

APPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, July 26, 2005, 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 meeting time, place and attendance; the order and general nature of discussion; Agency deliberations; and action taken, if any.)

Agency Members Clarke, Connick, Hawes, Goekler, Mathena, and Hartman were present. Agency Member Pohlmeyer was absent.

1. Call to Order:

Chair Hawes 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 April 26, 2005, RTPA Meeting

3-2 Future RTPA Meeting Schedule Through July 2006 - Information Only

3-3 Letter of Support for Caltrans Planning Grant

3-5 Consider Adoption of the Disadvantaged Business Enterprises (DBE) Program for the Shasta County Regional Transportation Planning Agency (SCRTPA)

By motion made, seconded and carried, the items on the Consent Calendar were approved with Board member Mathena abstaining from item 3-1 because he was not present at the April 26, 2005 RTPA meeting.

Regular Calendar

4. Amendment #4 to the 2004 Federal Transportation Improvement Program (FTIP) (Public Hearing)

Staff member Dan Little explained that this is the fourth amendment to the FTIP and is for a Caltrans SHOPP emergency project. The emergency repair is for the Pit River Bridge, on Interstate 5, over Shasta Lake by Bridge Bay. In future cycles of the FTIP an ultimate solution is to replace the

deck and one day the entire bridge. It is a \$20.3 million addition to the FTIP program for this project; the contract would be awarded in the fall.

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

5. Amendment #1 to the 2005/2006 Overall Work Program (OWP)

Staff member Thomas Hays explained that the Board is being asked to put back some funding that was earmarked last year to develop the Shasta Travel Demand Model. The work is proceeding as planned, but there was a later start than expected. No new funds are requested; funds that were earmarked for last year would be put into this year's cycle.

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

6. Consider Redding Area Bus Authority Request for Temporary Farebox Reduction

Executive Officer Dan Kovacich explained that this is a follow up from the April 2005 RTPA meeting. At that time RABA had requested a reduction in the farebox standard to 15 percent. The Agency then indicated that they would like to see RABA come back with a plan on how to get back up to the 19% standard before they would consider a reduction. Dan noted that RABA has come back with a plan, and if the costs and revenue numbers are accurate, RABA will get back up to 19 percent. Dan noted that the plan includes increasing the fixed route fare to \$1.25 in October 2005 and \$1.50 in July 2006. Demand Response will go to the maximum allowable amount of \$2.50 in October 2005, and \$3.00 in July of 2006. Dan continued to explain that RABA's plan includes some route modifications. Route 9 service in Anderson would change to more of an intra-community service with direct service to Redding every other hour. Anderson has reviewed these plans for route modification, and agrees with them.

Dan continued to state that RABA has requested a joint meeting with the RTPA. If the Agency does want to hold a joint meeting, Dan indicated that he would be open to any agenda topics they would like to discuss.

Dan also stated that an amendment to the Overall Work Program (OWP) is being requested to fund a short- and long-range transit plan for RABA. This would be an update to the current plan as well as an opportunity to look at new ideas.

Dan noted that the Board received a handout of a letter from Mike Evans, giving his suggestions for improving RABA. Mike is a member of the Social Services Transportation Advisory Committee (SSTAC); however, the letter is from him personally not the committee,

Board member Connick noted that the City of Anderson had a meeting and is very appreciative of the changes RABA has made.

Board member Clarke stated that she is pleased that RABA has a plan to address farebox deficiencies, and she supports the staff recommendation. She believes that would be the best use of taxpayer's money. Trish continued to note that she agreed with the joint meeting as well. She believes it would be good to have discussion on all of the issues with all of the members present.

It was decided to have the meeting following RABA's regularly scheduled meeting on the third Monday in September 2005.

Board chairman Hawes personally thanked the RABA board and staff for coming up with a plan.

