



The VOICE

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Greater Shasta County, CA

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Did you know...

- There were **12** single family home permits issued in the City of Redding in March, 2016. There is a decrease of 21 permits, or 49% less than were issued in the first three months of 2015. There were 2 permits issued for commercial buildings in March, 2016, 10 fewer than for the first three months of 2015.
- Shasta County's unemployment rate in March 2016 was **8.0%**, up from 7.7% in February. Shasta County's labor force continues to **contract**, with a total of 74,200 in the labor force for the month of March 2016. The annual average in 2015 for the monthly labor force was 74,900, which was the previous lowest since 2000.
- On April 19th, due to public safety concerns, the City of Redding increased its budget for daily maintenance and **security patrol** of the Sundial Bridge by \$62,710 for a total of **\$168,160** annually.

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Redding Chamber Sponsors Forum on May 4th for Shasta County Supervisor Candidates *Co-Sponsored by SBE, Shasta VOICES, and SAR*

The Presidential Primary Election will be held this year on **June 7, 2016**. Locally, there are **three open seats** for the office of Shasta County Supervisor on the ballot. March 11th was the deadline for local candidates to file for qualification for this election.

The qualified candidates for **District 2** are: **Leonard Moty** (Redding), incumbent and his challenger **Jerome Venus** (Anderson)).

The qualified candidates for **District 3** are: **Janet Chandler** (Burney), **Pam Giacomini** (Hat Creek), incumbent, and **Mary Rickert** (Fall River Mills).

The qualified candidates for **District 4** are: **Steve Morgan** (Shasta Lake), **Bill Schappell** (Redding), incumbent, **Walter Albert** (no address given), and **Wally St. Clair** (Redding).

The Redding Chamber of Commerce will sponsor a **Candidates Forum** for the nine candidates running for Shasta County Supervisor as follows:

Date: **May 4, 2016**
Time: **5:30 pm (reception)**
6:00 pm—8:30 pm forum
Location: **Red Lion Inn**
1830 Hilltop Drive

Jake Mangas, President and CEO of the Redding Chamber of Commerce will be the moderator of this forum, and he will be asking questions of each candidate that were gathered from the Chamber membership, the Shasta Builders Exchange (SBE), the Shasta Association of Realtors (SAR), and Shasta VOICES.

Each of the candidates will be given 2 minutes to answer each question. The questions will appear on a screen for all to see as they are being asked. Due to the number of candidates, there will be time for about 7 questions, along with an opening and closing statement from each candidate.

There are **93,315 total registered voters** in Shasta County: 46% Republican; 25% Democrat; 23% No Party Preference; and 6% Other.

The ballots for vote-by-mail will go out on May 9th, and must be received by the May 31, 2016 deadline, seven days before the Primary Election on June 7th. If any one of the candidates in their district receives at least 50 percent plus one vote, there will not be a "run-off" election in November during the General Election process, and the winner of that district will become the Supervisor, beginning their term in 2017. If **none** of the candidates receives at least 50 percent plus one vote in their district, then the top two vote getters in the district will face a run-off during the November 8, 2016 General Election process. The winner of the General Election will become the Supervisor, beginning their term in 2017.

Drought Restrictions May Be Relaxed or Even Lifted in the North State

With the wettest winter in five years, Californians, particularly in Northern California, can look forward to substantial relief from mandatory statewide water restrictions in the near future.

“We are likely to ease the rules or lift the rules,” said Felicia Marcus, chairwoman of the State Water Resources Control Board. “We are in better shape.”

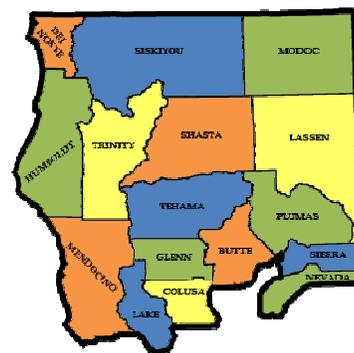
The State Water Board held a public hearing on April 20th in Sacramento and will likely make a final decision on May 3rd. Among the possible changes are lower conservation targets or perhaps no drought targets at all in parts of Northern California that have high rainfall totals, full reservoirs and healthy groundwater basins.

The Board, however, is likely to make **permanent** the **water-wasting rules** it imposed statewide last year. These include hosing off pavement, watering lawns within 48 hours of measurable rainfall, and requiring restaurants to ask before serving water to patrons. And, it is likely that the original water conservation goal of a **statewide 20% reduction** from 2013 usage by the year 2020 will remain in place.

Transportation Planners Seek \$19 million Grant for Municipal Bus Service

The Shasta Regional Transportation Agency (SRTA), in partnership with what is referred to as the North State Super Region (the 16 counties shown in the graphic to the right), and the Redding Area Bus Authority (RABA), submitted a grant application for **\$19 million in capital funding** to implement I-5 express bus service between Redding and Sacramento in early April, 2016.

