REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Minutes of the April 23, 2002 RTPA Meeting		07/23/02	3-1

RECOMMENDATION
It is recommended that the Agency approve the minutes of the April 23, 2002 RTPA meeting.

Daniel J. Kovacich

Daniel J. Kovacich, Executive Officer

/jac

Attachment: Minutes of April 23, 2002 RTPA Meeting

UNAPPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)
Tuesday, April 23, 2002 4:00 p.m.
City of Anderson, City 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 meeting time, place and attendance; the order and general nature of discussion; Agency deliberations; and action taken, if any.)

Agency Members Clarke, Comnick, Hawes, Kight and Alternate Member Fust were present. Agency Members Wilson, McGeorge and Duryee were absent.

1. **Call to Order**:
   Chair Comnick called the meeting to order at 4:05 p.m.

2. **Public Comment Period**:
   There was no one who wished to speak during the Public Comment Period.

Consent Calendar

3-1 **Minutes of February 26, 2002, RTPA Meeting**

3-2 **Accept Performance Audit of Redding Area Bus Authority (RABA) for the Three Years Ending June 30, 2000**

3-3 **Accept TDA Fiscal and Compliance Audits for the Year Ended June 30, 2001**

3-4 **Future RTPA Meeting Schedule through February 2003 - Information Only**
By motion made, seconded and carried, the items on the Consent Calendar were approved.

Regular Calendar

4. **Continuation of 2002/03 Unmet Transit Needs Process**
   Executive Officer Kovacich explained how this is the continuation of the 2002/2003 Unmet Needs and TDA Claims Process. He read over the list of six recommendations the Agency is being asked to

approve. He explained how this is the next step in the process to distribute TDA funds next year to the local agencies and to RABA. There were no requests for service this year that staff determined would be reasonable to meet.

Mike Evans, SSTAC Chair, 2777 Flagstone Court, Anderson: stated there are three main issues to consider:

First: Giving the trial services a chance to succeed. He is renewing his request for the RTPA board to keep that issue alive. Mr. Evans stated that there are some improvements happening. There is an effort on the part of Social Service providers and several other folks in the community to promote these services and try to get ridership up. Even if it's not meeting current farebox requirements, a lot of people are still being served -- it is meeting an unmet need. The question is if it's efficient and cost effective in the long run.

Second and third: Sunday service/extended hours. Mr. Evans stated that everyone in the community sees these as unmet needs. There is some evidence from Saturday statistics to try to project Sunday service. There is also some evidence from end of the day runs to try to project extended hours. He believes that until a trial run is done, it's not possible to predict its success or failure.

Mr. Evans interjected that a lot of progress was made last year and community awareness was raised concerning transit needs. He noted that gas prices are going up so public transit will be more attractive to more people. Mr. Evans suggested four questions for consideration:

1. Do we really want a reliable, working, dependable, publicly supported transit system? If so, how do we achieve those goals?

2. Are there actually TDA funds available that could be allocated to make some improvements to that system?

3. Can we somehow get the RTPA and RABA boards to communicate about the issues that divide them? The workshop was a start; maybe another workshop might be helpful.

4. When staff prepares the report about how it allocates under the formula, it does a calculation allocation. They end up allocating about 5,079 people in the County who actually are in the RABA service area. That leaves about 60,000

county residents unaccounted for, in terms of public transit. That's in all of the districts.

Agency Member Hawes moved to recommend the motion, except for number six -- he would like to see the farebox ratio go back to 19%. No one seconded, motion failed.

Agency Member Clarke motioned to approve staff's recommendation, Agency Member Kight seconded, Agency Members Fust and Comnick approved, Agency Member Hawes opposed. Motion passed.

5. **Consider Requesting That Caltrans Prepare Soundwall Projects For STIP Funding On Interstate 5**

Executive Officer Kovacich explained that there were two citizens who spoke about soundwalls at the last meeting, due to the noise level of I-5. The Agency directed staff to look at the issue. Staff has worked with Caltrans and determined that the area from Bonnyview north to Twinview would probably qualify for funding for soundwalls. Caltrans can do the cost estimates for the projects. Staff is recommending that Caltrans submit these projects the next time the Agency looks at projects for STIP funding. State legislature has decided that soundwalls can be STIP funded.

Agency Member Clarke stated that it's not just an issue of I-5 running through Redding, Anderson has a couple of trailer parks that have I-5 running on one side of them and Hwy. 273 on the other side. These trailer parks have been asking for years to have the noise level addressed, Caltrans has always informed them that there was no money available for this. Agency Member Clarke stated that the concerns of these trailer parks should be addressed as well. Mr. Kovacich stated that Caltrans could look at I-5 from the Tehama County line as far north as Mountain Gate.

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

6. **A) Conduct Public Hearing,**
B) Consider Amendment #2 to 2001/02 Overall Work Program (OWP)
C) Adoption of the 2002/03 Overall Work Program (OWP) Consider Action

Executive Officer Kovacich requested an amendment to this years' Overall Work Program, and an adoption of next years' budget. The amendment to this years' budget would reduce funding by several thousand dollars. Mr. Kovacich explained that the State decided they allocated too much money and want the Agency to reduce its budget by approximately $2400. This won't have any impact. Next years' Overall Work Program was enclosed in the agenda packet. Mr. Kovacich noted it was reviewed with Caltrans, FHWA and FTA and is ready for approval.

