

**APPROVED MINUTES**

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)  
Tuesday, February 28, 2006, 4:00 p.m.  
City Council Chambers,  
777 Cypress Avenue, City of 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 Pohlmeier was absent.

1. **Call to Order:**

Chair Hawes called the meeting to order at 4:02 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 October 25, 2005, RTPA Meeting**

3-2 **Future RTPA Meeting Schedule Through February 2007 - Information Only**

3-3 **Adopt the 2006 Regional Intelligent Transportation System (ITS) Architecture Plan for Shasta County**

3-4 **Policy Revision #1 to the Regional Surface Transportation Program (RSTP)**

3-5 **Amend Contract with Dowling & Associates for the Travel Demand Model**

By motion made, seconded and carried, the items on the Consent Calendar were approved, with Mathena abstaining from item 3-1, as he was not in attendance at the October 25, 2005 meeting.

**Regular Calendar**

Executive Officer Dan Kovacich introduced the RTPA staff and legal council.

4. **Consider 2006/07 Transit Needs Assessment and Conduct 2006/07 Unmet Transit Needs Hearing (public hearing)**

Executive Officer Dan Kovacich explained this item is the beginning of the 2006/07 TDA process. The first part is a transit needs assessment that staff has prepared that addresses the current status of transit being provided within Shasta County. There will be a presentation after which there will be a public hearing to take testimony on unmet transit needs. That information will then be presented to the Social Services Transportation Advisory Committee (SSTAC) who will make a recommendation to the Agency at the next meeting. Staff will also evaluate testimony received today to see how it fits against the reasonable to meet definition.

Staff member Sue Crowe did a presentation on the 2006/2007 transit needs assessment. She explained that the Transportation Development Act (TDA) funds 1/4 of 1-cent fuel tax towards public transportation. In our area recipients of this funding are the Redding Area Bus Authority, Burney Express, Consolidated Transportation Service Agency (CTSA), County Lifeline, and the three cities and the county for streets and roads. Transit services in Shasta County are provided to 23 of the 27 census tracts. Sue noted that one of the accomplishments this year was a joint workshop with the RABA and RTPA Boards. The RTPA approved a reduction to 15% in the farebox ratio for 2005/2006, and approved funding from the Overall Work Program (OWP) for RABA's transit plan. Sue ended with stating that CTSA did make their performance requirements, the Burney Express met their required farebox ratio, and RABA did not meet the farebox requirement; however, action has been taken and they plan to meet the requirement for next year.

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

Shelly Anderson from DOGFITE and Far Northern Regional Center. Shelley noted that she represented a lot of disabled people. She has been here for the last five years, and thanked the Board for the things that have been done, such as adding the shelters. She continued to state that they are trying to get Sunday service. People who work on Sundays have to take a cab wherever they go and it costs too much. Also, Sunday service is needed to go to church or to the mall and other places. There really needs to be a Sunday service even though it may just be for a few hours, or with a limited number of busses running.

Kathleen Mclone from Jones Valley. She would like to have transportation to Jones Valley. Kathleen moved here from Pennsylvania and has a few medical problems. She has no way to get to the doctors. There is the Shasta County Lifeline Service that serves Bella Vista and Palo Cedro which is not too far from where she lives. She would like to be able to get to her doctors; if not, she will not be able to stay here. She was not aware of the situation before moving to Jones Valley and thought everywhere you went there was some kind of transportation available to disabled people. Any help she can get would be appreciated.

Sue Crowe, on behalf of the Social Services Transportation Advisory Committee (SSTAC). Sue noted that due to illness there was no representative from SSTAC present, so she read what they were going to present. Sue read that SSTAC consists of community members, social service organizations, county employees and transportation providers/consumers. Goals accomplished the past year were: 1) RTPA/RABA joint workshop, 2) RTPA reduced RABA farebox to 15% for one year, 3) RTPA approved \$50,000 in funding to update the 2001 RABA transit study, 4) RABA started an Anderson express route and a full time route for Anderson using smaller busses, 5) RABA made route modifications to improve service. SSTAC thanked the Board for implementing some of their recommendations from last year's unmet needs process. The SSTAC wishes to establish a close and consistent relationship with the Board and the community.

