a level of a responsible agency, such as a permitting agency, and has no lever beyond commenting on the EIR. The RTPA could comment again during adoption of the document. There are no plans to do so.

Consent Calendar

4-1 Minutes of December 8, 2009, RTPA Meeting

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

4-3 Healthy Shasta Partnership

4-4 Accept Transportation Development Act Fiscal and Compliance Audits for Year Ended June 30, 2009

4-5 Correspondence

By motion made, seconded, and unanimously carried (Moty/Hawes), the Consent Calendar was approved.

Regular Calendar

5. Executive Director's Report

Executive Director Dan Little noted that the RTPA has submitted the 2010 Regional Transportation Improvement Program (RTIP). A key part of that program was to obtain the design phase funds for the South Redding Six Lane Project to widen Interstate 5. There have been multiple meetings over the past couple of months concerning the South Redding Six Lane Project with the FHWA, Caltrans Director, CTC Chairman, and an upcoming meeting with the CTC Executive Director. It looks promising that the project could get funding.

Board members Baugh, Jones, and Dickerson joined Dan Little in Sacramento for CALCOG Capital Day February 17. Several legislators spoke and much of the talk centered on the state budget. Another topic was the gas tax swap that appears likely to pass the legislature. They also met with Senator Aanestad and Assemblyman Nielsen.

Board member Dickerson cautioned that no more sales tax on gasoline sounds nice on the surface, but it will be replaced with an excise tax, so it doesn't save the driver/citizen anything. Theoretically, it gives some protection from the legislature being able to raid those dollars, but the danger lies in once they have the tax dollars, how they are directed. The legislature could direct them to state projects completely, with little or none coming to local projects.

6. Consider 2010/11 Transit Needs Assessment and Conduct 2010/11 Unmet Transit Needs Hearing (Public Hearing)

Executive Officer Dan Little explained that this is the annual process to evaluate unmet transit needs within the region. It leads to determining levels of transit service to be funded with a quarter cent of the sales tax, and will lead up to claims that the Board will be asked to approve at the April meeting.

Staff member Sue Crowe gave a presentation on the annual transit needs assessment. She explained that the unmet needs process is to evaluate the transit needs and services, conduct a public hearing, give the information to the Social Services Transportation Advisory Council, and in April, prepare TDA claims and budget allocations.

As of January 31, 2010, STA has been suspended and is proposed for elimination. The quarter cent sales tax is \$650,000 less than last year. Senior transportation services are also affected, as they get five percent off-the-top of the local transportation revenues received.

Ms. Crowe noted that RABA has an increase in ridership on fixed route and a slight decrease in demand response ridership due to the recertification process. All agencies met their established performance criteria this year: RABA with 15.5% farebox recovery, CTSA with less than \$15 per passenger trip, and Burney Express exceeding the 10% farebox.

Ms. Crowe ended by stating that it is unlikely that new services can be added at this time, until the system can sustain the 19% farebox. The current level of services is

reasonable to meet, but may not be if revenues continue to decrease. This is particularly true for the City of Redding.

Chair Dickerson opened the public hearing, with no one wishing to speak.

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

7. Accept ShastaFORWARD>> Regional Blueprint Final Report and Begin Sustainable Communities Strategy (SCS) Planning Process

Executive Director Dan Little gave a brief recap of what's been done with ShastaFORWARD>> and where it is at now. Mr. Little explained the various public involvement methods used over the last three years, which attracted an estimated 2,500 participants within Shasta County.

Staff member Dan Wayne reviewed the scenario survey results noting that scenario B, the Urban Core & Corridors scenario, had the most votes at about 48%, followed closely by scenario C, the Distinct Cities & Town scenario. Based on the results from the scenario survey and additional public input, it is recommended that a hybrid regional growth vision be moved forward that borrows concepts from both scenario B and C. The question and challenge now is how to move from a conceptual/visioning process to an actual implementation plan – something concrete that local agencies are able to review and to take action upon.

