

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Correspondence	10/28/08	4-4

RECOMMENDATION

This item is for information only.

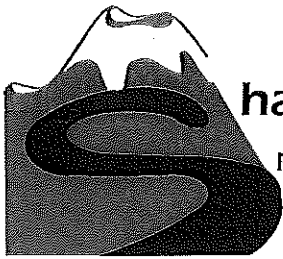
SUMMARY

Attached is correspondence signed by the Chair or determined to be of interest to the Board.


Daniel S. Little, AICP, Executive Director

DSL/jac

Attachments: Letter to Governor and California Legislative Representatives from RTPA Chair
Governor Schwarzenegger letter to the RTPA Chair
Governor Schwarzenegger letter to the California State Senate
Letter to US Congressional Representatives from RTPA Chair
Letter from Senator Barbara Boxer to RTPA Executive Director
Letter from Rusty Selix, CALCOG, to Senator Steinberg
Letter to State Department of Transportation Director, Will Kempton, from RTPA Executive Director



Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5661 • FAX (530)225-5667
E-Mail scrtpa@snowcrest.net • HOME PAGE www.scrtpa.org

Daniel S. Little, AICP, Executive Officer

July 21, 2008

RLG 010010

The Honorable Doug La Malfa
California State Assembly
2865 Churn Creek Road, Suite B
Redding, CA 96002

Subject: Reject Irresponsible Budget Raids of Transportation Funding

Dear Assemblyman La Malfa:

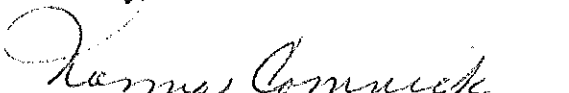
The Shasta County Regional Transportation Planning Agency is deeply concerned regarding proposals to raid the state sales tax on gasoline (Prop. 42 funds). We fully understand the difficulty of negotiating the state budget this year; however, this one-time band-aid would do nothing to solve the state's structural deficit. Such an action will cause irreparable harm to our state, local transportation systems, and economy.

Prop 42 funds are critical to many transportation and transit projects in California and your district. In the Shasta County region alone, Prop. 42 raids will:

- **Stop work on a \$43.8 million project to widen Interstate 5 to six lanes in South Redding.** Prop. 42 raids will reduce funds to the State Transportation Improvement Program (STIP) where environmental work for this project is programmed this fiscal year.
- **Slash Redding Area Bus Authority (RABA) funding by \$544,000 (15% of its operating budget).** Prop. 42 raids will reduce State Transit Assistance (STA) funds. Transit is already reeling from weakening sales tax receipts and prior legislative raids of gas tax "spillover" dollars.
- **Devastate road maintenance budgets for Shasta County, Redding, Anderson and Shasta Lake by withholding \$3.8 million.** Prop. 42 raids will put the breaks on much needed pothole repairs, overlays and safety projects.

Again, we fully appreciate the difficulty of addressing this difficult budget. Barrowing funds from sorely needed transportation projects will only stifle the economy further, cause further distrust among Proposition 1A voters, and do nothing to fix the state's chronic budget deficit.

Sincerely,


Norma Cornnick, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

NC/DSL/jac

c: Larry Lees, Shasta County Chief Administrative Officer
Kurt Starman, City of Redding City Manager
Carol Martin, City of Shasta Lake City Manager
Scott Morgan, City of Anderson City Manager
Patrick Minturn, Director, Shasta County Department of Public Works
Brian Crane, Director, City of Redding Department of Public Works
Jim Grabow, Director, City of Shasta Lake Department of Public Works
Rich Barchus, Director, City of Anderson Department of Public Works
Barry Tippin, Director, Redding Area Bus Authority
Brenda Schimpf, Interim Director, Caltrans District 2

Letter was also sent to:

Governor Arnold Schwarzenegger
Senate President Pro Tem Don Perata
Senate Minority Leader Dave Cogdill
Assembly Speaker Karen Bass
Assembly Minority Leader Mike Villines
California State Senator Sam Anestad



GOVERNOR ARNOLD SCHWARZENEGGER

September 10, 2008

The Honorable Norma Connick
Chairwoman
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, California 96001

Dear Ms. Connick,

Thank you for your letter about transportation funding in our state budget. I hope you'll excuse the delay in responding during this time of year. I do appreciate hearing your concerns and priorities about this important issue.

