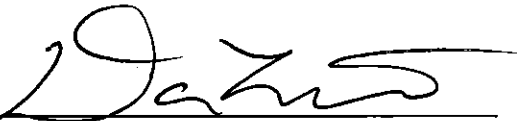


REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Minutes of the October 27, 2009, RTPA Meeting	12/8/09	4-1

RECOMMENDATION

It is recommended that the Board approve the minutes of the October 27, 2009, RTPA meeting.



Daniel S. Little, AICP, Executive Director

/jac

Attachment: Minutes of the October 27, 2009, RTPA Meeting

UNAPPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, October 27, 2009, 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, Stegall, Palmer, Baugh, Moty, Schaefer and Hawes were present.

1. Call to Order

Chair Dickerson called the meeting to order at 4:02 p.m.

2. Staff Introductions

3. Public Comment Period

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

Consent Calendar

4-1 Minutes of July 28, 2009, RTPA Meeting

4-2 Future RTPA Meeting Schedule Through October 2010 - Information Only

4-3 Amendment #11 to the 2008 Federal Transportation Improvement Program (FTIP)

4-4 Amendment #1 to the 2009/10 Overall Work Program (OWP)

4-5 Legal Services Agreement with Kenny, Snowden & Norine

4-6 Approve City of Shasta Lake and City of Redding Bikeway Plans

4-7 Correspondence

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

Regular Calendar

5. Executive Director's Report

Executive Director Dan Little gave an update on Federal Economic Stimulus Transportation Funds, noting the handout with various projects listed. All the funding within the first time period for delivery was delivered on time. Currently all projects, except the City of Redding's Oasis Road Interchange Improvement Project and Preventative Maintenance Project, have been obligated. The latter has recently received environmental approval, and the Oasis Road Interchange Improvement Project is close to receiving approval.

Shasta County submitted four applications for TIGER grants. No Shasta County projects made the state-sanctioned list. Mr. Little gave an update on the Cottonwood Hills Truck Climbing Lanes Project, Antlers Bridge Project, and South Redding Six Lane Project.

Every six years there is a reauthorization of federal funding for transportation projects. The federal reauthorization is currently in an extension period as Congress missed the six year deadline. The federal reauthorization could include funds for the South Redding Six Lane Project.

Mr. Little ended by noting there is a significant California Supreme Court decision in which gas taxes for transit that had been raided by the state over the last few years must be repaid.

6. Updates on ShastaFORWARD>> and Senate Bill 375 Implementation, Approve Request For Proposal

Executive Director Dan Little explained the ShastaFORWARD>> process is wrapping up and a transition is being made to the SB 375 process. A kickoff meeting was held with the California Air Resources Board (CARB) yesterday concerning Shasta County's regional greenhouse gas emission reduction target, achieved via reduced vehicles miles traveled. Mr. Little noted that, at the next RTPA meeting, there will be an SB 375 workplan for Board review.

Chair Dickerson inquired about gathering public input for the emission targets for Shasta County.

Executive Director Dan Little answered that, at the state level, they are having meetings and bringing in interest groups – builders, environmental groups, businesses, etc. At the regional level it is up to the RTPA; the only requirement under the law is one workshop of affected jurisdictions. The workplan to be reviewed in December will outline public involvement. Mr. Little noted that there is an issue about cooperation from the unincorporated area of the county. So far there is no indication or official direction whether the County wants to participate. There has been no official Board of Supervisors direction either. There are other county departments that are constructively participating, but the most affected county department, Resource Management, is not. If they're not involved, the process has to take place anyway and decisions would be made on their behalf.

Staff member Dan Wayne explained the main element added to MPO responsibilities through SB 375 is the creation of the Sustainable Communities Strategy (SCS). Successful completion of the SCS will allow the Agency to remain in a favorable position for discretionary money that comes into the region for transportation. It will also help the cities and counties to avoid possible litigation over new development projects in the coming years. Shasta County was awarded a grant from the state in the amount of \$400,000 to enhance the Shasta County Travel Demand Model and to generate GIS data related to transportation, land use, and greenhouse gas emissions. Ongoing long-term funding is yet to materialize; SB 406 passed through the legislature, but was vetoed by the Governor. It is suspected that at a future date a new proposal will be brought before the legislature.

Mr. Wayne noted that a Regional Targets Advisory Committee (RTAC) was organized and they prepared and submitted recommendations to CARB on the factors to be considered and the methodologies to be used in setting specific regional greenhouse gas emission reduction targets. CARB wants the local regions to bring their own suggestions for respective regional targets and how to calculate them. CARB wants local agencies to suggest what their regional target should be by March 31, 2010. CARB will provide a draft target by June 30, 2010, and a final target by September 30, 2010. There will be a uniform statewide target and also a handful of regional adjustment factors to recognize individual differences between regions. By the end of calendar year 2010 there will be an opportunity to influence what those regional factors are, the parameters or range of adjustment possible, and how they are calculated for our region.

Board member Baugh noted that SB 375 supplants local planning and also asked how Shasta County actually arrives at a target and how it is established.