Mr. Wayne said the most logical way to proceed is to conclude the ShastaFORWARD>> process, and then utilize the community values and priorities and the community's preferred regional growth vision to form the foundation of the region's Sustainable Communities Strategy (SCS) pursuant to SB 375. Mr. Wayne explained that a two-step process is proposed to move from the visioning process to the concrete SCS.

The first step is the development and application of a 'Mobility Assessment Tool' (MAT). MAT outputs will be used to determine where land use patterns represented in scenarios B and C best meet local values and priorities, as well as reduce vehicles miles traveled and greenhouse gas emissions.

Step two is the development of a Regional Priorities Compact. Once the MAT-consistent preferred land use inputs are identified, specific implementation activities are needed for local agencies to consider. Three community-based workgroups are proposed corresponding with the three core community values identified via the ShastaFORWARD>> process, plus one technical workgroup. Workgroups will be charged with generating a range and scope of action items that are consistent with the community's vision and the MAT outputs for inclusion in the Regional Priorities Compact.

Local agencies will have a minimum of three formal opportunities to guide development of the Regional Priorities Compact. Throughout this process the California Air Resources Board (CARB) will be consulted to assure eventual buy-in of this approach and method becoming Shasta County's SCS.

Mr. Wayne noted that outputs from the MAT and other GIS data will be combined and made available on a web-based GIS portal. Additional information will also be available,

such as CO2 output per household from household auto use. It will be capable of demonstrating visually where emissions are coming from in our region, show what our land use strategy is for managing vehicular greenhouse gas emissions, and track and account for all local greenhouse gas reduction projects.

Board member Baugh noted that there were 1,196 responses (plus 183 surveys that did not provide a zip code of residence) considered with the vote. Mr. Baugh believes there was not enough public involvement/input and that major groups within the area were excluded. Business and industry input was not sought after as much as it could have been. Mr. Baugh thinks grant money will come our way as a result of Shasta*FORWARD*>>. He does not believe a response of 3.2%, (6% if the two phases are included together) accurately reflects the community's preferred regional growth. He thinks that it's a great effort, but it falls short.

Staff member Dan Wayne noted that when the number of surveys returned is combined with both phases of Shasta*FORWARD*>>, one out of every 60 individuals in Shasta County participated in the process. Mr. Wayne stated that this is the best opportunity, best chance, and the most momentum to move forward with some idea of a regional plan to turn into the Sustainable Communities Strategy.

Board member Baugh stated that one major element is missing, which is the input from the cities' and the county's elected officials that have been elected by the voters to help determine scenarios for future growth; as well as the planning commissioners that are appointed by those elected officials. Those are the people, by vote, placed in a position of being responsible. It still remains to be seen what the various boards will do with the report, but he still believes in the process of electing people, and those elected officials are responsible and should be included in the process as well.

Staff member Dan Wayne noted that the whole purpose of the information is to expand the data base that elected officials have to make decisions. In effect, the interpretation and implementation of the community input comes down to local agencies and elected officials.

Board member Moty stated that anytime input is received from the community, it needs to be considered. He does agree, to some degree, with Board member Baugh, but noted that it's difficult to get people to respond to these types of surveys. He hopes that elected officials will continue to get their chance to give input.

Board member Dickerson noted that, in going forward with the action, each of the entities within Shasta County will appoint people to workgroups. Through those appointees, elected officials will have additional opportunities to give input into the process. Mr. Dickerson noted that this is a step; it's not the end or conclusion. Each of the elected bodies is going to have the opportunity to evaluate this report. It may be that some of them feel that it's not enough information; others may appreciate the support.

Board member Moty added that the report provides good information. It's a great start, since there was nothing before.