I very much recognize the importance of local programs and services, and, in addition to addressing our current budget challenges, I'm also committed to ensuring that future leaders won't have to face the same difficult situation we're in today. I've been able to consistently increase public transportation funding since coming into office, but much of the rest of our budget suffers as a result of the system's failure to link spending with revenues. In the past, Sacramento plugged the resulting deficits by grabbing money everywhere it could, including from local governments. We worked with the voters to stop those practices, and we now have a good opportunity to fix the process once and for all.

The budget compromise I proposed August 20 does not take money from local governments or from transportation. It's a fiscally responsible compromise that not only addresses our current challenges, but also ends the roller coaster funding our process now creates. Most importantly, it would give us a budget system that helps put California on the road to fiscal sanity, pay off our debt and live within our means, reforms that will strengthen our state for generations to come.

Your insight and engagement are important parts of this effort, and I'll be sure to keep your thoughts in mind as budget negotiations move forward. Thanks again for writing and for your service and commitment to our golden state.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger

/la

Steinberg 4025



GOVERNOR ARNOLD SCHWARZENEGGER

SEP 3 0 2008

To the Members of the California State Senate:

I am proud to sign Senate Bill 375. This legislation constitutes the most sweeping revision of land use policies since Governor Ronald Reagan signed the California Environmental Quality Act (CEQA) nearly four decades ago, and will provide much needed guidance to local planning agencies on transportation, housing and other land-use decisions necessary to meet our greenhouse gas reduction goals under AB 32.

I commend Senator Steinberg and the sponsors of this legislation for accomplishing the difficult task of bringing together disparate and competing interests in order to create the framework for an historic state-local partnership to meet the greatest environmental challenge of our time, global warming.

This bill once again puts California on the leading edge of climate change policy by instituting the nation's first policy to integrate four unsynchronized planning processes: land-use planning, transportation planning, housing development and reduction of greenhouse gas emissions. I am particularly pleased that this bill approaches the task with incentives rather than top-down regulatory mandates. If implemented as intended, this bill provides significant incentive in the form of a streamlined environmental review process under CEQA for certain residential and mixed-use housing projects that are consistent with regional plans to achieve greenhouse gas reduction targets.

By addressing greenhouse gas emissions in the aggregate from transportation projects, housing of all densities and other development projects, the "Sustainable Communities Strategy" (SCS) should also allow individual projects that are consistent with the regional plan to avoid conducting duplicative, project-specific CEQA greenhouse gas analysis and mitigation. While I strongly support the incentives provided to residential housing in the form of streamlined CEQA permitting, I believe the failure to extend those same incentives to all projects related to transportation, infrastructure, services and employment that are consistent with the regional plan fundamentally undermines the programmatic approach to land-use planning this bill hopes to achieve. The author has committed to address some of these issues in clean-up legislation as needed.

The sheer magnitude and complexity of this overhaul lends itself to drafting errors and oversights as the bill tries to integrate new, overarching regional requirements with existing



local, state and federal laws and regulations. Failure to properly integrate these layers of regulatory requirements could result in litigation, additional cost and delay in completing much needed transportation and housing projects that are already underway throughout the State. My administration will work with the author and sponsors of this legislation to ensure that clean-up legislation is drafted to address these issues in the next session.

Specifically, there are four areas that must be addressed:

Provide exemptions for voter-approved Proposition 1B Transportation Projects –

Although the clear intent of the author was to exempt all transportation projects funded through Proposition 1B, approved by the voters in 2006, ambiguous language in the bill may put at risk approximately \$5 billion in Prop 1B transportation projects throughout the state, including in Los Angeles, San Diego, Riverside, Orange and San Bernardino counties. Clean-up legislation is needed to clearly exempt all projects funded with Proposition 1B funds.

