

## **APPROVED MINUTES**

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, July 28, 2009, 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 the meeting time, place, and attendance; the order and general nature of discussion; Board deliberations; and action taken, if any.)

Board Members Cornick, Dickerson, Stegall, Palmer, Baugh, Moty, and Hawes were present.

**1. Call to Order**

Chair Dickerson called the meeting to order at 4:00 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 April 28, 2009, RTPA Meeting**

**4-2 Future RTPA Meeting Schedule Through July 2010 - Information Only**

**4-3 Amendment #10 to the 2008 Federal Transportation Improvement Program (FTIP)**

**4-4 New RTPA Legal Counsel**

Chairman Dickerson pulled item 4-4 from the consent calendar for discussion.

Executive Director Dan Little explained the process of hiring legal counsel for the RTPA. Mr. Little explained the details are still being discussed with County Counsel; however, the agreement would likely be signed by the County as well as the RTPA Executive Director.

Board member Palmer noted that John Kenny, who is being considered for RTPA legal counsel, is also the legal counsel for the City of Shasta Lake.

Chairman Dickerson placed item 4-4 back on the consent calendar.

By motion made, seconded, and unanimously carried (Moty/Hawes), the Consent Calendar was approved, with Board member Hawes abstaining from item 4-1.

## Regular Calendar

5. **Executive Director's Report**

Executive Director Dan Little explained the state budget as it pertains to transportation, noting that Proposition 42 funds are not suspended. Although transit raids are still happening through the gasoline tax, a recent court decision invalidated the state's ability to do this. The state is appealing the decision to the Supreme Court. Local funding fared well. Proposition 1B, which provides funding for the Cottonwood Hills Truck Climbing Lanes Project, will continue. There is also a \$12 million item for MPOs to implement SB 375 requirements. Caltrans invited Mr. Little to sit on a value analysis team for the Cottonwood Hills Truck Climbing Lanes Project. Mr. Little noted that it's time for another cycle of the State Transportation Improvement Program (STIP), however, there is likely no new funding available, so there won't be much room to add new projects.

6. **Authorize Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and any Amendments Thereto with California Department of Transportation**

Executive Director Dan Little explained that any time this board and the state approve a grant for the Agency there needs to be an agreement to administratively transfer the funds. Typically this is taken care of with a Master Fund Agreement. However, sometimes the state wants a project-specific agreement. Sometimes the Director can sign those; sometimes the state wants an RTPA resolution. A Safe Routes to School grant has been held up because a project specific agreement is needed.

Discussion was held with Mr. Little explaining that, although the grants get approved, there is no money released until an agreement is in place. Ninety-five percent of the time the state allows the RTPA Executive Director to sign the agreements. The Safe Routes to School grant is a very rare circumstance and may not come up again for a couple of years. Having Executive Director authority to sign agreements is a matter of efficiency.

Board member Dickerson clarified that they are authorizing Mr. Little to sign agreements so the RTPA can receive money in a timely manner. The Executive Director does not make the decisions on how that funding is disbursed or used. The RTPA board still approves projects and decides how the funds are distributed.

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

7. **Report on the 2009 Update of the Regional Transportation Plan (RTP)**

Executive Director Dan Little explained that the RTP is the long-range, 20-year plan to look at transportation needs and projects within the region. This board previously approved the consultant that is now preparing the Environmental Impact Report (EIR).

Staff member John Strahan explained that the RTP is required to be updated every five years. The RTP discusses transportation issues, problems and solutions, and it identifies transportation improvements that are needed over a 20-year time frame. In order to

receive state or federal funding, a project must be listed in the RTP. There are three categories of project lists: 1) short-term fundable - that is fundable within 10-years; 2) long-term fundable – that is fundable within 20 years; and 3) not fundable. Other lists that are being worked on are the non-motorized, transit, airport, preventative maintenance, and Indian Reservation Road projects.

Mr. Strahan continued to state that there is an EIR in progress. It is required to discuss various alternatives. Four alternatives have been identified so far, including: 1) no project alternative; 2) non-motorized and transit investment alternative; 3) land use alternative; and 4) an unconstrained funding alternative.

Mr. Strahan noted that initial drafts of the RTP and EIR are expected to be completed in August, with a 45-day public comment period starting in September, a public hearing for the RTPA board in October, and going before the board for approval in December. No specific direction was given by the board. If any member of the board or public would like to comment on the RTP or EIR, they can contact either John Strahan or Dan Little.

