

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Approve Resolution to Partner With Caltrans on Grant to Develop a Revenue Program for the State Highway System and Other Major Roads.	02/28/06	8

RECOMMENDATION

It is recommended that the Agency approve the attached resolution to partner with Shasta and Tehama Counties, the Cities of Anderson, Redding, Red Bluff and Shasta Lake and Caltrans on a grant intended to develop a revenue program for the State highway system and other major roads.

SUMMARY

As growth continues to occur in our region, it is necessary to consider developing additional local revenue sources to address the impacts of growth. Implementing this partnership with the two counties, the four Cities and Caltrans will be a key step towards this outcome.

DISCUSSION

On Wednesday, November 16, 2005, Caltrans District 2 Director, Brian Crane, and the Regional Transportation Planning Agency (RTPA) Executive Officer met with the three city managers within Shasta County and the Shasta County Administrative Officer (CAO) to discuss how to address growth issues associated with the State highway system and other major roads within the region. This meeting was authorized by the RTPA at the July meeting as a first step toward accomplishing a goal of generating additional revenue locally.

The outcome of this meeting with the city managers and the CAO was that they unanimously agreed that we should move forward on such a study, that time is of the essence, and that they would look forward to supporting this endeavor. To that end, a strategy was developed whereby presentations will be made to the three city councils and the County Board of Supervisors subsequent to the assumed approval by this Agency.

A schedule of presentations to the local agencies has been established as follows:

County of Shasta - March 7
City of Redding - March 21
City of Anderson - April 4
City of Shasta Lake - April 18

To restate the reasons that staff believes this study is of paramount importance is that many of our key regional and interregional roadways, such as the State highway system, are at or near capacity and based upon growth projections will require widening within 20 years if we are to maintain the same standards on the system that we enjoy today. In addition to I-5 we are starting to experience problems on many of the interchanges such as Gas Point Road and Bonnyview. There are other very expensive projects on the horizon that will require attention, such as State Route 273 at Bonnyview and State Route 44 from Airport Road to Palo Cedro will require widening to four lanes within this time horizon.

The funding model used statewide can be likened to a "three-legged stool." The existing revenue streams from Sacramento and Washington represent one leg of the stool and include all of the revenue generated at the gas pump in the form of gas taxes. At the present time this revenue source is earmarked generally for maintenance only. There is very little capacity spilling over into revenue streams earmarked for expansion of the system.

The other two legs of the revenue stream, which have been replicated throughout the State, are developer fees that are generally intended to fund expansion generated by growth. The third leg of the stool, which we have discussed in the past, would be a locally dedicated sales tax earmarked for transportation purposes. It has been recognized that now is not the time to aggressively pursue a sales tax within the Shasta County region. Unfortunately one could reach the conclusion that things will have to get very bad before the local population will support such a move.

Currently Shasta County contains two legs of this three-legged stool. Developer Impact Fees have been implemented by the three Cities and the County, but are intended to fund improvements on the local system only and are not intended to fund improvements on the State highway system.

Caltrans District 2 has secured a \$600,000 grant from the Office of Planning and Research intended to review conditions on Interstate 5, and other major roads in the area, primarily between Red Bluff and Redding. The staff recommendation is to authorize staff to participate with the County, the three Cities and Caltrans as well as the City of Red Bluff and Tehama County on a joint project, with the intent of eventually developing some funding mechanism that can be used to address the impacts of growth.

At this time it is envisioned that a steering committee will be developed to help guide this project. Prospective steering committee members could include, but not be limited to, homebuilders, contractors, the general public, government officials and others that the Agency may recommend. Further, it is anticipated that the Agency will be updated at each meeting on the status of this important project.

ALTERNATIVES

Identified alternatives to the staff recommendation would be to not allow staff to participate in this process. This is not recommended due to the need for system expansion and the need for local involvement in this process.

OTHER AGENCY INVOLVEMENT

RTPA staff has been working with staffs of the three cities and the County as well as with Caltrans to develop this recommendation.

FINANCING

Funding for this program will flow from the State, beginning July 1, 2007. At that time it is estimated that RTPA staff will incur \$50,000 dollars in staff time in support of this project. Any preliminary work done, such as issuing an RFP, developing governance for this project, etc. will be covered under current funding within the Overall Work Program (OWP).


For Daniel J. Kovacich, Executive Officer

DJK/jac

Attachment: Resolution 06-02

RESOLUTION NO. 06-02

RESOLUTION OF THE SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY AUTHORIZING PARTICIPATION WITH CALTRANS IN IMPLEMENTING A GRANT INTENDED TO DEVELOP REVENUE STREAMS TO ADDRESS GROWTH ON THE STATE HIGHWAY SYSTEM AND OTHER MAJOR ROADS IN THE REGION

WHEREAS, the Shasta County Regional Transportation Planning Agency (RTPA) is a Metropolitan Planning Organization (MPO), pursuant to Federal Regulation #23CFC940; and

WHEREAS, Shasta County continues to experience significant growth pressures; and

WHEREAS, the costs to expand the road system to meet growth demands needs to be more clearly estimated, and

WHEREAS, revenues have not been identified to address the needed expansion of the State highway system, nor other major local roads; and

WHEREAS, traffic volumes on the State highway system and other major roads are nearing capacity; and

WHEREAS, Caltrans District 2 has secured a \$600,000 grant from the State Office of Planning and Research; and

WHEREAS, the need to identify such revenue streams has been unanimously agreed to by the City Managers of Anderson, Redding and Shasta Lake and the Administrative Officer of Shasta County.

NOW, THEREFORE, BE IT RESOLVED that the Regional Transportation Planning Agency agrees to partner with Caltrans District 2 in implementing this grant.

FURTHER, BE IT RESOLVED that RTPA Staff is directed to present this item to the City Councils of Redding, Anderson and Shasta Lake and to the Board of Supervisors of Shasta County to receive their concurrence and support. Approved this 28th day of February 2006, by the Shasta County Regional Transportation Planning Agency.

Glenn Hawes, Chairman
Shasta County Regional
Transportation Planning Agency