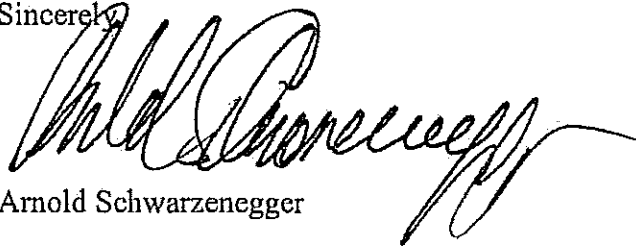
Expand CEQA streamlining to other projects that are consistent with a Sustainable Communities Strategy – This bill wisely offers housing developers the ability to “opt out” of certain CEQA requirements in exchange for adhering to a preapproved “Sustainable Communities Strategy”. However, this bill only applies the benefits of compliance with an SCS to new residential construction, omitting most projects related to other infrastructure, retail and commercial development. This omission undermines the whole reason for the bill in the first place - implementing a comprehensive programmatic approach to land-use planning - and must be addressed.

Eliminate schedule conflicts with housing element updates and Regional Transportation Plans (RTPs) – While the bill is intended to synchronize updates of housing elements in local government general plans and regional transportation plans (RTP), new and conflicting schedules are established with regard to the federal transportation planning schedule, federal air quality regulations, and existing deadlines for housing element updates and regional transportation plans. Without correction, confusion and litigation are likely to result. The Department of Housing and Community Development is already reporting that the provisions of the bill could invalidate the housing element of a city’s General Plan. This places the city at risk of losing access to federal and state housing funds, including funding approved by the voters in Proposition 1C. This was clearly not the intent of the author and these conflicting schedules must be addressed as quickly as possible.

Mitigation for impacts to the State Highway System – While the author did address a request to include the State Highway System (SHS) in the definition of the regional transportation network, follow-up legislation is needed to provide clarity of the requirement that projected impacts to the SHS by previously approved and new projects are required to mitigate for SHS impacts. Apparent inconsistency between this bill and current mitigation requirements provide broad potential for litigation that will hamper project delivery and potentially drain hundreds of millions of dollars from the State Highway Account, shifting mitigation costs that are now borne by project proponents to taxpayers.

I look forward to working with the author and all stakeholders in addressing these issues so that we can ensure the successful implementation of this bill and realize our greenhouse gas emission reduction goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger", with a long, sweeping horizontal stroke extending to the right.

Arnold Schwarzenegger



Shasta County

**Regional Transportation
Planning Agency**

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Daniel S. Little, AICP, Executive Officer

July 21, 2008

RPP 010012

The Honorable Wally Herger
United States House of Representatives
410 Hemsted Drive, Suite 115
Redding, CA 96002

Subject: Transportation Reauthorization Act

Dear Mr. Herger:

The time for Congress to pass a new transportation authorization act is quickly approaching. As the Metropolitan Planning Organization (MPO) for the Shasta County region, we would like to work with you and your staff to meet the needs of our constituents. To that end, please do not hesitate to contact myself or Executive Director, Dan Little, to coordinate our reauthorization efforts.

We understand that goods movement and preserving our Interstate corridors will be top Federal priorities. Interstate 5 is of particular national importance as it ranked high in the Federal Corridors of the Future Program.

The Federal emphasis on Interstate 5 fits in well with our MPO's priorities. Interstate 5 is the top priority in our long-range plan and programs. A 61-mile stretch of Interstate 5 is the subject of a multi-regional effort involving seven local agencies and two regional agencies between Corning and Shasta Lake. Known as the Fix 5 Partnership, we are working with state and federal agencies toward a common goal to maintain mobility on Interstate 5 before congestion becomes insurmountable. More information on the Fix 5 Partnership is available at www.fixfive.org.

