

North State Super Region Meeting

August 26, 2011 at 10:00 AM

Regua Inn, Del Norte County

In attendance: Dan Little, Dan Landon, Tamera Leighton, John Linhart, Phil Dow, Dan Wayne, Marcella Clem and Adam Hansen

Guests: Board of Directors, Humboldt County Association of Governments and Mayor of Ferndale: Jeff Farley, Kathryn Murray, Chair, Del Norte Local Transportation Commission and Council Member, City of Crescent City

Call in: Pam Couch, Lisa Davey-Bates and Caltrans District 1

1. Introductions...
2. Facilitator to manage the web site, do agenda and run the meetings. Group only effective as time they put into it. \$10,000 or so, prorated expense based on size.
RCTF= \$1,000 dues per county. 29 counties, but it is voluntary.
 - Dan did lose one of his planners. They can still work out details to manage the NSSR web site.
 - Spread out the burden of running the Super Region.
 - Need to put enough time into it to be effective so it doesn't die.
 - Possibly hire a consultant???
 - Meet 2 times a year. Only the grant is taking up lots of time- Economic Study
 - Dan Landon will do it if it the group only meets twice a year. No need for funding or reimbursement or for staff time to arrange meeting or do agenda.
3. Delegate Meeting with CTC, FHWA-Vince Mammano FHWA is now a permanent delegate. California Division Administrator taking Butch Waidelich's place. Need to open up dialogue with him. Caltrans has an interim director- need to wait until a new director is selected. Some voiced concern over waiting since Governor Brown does not seem to be in a hurry to appoint a new director.
4. CTC Representatives Progress
 - Needs to be balanced. More and more are representing their own area.
 - Commissioners don't speak up unless it is in an area where they live. They don't know where some places in northern California are. Jeff Farlie is not running for reelection as mayor of Ferndale, but will make a push to go to CTC.
 - Get Jeff process for applying and data. Governor has to appoint and it has to be ratified by the senate.
 - There is constant turnover as many commissioners don't get reappointed depending on what party is in power.
 - Super region should write letter of support. Still involved in CalCOG so he is still immersed in transportation issues. As RTPA's we should also write letters of support. Get in contact with Director so he can put in a good word for the governor. Reference legislation that requires balance in the letter. Tamera wants to reference it in the letter. He is now retired so Jeff has time to serve on CTC. Talk to the 3 senate representatives to tell them the plan. Phil Dow will talk to his representatives. Dan L. will talk to LaMalfa about Jeff's appointment.
 - Letters from local tribes- North Coast Tribal transportation Commission could provide a letter that would carry a lot of weight. Jeff needs a bio to send out so we have info for the letters. He was on the Costal Commission so he has a biography already developed. His term runs out in November 2012, but he will step down before the election if needs be. Is there a que of applicants that are waiting to be appointed. Get online and look at governors appointments. Dan will talk to Bulinski as well. Caltrans D1 will talk to Bimla Rhinehart and put in a good word for Jeff.

5. Economic Study

Observations from Dan.

- We are very good at explaining to funding partners why we should receive funding from discretionary funding programs. Instead of looking at it thru their eyes and why they want to fund projects in less populated Northstate Counties. This study can help to find a way to improve our appeal to our state and federal funding partners. Key issues that have the most weight with decision makers and deliver economic benefit. Numbers wise we don't fare too well, but the impact the project can have to an micro economy has to be shown. Deschutes Road interchange.
- Economic studies seem to focus on transportation and goods movement. State is spurring economic development with investments in transportation.
- Tamera wrote the first CEDS- Comprehensive economic development study. Need document to get federal funding. Some area don't have a CEDS or it is out of date.
- Shasta College economic development and resource center or Superior Economic Development District in Redding representing 4-5 counties in the Northstate. They mirror the NSSR almost exactly. They are willing to provide data, resources and contacts so consultant doesn't have to waste time and resources to do that. \$225K available to fund this project. Each County need's to educate the economic persons in our area so that Dan doesn't have to cold call them.
- Shasta College Economic Development spent \$20k on a program that has very specific economic data.
- Once we have a strong scope of work we can get some more specific comments from ED folks. Caltrans economist will be kept informed on this project.
- Make a business case for investment in the Northstate.
- Landon- We do transportation programming, not planning. Then state throws us a bone because when we played the game. We may not see as many specific transportation programs as we see now. Obama has set up a rural economic committee. They want to see a broad spectrum of benefit for dollar spent. Improve the transportation system- what are the benefits. Then we can make a better case. Economics needs to be one of the activities in the model.
- Phil- let the rest of the state know what we do for them. We host publically owned lands. 80% publically owned in Del Norte. Access to the lands is important. What is the economic tipping point where it isn't a benefit to have so much publically owned lands.
- Pam- Tiger III. Cost benefit analysis. They want metrics which require data. Agree on a platform to put data in so the model can be created for our region. Takes land off the tax roll and more stewardship responsibilities.
- Dan W.- Draft scope of work prepared for a wider variety of audience.
- Phil Dow-Jobs Economic Development and Sustainability- Put out by USDA. Should be free online.
- Leighton helps with the \$4000 to fund the Chico State Center for Economic development- Warren Jensen aggregates all of the sources into one booklet.
- We need to get the regional blueprint spread around as well. Implementing the Regional GIS platform. Building a really nice GIS interface to access information in a meaningful way.
- Economic folks- They have pitched in \$20K in cash to get project going for server.

