

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Authorize Chairman to Sign Letter of Support for Caltrans Planning Grant		07/26/05	3-3

RECOMMENDATION

It is recommended that the Agency authorize the Chairman to sign the attached letter of support for a Caltrans planning grant to address Interstate 5 needs in Shasta and Tehama Counties.

SUMMARY

Caltrans District 2 is applying for a grant to address future Interstate 5 capacity issues in Shasta and Tehama counties. A letter of support from the Regional Transportation Planning Agency (RTPA) will enhance the success of their application.

DISCUSSION

Caltrans Division of Mass Transportation is soliciting applications from Caltrans districts for State Planning and Research Grants to address planning needs throughout the state. Caltrans District 2 is currently preparing an application (attached) for a grant that will address capacity concerns associated with Interstate 5.

The ultimate goal of this grant will be to identify funding strategies to pay for the future needs of the I-5 corridor through Tehama and Shasta counties. As the Agency is aware, there currently does not exist a local funding program or method to fund future needs on the state highway system, including I-5.

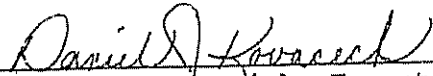
In addition to identifying future needs of the Interstate, there will be a public outreach portion of the grant, oriented to informing the general public of the future conditions of our road system if nothing is done to generate funding for these needed improvements.

OTHER AGENCY INVOLVEMENT

This item was reviewed by the Technical Advisory Committee (TAC) on July 12, 2005.

FINANCING

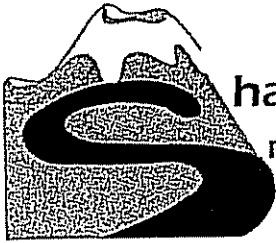
Adoption of the Staff recommendation will have no impact on Agency finances.



Daniel J. Kovacich, Executive Officer

SLC/jac

Attachments: Letter of Support
Draft Grant Application



Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530) 225-5661 • FAX (530) 225-5667
E-Mail shasroad@snowcrest.net • HOME PAGE www.scrtpa.org

Daniel J. Kovacich, Executive Officer

July 26, 2005

Gale Ogawa
Acting Division Chief
Caltrans Division of Mass Transportation
P.O. Box 942873
Sacramento, CA 94274-0001

Subject: State Planning and Research Grant

Dear Ms. Ogawa:

It is our understanding that Caltrans District 2 is making application for a State Planning and Research Grant to address the future needs of Interstate 5 through Shasta and Tehama Counties. This planning study is fully supported by the Shasta County Regional Transportation Planning Agency, as we recognize that there will be significant needs on Interstate 5 through Shasta and Tehama Counties as California continues to grow and prosper.

It is vitally important to this region, as well as to the State and Federal interests, that this artery continue to have adequate capacity to enable people and goods to move freely throughout this region. Interstate 5 is critical to the rural economies in Shasta and Tehama Counties as it is our primary connection to the rest of the state. Any efforts that can be done to identify and fund improvements in this part of the state will yield considerable dividends in the future.

It is for these reasons that the Shasta County Regional Transportation Planning Agency enthusiastically supports Caltrans District 2 in their efforts to continue to improve mobility throughout Northern California.

Sincerely Yours,

Glenn Hawes, Chairman
Shasta County Regional
Transportation Planning Agency

**STATE PLANNING AND RESEARCH (SPR), PART I
SPECIAL STUDIES PROGRAM REQUEST FORM
Fiscal Years 2005-06 and 2006-07**

Project Number:
Fiscal Year Requested:

*Please Note: Only Operating Expense (OE), Contract dollars available.
District/Division will need to provide 20% State Match with non-federal funds.*

Special Studies Title		General Expense \$	Contracts \$	Total OE \$
Interstate 5 Fee Program Study from Shasta Lake/Redding to Red Bluff/Corning	Federal (80%)		400,000	400,000
	State Match (20%)		100,000	100,000
	Total		500,000	500,000

1. Identify Division/District and Office/Branch: District 2 - Office of System Planning
2. Provide a brief description of the project.

Interstate 5, the only North-South Interstate in California, is a vastly important facility to the State. Goods movement operators rely on the facility for shipping products. The military relies upon it for national security. As an interstate, it serves the traveling public as a route to travel great distances from Mexico, California, Oregon, Washington, and Canada. However, in southern Shasta County and northern Tehama County (between the cities of Shasta Lake/Redding and Red Bluff/Corning), Interstate 5 also operates as a local arterial for commuters and shoppers (average daily traffic volumes are twice those immediately to the north and south). Reliance on I-5 for local trips is driven by both significant development pressure along I-5 as well as the lack of alternative parallel routes.

