



The VOICE

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Greater Shasta County, CA

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Did you know...

- There were **6** single family home permits issued in the City of Redding in May, 2016. There is a decrease of 52 permits, or 61% less than were issued in the first five months of 2015. There were **five** permits issued for commercial buildings in May, 2016, 10 fewer than for the first five months of 2015.
- Shasta County's unemployment rate dropped to **6.2%** in May 2016, the lowest unemployment rate at this time of year since 2006. The decline was partly the result of the season when tourism, construction, mining and logging activities pick up. The current labor force in the County is 74,000, the lowest number of people in the workforce since the year 2000.
- The Mt. Shasta Mall is in the process of remodeling spaces for a new **Torrid Retail Store** and an **Ulta Beauty Store**, spending around \$460,000 for the improvements.
- **Planet Fitness** is remodeling space in the former Mervyn's building at 1755 Hilltop Drive for a new facility.

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Citizens Committee Approved to Audit Spending if Sales Tax Measure Passes

Although the General Election won't occur until November 8, 2016, Redding City Council members, at their regular Council meeting on June 21st, approved the creation of a "Citizens Committee" to ensure accountability and transparency of revenues that could be raised if ballot Measures D and E should pass in November. Council member Gary Cadd was absent, and Francie Sullivan voted against forming the committee, saying she doesn't support any outside citizens advisory groups because that is what she was elected to do. So the vote was 3-1 in favor of creating the committee.

Measure D asks if an ordinance should be adopted authorizing the City of Redding to collect a **one-half of one percent sales tax for general municipal purposes for a period of ten years.**

Measure E is an advisory vote only that states, "If the voters of the City of Redding approve a one-half of one percent limited term general sales tax (Transactions and Use Tax) increase, **should the additional revenue be used to augment police protection, jail space, mental health services, fire protection, and related public safety services?**"

The Citizens Committee is an advisory committee to the City Council. This means that they can simply advise, but have no decision-making authority. The Committee will include five members that will serve staggered four-year terms. In order to ensure staggered terms, two of the original five members will initially serve a two-year term. They would, however, be eligible for reappointment to a full four-year term.

The Mayor will solicit names of potential candidates to serve on this committee from fellow Council members. The Mayor's appointed members are subject to confirmation by the City Council, and the Citizens Committee meetings will comply with the Brown Act and be open to the public.

The Committee's duties will be to a) **review** all revenue and all expenditures associated with Measure D on an annual basis to determine if the City has complied with the intent of Measure E; b) **report** its findings and conclusions to the City Council and the community each year; and c) **provide advice** to the City Council on the future allocation of revenue from Measure D in accordance with Measure E.

The Citizens Committee will be created immediately, but it would not start to work until after the November 8, 2016 election. If the sales tax measure is **not** approved by Redding voters, the Committee would be decommissioned at that time.

It seems a bit early to appoint such a committee, given that the vote on the Measures, and the vote to fill two open City Council seats will not occur until November 8, 2016. But the City is trying to give some sort of reassurance to the voters that if they vote for both Measures D and E, they will be able to trust that the revenues raised from the increased sales tax will actually be spent as intended. City Councilors, other than Francie Sullivan, believe acting on the Citizens Committee immediately will help to do just that.

2016 Local Presidential Primary Election Results

There were **96,539** registered voters in Shasta County for the Primary Elections held on June 7, 2016. A total of **50,634** of those who were registered actually voted, which is **52.45** percent. Here are the **local** results of those votes:

		<u>Number of Votes</u>	<u>Percentage</u>
President: Democratic:	Bernie Sanders	9,026	51.30 %
	Hillary Clinton	7,809	44.39 %
President: Republican:	Donald Trump	21,464	79.70 %
US Senator:	Kamala Harris	8,542	20.72 %
	Duf Sundheim	4,683	10.51 %
US Representative:	Doug LaMalfa	21,196	43.75 %
	Jim Reed	11,044	22.79 %
State Senate 1st District:	Ted Gaines	25,920	55.90 %
	Rob Rowen	14,234	30.70 %
State Assembly 1st District:	Brian Dahle	38,042	95.77 %
County Supervisor District 2:	Leonard Moty	6,205	72.26 %
	Jerome Venus	2,648	26.48 %
County Supervisor District 3:	Mary Rickert	4,274	44.89 %
	Pam Giacomini	3,477	36.68 %
County Supervisor District 4:	Bill Schappell	3,477	40.80 %
	Steve Morgan	1,984	23.28 %

In the Supervisor District 2 race, Leonard Moty received more than 50% plus 1 of the votes, and therefore, will not be subject to run-off election again in the November. He will retain his seat and continue as Supervisor for District 2 for four more years. Both races for the District 3 and 4 Supervisors will have run-off elections between the top two voter getters during the November 2016 elections. US Senator Doug LaMalfa will also have a run-off election in November.

