



TransPorter

Cities of Anderson 🚗 Redding 🚗 Shasta Lake
Caltrans 🚗 RABA 🚗 Shasta County

Second /Third Quarter 2007 Partnering to Improve Mobility Volume 10 Issue 2

PLANNING FOR THE FUTURE OF INTERSTATE 5

INTERSTATE 5 is our region's economic workhorse and the key to north-south mobility in Shasta and Tehama County. Local businesses rely on it for efficient and reliable delivery of goods and services. Commuters depend on it to access jobs. The trucking industry counts on it for interregional goods movement.

Combined, these travel demands will soon exceed available capacity on I-5. This trend is not unique to our region; other more urbanized areas throughout California are now stuck in traffic every day. Shasta

and Tehama County are not far behind. The congestion we're just now beginning to see will worsen dramatically as the population grows and people continue to drive more.

same distance. As we approach the maximum capacity of I-5, this traffic will spill over onto local streets and roads.

Are we destined to become just like any other big city, or can we do something now to avoid I-5 gridlock?

THE SOLUTION is not one, but rather a combination of strategies. In addition to reducing travel demand (i.e. living closer to work, combining trips, carpooling, using transit and other alternative modes, etc.), we must also increase the capacity and efficiency of our transportation system (i.e. building additional vehicle lanes and fixing 'bottlenecks') in step with the growing population.

Section by section, paying as we grow, I-5 must be expanded to 3 lanes in each direction in order to maintain an acceptable and manageable service standard.

Did You Know?

1/2 to 2/3 of funds required to expand I-5 can be 'leveraged' from state & federal sources IF our region is able to bring local dollars to the table

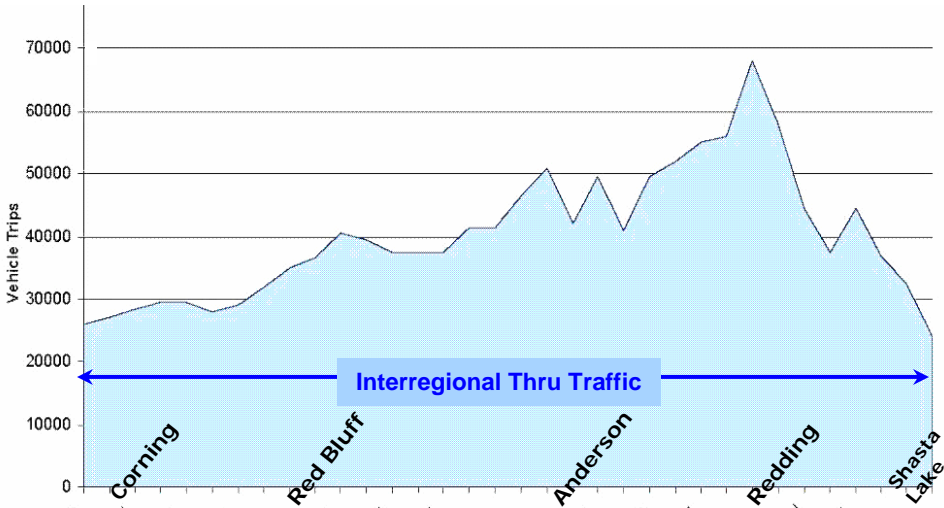
55%* of Shasta and Tehama residents use I-5 between 4 and 7 days per week

77%* of residents in Shasta and Tehama County say they support the expansion I-5 to three lanes in each direction

*Source: GODBE Research telephone survey (Sept 2007).



In as soon as 10-15 years, much of Interstate 5 from Corning to the City of Shasta Lake will be stop-and-go traffic during morning and evening commute hours. Today this stretch of I-5 can be traversed in 50 minutes. By 2020 it is forecasted to take over 90 minutes. By 2030 it will likely take over two hours to travel the



Traffic counts on I-5 from Corning to the City of Shasta Lake illustrate the impact of local trips on Interstate 5

THE RESPONSIBILITY for funding additional vehicle lanes is shared by those who benefit from it. A common misconception is that congestion on I-5 is strictly a problem of the state or federal government. The reality is that I-5 serves both interregional *and* local traffic. In urbanized areas such as Redding and Red Bluff, up to three-quarters of daily traffic is locally generated (even higher during peak commute hours). In non-urbanized areas between cities, local traffic accounts for more than a third of all vehicle trips.

Although our region clearly depends upon and greatly benefits from I-5, no local funding component currently exists. Without local support, state and federal funding for capacity improvement projects—even under the most rosy assumptions—are no longer sufficient to meet all transportation needs throughout the state. As can be seen in other more urbanized regions, there is no more 'free ride' or 'bailout' with state and federal funds. Instead, transportation funding has become a highly competitive process.

In order to stretch limited funds, the state and federal government give priority to projects with a local funding component. Counties and regions that bring even a fraction of the overall cost to the negotiating table are able to 'leverage' additional funds in this competitive environment. There is help, therefore, for regions that are willing to help themselves.

