

APPROVED MINUTES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY (MPO)

Tuesday, October 26, 2004, 4:00 p.m.

Shasta County Board Of Supervisors Chambers,
1500 Court Street, Redding, California.

(Note: These minutes are not intended to serve as a transcript or verbatim record of the proceedings of the Shasta County Regional Transportation Planning Agency, but rather as a record of meeting time, place and attendance; the order and general nature of discussion; Agency deliberations; and action taken, if any.)

Agency Members Clarke, Connick, Hawes, Goekler, Mathena, and Kight were present. Agency Member Wilson was absent.

1. Call to Order:

Chair Kight called the meeting to order at 4:01 p.m.

2. Public Comment Period:

There was no one who wished to speak during the Public Comment Period.

Consent Calendar

3-1 Minutes of July 27, 2004, RTPA Meeting

3-2 Future RTPA Meeting Schedule Through October 2005 - Information Only

3-4 Acceptance of RTPA Triennial Performance Audit

3-5 Consider Adoption of the Disadvantaged Business Enterprises (DBE) Program for the Shasta County Regional Transportation Planning Agency (SCRTPA)

Item 3-1 was approved with a correction of Board Member Cibula being present at the July 27, 2004 meeting and Board Member Mathena was not.

Item 3-3 was moved to the Regular Calendar because it required a public hearing.

By motion made, seconded and carried, the items on the Consent Calendar were approved.

Regular Calendar

3-3 Amendment #1 to the 2004 Federal Transportation Improvement Program (FTIP)

Staff member Dan Little explained that the Agency approved the FTIP in August. The FTIP is a three-year program that indicates how federal funds will be spent on capital projects and transit operations. Current estimates are available for the Caltrans State Highway Operations Protection Program (SHOPP), with better estimates for 5311 funds. Dan explained that this amendment is proposed to update the FTIP with the current estimates.

By motion made and seconded (Hawes/Comnick) the staff recommendation passed unanimously.

4. Amendment #1 to the 2004/2005 Overall Work Program (OWP)

Staff member Thomas Hays explained that \$150,000 is needed for consultant assistance to help the RTPA identify some improvement alternatives to the southern region roadway. The consultants would also provide a skeleton of a Traffic Impact Fee Program that is needed to pay for the identified improvements. Thomas noted that this task was budgeted in the 2003/2004 timeframe, and that the request is to move the money from last year to this year. He added that it works in concert with item number five which is a Request For Proposal to get a consultant to help the RTPA. It has no impact on item number five, but puts money in place for it.

By motion made and seconded (Goekler/Clarke) the staff recommendation passed unanimously.

5. Authorize Distribution of Traffic Impact Fee and Southern Region Roadway Alternatives Request For Proposals (RFP)

Executive Officer Dan Kovacich explained that there is a lot of growth in the Southeast quadrant of the County - the Cottonwood area and to the West along Gas Point Road. He added that traffic delays are beginning to be experienced at the Gas Point Road interchange during the a.m. and p.m. peak commutes. Dan noted that about a year ago the County requested that this area be looked at with the intent of developing a traffic impact fee that would be assessed on development in that generalized area. It was also requested to look at developing a conceptual plan line for another arterial that would serve as an alternative to I-5, to get people from the West Cottonwood area to the Anderson/Redding area. Mr. Kovacich continued to say that this is consistent with past practices of the RTPA where

funding has been provided for studies looking at generating additional revenue.

Chairman Pat Kight asked if it was a RFP to have consultants look at the region using very early conceptualization of where roads might go at some point and time depending on how development and patterns develop in that region.

Dan Kovacich affirmed this and added that it also addresses a couple of pinch points on I-5 that may get worse in the future. One is Gas Point Road, and a half interchange in North Cottonwood that makes sense to convert into a full interchange, and to identify some improvements to Rhonda Road. It is being looked at holistically - the whole Cottonwood area.

