

## APPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)  
Tuesday, April 24, 2001 4:00 p.m.  
Board of Supervisors' Chambers, Courthouse  
1500 Court Street, 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, McGeorge, Reno, and Wilson were present. Agency Members Hawes and Kight were absent. Representatives of the RTPA, Shasta County staff, Caltrans, City of Redding, City of Anderson, Shasta Senior Nutrition Programs (CTSA) and RABA were present.

1. Call to Order:

Chair Connick called the meeting to order at 4:01 p.m.

2. Public Comment Period:

Marie Carr Fitzgerald residing at 2016 Chestnut Street, Redding, spoke to the Agency concerning the need for an additional underpass/overpass in downtown Redding. She stated that long delays when trains switch and safety issues are two major considerations. She has gathered a large number of signatures and would like the support of the RTPA concerning this issue.

## Consent Calendar

3-1 Minutes of February 27, 2001, RTPA Meeting

3-2 Consider Adopting Resolution Making Required Findings and Certifications and Adopting a Priority List for the Annual Federal Transit Administration (FTA) Section 5310 Programs for Transit and Capital

3-3 Regional Transportation Improvement Program (RTIP) Project Status Report

3-4 RTPA Meeting Schedule Through April 2002

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

### Regular Calendar

4. Consider 1999/00 Transportation Development Act (TDA) True-Up Instructions and Amended Claims - Consider Action:

Executive Officer Kovacich reported that this item will finish up the TDA accounting activities for fiscal year 1999/00. RTPA Policy 6-3 and TDA regulations provide for a reconciliation of claimants' transit obligations to RABA's actual costs on an annual basis. Revised allocation instructions and claims have been prepared for Agency approval and are attached with the staff report.

After funding RABA's true TDA requirement (actual operating expenses plus capital costs) amounts available for Streets and Roads are adjusted. This adjustment has left a reduction of \$68,642 for the City of Anderson, and \$28,642 for Shasta County. The City of Anderson has asked staff to research whether or not the RTPA policy regarding FTA Section 5307 should be considered a resource for just the urbanized area or if it should be considered a resource for the entire county. If it is determined Section 5307 funding is countywide, this item may be brought back to the Agency.

By motion made and seconded (McGeorge/Clark) the revised allocation instructions and amended claims were approved by unanimous vote.

5. 2001/02 Unmet Transit Needs Process - (A) Consider Social Service Transportation Advisory Council (SSTAC) Recommendation & (B) Consider Approval of 1) Unmet Transit Needs Findings, 2) TDA Allocation Instructions and 3) TDA Claims- Consider Action:

Executive Officer Kovacich reported that this item is being brought to the Agency for the final adoption of 2001/02 TDA claims. The SSTAC committee has put together a recommendation outlining the following projects;

- ▶ Express bus service from Cottonwood
- ▶ Service to outlying areas
- ▶ Service through the Airport Road Corridor
- ▶ Extension of RABA service hours and Sunday service
- ▶ Express service from Burney to Fall River Mills

Mr. Kovacich suggested that the Agency allow members of the SSTAC and any other members of the public to speak before he discusses the staff recommendation. Chair Connick agreed. The persons who spoke and their comments are as follows.

- ☐ Sandy Lynch, 16327 Wardrum, Redding CA

Ms. Lynch introduced herself as an employee advisor for SMART. She is also a member of the SSTAC. She read a letter from her boss, Don Perry, Director of PIC who expressed support for the SSTAC recommendation. The least he would like to see accomplished is

express service through the Airport Road corridor and extended RABA service hours. He feels these two items would help eliminate transportation barriers for many of PIC's clients.

Ms. Lynch stated that the Shasta Multi-Agency Re-Employment and Training Committee met recently and determined that lack of transportation was one of the top two barriers to employment. Her agency has performed surveys of employers in the Airport Road corridor. The employers strongly believe that bus service to that area would give them a larger pool from which to hire. Several employers in the area expressed interest in helping to subsidize the service.

Ms. Lynch also supports van service between Canby Road and Cottonwood three to four times a day as well as extended RABA service hours.

- Bob Smith, 20350 Hole-In-One Drive, Redding (Fairway Oak Mobile Home Park)

Mr. Smith strongly supports bus service along the Airport Road corridor, especially service to the Fairway Oak Mobile Home Park.

- Melinda Brown, Representing People of Progress, 1242 Center Street, Redding

Ms. Brown, an SSTAC member, also supports a Cottonwood express service. She has conducted research and had found it will cost approximately \$20 per hour for RABA to provide the service. RABA, however, did not endorse the \$20 per hour service charge. She feels with the rising cost of gasoline many citizens in the Cottonwood area would use such a service to get to and from work. She suggested the Agency delay making a formal decision today and wait until the RABA Long- and Short-Range Transit Plan is adopted by the RABA Board and until after the May 10 meeting in Cottonwood regarding public interest in Cottonwood transit. It is in her opinion that service in the Cottonwood area to Redding would be cost effective and that there would be enough ridership to meet the fare box requirement.

- Cindy Dodds, Director, Tri-County Community Center, 37477 Main Street, Burney

Cindy Dodds supports the Burney/Fall River Mills van service concept. She stated the service which failed in 1995 only operated in Burney. Transit could be expanded to the Fall River Mills area from Burney with service twice daily and tying into the Burney Express. There are numerous businesses between Maer's Hospital on the east side of Burney and the lumber company on the west side, as well as many CalWORKS clients, long-term care patients, and government agencies. It was Ms. Dodds opinion that the service could be successful if all of these factors were considered.