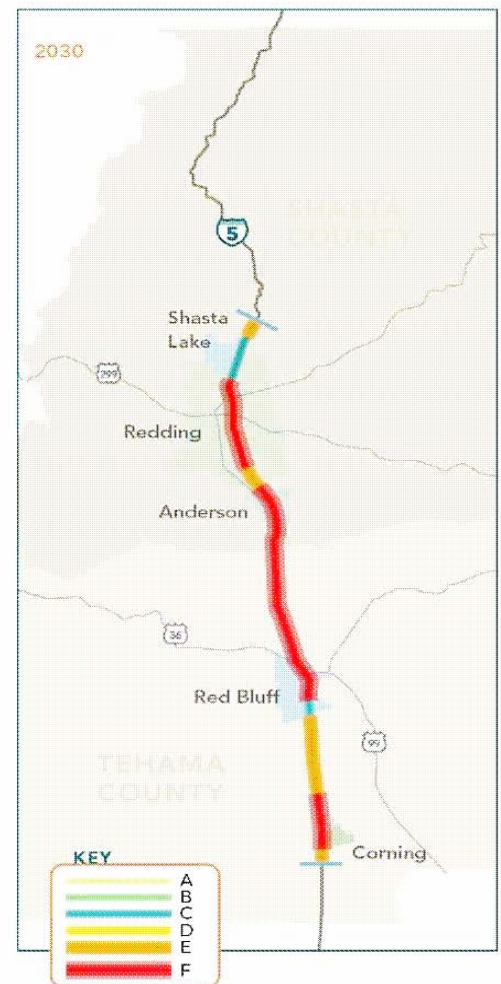
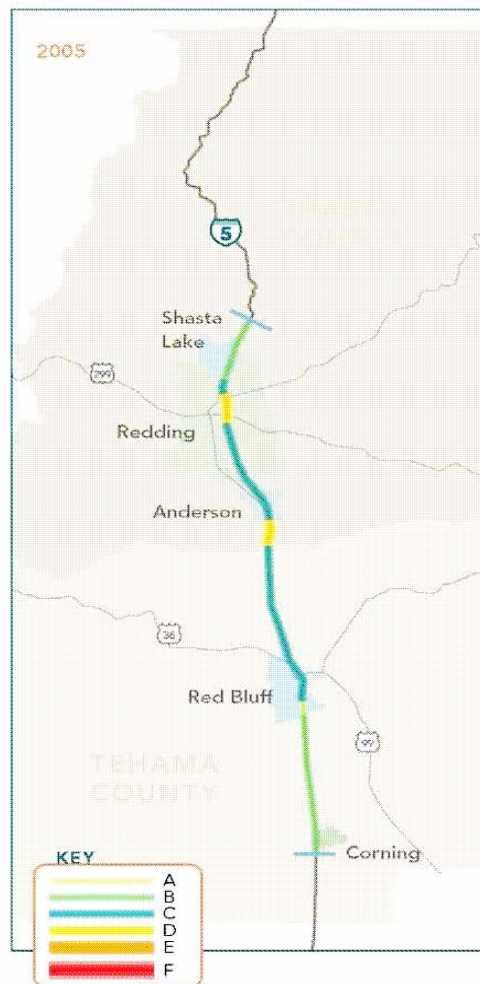
The most common tools or mechanisms for generating local funds are local sales tax increases and traffic impact fees. Currently nineteen counties representing over 83% of the state's population have passed general sales tax measures for transportation purposes. Although a sales tax is not under consideration by the Fix 5 Partnership, the ranks of so-called 'self-help' counties are

rapidly expanding beyond California's major urban centers and into the fast growing valley and foothill counties. In addition to or in place of a general sales tax, eleven counties have implemented regional traffic impact fees and five more (including Shasta and Tehama) are in the process of doing so. Furthermore, nearly all cities and counties have their own local traffic impact fees.

THE 'FIX 5 PARTNERSHIP' was created expressly to manage mobility on I-5 via a comprehensive corridor approach. Partner agencies include Shasta County, Tehama County, both regional transportation planning agencies, Caltrans, and all cities from Corning to the City of Shasta Lake. A key product of the Fix 5 Partnership is the I-5 Fee Program Study.

The purpose of the I-5 Fee Program Study is to identify a regionally coordinated plan of improvements to Interstate 5 that will most effectively and efficiently meet future travel demands, and then to prepare a finance plan that maximizes the prospects of state and federal funding for these improvements. A regional traffic impact fee will be a component of the finance plan.

THE TRAFFIC IMPACT FEE would be assessed a single time on all residential and commercial building permits issued within the five cities and surrounding unincorporated areas. As required by the California Mitigation Fee Act (Assembly Bill 1600), the impact fee program will demonstrate:



2005 vs. 2030. Roadway Level of Service (LOS) is rated on an A (best) to F (worst) scale.

1. The purpose of the fee,
2. How the fee will be used,
3. The relationship between the fee and the benefits,
4. The need for improvements as a result of the new development, and
5. The proportional share of impacts attributable to new development.

As required by law, all revenue generated by the traffic impact fee program must be spent on those transportation projects specifically identified through the Fix 5 study. In addition, all projects identified in the study must be used to expand capacity; roadway maintenance is prohibited.