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

7. **Accept Trial Transit Services Update - Information Only**

Executive Officer Kovacich explained the spreadsheet attached to the staff report. He went over the three current RABA trial transit services. Cottonwood is getting 3.1% to the farebox, Intermountain Express is getting 13.3% -- that's the entire length from McArthur to Redding. The new link from McArthur to Burney is getting 3.8%, and Airport Road is getting 1.4%. This is information only; staff was requested to keep the Agency informed when the trial services were put in place.

Agency Member Clarke asked how the Airport Road fare is calculated to get 58 cents. Mr. Kovacich explained that when the services were put into place, they took into consideration how the services would be evaluated. The total ridership divided into the total fare revenue gives the average of 58 cents. He explained that there are monthly passes, discounts, etc. -- not all riders pay the one-dollar fare.

RABA Member Ray Duryee reviewed the various fare programs. Seniors and disabled people ride at half fare, which is 50 cents; children in arms are free. There is also a 25-cent coupon, which RABA sells 1,000 a month to the Social Services organizations, who then give them away. RABA also has an unlimited ride monthly pass that can be bought for a fixed amount and allows passengers to ride however many times they want. Mr. Duryee continued to explain that by taking the total ridership base and dividing it by revenue, it comes to 58 cents. Looking at it as an average of the total system, it is at that lower level.

Agency Member Kight asked what the projected cost is for these routes in a year from now. Mr. Kovacich explained that you take the number of service hours, times the cost of service hours. Currently the cost is basically the same each month; the variation is due to the number of days in each month. Agency Member Kight stated that the Cottonwood route rides six people a day for $5000 a month. Mr. Kight suggested that the next time a trial service is conducted, an accounting of the actual cost associated with the service be done.

Agency Member Clarke stated how Social Services put up part of the money for the first year of the trial services in an effort to get people back to work. They wanted to see if that was a hindrance to people getting back into jobs.

Agency Chair Comnick stated that the Cottonwood route picked up in January then dropped off; however the Airport route is steadily increasing. She added that hopefully when they get into the trailer park it will improve. Agency Member Clarke and RABA Member Ray Duryee both noted that they had not heard back from the trailer park yet.

8. **Consider Regional Transportation Improvement Program (RTIP) Update - Ratify action taken by Staff**

Dan Little explained the ongoing story of the Regional Transportation Improvement Program (RTIP). The California Transportation Commission (CTC) took action in the State Transportation Improvement Program early this month. In December this Agency adopted a RTIP that requested $40 million in projects; also requested was $10 million dollars in advance money. After the RTIP was submitted, there were some programming capacity problems statewide where no money would be available the last three years of this five-year program. Staff submitted the RTIP to CTC for approval as far as the State program. Once approved, a line of credit is allocated so transportation projects can be funded over the next five years. Mr. Little noted that unfortunately the $10 million dollar advance was denied due to a lack of funding. As a result 14 projects, totaling $10 million dollars, had to be deleted. The four- and five-year projects were removed with hopes to resubmit them again in two years. Two other projects had to be moved out to the fifth year -- the State Route 299 project over the Sacramento River and the Bonnyview Widening project to four lanes to Hwy. 273. The good news is that all carry over projects were approved. Staff successfully leveraged $18 million dollars in interregional State Discretionary funds. Staff asked for Planning Programming and Monitoring funds (PPM) funds. Funding totaling $310,000 was approved in the first two years. It was determined that it would be beneficial to develop the Downtown Redding Projects. If the City of Redding uses this money for downtown projects, the $310,000, the same amount, would be deducted from the programming funds for those projects. Staff's proposal would be that if the City of Shasta Lake or Anderson would like to come up with allocation projects, the money would go towards those two cities, mostly because projects in both cities had to be deleted. The action requested by the Agency was to proceed with the STIP as adopted.

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

9. **Conduct Public Hearing and Consider Federal Transportation Improvement Program (FTIP) - Ratify action taken by Staff**
Executive Officer Kovacich explained the necessity to deal with State agencies as well as Federal agencies. Staff is asking for an increase in the 5307 funding for RABA and two increases in STIP projects that the City of Redding is working on -- the Cypress Avenue project and the South Bonnyview Widening project. The Agency has already approved these projects for STIP funding; however, this is needed to acquire Federal dollars. It does require a public hearing and Board approval.

Chair Comnick opened the public hearing. There was no one who wished to speak during the Public Comment Period.

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

10. **Consider 2000/01 Transportation Development Act (TDA) True-Up of Claims - Consider Action**
Executive Officer Kovacich explained this is the final action for the FY 2000/2001 TDA process -- True-Up of costs and revenues of that fiscal year. Dollars are broken down into four different categories, then are distributed to the three cities and the County. Mr. Kovacich continued to explain that the biggest impact was with increased revenues that were received. A surplus of $900,000 accumulated over the last two years and should be returned to the claimant. There was also a reduction of administrative costs. Included was a $25,000 match for new vans that Shasta Senior Nutrition Program (SSNP) was able to acquire. A change in the amount necessary to fund RABA resulted in a surplus of $219,000 dollars. There was a reduction in rural transit cost, because it was projected that Burney Express would need a new van in 2001 and in 01/02; they got both vans this year.

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

11. Approve Revised 2001/02 TDA Claims for Shasta County to Fund Burney Express and Rural Transit Administration Costs

Executive Officer Kovacich explained that this item is related to the previous item, except this deals with this year. It is necessary to increase the amount of claims for vehicle purchases; also operating costs have gone up slightly. Administrative costs have gone up as well because of the new trial express services, and trying to revive the Shingletown Van Pool.

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

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

Respectfully submitted,

Daniel J. Kovacich, Executive Officer

/jac