**8. Federal Stimulus Project Update, Federal Grant Applications, and Public Comment Period**

Executive Director Dan Little gave an update on the stimulus projects that have to date been approved, programmed, and are being developed. He noted that there is almost \$25 million worth of American Reinvestment and Recovery Act (ARRA) projects within Shasta County. Some of that money was distributed by the RTPA to each of the cities and the county.

Mr. Little explained High Priority Project (HPP) funding. He noted that every six years Congress approves a transportation reauthorization, and historically attaches projects to it by way of earmarks. However, it is unknown if HPP earmarks will exist in the next reauthorization.

Mr. Little continued to explain that Senators Feinstein and Boxer, and Congressman Herger, informed the RTPA of a window of opportunity to apply for HPP funding if available. The RTPA applied, based on priorities established by the RTPA via the Regional Transportation Improvement Program (RTIP). The RTPA's current number one priority project identified is the South Redding Six Lane Project. In accordance with past Board direction, staff and the Chair pursued funding for this project. Staff applied for HPP funding in the amount of \$27 million, which would complete construction of the South Redding Six Lane Project.

Mr. Little continued to note that it was known that Redding would be applying for the Oasis Road Interchange and Anderson would be applying for the Deschutes Road Interchange. An agreement was reached at the staff level that no jurisdiction would get in the way of each other and that regional priorities would be different than local priorities.

Mr. Little then explained the Transportation Investment Generating Economic Recovery (TIGER) grant. This is a small federal grant program of \$1.5 billion nationwide. No state can get more than \$300 million; California's share is likely to be about \$150 million. Chances are small that Shasta County will get a grant award, but it's important

to pursue all opportunities. Mr. Little noted that one of the best angles that could be used for the South Redding Six Lane Project is collaboration and multiregional support. Seven neighboring counties have tentatively agreed to sign on to the application to show strong support. Redding and Anderson will also be applying for TIGER funds.

Mr. Little noted that Trinity and Humboldt counties are applying for a TIGER grant for the Buckhorn project. Shasta County RTPA is willing to be a co-applicant on their application, conditionally, if they will be a co-applicant on the South Redding Six Lane Project TIGER application.

Mr. Little explained the "Super Region" of the north state. This is 14 counties in the north state that have collaborated together with a list of projects for TIGER grants. The letter was distributed at the meeting. Mr. Little asked the Board to reaffirm the fact that the South Redding Six Lane Project is the number one priority project and that they support the HPP application as well as supporting the TIGER application for another federal grant.

Chair Dickerson opened the floor for a public hearing. Two people spoke:

Dr. Ron Reece of Citizens for Smart Growth spoke in support of the South Redding Six Lane Project TIGER grant application.

Brian Crane, Director of Transportation with the City of Redding, explained the benefits of the Oasis Road Interchange TIGER grant application.

Board member Cornick noted that if the letter sent to Representative Herger, dated April 24, had been sent also to each board member it may have headed off some of the problems that have been discussed recently.

Board member Dickerson noted that the letter to Representative Herger of April 24th was included in the RTPA board meeting of April 28th.

Executive Director Dan Little reaffirmed that the letter was included in the board packet of the April 28 meeting, as well as mentioned in that Executive Director's report.

Board member Baugh stated that he thoroughly researched the entire record and has absolutely no problem reaffirming the boards prior action. He thanked Dan Little for his aggressiveness in seeking funds.

Board member Moty noted they cannot single out an individual city or the county, but need to look at the whole thing together. It's important that, although as individual board members on their home agencies they may feel one way, as a board member of the RTPA they have to look at a bigger scope as they represent the region.

Board member Dickerson noted that the Oasis project is a good project and does have the potential for bringing jobs and tax dollars into this area and he is fully in support of that project as a city council member. He is also fully in support of it as a member of the RTPA board. But the RTPA board has further responsibilities, which is to look at the entire region. If he was to put all his support to the Oasis project he would not be

doing his duties on the RTPA board. If they all got together and only put in one application and it didn't go forward, then Shasta County wouldn't receive any funding. So he wants to make as many good applications as they possibly and hopefully they will get one good project.

