

APPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, April 27, 2004, 4:00 p.m.

Shasta Senior Nutrition Programs,
2225 College View Drive, 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 meeting time, place and attendance; the order and general nature of discussion; Agency deliberations; and action taken, if any.)

Agency Members Clarke, Hawes, Goekler, Mathena, and Kight were present. Agency Members Wilson and Connick were absent.

1. Call to Order:

Chair Kight called the meeting to order at 4:07 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 24, 2004, RTPA Meeting

3-2 Future RTPA Meeting Schedule Through April 2005 - Information Only

3-3 TDA True-Up for 2002/03

By motion made, seconded and carried, the items on the Consent Calendar were approved.

Regular Calendar

4. Unmet Transit Needs - Consider Approval of 2004/05 Transportation Development Act (TDA) Allocation Instructions and Claims Budget and Unmet Needs Findings

Executive Officer Dan Kovacich explained the next step of the 2004/05 Unmet Needs process.

Social Services Transportation Advisory Committee (SSTAC) Chairman, Larry Scarborough, handed out a list of the recommendations from the SSTAC. The Committee suggested that the RTPA find a more efficient way to communicate to the public about the Unmet Needs Hearing in order to get better input; need to allow County staff to issue survey

cards to the general public and ridership of public transit, to determine unmet transit needs and help determine why there is a drop in ridership. SSTAC believes there are funds available to pursue unmet transit needs and it is important to use them for public transportation now for the future. They also believe the County needs to be more aggressive in promoting the unmet needs process and should extend the fixed routes for two hours in the evening.

Larry reviewed the list of recommendations that may not be reasonable to meet. The recommendations were to extend fixed routes by two hours instead of four; provide fixed route service on Sundays; provide limited Demand Response service on Sunday mornings; extend limited service to Mountain Gate, Palo Cedro and Happy Valley areas one or two days a week; develop fixed routes in Anderson/Cottonwood to connect to Redding/Anderson route; develop or improve connections to fixed routes for Shasta and Simpson colleges and other important venues; develop a way to cut waiting time on main fixed routes; consider alternate performance measure other than fare box ratio.

Executive Officer Kovacich noted that there are unmet needs in outlying areas; however, they cannot overcome the reasonable to meet test. RABA is currently operating in the most densely populated areas within the urbanized area and not making the required farebox ratio that has been set. Trial services had been started to Cottonwood and Airport Road that failed.

The request to provide service to Mountain Gate was considered by extending the routes that service Shasta Lake City; however, it would disrupt several of the better RABA routes. It would require a new route to service Mountain Gate, and with the low density, it probably would not make the farebox ratio.

Discussion was held concerning the drop in RABA ridership, possible reasons why and how to increase ridership.

Chairman Kight stated that survey cards have validity, but people who already ride the bus do not need to be questioned, it is those who do not ride that need to be questioned, to find out what it would take to have them ride the bus.

Larry Scarborough noted that the SSTAC would involve different community groups and the senior population. They

would reach out more aggressively to riders and non-riders and do a better job than in the past.

Board member Trish Clarke stated that it would be more economical to use smaller busses for the outlying areas, and some routes in Redding where the busses are never full. RABA should take a look at smaller busses.

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

5. Adopt the 2004/05 Overall Work Program (OWP)

Staff member Thomas Hays summarized the recommendation to adopt the 2004/05 OWP. The OWP was discussed with Federal and State partners at the Intermodal Planning Group meeting. The budget is down 12% from last year.

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

6. Presentation by Caltrans Regarding State Highway Operation and Protection Program (SHOPP) Projects in Shasta County

Executive Officer Kovacich explained that there is no money coming from the State Transportation Improvement Program (STIP); however, one of the highest priorities on how to spend gas tax revenues is on the operation and maintenance of the State highway system. Caltrans administers the State Highway Operation and Protection Program (SHOPP), which make operational and other improvements to the State highway system.

Project Manager Dave Moore of Caltrans District 2 explained the SHOPP, including the background, purpose, goal and projects of the program.

Discussion was held concerning Rest Areas, Buckhorn Pass, Stillwater Road overcrossing and Federal Earmark projects.

There being no other business to discuss, Chairman Kight adjourned the meeting at 5:07 p.m.

Respectfully submitted,

Daniel J. Kovacich, Executive Officer

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