Public comment was made by Dale Hansen, representing Cottonwood School District, Cottonwood Partners Action Council and Cottonwood Park Board. Mr. Hansen noted that Cottonwood is blending with Anderson on the ridge between Cottonwood and Anderson and there are several proposals that have a great amount of concern. Traffic patterns on Rhonda Road and the interchange of Gas Point Road and I-5 are quickly becoming a problem for the community. Mr. Hansen, as a representative of three different groups encouraged the Board to move forward as rapidly as possible. He continued to state that a new school is being built on Gas Point Road and the school district is working with the Planning department, spending \$250,000 to widen and improve Gas Point Road. He stated that they look at this as a pattern for the future, for all of Gas Point Road out to the high school. Mr. Hansen continued to say that about five years ago there was talk about a walking bike path to be sponsored by the Waste Disposal off West Anderson Drive. The groups want to bring that project back on the table and see if any support can be given to that as well. Mr. Hansen stated that there are traffic problems on First Street as well. First Street has a school with 725 students and that area was not designed for that kind of traffic.

Mr. Hansen noted that there were studies done about a year ago, and inquired as to what happened with those studies and if an outside consultant is needed to come in and tell what is already known.

Dan Kovacich stated that he was not aware of previous consultants being hired by the RTPA. There have been consultants associated with some of the larger subdivisions

that are proposed in that area. Dan added that it is not unusual for developers to hire consultants to do an analysis of traffic. The City of Anderson has done studies that are more focused on the Factory Outlets area and the Deschutes interchange. Dan added that this current study would facilitate Anderson moving forward on some of the projects they would like to see.

Dan Kovacich noted that consultants are hired when specific expertise is needed that is not available in-house. This is the first time a consultant has been hired since the Dana to Downtown project. The specific expertise being looked for here is someone with experience in traffic impact fees and tying the whole thing together. The consultant will advise as to what is needed, but the decision as to what improvements would be funded through a traffic impact fee would be a joint decision made by a working group made up of Caltrans, the County, the City of Anderson and all the players that are down in that area. An agreement for adoption will be presented to the RTPA Board at the December meeting and the study will take from six to nine months to complete.

Mr. Hanson stated that over a year ago there was a community meeting, the local planners were doing surveys and Caltrans was also doing surveys and traffic monitoring. The local planners were supposed to get back to the community with the results.

Dan Kovacich noted that Caltrans has been taking some counts down there and that this information will be incorporated into this study.

By motion made and seconded (Hawes/Clarke) the staff recommendation passed unanimously.

6. Authorize Executive Director to Complete a Personal Services Agreement (PSA) to Update the Shasta County Travel Demand Model

Executive Officer Dan Kovacich explained that at the last RTPA meeting the Board approved a RFP to update the Travel Demand Model, which needs to be updated every five years. The Model will have the 2000 census data incorporated into it. Current identified shortcomings in the Model will be remedied and additional traffic analysis zones identified by the City of Redding will be imbedded into the model.

Dan Kovacich continued to say that the primary purpose of the model is to assist in demonstrating air quality conformities if and when Shasta County falls into non-

attainment. The model is used by developers and local agencies to negotiate with developers for various improvements associated with new subdivisions, and it projects traffic flows up to 20 years into the future.

Dan stated that the firm that staff is recommending to enter into an agreement with is Dowling and Associates, based in Oakland.

By motion made and seconded (Clarke/Hawes) the staff recommendation passed unanimously.

7. RABA Request for Funds from Local Transportation Fund (LTF) Reserve Account

Executive Officer Dan Kovacich explained that when claims were approved for the 2004/2005 fiscal year, there was a misinterpretation of a number having to do with the amount of capital that RABA was including in their budget for this fiscal year. RABA could draw from their reserve that is held by the County treasurer. It would then become a high priority to replenish that reserve either with the 2003/2004 True-Up or the claims for the 2005/2006 fiscal year.

By motion made and seconded (Clarke/Comnick) the staff recommendation passed unanimously.

There being no other business to discuss, Chairman Kight adjourned the meeting at 4:28 p.m.

Respectfully submitted,

Daniel J. Kovacich, Executive Officer

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