I-5 Improvements Through Redding and Anderson Move Closer to Construction

Shasta VOICES was the lone “voice” questioning a regional transportation program touted by the local Shasta Regional Transportation Agency (SRTA) as “Fix 5” when it was rolled out in public in 2007. We were chastised for daring to ask questions, and asking for documentation that would fully explain this seemingly complex program to our average everyday citizens who would be asked to foot the bill for future lanes to be added to I-5 through Redding, Anderson, and Shasta Lake.

In May of 2009, after many public meetings, and a total revision to the “SCRIP” program later, our local elected officials finally conducted the appropriate public hearings and voted “no.” It became official - “Fix 5” which had become “SCRIP” was dead. All jurisdictions in Shasta County would have needed to say “yes” in order for the program to work. Only the City of Shasta Lake voted “yes.”

Local officials acknowledged that everyone knows congestion on I-5 will increase in future years, but did not agree that a select group of our local citizens should be penalized because legislators in Sacramento can’t make the decisions statewide that need to be made for all of its people. They agreed that this program is not a fair and equitable solution for relieving congestion on I-5 when it becomes necessary many years into the future.

With much credit given to the hard work of the RTPA staff, in February of 2011, less than two years after the “Fix 5” pro-

posal had been defeated, the South Redding Six-Lane Project quickly became a reality for constructing an additional lane in both directions to Interstate 5 from just south of the Bonnyview interchange and north to Lake Boulevard. The project was **totally funded** (\$23 million), primarily with State Prop 1b monies, and was **completed** in November 2012. No local fees were needed.

Fast forward to 2016. There are two additional projects that have been approved for State and Federal funding to continue to widen I-5. The first is called “The RASL Little Easy” and would widen the stretch from just south of the Bonnyview overpass to the North Street Bridge in Anderson. This project will be shovel ready by September 2016. About \$13 million has already been received, and another \$23 million has been identified for completion with no local funds needed. It may be 2019 before construction will actually begin.

The second project is called “The RASL Big Easy” and would widen the stretch of I-5 from the Deschutes Road overpass to the Cottonwood truck-climbing lanes. This project will be shovel ready in December 2016. So far, \$2.6 million has been received, and another \$14 million is needed for completion.

The remaining stretch, coined “The Big Nasty” will require the replacement of 4 bridges and railroad improvements from the North Street Bridge to Deschutes Road. Funding has not yet been identified for this project, but the SRTA staff is working diligently on that piece of the project.

Local Greenhouse Gas Reduction Targets To Be Reset

The Shasta Regional Transportation Agency (SRTA) became the lead agency for what was called the Shasta FORWARD Regional Blueprint Project, which began in 2006. They received grant funding of **\$715,000** and spend about \$340,000 of it for the project, which was completed in February 2010. Shasta VOICES studied and participated in this process at the time, and concluded that it was a questionable use of funds, as the primary goal of this project was to “attain regional consensus on a preferred regional growth vision for Shasta County through the year 2050; a vision that best reflects the values and priorities of local residents and accounts for available resources.” In plain English, they were supposed to find out what the general public preferred regarding future growth in their community...but it had not official use.

Fortunately, in light of the then recent introduction of SB 375 legislation, which aims to cut greenhouse gas emissions (GHG) to 1990 levels by 2020 by reducing **passenger** vehicle miles traveled from cars and light trucks, and the planning requirements that go along with it, the entire Shasta FORWARD “blueprint” process came to a close and the \$375,000 in remaining grant funds were **re-directed** towards a new process, the **Sustainable Communities Strategy (SCS)** planning process to address SB 375. This planning document was required by 2014, and indicates how the Shasta County region will reach greenhouse gas emission reduction targets that will be set for us by the State. SRTA completed this document in February 2014, showing how our region intends to reduce (to the extent feasible) greenhouse gas emissions from cars and light trucks to meet specific targets for 2020 and 2035. The Shasta Region targets were set by the California Air Resources Board (CARB) - our regional target was set at **no increase** in per capita greenhouse gas emissions for the planning year 2020 and **no increase** for planning year 2035, based on the recommendation of SRTA.

CARB is charged with assigning and periodically updating regional targets for reducing per-capita GHG emissions associated with automobiles and light trucks. **It is time for that update.** Fortunately, CARB allows our local agency to recommend the potential reduction target to them. So the SRTA staff has completed an emissions reduction strategy that includes a multitude of policies and programs to enable the Shasta County region to meet or exceed the targeted goals. The strategy relies on a transportation-efficient land use combined with small enhancements in public transportation and active transportation (i.e. walking trails, bikeways, and any non-motorized types of transportation).

Here is a list of potential emission reduction strategies identified by SRTA:

Land Use: SRTA will continue to obtain additional **grant funds** for infill and redevelopment incentives; SRTA will continue to support local agencies and developers in successfully competing for various available capital grants.

Alternative Fuel Vehicles: Increase plug-in vehicles (PEV's) to 2%; local agencies will obtain PEV charging station grants; local agencies will adopt policies and programs encouraging the installation of charging stations.