Revenue collected will be kept and administered under strict local control by each city and county. All funds generated within Shasta and Tehama County will be expended within the county in which it was collected.

Without regional participation in the fee program, new development will face increased opposition and litigation. If adopted, however, the fee program will supplant the lengthy, costly (and sometimes inequitable) environmental review and mitigation process as it relates to mainline I-5. Up front, all developers would know consistently and predictably what fee, if any, is required to offset the proposed development's impacts to mainline I-5.

Unless we plan now for the future, congestion will become a fact of life with no better prospects of addressing the issue than we have today. Even with the fee program, we may still experience some congested areas on I-5, but this will not be a persistent condition. If adopted, we will continue to enjoy the 'transportation headroom' required for our region to grow, remain economically competitive, and to maintain our current quality of life. 🚗

~Article by Daniel T. Wayne



Interstate 5 was designed to accommodate a third vehicle lane in either direction within the existing median.

THE COST for these improvements will be equitable but not equal in each county. The final fee amount is reflective of the different size and characteristics of each county (i.e. vehicle lane miles, number of overpasses and bridges, topography, etc.), the potential or eligibility for various funding programs, and the number of new residential and commercial units that the fee will be spread over.

SHASTA COUNTY

Total estimated cost:	\$ 231,775,000
Outside funding (50% state & federal):	\$ 115,887,500
Impact Fee Revenue Required:	\$ 115,887,500
Non-residential Low (small business, industrial):	\$ 1,370-1,782
Non-residential Medium (office, regional retail):	\$ 3,730-4,262
Non-residential High (gas station, fast food):	\$ 7,364
Residential Fee (Single/Multi-family):	\$ 1,697/1,357

TEHAMA COUNTY

Total estimated cost*:	\$ 195,175,000
Outside funding (67% state & federal):	\$ 130,767,250
Impact Fee Revenue Required:	\$ 64,407,750
Non-residential Low (small business, industrial):	\$ 1,529-1,990
Non-residential Medium (office, regional retail):	\$ 4,164-4,758
Non-residential High (gas station, fast food):	\$ 8,222
Residential Fee (Single/Multi-family):	\$ 1,894/1,515

*Excluding bridge costs to be funded via the State's 'SHOPP' account
 **Non-residential fees assessed per 1,000 square feet

THE ALTERNATIVES:

- ◆ **Hope** that the state and federal government will someday bail us out once congestion gets bad enough. **Risk:** There is no precedent indicating that this is a reasonable expectation, even in the state's most congested urban areas. Across the state, there is now a \$100 billion backlog in transportation projects that are 'waiting' for state and federal transportation funding.
- ◆ **Defer responsibility** for adopting a fee program (or other local revenue source) until Interstate 5 is gridlocked. Let future developers and politicians deal with it. **Risk:** Creates a financial burden on future development that would likely be impossible to recover from. When imposed, fee would be many times higher than if implemented now. Backlog of deferred expansion project costs cannot be retroactively assessed. Frequent lawsuits required to resolve case-by-case mitigation disputes.
- ◆ **Stop growth.** **Risk:** Economic stagnation, unstable real estate market, development industry at a standstill.
- ◆ **Do nothing.** **Risk:** Litigation over mitigation—cities, counties, state, and developers must resort to lawyers to help determine who is responsible and for how much. Lost opportunity to leverage hundreds of millions of state/federal funds because little or no local match funds are available.

It's no mystery what will happen if we fail to plan for adequate transportation—just drive in any big city during rush hour. The price of congestion (air pollution, losses in productivity, reduced safety, traffic 'spillover' onto local roads, reduced quality of life, etc.), must all be weighed in comparison to the fee. There are no easy answers, but they only become harder the longer we wait.

We have a choice... but timing is everything

**MEETINGS
Fourth QUARTER 2007**

October 17—CTSA Meeting
Shasta Senior Nutrition Center

October 21-23 - CTC Meeting
San Francisco

October 23 —RTPA Meeting
John Beaudet Community Center, City
of Shasta Lake

November 7-8 — CTC Meeting
Coachella Valley

November 14—CTSA/SSTAC Meeting
Shasta Senior Nutrition Center

December 4 - TAC Meeting
Shasta County Public Works Conference
Room

December 18—RTPA Meeting
City of Anderson Council Chambers

December 12-13 — CTC Meeting
Sacramento

Note: These meeting dates are tentative. Call the RTPA office at 225-5654 to confirm dates and times. Check www.scrtpa.org for meeting agendas.

SHASTA COUNTY RTPA

The Shasta County Regional Transportation Planning Agency is the Metropolitan Planning Organization (MPO) for Shasta County. The RTPA coordinates state and federal transportation programs for Shasta County, the cities of Anderson, Redding, and Shasta Lake, Caltrans and the Redding Area Bus Authority.

The *TransPorter* is published quarterly. Interested persons and agencies can be added to the mailing list by writing or calling the Shasta County RTPA office.

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The *TransPorter* is available in PDF on our website at: www.scrtpa.org
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If you have any comments about the *TransPorter*, contact us at (530) 225-5654.

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Newsletter of the Shasta County RTPA

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