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

7. Consider Actions to Generate Additional Funding for Transportation

Executive Officer Dan Kovacich explained that he has made presentations on transportation funding to the Board of Realtors, the City of Redding Planning Commission, the Rotary Club and the Exchange Club. He has been getting the word out that Shasta County is heading for or is already in a transportation funding crisis. He stated that the response he has been getting is mixed. Most people feel that there is a need for some additional funding; however, very few people have indicated a desire to work on or chair a sales tax measure. Dan continued to note that the questionnaire he had handed out had about a 60% rate of people who would support a tax increase. Dan noted that the questionnaire was not a scientific survey, and it does not necessarily represent the whole population. Dan concluded by stating that although he would still be available to make future presentations to service clubs, his assessment is that it is not the right time for a sales tax increase. It is necessary however; to continue to educate the public about the funding situation, that if not broke, is in very bad shape.

Dan requested the Agency to approve a meeting between himself, Caltrans District 2 Director, Brian Crane and the three City Managers and the County Chief Administrative Officer to discuss the potential for a region-wide traffic impact fee for the state highway system. Currently the three cities and the county have traffic impact fees of varying amounts; however, the state highway system is left out of the funding scenario. Dan noted that there is no local funding source to make any improvements on the state highway system. Dan continued to note that steps needed to be taken to see if it is feasible to implement a traffic impact fee for the state highway system. Although it is not the responsibility of the three cities or the county to fund the state highway system, they are left with the consequences of not taking any action.

The Agency held discussion concerning funding for the state highway system. It was noted that it will take a while for Shasta County residents to support this concept, as Proposition 42 although passed in the state, did not pass in Shasta County. The state highway system is used every day by local residents as part of their commute system, as well as travelers going through the area.

Dan then explained the request for \$10,000 to perform polling to determine the viewpoints of area residents. Dan explained that if viewpoints are collected now, over time, this could be monitored to determine what areas need to be concentrated on. Typically professional pollsters do a telephone survey of about 300 households.

Board member Mathena noted that the City of Redding is doing a similar survey and it might be best to wait for those results to see if there is anything that would help with a RTPA survey.

Board member Comnick noted that developers in the City of Anderson contribute funding for roundabouts to highways that service the City of Anderson, as well as I-5.

Dan noted that the difference with the region-wide traffic impact fee is it would fund, in addition to interchanges, main line improvements and adding additional capacity. Most developers' contributions are for access - on & off ramps to the highways.

By motion made and seconded (Mathena/Clarke) the staff recommendation passed unanimously to approve recommendation number 1, and wait for number 2 until after the City of Redding has completed their survey.

8. Receive a Presentation from RTPA Staff on the RTPA Website

Executive Officer Dan Kovacich explained that the RTPA has had a Website for about seven or eight years. Sue Crowe currently manages the website.

Staff member Sue Crowe gave a presentation on the RTPA Website. Sue explained how she updated the looks of the site as well as making it ADA compliant. ADA compliant enables the vision impaired, through the means of a reader, to be told what is on the site. Sue continued to explain that some of the things on the site are agendas, minutes, the questionnaire concerning a tax measure, airport information, visitor information and much more. Sue stated that she currently registered the Website with some Search Engines as well as adding a search bar to the site.

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

Executive Officer Dan Kovacich explained that the SHOPP Program is a state program that funds major maintenance on the state highway system. It covers large projects such as working on the Pit River or Antlers Bridges.

Ed Lamkin, Deputy Director Maintenance & Operations and SHOPP Manager, Caltrans District 2, did a presentation on the SHOPP Program. Ed explained that the SHOPP Program is to preserve and operate to make sure the system works, as well as doing safety projects to keep things on track and working. Ed explained that funding for the state highway account comes from Federal and State gas tax, DMV fees, late fees, hopefully state sales tax, and maybe Indian Gaming. Ed continued to note that Caltrans did a 10-year plan and needs came up to \$30 billion statewide. The program was cut back to \$1.8 billion a year, which is more than they have had in the past, but only over half of what they need. Some of the projects for SHOPP are the Antlers Bridge, Lake Britton Bridge and some maintenance stations.

Some proposed 2006 SHOPP cycle projects are the Sacramento River Bridge at Dana Drive, Stillwater Creek and Clough Creek Bridges, the central Redding interchange and the Pit River Bridge.

There being no other business to discuss, Chairman Hawes adjourned the meeting at 5:02 p.m.

Respectfully submitted,

Daniel J. Kovacich, Executive Officer

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