



The VOICE

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Greater Shasta County, CA

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Did you know...

- The planned State Veterans Home, to be located in Redding on Knighton Road, is proceeding. The Department of Veteran Affairs at the State of California will fund, construct and operate this 150 bed residential care facility. It is currently in the RFP process, and construction costs are expected to be \$60-90 million. It should be completed and ready to begin resident admissions by September, 2011.
- The US Census Bureau recently updated City profiles, and County information. Statistics show that Shasta County, with a land area of 2000 square miles, has **43.1** persons per square mile, compared to the rest of California at **217.2** persons per square mile. The population of Shasta County is estimated at 179,951 as of 2006, with an average growth per year of 1.45% since 2000.
- Over 92,000 people who live in Shasta County have registered to vote (as of this writing) in the year's National Election to be conducted November 4th.

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**“White Paper”
Generates High Level of Public Interest in City Council Elections
(Live forums upcoming)**

On September 23rd, the Redding Chamber of Commerce posted the “white paper” prepared by Shasta VOICES entitled, “Leadership—The Key to Redding’s Future”, on this website: <http://doyoucareaboutthefutureofredding.com>. On September 25th, a condensed version, in the form of a newsletter mailer, hit the mailboxes of over 21,000 households in the City of Redding who voted in the last election. The response has been great! Many have contacted Shasta VOICES to get more information, and we have happily directed them to our website and/or the “doyoucare” website. They want to know how the candidates responded to the questions that were raised, and how they can have questions of their own answered.

The Shasta VOICES website now includes a link to the doyoucareaboutthefutureofredding.com website. Go to to www.shastavoices.com, click on [Links](#), and the first one listed on the page will bring you to the candidates responses to the questions posed:

- How should the \$94 million unfunded liability for retiree health care be funded?
- When should discussions begin to require employees to contribute a part of their salary to their own pension plan?
- How would you propose reducing City expenditures with sales and property tax revenues declining?
- If funding a new police facility is the top City priority, what level of commitment, contribution, and reduction of expenditures should be made by the City? What direction should be given to staff to prevent overburdening the taxpayers?
- What fiscal policies would make sense to ensure that the taxpayers aren’t continually asked to pay more when the City overspends?
- Should the City share tax revenues?
- What should be done to prevent further erosion of the affordability of housing?
- How can the existing permit process be streamlined?
- How should our leaders manage the use of redevelopment dollars, and promote fiscal responsibility and fair play?
- Do we want yet another level of government to make land use decisions for us?

Here are the scheduled live *in-person* candidate forums as of this writing:

Channel 11, Community Access T.V.

October 16th at 7:00 p.m. - Redding Council candidates

October 17th at 7:00 p.m. - Anderson Council candidates.

Each candidate will be asked a total of 12 questions. They will have 30 seconds to answer. Questions will come from a panel of 3 people, and from write-in questions received from the Channel 11 websites which were widely advertised:

reddingforum@accessredding.org and andersonforum@accessredding.org.

Juniper School

October 22nd, 7:00 p.m., Redding Council Candidates.

This is hosted by the League of Women Voters.

**“POWER TO SENIORS”
7th Annual Countywide Fundraiser**

The 7th annual “Power to Seniors” fundraiser, coined the *Celebrity Soup Kitchen* will be held:

**Thursday, October 30, 2008
5:00 to 7:30 PM
VETERAN’S HALL
1605 Yuba Street, Redding**

Soup is being prepared and graciously donated from our local celebrity chefs at Eagle’s Nest Pizza, Market Street Steak House, Rivers, Cathy’s Deli, Vic’s Branding iron, Pio Loco, Gironda’s, 808 Bistro, CR Gibbs and more to come. Beverages are provided by Soroptimist International of Anderson/Cottonwood and Anselmo Vineyards.

A **\$10.00 ticket** buys you entertainment by the Straight Ahead Big Band, many huge baskets for your raffling pleasure, and great food and company.

All proceeds will be used for paying energy bill for low-income seniors. Checks should be made payable to “Power to Seniors.” The function is sponsored by the Shasta County Older Adult Policy Council.

For tickets or more information, call Susan Wilson at 524-4777 or Trish Clarke at 365-3274.

**City’s Construction Incentive Program
Available Through October 31, 2008**

The City of Redding is continuing to offer a construction incentive program to try and spur residential construction activity. The program took effect July 1, 2008 and will remain in effect until October 31, 2008.