A new grant program called Transit and Intercity Rail Capital Program, is funded by **auction proceeds** from the California Air Resources Board **Cap-and-Trade Program**. It provides funds for “transformative capital improvements that modernize and better connect California’s rail, bus, and ferry transit systems.” The primary objective of the program is to significantly reduce greenhouse gas emissions, vehicle miles traveled, and congestion.



SRTA has a feasibility study underway called the “Shasta Intercity Transportation to Sacramento and the Bay Area,” and the findings of this study will be presented to the SRTA Board of Directors at their October 2016 meeting. SRTA will know if the grant application is approved for funding in August. So, depending on the findings of the feasibility study, the Board can either accept the funds and move forward, or deny acceptance of the award if the project is deemed not feasible.

Specifically, SRTA envisions the purchase of **10 new electric buses** that would have a 200 mile range, and would accommodate up to 60 passengers. Each bus would take about 2 hours to “recharge.” Charging stations would need to be created in Redding, Sacramento and along the I-5 corridor to support the buses. The buses would stop perhaps 3 or 4 times along the I-5 corridor, and there would be feeder buses from the outlying areas bringing passengers to the I-5 corridor stops. There is some discussion about creating safe park-n-ride locations as well.

Once in Sacramento, the plan includes a stop at the Sacramento International Airport, the Amtrak station, and downtown, perhaps at or near the State Capitol.

An estimated \$650,000—\$870,000 in annual operating expenses would be needed for three to four daily round trips running seven days a week. The plan is for a majority of this to be paid by **bus fares**.

Other **private** businesses also had the opportunity to apply for these grant funds on their own. That begs the question—wouldn't it make sense for other existing private transportation services already going to Sacramento from Redding and the other Far Northern Counties, such as Greyhound, First Class Shuttle, or Amtrak (which is a for-profit entity) to apply? \$19 million dollars of grant money would certainly provide the capital they need to make tremendous improvements to the services they are currently able to provide. They wouldn't have to reinvent the wheel (so to speak) and could move forward quickly, providing a great benefit both to people desiring a more user-friendly way to reach Sacramento, and to their own and other businesses in the process. But the deadline for this particular grant application was April 5th. The next opportunity for funding will not occur for two years. Perhaps they will study the potential benefits of these grants and apply next time.

Local Development Fees For Schools Rising Again

Starting April 11, 2016 and for most of the month of April, all of the school districts in Shasta County are noticing and holding public hearings to “implement development fees established by the District against residential construction and reconstruction at **\$3.48 per square foot** and against new commercial or industrial construction at **\$0.56 a square foot**. The proposed fees are authorized by Education Code Section 17620 and Government Code Section 65995.” If approved, the increased fees will take effect on July 1, 2016. These school impact fees add **\$6,264** to the cost of a newly constructed 1,800 square foot home in the Shasta County area.

Pursuant to Government Code section 65995, the fee may be increased in *every even year*. The current residential construction fee is **\$3.36** per square foot, and for commercial or industrial construction it is **\$0.54** per square foot.

So, just what do the California Government Codes allowing these fees say? These are the statutes that authorize the collection of developer fees:

1. Education Code Section 17620 authorizes the collection of developer fees.
2. Government Code Section 65995 establishes the types of fees and rates.
3. Government Code Section 66000 sets the process for justifying the fees and appealing or challenging fees.

What the codes say is that the financing of school facilities and the mitigation of the impacts of land use approvals on the need for school facilities are matters of *statewide* concern. For this reason, the Legislature “occupies” the subject matter of requirements related to the need for school facilities, whether financial or non-financial.

This makes it very difficult for builder-developers or the general public to question their local school districts during the public hearings when the amount of the fees are being raised. The standard explanation to the public is that the State sets the fees, and the local districts just implement them. The School District Boards, however, are free to decide to implement a lower fee—the State simply states the maximum fee the districts can charge.

Commonly asked questions are when and how these fees are collected. The fees are actually collected at the time a building permit is obtained from the city or county. As part of that process, each district that imposes developer fees prepares a document called a “Certificate of Compliance.” This reflects the number of square feet and type of construction upon which fees are paid. The city or county building department is responsible for providing square footage calculations. The City of Redding and Shasta County collect these fees from the builders, and send them to the Shasta County Office of Education (SCOE) who collects them on each school district’s behalf.