At present, sporadic congestion is beginning to occur during peak periods within the proposed study limits. Based on a number of studies prepared by District 2, developers and local and regional agencies, it is clear that the Level of Service will drop to "F" during both morning and afternoon peak periods within 20 years.

The cities and counties within the proposed study area are advancing a variety of projects that will rely on the I-5 corridor. The City of Redding is preparing a specific plan ("Oasis Road Specific Plan") that will provide for several million feet of retail/commercial development near the city's northern limit. Tehama County is preparing an Environmental Impact Report for a major retirement community (including residential/recreation/commercial uses) in a currently undeveloped area to the north of the City of Red Bluff. A number of other large residential and commercial projects have also been proposed/approved in the vicinity of I-5. Other large and small developments that have been proposed/approved in the two counties/five cities within in the study area will also contribute to cumulative traffic growth on I-5 in the study area. While these projects have considered impacts to I-5, they are being conducted independently of each other and generally do not provide resources for additional mainline capacity on I-5.

District 2, in cooperation with the Cities of Shasta Lake, Redding, Anderson, Red Bluff, and Corning and the Counties of Shasta and Tehama, seeks to compile existing traffic data, reports, and studies and develop supplemental data to create a comprehensive study with the following key products/outcomes:

- Public Outreach Campaign, including:
 - Pre and post project public polling.
 - Project steering committee
 - Stakeholder meetings
 - Informational/educational media
- Identification of needed improvements to I-5 (interchanges and mainline).
- Prioritization of needed improvements to I-5 (interchanges and mainline).
- Cost estimates for identified improvements.
- Potential funding programs/strategies with emphasis on Traffic Impact Fee Program and/or Zone of Benefit for interchange and mainline improvements. Fair share responsibility for respective participant agencies will also be determined.

3. What is the overall goal and benefit of the project?

The overall goal of the project is ensure that the improvements necessary to serve local, regional and interregional traffic during the next 30 years in the I-5 study corridor are identified, prioritized, funded and delivered. To achieve this, use of both existing programs and new sources of funding will be necessary. The proposed project will achieve consensus among the participant agencies and public as to priority, timing and funding of identified improvements.

While there are certainly numerous benefits to maintaining efficient operations of I-5 within the study area, the most significant benefit of the project will be to maintain/enhance local and State economic opportunity while limiting the need to rely on existing transportation funding programs to provide necessary infrastructure for I-5.

4. What will be the final product? How will it be used? Could it lead to further studies?

The final product will be a comprehensive funding strategy for the improvements needed on I-5 within the study area during the next 20 years. This strategy will be used to:

- Guide preparation/update of General Plans, Specific Plans and Regional Transportation Plans.
- Implement new funding programs – most likely Traffic Impact Fee and/or Zone of Benefit for specified I-5 interchange and mainline improvements.
- Guide development of the RTIPs and ITIP of the involved agencies.
- Assist local agencies to efficiently and effectively implement appropriate site-specific mitigation for individual projects along I-5.

If the project to be funded by this grant is successful, it could lead to similar future studies on other key highway corridors within the District such as the east-west Focus Route (portions of SR 299, 44, 36) or State Route 99.

5. Why do the goals, benefits, and purposes of this project support the spending of public funds?

Interstate 5 plays a significant role in both the regional and interregional movement of people and goods for the entire West Coast of the United States. Maintaining the efficient movement of people and goods within District 2 is important to both the local and State economies. The use of public funds for this study will allow for the impacts associated with growth in local and interregional traffic to be identified and met (at least partially) with new sources of funding, thus reducing long term reliance on existing State and Federal transportation funding programs.

6. Which of the 6 State Transportation Goals does this project support? State briefly how the project meets the goal(s).

Goal	State briefly how the project supports the goal(s)
Safety	Proposed projects should meet current design standards and correct existing deficiencies.
Reliability	Existing travel times will be maintained to the extent practicable by providing capacity to the facility as needed.
Performance	Capacity added to the freeway will serve local trips while optimizing system throughput.
Flexibility	Multimodal options will be evaluated and may be implemented by participants.
Delivery	New source of locally generated funds will provide the opportunity for creative project development, flexibility/ease in use of funds and accelerated delivery.
Stewardship	Project will identify impacts associated with growth in the region and emphasize creation of new funding programs rather than reliance on the State Highway Account to implement solutions.

7. How does this project meet established planning criteria? Include the Federal planning guideline's "5 E's"- how does the project support the guideline(s)?