Board member Watson stated he was impressed at how Dan Wayne took the questionnaire and put it into a finalized package. Given the economic downswing, he was wondering if the people's view of the future was really predicated on where we may be going as a county and as a society. Mr. Watson said that what concerns him is that this will be going to CARB and be used for estimating vehicles miles traveled. If a target is picked that's too high, that will hinder the region; if the target is not high enough, CARB may not accept it.

By motion made and seconded (Hawes/Comnick), the staff recommendation passed by a vote of 6-1. (Dickerson, Watkins, Jones, Hawes, Comnick, Moty in favor; Baugh opposed).

8. Master Service Agreement with VESTRA Resources and Personal Services Agreement Amendment #4 with Moore & Associates

Staff member Dan Wayne explained that it is recommended that the Board approve the RTPA contract with the state to do the Shasta County Regional GIS Platform Feasibility Study. A competitive process was used, and VESTRA Resources was selected. They are on the state's Master Service Agreement listing, and the RTPA can piggyback on the state's contract. The RTPA gets a lower rate by doing this, and also can combine that project with the development and application of the Mobility Assessment Tool.

Mr. Wayne explained that an extension of the Personal Services Agreement with Moore & Associates to the end of this year, with no increase in compensation, is recommended so they can finish the remaining work.

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

9. Federal Stimulus II Programming and Amendments #15-17 to the 2008 Federal Transportation Improvement Program (FTIP)

Executive Director Dan Little explained that there is momentum gaining in Congress for a second stimulus bill referred to as Stimulus II. One version has passed the house that would provide about \$7.8 million to Shasta County for surface transportation. The version suspected to come through the Senate may be half of that. There are requirements with Stimulus II, where projects have to be obligated, and under contract within 90 days. Fifty percent of the money has to be delivered within 90 days, the other half has to be delivered within one year. It is necessary now to get organized and approve the programming document. Funds would be apportioned by population for our local jurisdictions.

Since the exact projects are not yet known, a financial amount is being programmed in the federal program. That enables the RTPA to be able to administratively add the projects once it is known if there is a Stimulus II bill and the funds are available.

Some projects are ready to be delivered to meet the 50% requirement, because in the last round of stimulus, NEPA clearance was obtained for more projects than could be built with available funds in the City of Redding, Shasta County, and City of Anderson. Some jurisdictions may want to wait and try to deliver within the one year requirement, instead of the 90 day.

Mr. Little noted that, beyond the surface transportation money, about \$2 million in funds could be available for transit capital and, to a limited degree, for transit operations.

There may also be Transportation Enhancement funds of about \$440,000 that are ready to be delivered on the East Redding Bike Lane Project, a long-standing RTPA priority.

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

10. Cottonwood Hills Truck Climbing Lanes Project Presentation

Phil Baker, from Caltrans District 2, explained this is a \$20.8 million project located on Interstate 5 that is aimed at reducing congestion in the south-and north-bound lanes. The project will construct a third lane on I-5 extending from Gas Point Road on the south to approximately Deschutes Road on the north. The third lane will be constructed in the existing median.

The project is funded from Corridor Mobility Improvement Account (CMIA) money. The CMIA funds the construction and construction support. The state controlled portion of the STIP funds the support components of the project.

Project development, including environmental, right-of-way acquisition, and design phases, were completed one year ahead of schedule, and the project is now being advertised for construction. The ultimate support cost projections to completion are going to be \$2.2 million below the original engineer's estimate.

This is the only project in District 2 that received CMIA funding. This is a credit to Dan Little and John Bulinski with Caltrans, and others, that worked hard to get money up to the north state. There's a lot of effort given to get money in place to fund these types of projects.

Construction activities are scheduled to begin in April of this year, and Caltrans hopes to have construction complete this construction season.

11. Elect RTPA Vice-Chair

Board member Baugh nominated Leonard Moty. Board member Hawes seconded the motion and it passed unanimously.

There being no other business to discuss, Chair Dickerson adjourned the meeting at 5:23 p.m.

Respectfully submitted,

Daniel S. Little, Executive Director

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