

**TEHAMA COUNTY TRANSPORTATION COMMISSION**  
**APRIL 3, 2007 MINUTES**

Present: Commissioners' Gary Strack; Robert Christison; Dan Irving; George Russell; Ron Warner.  
Absent: Commissioner Charles Willard. Also present: Gary Antone, Executive Director; Barbara O'Keeffe, Transit Manager.

1. CALL TO ORDER: The meeting was called to order by Chairman Gary Strack at 8:03 a.m.
2. APPROVAL OF JANUARY 30, 2007 MINUTES: Motion by Commissioner Warner and second by Commissioner Russell to approve the January 30, 2007 minutes. Carried 5-0 with 1 abstention and 1 absent.
3. PUBLIC COMMENT: None
4. FIX FIVE PARTNERSHIP UPDATE AND APPROVALS: Executive Director Gary Antone discussed the scope of work, describing process and activities by the consultant who will prepare the document.

- Task I is preparation and interim impact fee program and activities. The intent is to move forward with an up-front fee or placeholder fee to examine improvements along the I-5 corridor. The areas covered are City of Corning to City of Shasta Lake and capital improvement projects that could occur along this area.

The primary focus is the needs that we have through the area of I-5 regarding traffic concerns. The intent of the fee is to address I-5 and also take some of the burden off local agencies, such as negotiations and assessment of impact along this corridor.

- Phase II, executive committee meetings, covers the full context and scope of the work. Policy and decision makers of Tehama County, Corning, Red Bluff, Redding, Anderson, City of Shasta Lake, and Shasta County will be involved.
- Phase III is outreach and coordination with communities.
- Phase IV is traffic modeling with data to assess the correct costs and develop the capital improvement project list. Due to this traffic and fee program, the program must go through the AB1600-type activities to justify the projects, receive proper background to determine correct information and dollar costs, with no misunderstandings.
- Phase V, alternate routes could be a roadway that would take traffic away from I-5. In Tehama County, 99W would fall into that category.
- Phase VI, development improvement programs, define what priorities are for various improvements. When the list is developed, the interchanges themselves are a local function of the Interstate. Studies would be done at a level that information would be given, such as what traffic generation is being brought to bear at the various interchange locations. This is a higher level traffic level analysis to show problems created when traffic is diverted to the various intersections and interchange locations. This would set the stage for future interchange studies as agencies and development move forward.
- Phase VII deals with development of cost estimates and future costs.
- Phase VIII, financial plans and how to get to get to the actual construction. The monies

collected from each of the counties stay in their respective county. Initially, each jurisdiction collects their money for improvements until an amount is reached to apply toward one of the improvements along I-5 in the county sections. Prioritization will be discussed at a local level on how this occurs. This does not apply to existing development, but new development as it moves into the area.

- Phase IX discusses funding analyses.
- Phase X is development strategy. Timelines are included in the packets for this 2-year project.

With regard to the endorsement of Fix 5 Executive Committee recommendations to proceed with Phase I, Gary Antone continued, this deals with the placement of the interim fee. The vote will allow the process to determine the fee and after that determination, will be returned to the TCTC and Board of Supervisors for approval.

Commissioner Russell questioned the \$585,000 for the study, how the gas tax relates to the project. Executive Director Antone answered, the \$585,000 was from the special planning grant through Caltrans. With regard to the gas tax, the funds are not sufficient to cover the project. The dollars available are going to highly populated areas.

With no further questions, a motion by Commissioner Warner and second by Commissioner Russell to endorse Fix 5 Executive Committee recommendation to proceed with Phase I. Motion carried 5-0 with 1 absent.

Executive Director Antone requested dates for Commissioners approval for informational public open house meetings.

At the request of Commissioner Russell, two evening meetings were scheduled, April 25<sup>th</sup> for Red Bluff and April 24<sup>th</sup> for Corning. Times will be confirmed at a later date.

Motion by Commissioner Russell and second by Commissioner Warner to authorize the Executive Director to agendize interim traffic impact fee with Cities/County. Motion carried 5-0 with 1 absent.

5. ADOPTION OF RESOLUTION 2-2007 - ADOPT 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AUGMENTATION: Motion by Commissioner Warner and second by Commissioner Russell to Adoption of Resolution 2-2007 - Adopt 2006 Regional Transportation Improvement Program (RTIP) Augmentation. Carried 5-0 with 1 absent.
6. CORRESPONDENCE (to be presented at April 17, 2007 meeting).
7. CLAIMS: Motion by Commissioner Warner and second by Commissioner Russell to approve the TCTC claims in the amount of \$2,145.02. Carried 5-0 with 1 absent.
8. ADJOURN: With no further business, the meeting was adjourned at 8:28 a.m.