Staff member Dan Wayne answered that the RTAC is not responsible to come up with a regional target, only to provide the methodology and reasoning for setting those. In terms of how the targets will be arrived at, there are many questions involved with that, which is advantageous because that opens the opportunity to influence the process. Ultimately, the target will be arrived at as a result of back and forth discussion and negotiations between the region and CARB.

Chair Dickerson noted that SB 375 only supplants local planning if we allow it to. If the initiative is taken and locals do their own planning, SB 375 will not supplant local planning.

Board member Palmer noted that the City of Shasta Lake does not believe SB 375 will supplant local control. They are giving the state and CARB the benefit of the doubt. The RTPA needs to be proactive and not reactive. The RTPA will remain in control as long as they remain proactive.

Staff member Dan Wayne noted, concerning Shasta *FORWARD*>>, that they are now at the conclusion of the second and final phase of the public outreach portion of the process. Around 2,500 individuals were active participants in the process. This size of sample adequately represents a full spectrum of public opinion and points of view. All the data and comments received are currently being reviewed and analyzed and the

results will be formally presented to the Board along with a final report and recommendation at the February RTPA meeting.

Mr. Wayne continued to note that there is a growing need for GIS data that is complete, consistent, and merged across the entire region for all the jurisdictions. An RFP was prepared to study the feasibility of a regional GIS platform. The study will evaluate possible hosts, locations, and a common structure to merge all regional GIS data in the same place, making it accessible, usable, and exchangeable to all local agencies in the region.

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

7. Accept Northern California Google Transit Feasibility Study

Executive Director Dan Little explained that about a year ago the Board approved this study and that it was funded by a special transit grant through Caltrans.

Staff member Sue Crowe noted that this study involved nine counties, two Caltrans districts and a total of twenty-two agencies. The project was finished in less than a year.

Aaron Antrim from Trillium Solutions gave a presentation explaining that Google Transit is a transit trip planner integrated with Google Maps. The project covers a nine county area of northern and eastern rural California. Caltrans wanted to test Google Transit in rural areas; it's currently mainly in metropolitan areas. This project was recommended in the 2008 California Rural Intercity Bus Study, with the goal being to create a more integrated intercity bus network in California. Google Transit also works well on BlackBerries, iPhones and other mobile devices. Mr. Antrim explained that the next step is to launch the agencies that have determined the trip planner is viable. In the beginning, most agencies are choosing a test phase during which a message is displayed noting that this is new and being tested, to call if they have any feedback, and check the results against the traditional time tables and maps. RABA expects to launch in the next few weeks. Shasta County is being considered to be a lead on the 211 virtual call center in northern California. Google Transit could be utilized by operators to provide travel information for the people who call the center and need travel directions to certain services.

Board member Palmer thanked Mr. Antrim, noting that this modernization is welcome.

Tehama County Transit Manager Barbara O'Keefe stated, that on behalf of the nine counties, she would like to thank the RTPA for being a leader in the north state and providing expertise. Dan Little and his team are always "second to none" and they sincerely appreciate the collaboration and partnership.

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

8. Caltrans Buckhorn Grade Improvement Project Presentation

Executive Director Dan Little explained that this was the first in a five-part series over the next year, in which, at each RTPA meeting, one of the high profile projects will be

presented. The Buckhorn Project has a 50 year history of planning. It is a well known project with the California Transportation Commission because it's a high dollar, safety and goods movement project in a rural area. It's located in Shasta County, but is a higher priority for Trinity and Humboldt counties.

Chris Harvey from Caltrans District 2 explained the three approaches to getting the grade upgraded. One is the ultimate buildout, which is the big Buckhorn Grade project. Second is to focus on getting STAA trucks to and from the coast. Third are safety projects that they've been able to get recently and construct this last year. Each approach is dependent on funding type and availability. The big Buckhorn Grade project is from the Shasta and Trinity county line down to post mile eight, which is near the Crystal Creek Road turnoff. Currently there are 57 curves that don't meet STAA truck standards. Accidents on the grade are three to four times higher than the state average. The three projects constructed on the grade this summer came to a total capital construction cost of \$8.2 million. These projects were State Highway Operations and Protection Program funded. They reduced 10 of the STAA curves. The three project locations were the top of Buckhorn, the bottom of Buckhorn, and Yankee Gulch. These safety projects are an intermediate fix; they don't replace the large repair. However, they are the best that they can do right now with available funding.

Board member Stegall asked about more passing lanes, noting that drivers take risky chances when they get behind trucks.

Mr. Harvey answered that in the ultimate buildout there are plans for more passing lanes, however, with the safety program they are confined and can only perpetuate what's out there now. Mr. Harvey noted that there will at least be an eight-foot shoulder in places for trucks to move over.

Board member Dickerson noted that the Burnt Ranch area and others are also challenging in terms of construction.

There being no other business to discuss, Chair Dickerson adjourned the meeting at 5:27 p.m.

Respectfully submitted,

Daniel S. Little, Executive Director

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