

## APPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)  
Tuesday, February 27, 2007, 4:00 p.m.  
City of Redding Council Chambers,  
777 Cypress Avenue, 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 Connick, Stegall, Baugh, Dickerson and Goekler were present. Agency Members Hawes and Hartman were absent.

1. Call to Order:  
Vice chair Connick called the meeting to order at 4:05 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 December 12, 2006, RTPA Meeting
- 4-2 Future RTPA Meeting Schedule Through February 2008 - Information Only
- 4-3 Shasta Area Regional Blueprint Plan: Request for Proposals (RFP) for GIS & Regional Growth Modeling Service

By motion made, seconded and unanimously carried, items 4-2 and 4-3 on the Consent Calendar were approved. Baugh and Dickerson abstained on item 4-1 due to not being in attendance at the December 12, 2006 meeting. In the absence of a quorum to approve the minutes, consideration of approval was continued to the April 17, 2007, RTPA meeting.

### Regular Calendar

5. Elect Chair and Vice-Chair for 2007-08  
Agency member Baugh nominated Norma Connick for chair, Agency member Stegall seconded the motion and it passed unanimously. Agency member Stegall nominated Dean Goekler for vice chair, Agency member Dickerson seconded the motion and it passed unanimously.

6. **Consider 2007/08 Transit Needs Assessment and Conduct 2007/08 Unmet Transit Needs Hearing (Public Hearing)**

Staff member Sue Crowe gave a Power Point presentation on the annual transit needs assessment. She explained the regional planning agencies have a process they must follow, which includes an assessment of the transit needs and services of the county. Sue explained that the Transportation Development Act (TDA) provides funding for public transportation, with funds received from the one quarter of one cent sales tax. This provides transportation funding for the Redding Area Bus Authority (RABA), the Burney Express, Consolidated Transportation Services Agency (CTSA), the County Lifeline, and the three cities and the county for other uses. Sue noted that the RTPA approved a temporary farebox reduction to 15% for RABA last year. The actual farebox recovery was 14.51%. This year the farebox will go back to 19%. Sue noted that the RTPA also funded the RABA transit plan update with \$50,000 provided from the Overall Work Program (OWP) PL funds. Sue discussed the RABA Anderson Only route, the Burney Express, and the CTSA.

Chair Comnick opened the floor for public testimony. The following people spoke:

Shelly Anderson represented DOGFITE and the elderly of the community. Shelly stated that they are asking for more shelters, that there are currently shelters at bus stops that have been taken away (the bus stops have been taken away). She suggested moving some of the shelters to the places where there are bus stops, such as Grandview Avenue and Railroad Avenue. Shelley feels that shelters would help the people a lot.

Duane Bent inquired about the Anderson Express Route, if it might be discontinued and if it is under review. Duane noted that it is important to keep the route because people go to Wal-Mart, the Factory Outlet stores and downtown to medical facilities. Duane concluded that he hopes they keep the Anderson Express because a lot of people ride it.

Executive Officer Dan Little stated that the City of Anderson is looking at alternatives. The Anderson Express is not meeting farebox and costs the City of Anderson a lot more for the extra service hours. He noted that there will still be bus service to Anderson and connections to Redding, but there might be modifications to the Anderson Only route. Anderson might make the changes in three or four months.

Executive Officer Dan Little noted that the RABA farebox ratio requirement was reduced by the RTPA last year to 15%

and will go to 19% next year. There are going to be some changes on the system and at the July RTPA meeting there will be some recommendations on how to handle the farebox ratio.

Executive Officer Dan Little explained that RTPA staff will follow up with responses to comments received.

Agency member Les Baugh asked Dan to expand on the definition of "unmet transit needs".

Executive Officer Dan Little explained that they look for transit needs that are reasonable to meet. Most of the definition of reasonable to meet is that the subsidy does not exceed 80%, so that 20% is collected in the farebox. Transit needs is defined not as individual needs but as identifiable group needs. There needs to be enough riders to meet the farebox ratio requirement.

By motion made and seconded (Dickerson/Goekler) the staff recommendation passed unanimously.

**7. Amendment #1 to the 2006 Regional Transportation Improvement Plan (RTIP) (Public Hearing)**

Executive Officer Dan Little explained that this was an augmentation to the State Transportation Improvement Program (STIP). As a result of the passage of Proposition 1B, there are formula funds distributed through the STIP to regions that are called regional shares, out of which street and road projects can be programmed. For this augmentation they are looking at about \$16 million in additional funds; it can go up to about \$20.5 million in funding. The task is how to program those funds for specific projects. Dan noted that the Dana to Downtown project, with additional funds, can be fully funded. Construction can also be advanced by a year. Dan continued to state that the other projects are more iffy on how to program. Proposals are due to the state by April first and they are waiting on more information. One project to accommodate if possible, on behalf of the City of Redding, is the Bonnyview Drive project. Another project is the Cottonwood Hills truck climbing lanes. The last project is the Stillwater project - the widening of the two lane section of Highway 44 from Redding to Palo Cedro. The cost of funding four lanes at Stillwater is getting out of reach so they may do a stop gap measure and do an interchange at Stillwater. They are recommending not to program any funds for this project at this time but wait until the next STIP cycle in six months. Dan ended by stating the staff recommendation is to fund the cost increases and the full construction costs for the Dana to Downtown, leave a reserve to accommodate Bonnyview, and let staff have

discretion to make adjustments for the other two projects based on the new information they get. The adjustments would be made by April first. The changes would be reported to the Agency at the April meeting.