By motion made and seconded (Palmer/Moty), the staff recommendation for #2, "Reaffirm prior applications for federal High Priority Project (HPP) funds through Congress," passed unanimously, and each board member signed a reaffirmation letter provided at the meeting.

By motion made and seconded (Stegall/Baugh), the staff recommendation for #3 and 4, "Apply for Transportation Investment Generating Economic Recovery (TIGER) grant funds through the U.S. Department of Transportation (DOT) for the South Redding Six Lane Project and, conditionally, the Buckhorn Grade Project; and Authorize the Executive Director to provide letters of endorsement for other specified TIGER projects," passed unanimously.

9. **ShastaFORWARD>> Regional Blueprint: Approval of Alternative Scenario Modeling Outputs and Amendments to Agreements with Moore & Associates and Dowling Associates**

Staff member Dan Wayne noted the scenarios brochure attached to the staff report is a mock up, not the final document. The final document will be a higher quality and will have a significant improvement in the colors on the maps. It is proposed that the technical portion of the process come to a close and that staff continue with the selection of the community's preferred scenario through a public outreach effort. Methods of getting information out to the public will include brochures inserted in the local newspaper, and provided in seven public and community libraries, as well as a variety of other locations. Information is available on the project website where a survey can be completed. There will be broadcasts on KIXE TV, advertising in local newspapers and radio, as well as open houses to be held in Anderson, Shasta Lake, Redding, and Burney. Mr. Wayne continued to note that there were about 1700 participants in the first phase of the project; it is hoped to get at least twice that amount in the second phase. A final report will be presented for Board consideration at the February 2010 Agency meeting.

Mr. Wayne explained that there are two amendments to existing agreements needing Board approval – one for Moore & Associates for additional communication and marketing services; and Dowling Associates to increase the on-call services budget. Additional funds are from the FY 07/08 and FY 08/09 Blueprint grants to intensify existing tasks within current Agreements.

Discussion was held concerning the brochure and survey.

Board member Baugh stated he believes that the outcomes were predetermined and could not support the results. He also recommended that where air quality is represented on the brochure that it should not be just a picture.

Board member Dickerson stated that this has been an ongoing project for the last two years, which included many public meetings and many steering committee meetings that helped design the final product. He can guarantee that after sitting in every steering committee meeting, the emphasis consistently was "we must not try to direct

the participants in this in any manner. We do not want to put forward predetermined information to indicate that we're trying to get a particular chosen output." For the most part, they were successful in doing that. The survey is an effort to reach out to the community and ask them how they would like to see Shasta County grow into the future. He thinks it's a worthwhile project, and was not a waste of anyone's time. Neither staff nor the steering committee made any efforts whatsoever to reach a predetermined scenario.

Board member Palmer noted that she also attended most of the steering committee meetings. Staff, Mr. Wayne, nor anyone pushed them to reach any particular scenario. She thanked Mr. Wayne and Mr. Little for a great job. She noted that as far as she knows, in the 20 years she has lived in Shasta County, this project has more public input and has attempted to reach out to more of the public than any other project she has seen.

By motion made and seconded (Palmer/Stegall), the staff recommendation passed by a vote of 6-1. (Dickerson, Palmer, Stegall, Hawes, Comnick, Moty in favor; Baugh opposed).

**10. Caltrans Update of Shasta County Projects**

Caltrans project managers Phil Baker, Chris Harvey, and Eric Akana gave a presentation on nine high-profile projects that are either going out to construction in the 2009 construction season (currently), and/or going out to construction in the 2010 construction season. These projects total \$367 million and are funded through several different sources.

**11. Caltrans State Route 299 Transportation Concept Report Presentation**

Laura Rose, from Caltrans District 2, explained that the State Route 299 Transportation Concept Report (TCR) is a long-range plan. The last report on SR 299 was done in 1984. A more recent report done on a portion of SR 299, a Corridor Management Plan, was done two years ago. That report dealt with 299 between I-5 and Arcata. This report incorporates the data from that report and adds the portion of 299 from I-5 east to the Nevada state line. Ms. Rose noted that the TCR has received concurrence from Lassen and Trinity counties, and she will be going to Modoc County in August to get their concurrence.

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

There being no other business to discuss, Chair Dickerson adjourned the meeting at 6:02 p.m.

Respectfully submitted,

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Daniel S. Little, Executive Director

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