**5. Amendment #5 to the 2004 Federal Transportation Improvement Program (FTIP) (public hearing)**

Staff member Dan Little noted that every time there is a change in any sort of federal funding sources the FTIP has to be amended. This time around there are a few amendments to the Highway Bridge Replacement Program, some transit funds through RABA and the Hazard Elimination Safety Program.

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

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

**6. Adoption of the 2006 Regional Transportation Improvement Program (RTIP) (public hearing)**

Staff member Dan Little explained the item was to adopt the new RTIP for 2006. It would begin July 1, 2006, and is a

five-year program that is adopted every two years. The RTIP is forwarded to the California Transportation Commission (CTC) who adopts it along with all the other RTIPs in the State and it becomes part of the State Transportation Improvement Program (STIP). The STIP money is then used to build the major capacity increasing projects. The CTC's guidance is to use the new funding capacity for escalation of existing programmed projects. There currently are more escalation needs than the new programming capacity provides us. Dan then reviewed the projects that are currently in the STIP: Dana to Downtown, South Bonnyview, Stillwater, Planning Programming and Monitoring, Downtown Mall and Grade Separation, and East Redding Bike Lanes/Old Oregon Trail Bike Lanes. Dan concluded with recommending the Board approve the item. After approval it will be submitted back to the CTC. Also in the recommendation is authorization for the Executive Officer to make minor changes as noted in the staff report.

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

Executive Officer Dan Kovacich recognized the efforts of Brian Crane, Caltrans District 2 Director, in getting the \$22.9 million on the table for discussion in Sacramento regarding the infrastructure of the bonding process - the local needs are at least on the table. Dan also noted that the programming for South Bonnyview, he believes, will actually allow construction of Bonnyview to four-lanes. That should be happening by the fall or spring.

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

**7. Authorize Distribution of Request for Proposals (RFP) for Riverside Avenue/Interstate 5 Interchange Area**

Staff member Dan Little explained that this project came at the request of the City of Anderson, the study area is both in Anderson and part of Shasta County. This request will produce a study that will eventually lead to a project study report that is proposed in two phases. Phase A would be looking at alternatives on how to improve the interchange and its future demand. Ten or eleven years ago an interchange study was done that included this interchange. Phase A would update that study. Phase B would be the project study report. There have been other verbal requests from Shasta County and the City of Redding to look at a traffic impact fee program in the fringe areas. Depending on the number of other requests, staff may in the future require payback of these studies through the traffic impact fee program. RTPA funds could then be used as a revolving loan program for all future studies.

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

Board member Trish Clarke noted that the staff report said Airport Road, but it is actually North Street.

**8. Request Authorization to Partner with Caltrans on Grant to Develop Traffic Impact Fees (TIF) for State Highway Systems and Other Major Roads**

Executive Officer Dan Kovacich explained this item started a few years ago when he brought up the need for generating additional local revenue sources. The local agencies have a hole in their traffic impact fee programs in that they do not address the state highway system facilities within Shasta County. At the July meeting the Agency directed Brian Crane, Caltrans District 2 Director, and Dan to meet with the three City Managers and the County CAO. That meeting was held November 16, 2005. They enthusiastically supported the efforts to begin a study to assess the needs of the State Highway System and other significant local roads. Brian Crane also secured a \$600,000 grant through Caltrans office of Planning and Research. That money will start to flow July 1, 2006. The City Managers and CAO requested that presentations be made to the local agencies; these are now scheduled throughout March and April. The resolution authorizes RTPA staff to continue to work with Caltrans on this effort. It includes Tehama County down to Red Bluff. Part of this project is to identify what type of revenue should be looked at, whether it will be traffic impact fees, a sales tax proposal, or a series of assessment districts. That is something that will occur through this process.