The plan includes fee reductions, delays in the collection of impact fees, increased energy rebates, and a delay in fee increases that would have occurred July 1, 2008.

Statistics comparing 2007 and 2008 show some increase during the effective dates of the incentive program:

	<u>Single Family Dwellings</u>		<u>Remodels</u>	
	2007	2008	2007	2008
Jul	19	36	99	106
Aug	9	11	131	99
Sep	8	11	109	107

At the time this program was approved by the City Council, it was determined that the program could be extended if it proved to be effective. With only the month of October left to measure the program’s effectiveness, it’s difficult to say if the program will actually prove to have been effective in stimulating construction activity.

These are challenging economic times for everybody.

**“Infill” Development Projects in the City of Redding
Generate Public Interest**

On September 23, 2008, the City of Redding’s Planning Commission accepted public comment on two projects that drew large crowds, approving one that has been in the pipeline since 2005.

The first is the Ausonio Subdivision. This 24.3 acres will be subdivided to create 48 lots for single-family homes on property located in southwest Redding, on the undeveloped ridge top located between the end of Auburn Avenue and West Street. This general area contains dozens of undeveloped lots that were first created in 1901 as part of the historic Boardman Addition Subdivision. Up to three phases are proposed. The proposed tentative map essentially re-subdivides Boardman Addition lots and adjacent land to achieve a contemporary subdivision design, which also benefits adjacent properties and provides a secondary access to the proposed development and the subdivisions to the west.

This project was first submitted at the end of 2005. The City added 54 condi-

tions of approval, addressing (among other things) storm drainage, traffic concerns, grading and tree preservation, and second street access. The Planning Commission approved the project with these conditions on September 23, 2008.

The second project is the Salt Creek Heights Subdivision Project. A public “scoping” session was conducted at the September 23rd Planning Commission meeting. This was an opportunity for the public to express any concerns that should be addressed in the California Environmental Quality Act (CEQA) process. The room was filled, and many people did express their concerns.

This project site contains 272 acres of undeveloped land located on the west side of Redding, with about 100 acres suitable for development, located on the north side of Eureka Way (SR 299) and west of Buenaventura Boulevard at the western city limits.

The project proposes the development of 440 residential units designed with a mix of housing types, including 248 standard single-family homes, 96 single-family homes on garden courts, and 96 apartment units. The proposal also includes a 13.9 acre park.

The City has determined that the range and depth of potential environmental impacts of this project warrant assessment through an Environmental Impact Report (EIR). Subject areas of concern include air quality, biological resources, cultural resources, hydrology and water quality, noise, transportation and traffic, public services, and public utilities.

Both of these projects...seem to fit right in to recent state legislated mandates.....

Both of these projects could be “infill” developments, which seem to fit right in to recent state legislated mandates encouraging more compact development which will reduce the number of vehicle miles traveled, in an effort to reduce greenhouse gas emissions in the state.

One Size Does Not Fit All

Shasta County Regional Transportation Planning Agency (SCRTPA)

Charged With Encouraging Compact Development

While little publicity is given to the Shasta County Regional Transportation Planning Agency (SCRTPA), they play an important role in obtaining state and federal transportation funds for many of the road improvement projects we see in the Shasta County area. Now, as the State of California continues trying to pass legislation designed to reduce greenhouse emissions, global warming, and the number of vehicle miles people need to travel, SCRTPA will be the forum where local agencies will need to meet these new mandates.

Legislation “encouraging” more compact development in this region is contrary to our existing patterns of development and to the market-driven conditions that have attracted people to live and work in the Shasta County area in the first place. One of the most often cited reasons for moving to the North State is to get **away** from living in high-density areas and the displeasures that come with it. But, we are being threatened by the State of California with losing transportation funds if we don’t change our development patterns throughout the state.

So, it makes sense that participation by the general public also needs to be encouraged if we are to have a say at all in how our community develops and grows in the future. There will always be controversial points of view, but it is critical that all points of view are considered when making decisions of such importance to our future. Steps need to be taken to ensure that our local authority over land use decisions isn’t taken away from us. **One size does not fit all.** Centralized land use control and governance should not be supported, and even the SCRTPA should be voicing their concerns about such potentially devastating legislation.