Technology-enabled Transportation System Management: Emerging real time traffic information sharing; ride-sharing applications such as Uber and Lyft; vehicle-to-vehicle communication; increases in remote working; signal control management and vehicle-to-infrastructure communication.

Active Transportation: Plan and implement a network of active (non-motorized) transportation expressways with connections to the roadway network; continue to **leverage grants**.

Local Public Transportation: RABA and other Community Transportation buses will transition to alternative fuels as older vehicles are retired; increase the public transportation mode of travel with additional on-demand services, access to real-time fixed-route transit information, extended service hours, and new Sunday service; provide **grant funding** for alternative fuel vehicles.

Intercity Public Transportation: SRTA will obtain capital and operating **grant funding** to implement intercity express bus service to and from Sacramento.

Sustainable Freight Movement: SRTA will lead a coordinated freight efficiency program to include a possible consolidated freight hub; industry clustering; alternative fuel infrastructure; relocation of railroad switching from Downtown Redding; and increased rail freight transport.

As stated above, our local region's current CARB target reduction number is a **0 percent change** in per capita GHG emissions for the years 2020 and 2035. So far, the existing policies and programs put in place since 2010, along with very little population growth in the region, have enabled the region to **exceed** this goal, netting a forecast of **-4.7 percent** for 2020, and weakening to -0.5 percent for 2035 due to future forecasted population growth.

With the above new strategies in place the SRTA is recommending a change to the 2035 target of **-6 percent**. This figure is based on approximately \$120 million in additional state and federal funding support through the year 2035.

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.

K2 Land and Investment LLC Selected for Full Grant Application for Former Dicker's Building Project—K2's redevelopment project, the former Dicker's Department Store building in the Market Street Promenade, 1551 Market Street in downtown Redding, received initial funding in April, 2015, now totaling \$190,000 from newly available Affordable Housing and Sustainable Communities (AHSC) Grant Program funds. They were granted a permit on February 23rd by the Redding Planning Commission for construction of a mixed-use four-story building of about 122,000 square feet, and will include demolition of the existing building and reconstruction of an underground parking garage. The building will consist of 27,000 square feet of ground floor retail space and a total of **79 units** with a combination of affordable and market rate 1, 2, and 3 bedroom units on floors 2 through 4. The project will also include construction of Market St., Butte St., and Yuba St. adjacent to the project and connecting to Tehama St. and California St., and construction of a two-way separated bike lane. Total project costs are **\$36.9 million**. Additional AHSC Grant funds are available of up to **\$20 million**. K2 and the City of Redding were project co-applicants for such grant funding for this project on March 16th. With their combined resources, the project was among 83 selected from 130 applicants to **submit a full application for additional AHSC grant funding**. City Council approved the filing of this application on June 7th, allowing the project to keep moving forward. The full application is due by June 20, 2016. Award recommendations are expected in September 2016. The AHSC grant program application is quite complicated and not all the pieces are in place yet. If the grant is ultimately approved, the City of Redding would like to be responsible for the public infrastructure portion of the project with K2 having responsibility for the new building itself.

Shasta Humanity Project Unveils Tiny House to Help Homeless—The vision for a village of tiny homes for the homeless in the Redding area remains alive, as the first completed tiny house has been unveiled by the Shasta Humanity Project. This non-profit organization, which has just celebrated its second year anniversary, is dedicated to "inspire a spirit of hope to those without a place to live and return their sense of dignity through independent living." The group is still searching for the right property to house a village of up to 30 tiny homes and a resident advocate. So far, only private donations have been received to further their mission. The goal is to secure state and federal housing dollars through block grants and private monies from private foundations and sponsorships.



CaptiveAire Systems Expanding in Redding—On June 21st, Redding City Council approved a purchase and sale agreement with CaptiveAire Systems for Lot 5 in the Redding Airport Business Park (RABP) in the amount of \$150,000. CaptiveAire is a leading manufacturer of commercial kitchen ventilation systems in the United States, with a network of 90 sales offices in the US and Canada, and six strategically located manufacturing plants, one of which is currently located in the Redding RABP. This successful Redding manufacturer is now expanding. The expansion concept plan includes construction of a 30,000 square foot building, to include 15,000 square feet of warehouse/distribution area; 10,000 square feet of manufacturing facility; and 5,000 square feet of assembly area. CaptiveAire currently employs 120 people in Redding, and plans to increase their workforce by 30 employees with the completion of this expansion.

Project Study Reports (PSR) in Process at Two Overpasses—The City of Redding is in the process, together with CalTrans, of producing a Project Study Report (PSR) for the Bonnyview Overpass and related intersections, that is scheduled for completion by the end of the year. And the City of Anderson is in the process of producing a PSR for the Riverview Overpass and related intersections. Both sites are the subjects of potential commercial construction.

Join Shasta VOICES today.

We depend on membership and other contributions.

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