A separate fund is established which is used to track the developer fees. There is an annual requirement to review the income and use of the developer fees. ***The fees collected must be used within five years or they are required to be returned to the builder or property owner.***

A school district can use the revenue collected from these fees on residential and commercial/industrial construction for the purposes listed below:

1. Purchase or lease of interim school facilities to house students generated by new construction pending the construction of permanent facilities.
2. Purchase or lease of land for school facilities for such students.
3. School facilities for such students including: construction, modernization, reconstruction, architectural and engineering costs, permits and plan checking, testing and inspection, furniture for use in the new facilities.
4. Legal and other administrative costs related to the provision of such new facilities.
5. Administration of the collection of, and justification for, such fees, and
6. Any other purpose arising from the process of providing facilities for students generated by new development.

There is plenty of factual information available on the *reduction* of new construction and development in the Shasta County area over the past few years, as well as a reduction in the number of students. There *hasn’t* been a documented need to provide facilities for students generated by new development. And yet, the fees just continue to increase, simply because the legislature allows it.

It’ll be interesting to see if the collected fees are used, or at least dedicated, within the allotted five years. If not, they are supposed to be returned, though there is scant data on how many of these fees have ever been returned.

Updated News and Notes

Shasta VOICES is continuing to monitor and follow many issues of interest to our supporters and the community. As part of our efforts to keep you updated and informed, here is a brief update of some of these issues.

City of Redding Hires New Planning Manager—After 30 years of service, Kent Manuel retired on April 15th as the Planning Manager for the City of Redding. His replacement has been hired, and began working in mid-April. He is **Paul Hellman**, who comes to Redding from the City of Bakersfield where he served as the Principal Planner. He has more than 20 years of experience in processing land-use permits for residential, commercial and mixed-use developments. Prior to working for the City of Bakersfield, he worked in the planning offices for the City of Chula Vista and the City of San Diego. He holds a bachelor's degree in city and regional planning from California Polytechnic State University, San Luis Obispo, and a master's degree in civil engineering (transportation) from the University of California, Berkeley. The City has said Mr. Hellman's **focus on customer service** and **streamlining the development process** were qualities that align with the objectives of the Development Services Department. Kent Manuel, however, after his retirement, will still be assisting the City (permission was granted by Council) with special projects related to the potential expansion of Costco Wholesale from its current location to another suitable location in the Redding city limits, and assisting with the update of the Parks, Trails and Open Space Master Plan.

Two Redding Subdivision Maps Approved for Single Family Homes—Redding Planning Commissioners approved two new subdivision maps at the April 12th Planning Commission Meeting. **Churn Creek Heights Unit 3**, by Jim Baker, gained approval for a 3.5 acre parcel into 14 single family residential lots to be located off Churn Creek Road north of Arizona Street. **Waverly Manor Subdivision**, by Lyle Tullis (to be built by Palomar Homes), gained approval to divide 14.5 acres into 38 lots for development of single family homes. This development is located off of Eastside Road, between Waverly Avenue and Sacramento Drive at Hemlock Street. Both projects are considered infill projects.

City of Anderson to Offer Development Impact Fee Reductions—On April 19th, the Anderson City Council adopted a policy authorizing a reduction or elimination of selected Citywide development impact fees for new commercial and industrial projects within the City of Anderson. This policy is considered a **stimulus program** to enhance opportunities in the City of Anderson. They have a large amount of developable land within the City limits. Much of the land is zoned for commercial or industrial development, which can create new permanent jobs, increase property taxes, increase sales tax revenues, and help promote additional business attraction, retention and expansion. There are **six factors in qualifying** for this program as a business owner: **1)** Type of development must be new or the expansion of commercial or industrial business; **2)** The project must be owner occupied or subject to a long term lease; **3)** The project must create or retain jobs that are a good match for the available workforce in the City and/or will increase City sales tax revenues by \$20,000 or greater annually; **4)** The project site must be located in an area of the City where public infrastructure to support the proposed commercial or industrial development exists or exists in close proximity; **5)** The project site is currently zoned for the development sought; and **6)** The development will create an increase in assessed valuation, and therefore property tax receipts for the City. Request for the fee reduction program will be made through the City Manager's office and will be brought before the City Council for analysis and support. Any fee reduction through this program is at the option of the developer and participation is not mandatory. A fee reduction may not be offered to a business relocating to the City of Anderson, if it is within the market area radius of 25 miles for big-box stores, or a radius of 40 miles for car dealerships. The new program will begin on July 1, 2016.

PenAir Officially Began Air Service From Redding to Portland April 21st—Alaska-based regional airline PenAir started service from Redding to Portland, Oregon on April 21st. There was a big celebration at the Redding Airport to welcome the first flight into the airport—and then it departed for Portland with 22 passengers on board. The first of 2 daily flights will depart at 4:50 a.m., and make a stop in Arcata-Eureka before arriving in Portland at 7:20 a.m. The afternoon flight will leave Redding at 3:40 p.m. and fly nonstop, arriving in Portland at 5:15 p.m.

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