The following information is designed to gain an understanding of this seemingly complex organization called the SCRTPA. Who are they, what do they do, and why are they important to our future? Did we mention that there are many acronyms in the transportation planning business? There are, and we hope to explain them all.

RTPA is a state designation and all counties must have one. “Metropolitan Planning Organization” (MPO) is a federal designation. All counties with a contiguous urban area over 50,000 people are designated MPO’s. There are seventeen MPO’s in California, including Shasta County. The Shasta County RTPA/MPO is a regional agency subject to oversight from an appointed governing board of local elected officials and various state/federal agencies.

*....One of the most often cited reasons for moving to the North State is to get **away** from living in high-density areas and the displeasures that come with it.*

SCRTPA’s primary role is to obtain state and federal funds for transportation projects. Funds programmed by the SCRTPA total well over \$20 million annually to the region. They are primarily for maintenance of local streets, highways and bridges. Some of the current transportation projects in Shasta County include the “Dana to Downtown” project, Cottonwood Hills truck climbing lanes, Antlers Bridge replacement, Pit River deck repair, Buckhorn grade improvements, and Gas Point Road signalization just to name a few. State and Federal funds often come with strings attached and many transportation grants are competitive. The primary challenge for SCRTPA is to comply with requirements for obtaining funding while maximizing outside funding opportunities.

There is no “staff” per se for this agency. County staff carries out responsibilities, and SCRTPA staff members are employed by Shasta County Department of Public Works. These same people, including the Executive Director, also perform many non-RTPA functions for Shasta County. Non-RTPA functions, with separate funding sources, include solid waste, grants, airports, and county environmental documents. As County staff, they are subject to county administration and personnel rules. Over and above county oversight, staff answers to the SCRTPA Board, which sets all RTPA policies.

The SCRTPA Board make-up is defined with bylaws, and currently consists of elected council or board members from the cities of Redding, Anderson, Shasta Lake, Shasta County, and Redding Area Bus Authority who are **appointed** by a committee of our mayors and the Board Chair to serve on this Board. The SCRTPA Board provides direction to staff through review and approval of a Public Participation Plan, the Regional Transportation Plan, and annual budget also called the Overall Work Plan (OWP), and many other policies approved in the course of their regularly scheduled public meetings. Often times, an RTPA includes transit agency board members, such as SCRTPA’s inclusion of a Redding Area Bus Authority member. Ex-officio advisory members can also be appointed to an RTPA. The SCRTPA also answers directly to the California Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration. Each approves, monitors, and audits the activities, projects and funds of the agency.

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One Size Does Not Fit All (continued)

The current Overall Work Plan (OWP) mentioned above was adopted in April, 2008. It covers the 2008-2009 fiscal year, showing total funding sources to be \$1,571,430. It is designed to meet the comprehensive planning requirements of the U.S. Department of Transportation and CalTrans. It is required in order to receive federal and state planning funds. This document contains three basic parts:

- A prospectus describing the organization and functions of the SCRTPA, transportation planning processes, issues and planning emphasis areas.
- Detailed services and programmed expenditures, work completed and in progress, breakdown of staff hours, consultant and fixed asset costs.
- A financial summary by funding source.

The entire Overall Work Program (OWP) document for Shasta County is available to the public. It contains (among other things) information on transportation safety, public transit systems, management of bicycle and pedestrian facilities, corridor studies, and regional growth strategies. The items that have drawn a good deal of interest by people outside of government officials and staffers locally are:

- The Redding Area Bus Authority (RABA).
- Updates of bike and pedestrian plans.
- Shasta County's "blueprint plan" for future transportation and land use planning which is referred to as "Shasta FORWARD."
- I-5 corridor plans and studies, including the "Fix 5" partnership program designed to develop a funding program to add additional lanes on I-5 from Corning to Mountain Gate.

Various public meetings and documentation are available for all of these plans and programs for anyone who has an interest in participating in the public process. Meetings schedules are posted on line at www.scrtpa.org, as are a multitude of documents.

For more information about the SCRTPA or any of the programs they manage, you can call (530) 225-5654, email scrtpa@snowcrest.net, or go to their office at 1855 Placer Street in Redding.

You can also contact Shasta VOICES, who has been participating in the public process for some time, particularly regarding the proposed "Fix 5" plans and the Shasta FORWARD program: www.shastavoices.com, (530) 222-5251, or email Mary Machado, mary@shastavoices.com.

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