In addition, we are attaching the statewide reauthorization principals recently approved by our Board. It is our strong belief that if we work together on common goals, California will get a fair shake in the reauthorization.

Once again, we look forward to working with you on the new transportation authorization act. Please keep in touch.

Sincerely,

Norma Connick, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

NC/DSL/jac

Attachment

Transportation Reauthorization

July 21, 2008

Page 2

c: Larry Lees, Shasta County Chief Administrative Officer
Kurt Starman, City of Redding City Manager
Carol Martin, City of Shasta Lake City Manager
Scott Morgan, City of Anderson City Manager
Gary Antone, Executive Director, Tehama County Transportation Commission
Brenda Schimpf, Interim Director, Caltrans District 2
Will Kempton, Director, Caltrans Headquarters
John Barna, Executive Director, California Transportation Commission

Letter was also sent to:

Senator Barbara Boxer
Senator Diane Feinstein

California Consensus on Federal Transportation Authorization 2008

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

1. Ensure the financial integrity of the Highway and Transit Trust Funds

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement, as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. *Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.*

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs -- speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. *Strengthen comprehensive environmental stewardship.*

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

7. *Streamline Project Delivery*

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

United States Senate

HART SENATE OFFICE BUILDING
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WASHINGTON, DC 20510-0505
(202) 224-3553
<http://boxer.senate.gov/contact>

August 20, 2008

Dan Little
Executive Director
Shasta County RTPA
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

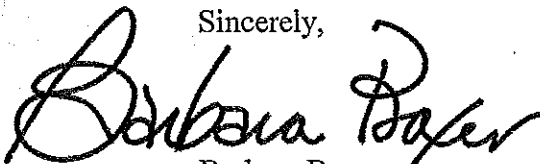
As the Chairman of the Senate's Committee on Environment and Public Works, I will be holding a field briefing in Sacramento to discuss the next authorization of the highway, transit and highway safety programs bill. The field briefing will be held on Wednesday, September 3rd in Room 4202 of the State Capitol at 12:30 p.m.

As you know, this legislation will set highway, transit and highway safety priorities and policies for the coming years. As the Committee expects to take this bill up in 2009, my goal is to ensure that California's statewide and local transportation needs will be addressed in this bill. At this field briefing, I will be hearing testimony regarding the priorities for the entire state, including Northern California.

As a former county elected official, I value local perspective in shaping policy for our state and the nation and I invite you to attend this informative briefing and welcome your written comments of your organization's priorities that will be submitted into the record. You can send your comments to my Deputy State Director, Stacey Smith, at stacey_smith@boxer.senate.gov.

I look forward to seeing you on September 3rd and hope that you will submit comments of the transportation needs for your community as I work to ensure that this next bill improves the movement of people and goods, promotes cleaner air and safer roads in California and across the nation. If you can attend, please RSVP to my Sacramento office at 916-448-2787.

Sincerely,



Barbara Boxer
United States Senator



CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS

MEMBER AGENCIES

Association of Bay Area Governments
Association of Monterey Bay Area Governments
Butte County Association of Governments
Calaveras Council of Governments
Coachella Valley Association of Governments
Contra Costa Transportation Authority
Council of Fresno County Governments
Council of San Benito County Governments
El Dorado County Transportation Commission
Humboldt County Association of Governments
Kern Council of Governments
Kings County Association of Governments
Lake County/City Area Planning Council
Los Angeles County Metropolitan Transportation Authority
Madera County Transportation Commission
Mendocino Council of Governments
Merced County Association of Governments
Metropolitan Transportation Commission
Orange County Transportation Authority
Placer County Transportation Planning Agency
Riverside County Transportation Commission
Sacramento Area Council of Governments
San Bernardino Associated Governments
San Diego Association of Governments
San Joaquin Council of Governments
San Luis Obispo Council of Governments
Santa Barbara County Association of Governments
Santa Cruz County Regional Transportation Commission
Shasta County Regional Transportation Planning Agency
Southern California Association of Governments
Stanislaus Council of Governments
Transportation Agency for Monterey County
Tulare County Association of Governments
Tuolumne County Transportation Council
Ventura County Transportation Commission
Western Riverside Council of Governments

CONSTITUTIONAL MEMBERS

California State Association of Counties
League of California Cities

July 18, 2008

Senator Darrell Steinberg
State Capitol Building, Room 4035
Sacramento, CA 95814

Re: SB 375 - Oppose Unless Amended

Dear Senator Steinberg:

The California Association of Councils of Governments (CALCOG) is opposed to your SB 375 unless amended.