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

Board member Dean Goekler thanked Dan and staff for their forward thinking on the whole issue. The big picture is development is coming and thinking inter-regionally is a good planning process.

**9. Consider Directing Staff to Prepare Budget for Independent RTPA**

Executive Officer Dan Kovacich explained that at the last Board meeting, Board member Goekler asked that this item be considered. He continued to state that typically with independent planning agencies throughout the state, a lot of the federal planning money that can be passed through the local agencies does not because it gets chewed up in the overhead. Independent RTPA's also use Planning, Programming and Monitoring (PPM) money to monitor the activities of the

CTC and what is going on in Sacramento. Shasta County RTPA currently uses federal money to do this, and PPM money is used to develop projects.

Board member Goekler inquired about any costs charged by the county for overhead such as office space, copy machine use, etc. Dan Kovacich explained that there are no overhead fees charged by the county other than a small charge (about \$1500) for the Auditor-Controller for posting to the general ledger. The RTPA has their own counsel; they do not use the County Counsel.

Board member Dean Goekler stated that his opinion is that a stand-alone RTPA would be beneficial for clout with the State and to help push through some programs. It would take away any issues with individuals that may think that there is any sort of favoritism between the county transportation department and the RTPA because of staff coexisting there. There was a consultant in 1997 that did a proposal on a RABA system wide appraisal. It was the Bauer study. One of their recommendations was to separate the RTPA from the county.

Executive Officer Kovacich noted that there were two Bauer reports. There was a preliminary report that was very strong in that recommendation based on some erroneous information. The second report, although written by the same author, was a rebuttal of the first report.

Board members Mathena, Clarke, Comnick and Hawes held discussion concerning this issue expressing their approval of the current RTPA coexisting with the county.

Board member Mathena explained what a COG is for the benefit of the audience.

By motion made and seconded (Clarke/Comnick) it was voted to keep the RTPA as it currently is with Board member Goekler opposing.

#### **10. Confirm Appointment of New RTPA Executive Officer**

Executive Officer Dan Kovacich noted that he is now the Shasta County Administrative Fiscal Officer. He explained the rules of the RTPA specify that the Shasta County Director of Public Works or his designee shall serve as the Executive Officer, subject to the approval of this agency. Subsequent to Dan's accepting the position in the CAO's office, an internal recruitment was conducted. The three senior planners within the department were interviewed by a panel consisting of Brian Crane of Caltrans, Barry Tippen of the City of Redding, and Dan Kovacich of the County. They gave a recommendation to Patrick Minturn, who accepted the recommendation as director

of Public Works. Patrick has appointed Dan Little to the new position as the County's Chief Public Works Planner. This position includes the duties and responsibilities of the RTPA Executive Officer.

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

Dan Kovacich ended by noting that the past 18 years he was with the RTPA, of which 10 years were as Executive Officer, were very enjoyable and he learned a tremendous amount. He believes the county has received some tremendous benefits from CALCOG. He encouraged their continued involvement in CALCOG and encouraged the new Executive Officer to continue with CALCOG. Dan thanked the Board for the experience of the last ten years.

There being no other business to discuss, Chairman Hawes adjourned the meeting at 5:12 p.m.

By motion made, seconded and carried, the meeting was reopened to receive public testimony on item #4 - the Unmet Transit Needs - as people had arrived to speak after the item had been closed.

Emil and Rosie Johansen. The problem is not with ridership or money. They did interviews with people at the bus stops and had comments from them to submit. They would like to see Sunday bus service and suggested running just one Sunday to see how it goes.

Thomas. He would like to see Demand Response be on time picking up and dropping off.

Ted Cottini - People First President. Ted represents nine counties of people with disabilities. It hurts Ted to see people not able to ride busses because they are not on time, or the distance is too far away, or there are no shelters.

Executive Officer Dan Kovacich explained to the public that the comments will go to the RTPA staff and SSTAC who will give recommendations to the Board.

There being no other business to discuss, Chairman Hawes adjourned the meeting at 5:18 p.m.

Respectfully submitted,

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Daniel S. Little, Executive Officer

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