Chair Comnick opened the floor for a public hearing with no one wishing to speak.

By motion made and seconded (Stegall/Goekler) the staff recommendation passed unanimously.

**8. Fix 5 Partnership Approve Consultant Agreement & Authorize Staff to Proceed with Interim Fee Program**

Executive Officer Dan Little gave some background information, explaining that this has been an ongoing project for over a year where funding needs specifically on I-5 have been looked at. Interstate 5 will have very severe congestion in about 10 years. Funding is being looked at for I-5, what the improvement needs are, and doing it through an extensive public involvement process. This covers I-5 from Corning in Tehama County and goes 55 miles north to the City of Shasta Lake.

Dan continued to explain that the funding plan is based on a three-legged stool. One leg is to assess charges to new development to make sure they pay their fair share. One leg is getting the fair share of state and federal funds. By generating local funds it is better leverage for getting these funds. The last leg is to establish, at some future point, a general local revenue source such as a sales tax. Caltrans, with the RTPA as the lead agency, has been given a grant of \$585,000 from the state to conduct studies for a funding plan and traffic impact fee. An RFP has been done and a consultant is being recommended for Agency approval. The work plan is an 18 month to 2 year process looking at I-5 and developing the proper nexus requirements for a traffic impact fee program. MuniFinancial was the top rated firm by all the jurisdictions that evaluated them and it is recommended that the RTPA enter into an agreement with MuniFinancial.

Dan explained that the second part of the recommendation is for the Agency to give formal direction for staff to move forward with an interim fee program. Dan noted that there will be a lot of benefits to the Fix 5 long term fee program, but it will take awhile for that to happen. There are a lot of developments in the pipeline and some of those benefits would be valuable to have now. One of the benefits would be to better streamline the development review process and make the environmental reviews less legally vulnerable to challenges. Dan noted that another benefit is that it levels the playing field for development

of mitigation for Interstate 5. This way it could be looked at equally regardless of the size of the project. Dan explained that another benefit is the ability to leverage other state and federal funds. Dan noted with all these benefits, rather than wait for the long term fee to be developed, there are a lot of projects that will be approved in the meantime. Some kind of basic fee is being looked at.

Dan concluded by asking the Agency to give direction to staff to go ahead and formally proceed with the interim fee program.

Discussion was held concerning the interim fee being higher or lower than the long term developer fees, the fees being different amounts according to where you live in relation to I-5, and the Fix 5 Partnership proceeding under a joint powers agreement.

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

**9. Amendment #3 to the 2006 Federal Transportation Improvement Program (FTIP) (Public Hearing)**

Staff member Thomas Hays explained that transportation projects in Shasta county receiving federal funds must be included in the FTIP, which is prepared every two years. He stated that RTPA staff is recommending a public meeting be held and authorization for the Executive Officer to make minor corrections in response to any review notes from FHWA and Caltrans Headquarters. Thomas noted that there are four State Highway Operation and Protection Program (SHOPP) projects that need additional programming of funds. Three of the projects are located on State Route 299 and one on State Route 89. Funding for three highway bridge projects are being requested as well. The three projects are the Airport Bridge, Cypress Bridge and Twin View Blvd Bridge over Churn Creek. Thomas explained that the highway bridge fund also funds local bridges. Currently in the programming are seven local bridges; amendment #3 increases or advances funding in preliminary engineering, right-of-way and construction.

Chair Cornick opened the floor for a public hearing with no one wishing to speak.

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

**10. Select Delegate and Alternate to California Association of Councils of Government (CALCOG)**

Agency member Dean Goekler volunteered for the position of delegate with Agency member Mary Stegall volunteering for the alternate position.

By motion made and seconded (Stegall/Baugh) Goekler and Stegall were unanimously approved for the positions.

**11. Executive Officer Report**

Executive Officer Dan Little noted that he thought a legislative platform was needed with basic principles that could be developed. It would make it easier to get out letters of support from the RTPA chairman for certain legislation that would be consistent with that platform without having to wait for a meeting. Dan also noted that Brian Crane, Caltrans District 2 Director, and himself, had a meeting with the Caltrans director in Sacramento and it was a very productive meeting. The Director is interested in North State development issues, the Fix 5 Partnership and the Shasta Blueprint. Dan also updated the Agency on the Shasta Blueprint, noting that it has been named ShastaFORWARD>>.

There being no other business to discuss, Chairman Connick adjourned the meeting at 5:13 p.m.

Respectfully submitted,

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Daniel S. Little, Executive Officer

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