



Shasta County

Regional Transportation
Planning Agency

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Daniel S. Little, Executive Director

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RSP 020025

Anderson City Council
1887 Howard Street
Anderson, CA 96007

Subject: Fix 5 Partnership

Dear Council Members:

Thank you for inviting us to conduct a Fix 5 Partnership workshop at your March 3rd Council meeting. The Fix 5 Partnership effort started when our City Managers and the County Administrative Officer met over three years ago. There was strong consensus on the following:

- I-5 will be congested in the next 10 to 15 years and a six-lane facility is needed
- I-5 is critical to our local transportation needs
- Local commerce depends on I-5 for the consumer access it provides to goods and services
- I-5 is a legal sticking point for CEQA approval of new development projects
- State and Federal agencies have a shared responsibility to fund I-5 improvements
- Only a regional solution will work if we are to meet these regional challenges

Based on this consensus, the RTPA Board pursued a grant to develop a comprehensive and long-term solution. The Fix 5 program was developed over three years with extensive public engagement, local agency outreach, and State/Federal coordination.

Through these efforts, a key component of the program was a \$1697 traffic impact fee for new development. This would generate \$116 million over 20 years within the South Central Urban Region, or one-half of the mainline expansion cost. State and Federal funds would be leveraged for the other half. The fee program was expected to free-up \$100 million in Regional Transportation Improvement Program (RTIP) funds that would be distributed by the RTPA Board for local needs off the I-5 mainline. It was envisioned that the RTIP funds would be used on complimentary improvements such as interchanges and alternate local routes.

More recently, it was agreed that the \$100 million in RTIP funds, and corresponding local improvements, needed to be explicit in the Fix 5 program. This would solidify

funding for local agency projects resulting in more certain and equitable distribution of RTIP funds. More importantly, it would create a more comprehensive network of regional improvements based on individual City and County priorities.

This expanded improvement program maintains a \$1697 fee level by adding local project costs equal to the \$100 million in anticipated RTIP revenues. By adding RTIP funds and a compliment of local projects to the Fix 5 program, we achieve added benefits:

- Complete local control over expenditure of fees collected
- More equitable distribution of funds to the Cities and County
- A better CEQA tool to put cumulative traffic impact issues to rest on local facilities, as well as I-5 mainline.
- Improved ability to leverage State and Federal funds; the region can focus entirely on local improvements if the 50% State/Federal mainline share is not provided
- Opportunities to advance construction of local improvements using RTIP funds
- Address funding gaps in existing local fee programs
- Reduced cost of future local fee programs under consideration
- A strengthened regional transportation network critical to our mobility, development interests, and commerce.

Last, we have a recommendation to both delay and phase in fee implementation based on growth indicators showing the region is out of the economic downturn.

This collective investment strategy – now referred to as the Shasta County Regional Transportation Improvement Program – is detailed in the attached memorandum. A list of local projects and a project map is also included.

We look forward to presenting the program on March 3rd. Please feel free to phone me if you have any questions. I can be reached at 245-6819.

Sincerely,



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