- Steve Grimm, Project Manager, Shasta County Social Services Dept  
1400 California Street, Redding, CA

Mr. Grimm stated that transportation is the most significant barrier to self-sufficiency facing CalWORKS clients. He read a letter from Dennis McFall, Director of Social Services, pledging the Department's support for expanded transit service for its clients, committing up to \$150,000 for new pilot transit projects.

- ☐ Patrick Moriarty, Shasta County Department of Public Health  
Breslauer Way, Redding, CA

Mr. Moriarty stated that he supports later service hours in order for the community to have better access to health care. Mr. Moriarty felt the most important element is to balance efficiency with need.

- ☐ Sandra Van Larson, Independent Living Services  
1411 Yuba Street, Redding CA

Independent Living Services serves 460 disabled clients who are dependent upon public transportation. Ms. Van Larson stated that longer service hours, Sunday service, and service between Cottonwood and Redding through the Airport Road corridor were the most important transit improvements needed.

- ☐ Fred Newell, PO Box 211, Big Bend, CA

Mr. Newell would like to see transit service on Deschutes Road hooking up to the Burney Express to enable school kids in the area to access after school activities.

- ☐ Mike Evans, Social Service Transportation Advisory Committee Chair, 2227 Flagstone, Anderson, CA

Mr. Evans stated that it may be a challenge to find ways to make the SSTAC recommendations reasonable to meet, but Sunday service and expanded service are two big issues that need be dealt with. SSTAC has spent a great deal of time and has worked with RABA on cost estimates for expanded service. He was hopeful that this could be an opportunity for a new era of creativity among SSTAC, RABA, the RTPA and the community.

Dan Kovacich stated that staff commends the SSTAC for all of its hard work and admires the passion and the commitment involved to put together its unmet transit needs recommendation. Staff feels the input received through the process needs to be taken seriously. However, staff would recommend that any expansion of service be subject to a 20% urban farebox return and a 10% rural farebox return. Staff cannot recommend any of the recommendations would be reasonable to meet.

Mr. Kovacich explained that the cost of running transit is directly related to demographics. Ten years ago the public made an outcry for transit service to Palo Cedro, Millville, Cottonwood, Johnson Park, etc. Numerous surveys were conducted showing that people would ride the bus. When service to the outlying areas was implemented, it was clear that people were more willing to sign petitions than actually ride the bus. As a result, the service failed.

Mr. Kovacich stated that staff has not heard from any potential riders in the Fall River Mills/Burney area, only social service workers.

In the Cottonwood area, staff has had contact with one member of the community who said he would use the service if implemented. Shasta County Public Works is conducting a meeting at the Cottonwood Community Center in May to determine what type of service is needed and what may be cost effective.

Mr. Kovacich added that although SSTAC has obtained cost estimates from RABA for expanded service, RABA will not take ownership of the estimates. Further, he applauded the Department of Social Services for pledging to help share the financial burden up to \$150,000 for possible pilot programs.

Agency Member Clarke stated she has received numerous calls from citizens in her district supporting transit service from Cottonwood to Redding through the Airport Road Corridor area. After the meeting at the Cottonwood Community Center in May to look at these issues, she would like to see a special RTPA meeting to look at formal figures for providing service to that area. Ms. Clarke added that she is not in favor of "limited" Sunday service. If the entire system cannot be run on Sunday, then there should be no Sunday service at all.

Agency Members McGeorge and Reno agreed with Ms. Clarke's comments and would both would like to see a special RTPA meeting in June to look further at the issues.

Mr. Kovacich asked the Agency give staff focused direction.

Agency Member Clarke made a motion for staff to explore in depth the idea of service along the Airport Road Corridor and Canby Road, as well as the cost of running a full Sunday service. Ms. Clarke then withdrew her motion.

After discussion, Agency Member Clarke made a motion to look at all of the issues in the SSTAC recommendation and get back to the Agency after the next RABA meeting. Agency Member Reno seconded the motion. The motion carried unanimously.

6. Conduct Public Hearing and Consider Adoption of the 2001/02 Overall Work Program - Consider Action:

Executive Officer Kovacich explained the 2001/02 Overall Work Program (OWP) is the working budget for the RTPA during the next fiscal year. The OWP is required in order for the Agency to receive state and federal planning funds. Another requirement is to certify that federal funds will not be used for lobbying purposes.

Chair Connick opened the public hearing. There being no one who wished to speak either for or against the item, Chair Connick closed the public hearing.

By motion made and seconded (McGeorge/Clark) the 200/02 OWP was adopted by unanimous vote.

Executive Officer Kovacich reported that staff has been evaluating projects put forth by local agencies to be included in the updated Regional Transportation Plan. Staff would like to know if the Agency would be interested in a workshop to inform the members about the projects and how they have been evaluated. If the Agency agrees, he suggests conducting the workshop concurrently with the special RTPA unmet transit needs meeting. The Agency concurred with Mr. Kovacich's suggestion. The special meeting will be held on Thursday, June 21 from 2:00 p.m. to 5:00 p.m.

7. Adjourn:

There being no further business to discuss, Chair Connick adjourned the meeting at 5:16 p.m.

Respectfully submitted,

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Daniel J. Kovacich, Executive Officer

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