Deliverables- of Economic Study

1. Look at current economic landscape

2. Information on the flow of goods in and out of our area. What is in the trucks? EIR for some projects has truck data that would be a good source of existing economic data. California Trucking Association: get to the upper level they are more likely to supply the data we need.
3. Who needs to be involved and be part of the process? What is the deadline?
4. We need deliverables from our economic partners. This is limited scope that can be broadened. Dan wants to expand it as long as it doesn't lose its focus.

- John-Glenn County Will provide study on Green Economic Development that was recently completed.
- Look at environmental justice issues: Who can transportation development help the most?
- Water: Direct cost to transportation to protect water. Keeping water clean. Help CTC invest, do presentation to CTC to inform them.
- John - Economic development cluster. Nothing between Sacramento and Portland. Feds are going to invest in the 11 economic zones and we will be left out unless we join or become an economic development zone.
- Dan L- All counties in the NSSR needs are so similar that we should carry out this project together.

Dan W.-**Do we want generalized recommendations or promoting specific projects?**

1. Projects can be mentioned as examples of investments.
 2. Look at our RTP and if there is multiregional benefit the projects need to be highlighted.
- Tamera- CEDS(Comprehensive Economic Development Strategy) should be identical to RTP.
 - Dan W. Possible slant on the study it to take assumptions about the future that there are no contingency plans for- ex. Global warming's impacts on transportation, Tripling of gas prices, hit to major facility, # of bridges and determine the effects of them?
 - Need actions to take advantage of the data to spin it into gold- Use existing data to produce a product.
 - Phil- Air access is important to many rural counties. UPS flies into Ukiah but there is pressure to build around the airport.
 - Funding for local roads- Access to funding sources is disproportionally to state system. What is the impact of that.

Dan- Use existing data that is defined and exists across counties so all can use it.

- The study will tell each county what data is missing or identify gaps so that grants can be written and funding received to fill those gaps.
- Tamera- tele-transportation planning documents/plans have been completed.
- Include tribal governments- Most of them have their own economic development strategies that contain information that may need to be included in the study. Use the existing data.
- Hold a conference at the end from Transportation, economic, Tribes, Elected Officials-- couple hundred people in attendance. See the benefits of regional partnerships in transportation and economics.
- Why do you need us... not we are so so poor like the card the San Joaquin valley is playing.
- Difference between growth and development compared to developing more wealth within the facilities and infrastructure that we have in the Northstate.

Return comments on Draft Transportation for Economic Developed Study RFP and Survey by September 5, 2011.

Lunch Break at 12:15

Toll Credits- Advisory committee wanted the bridge money to go further and they wanted the match. Mike Crump from Butte County wanted to pick up the ball.

- Gary Antone is the forerunner on this and will need to continue to push it.

- Sue Kiser of FHWA is for it and CTC is for it as well. Erik Z. from Caltrans programming is for it as well as it is a nightmare to continually adjust figures to match bridge projects in the STIP?
- Larger self help counties have the attitude like--You made a decision to not be self help and that is your problem.
- If we allow this credit, some project elsewhere will suffer. This is a double standard as the \$10 million limit went away. Also bridge expansion is now allowable. Both of these decisions did not enable funds to go farther but enabled more large expansion projects to eat up the funds.
- The discussion has been aired and people are thinking on how to resolve the issues.
- Fund Resource Agencies- Get permitting done faster. Not enough work for individual counties. Tool that we should keep in mind in the future.

Support Letters- Grants

Pam Couch is putting in a Tiger III.

The max for California is \$77 million. There will be a rural set aside.

Mendocino transit got \$5 million in Tiger II. Phil Dow got an EJ grant.

Dan is putting in \$3 million application for Deschutes. He will ask for super region letter of support.

What is happening in the STIP. Any unusual projects?

Phil Dow is getting the permit from the Army Corps for the Willits Bypass \$32 million of their own funds into the project.

Get TE projects ready for construction.

Lets post what has been funded in the previous BP grants so we can use each other's ideas.

Next Superregion Meeting- in Grass Valley in January to avoid the STIP season.

Phil—We only use STIP projects on state highways or major local streets and roads. Using STIP to do rehab lessens the chance of getting CTC backing on other projects.

Phil and Tamera have documents confirming regional priorities before the \$ is on the table.

Tamera- RSTP funds- County diverts \$200K to TDA so they get \$100 additional. The RSTP is an old formula.

Tamera allocates RSTP by validity of the project. Used as match funds for other projects. The tribe project is on the county road. Best use of the RSTP funds, do it. The county does not want to give \$100K for a match to a \$2 million dollar project the tribe got on a county road.

Phil Dow takes \$100K off the top of RSTP for the partnership program. Then those funds can be used to make projects whole. FAU miles from 1991 is how it is distributed. 3-4 cities have their own sales tax measures for local streets and roads.

Round Table

PID- Tamera... the situation is not palatable. There needs to be an exception to paying Caltrans for PID in counties with less than 50,000 population. There is no capacity to do so. The PID process has yet to be streamlined. There is flexibility. Caltrans can do the PID on their facility.

Tea Party experiences- Marcela. Please come to our meeting and tell us what we do. Tamera had to show that she is following the guidelines in the RTP.

MTC got legislation passed which allows up to \$10 per vehicle registration fee to be assessed to address transportation issues. Phil's board wants to use it for pavement management. Currently this

legislation only applies to MTC agencies. Phil will find an author to clean up the legislation so that it applies to all agencies.