An important amendment we seek is to ensure that the changes needed to regional transportation plans do not impair the ability to fund projects, categories or ratios of projects set forth in local sales tax measures either already enacted by voters or which could be enacted before the applicable regional transportation plan is updated to include the SB 375 requirements. Following is the language that is considered necessary to address this concern:

Nothing in this section shall prevent sales tax authorities from complying with the will of the voters by applying the funds determined to be necessary to accomplish either specific projects listed, or to address expenditures for various transportation purposes by category, as approved by the voters in a sales tax measure adopted prior to December 31, 2012.

Additionally, it is essential that the legislation does not interfere with the autonomy of local land use decisions and that this is sufficiently clear to cities and counties that the overwhelming majority of them continue to support the regional blueprint process in the way that they have.

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These regional blueprints began as local voluntary efforts. It was the voluntary nature of them, in the complete absence of any state control, that allowed local government to participate actively and support these efforts.

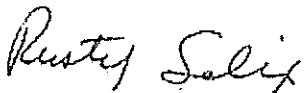
We understand that you have been meeting with representatives of the League of California Cities and California State Association of Counties and that there have already been agreements reached to address much of this concern. We support continuation of those discussions so that the necessary clarification and mutual understandings are achieved.

We also note that there is considerable ambiguity about how the Air Resources Board (ARB) would set regional targets and the consequences of not planning for or meeting those targets. The bill should be amended to establish that before the ARB sets regional targets the regions should document what their current level of transportation-related greenhouse gases are that come from car and light truck trips and the likely changes based upon current trends.

The bill should also make it clear that while either the Sustainable Communities Strategy (SCS) or the supplement must document a set of strategies that would meet the target, there is no penalty if those strategies are not achieved and no other language that would create additional causes of action beyond the existing federal air quality conformity requirements. We do not have specific language to address this issue but are interested in working with you and other stakeholders to address it.

Finally, we believe that all of these concerns can be addressed and resolved satisfactorily with you in a manner that does not take away from the objectives of the legislation - while acknowledging that some of our member agencies have taken positions articulating additional concerns and may continue to seek additional amendments before removing their opposition. In that spirit, I hope that you, the sponsors and other individuals will continue the cooperative working relationship with us and other local government organizations.

Sincerely,

A handwritten signature in black ink, appearing to read "Rusty Selix". The signature is fluid and cursive, with the first name "Rusty" and last name "Selix" clearly distinguishable.

Rusty Selix
Executive Director



Shasta County

Regional Transportation
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Daniel S. Little, AICP, Executive Officer

October 7, 2008

RMS 010024

Will Kempton, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Brenda Schimpf, Caltrans District 2 Interim Director

Dear Will:

I want you to know how much we appreciated working with Brenda Schimpf as interim District 2 director. During Brenda's brief time here, she was quick to engage the Shasta County RTPA and gain a thorough understanding of our projects and challenges. Brenda forged a solid working relationship with our member agencies and exhibited great leadership and listening skills. I found Brenda accessible, involved and willing to personally research answers to our questions.

Your decision to appoint Brenda as interim director proved to be a sound one. Should Brenda choose to settle down in a permanent position, we would gladly welcome her back in District 2 or in any other capacity that would present an opportunity to work with her again.

Thanks again, Will. Please extend our gratitude and best wishes to Brenda.

Sincerely,

Daniel S. Little, AICP, Executive Director
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/jac