Guideline	State briefly how the project supports the guideline(s)
Economic	The plan will analyze the cumulative impacts of major development projects proposed along the Interstate 5 corridor to determine future project needs on the highway system. The study will also consider statewide goods movement issues. Implementation of new funding programs and transportation projects will reduce the adverse economic effect of congestion and improve local economic development opportunities.
Environmental	Developing and implementing a 20-year transportation improvement program will provide much greater opportunities to consider corridor management strategies that reduce/eliminate adverse environmental affects and also allow for development of advance mitigation strategies such as mitigation banks.
Education	A significant component of the study is to inform the public and decision-makers of the impact that land use decisions/development have on the operation of I-5, the discrepancy between the cost to mitigate impacts associated with development and existing/expected funding levels and the adverse effect of congestion on local economies.
Equity	It is important to ensure that all uses/users of the transportation system (goods movement, recreation, tourism, emergency services, commuter/local trips, etc.) continue to enjoy reasonable operating conditions on I-5 within the study area. It is also desirable to have the cost to mitigate transportation impacts borne by those creating the impacts.
Energy	The project may result in changes in land use policies to promote more use of public transportation and/or closer location of residential areas with employment opportunities.

8. Does this project meet Business, Transportation, and Housing (BTH) planning emphasis (Linking Jobs, Transportation, Housing, and Land Use)? How does the project meet the area(s)?

A major focus of this study is to inform the public and elected officials about the relationship between jobs, transportation, housing, and land-use. The analysis will look at the impacts that planned developments will have on the operation of I-5 and the cost to address those impacts. This may lead to consideration of a number of positive outcomes including closer proximity of residential and employment land uses, alternative local facilities to I-5, and improved public transportation services.

9. Does this project address the BTH's Performance Improvement Initiative (efficiency of operations, high rate of return on taxpayer investment), Program Level Action Plans (PLAP), and /or the System or Organization Performance Measures? If yes, identify the pertinent action(s). Note: contact your resource manager for additional details.

Three transportation related goals of the BT&H's Performance Improvement Initiative that the proposed projects supports are:

- *Maintain and preserve the current State Highway System – Maintaining and rehabilitating the State Highway System to preserve it for future generations.*

A major goal of this study is to facilitate decisions and development approvals that ensure the existing State Highway System is preserved and maintained. This plan will link development and goods movement to the transportation system, to not only maintain the current facilities, but to also properly plan for future needs.

- *Enhance capacity or throughput in existing corridors – Using technology and multi-modal strategies to strategically enhance capacity and reduce congestion.*

The study will look at all modal strategies to increase capacity along the Interstate 5 corridor. This includes all mass transportation modes, technological improvements, improvements on and off Interstate 5, and any other method of ensuring the corridor can effectively and efficiently handle regional and interregional needs.

- *Enhance mobility and accessibility to account for another 13 million people by 2025 – Expanding the system and enhancing modal choices and connectivity to meet the State's future passenger and goods movement transportation demands.*

The study will consider future development demands in the state and along the corridor to ensure that transportation needs are properly addressed. It is important to provide mobility throughout the region and the State; to meet local circulation, housing, and employment needs, and; to provide access for all groups of people to goods and services. This plan will identify necessary transportation system improvements and viable funding programs to provide those improvements.

10. Complete the table below by including a brief general description of each task, list each deliverable or outcome, when each task will be completed, and the estimated cost for each task. Feel free to extend the chart if necessary:

Description of Each Task	Deliverables/Outcomes	Completion Date	Estimated Cost
To be determined			

11. Complete the table below by listing all other funds for this project:

Fund Source (Fed, State, Local)	Fund Amount	Fiscal Year
Federal (grant funds)	\$400,000	05/06
State/Local (staff participation and non-contract expenses)	\$100,000	05/06

12. Are the funds requested displacing other fund sources?

No other sources of funds are committed to this project.

13. What contracting process is being used (e.g., contract, interagency/cooperative agreement, fund transfer agreement, purchase order) and, how long will the contract be for (maximum is 1st year to encumber and 2 years to spend)?

TBD

14. How will the information from this project be shared with MPOs, RTPAs, local agencies, stakeholders, and/or private sector?

The cities, counties and regional agencies within the study area will be active participants in preparation of the study. Upon completion of the study, the participants will have an opportunity to adopt the recommended funding programs/strategies identified.

15. Provide your Program's Federal and/or State mandate to conduct the activities being proposed for this project.

To be completed.

16. List a) the project manager and b) their supervisor:

- a) **Name:** Scott White **Title:** Chief, Office of System Planning
 Phone: (530) 229-0518 **E-mail:** Scott_White@dot.ca.gov

- b) **Name:** Tim Huckabay **Title:** Deputy District Director, Planning and Local Assistance
 Phone: (530) 225-2564 **E-mail:** Tim_Huckabay@dot.ca.gov

17. District Directors or Division Chief's Approval:

Signature
Tim Huckabay

Name

Date
District 2 Deputy Director of Planning

Title