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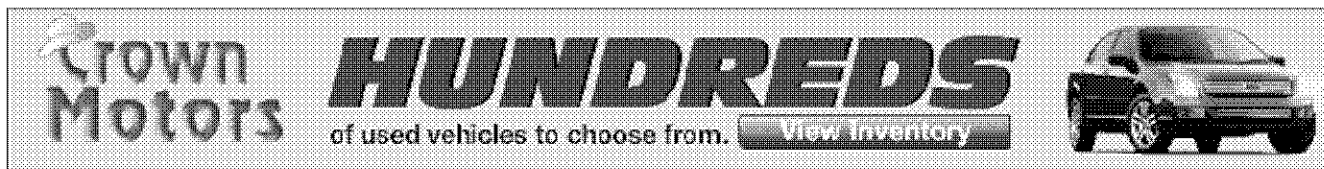


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## Redding council rejects new impact fee for widening I-5, interchanges

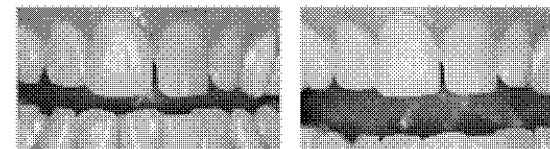
By Scott Mobley (Contact)  
Originally published 09:52 p.m., May 5, 2009  
Updated 09:52 p.m., May 5, 2009

The Redding City Council this evening rejected a regional impact fee that would have raised about \$116 million over 20 years to widen Interstate 5 and beef up major interchanges between Shasta Lake and Cottonwood.

The council voted 3-2 to reject the fee, which would have imposed \$1,697 on new homes and \$7,364 on new convenience markets and fast food outlets to head off congestion on the freeway and the major streets feeding it.

The council's vote was academic, since the Anderson City Council had already killed the fee by turning it down last month.

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Mayor Rick Bosetti, Vice Mayor Patrick Jones and council member Missy McArthur voted against the fee, known as the Shasta County Regional Improvement Program, or SCRIP.

"Everyone knows congestion on I-5 is getting worse, and a third lane needs to be done," Jones said. "The question is who should pay for it. I believe the state should pay for it."

McArthur agreed, noting that the council had just voted to take \$400,000 from its street maintenance fund as part of \$4.6 million in cuts to balance the general fund budget.

"We can't just manufacture dollars where none exist," McArthur said.

Bosetti suggested transportation planners apply the \$3.5 million Shasta County receives from the state each year for road widening and plow it into I-5.

"The problem is in Sacramento," Bosetti said. "I am not going to penalize locals because legislators can't make the decisions statewide that need to be made for betterment of the entire people."

Council members Dick Dickerson and Mary Stegall voted for SCRIP.

Stegall said Shasta County was about to repeat mistakes made in Sonoma, Los Angeles and other urban counties.

Dickerson recounted his 20 years in Riverside.

"Riverside has had stop-and-go traffic for years because they left it up to the state," Dickerson said. "I don't want my grandkids saying, 'Grandpa why didn't you do something? You had the opportunity.' "

SCRIP requires approval from the Shasta County Board of Supervisors and the city councils of Anderson, Redding and Shasta Lake to take effect. The fee would not have been imposed until Shasta County's annual population growth rate surpassed 1 percent.

Shasta Lake approved the fee last month, but the Board of Supervisors has not put it on the agenda for discussion.

Dan Little, executive director for the Shasta County Regional Transportation Planning Agency, said the need to widen I-5 would not vanish with Redding's vote against SCRIP.

#### Redding

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"A 'no' vote won't put this issue to bed," Little said. "The restlessness will continue. The longer we wait, the more expensive it will be."

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<p><b>Posted by IndependentGuy on May 5, 2009 at 10:08 p.m.</b></p> <p>Dickerson...You are such a joke...Not to mention History...along with Stegall...</p>	<p><b>Reply to this post</b> (Suggest removal)</p>
<p><b>Posted by IndependentGuy on May 5, 2009 at 10:14 p.m.</b></p> <p>Actually your grandkids are going to say "Granpa, why did you strap us with all these taxes that the state should be covering???"...and "Why did you screw up such a nice city like Redding???"...</p>	<p><b>Reply to this post</b> (Suggest removal)</p>
<p><b>Posted by RussellHunt4 on May 5, 2009 at 10:23 p.m.</b></p> <p>Excellent at least we have three council members who used their brains. If the state cared a rat's behind about congestion on 5 they could of used the \$48 mil wasted on the Dana to Downtown project which took funding from the congestion relief fund.</p>	<p><b>Reply to this post</b> (Suggest removal)</p>
<p><b>Posted by shasta05 on May 5, 2009 at 10:50 p.m.</b></p> <p>in response to <b>RussellHunt4</b></p> <p>wasted? are you joking? you clearly have never tried to drive on 44 between 5 and 530 on weekdays. it really does get slow going on that route, even before they started the construction. i've been stopped several times on that road during that time of day because there is so much volume and a lot more traffic trying to merge at park marina. it really did need widening.</p>	<p><b>Reply to this post</b> (Suggest removal)</p>
<p><b>Posted by TheThinker on May 5, 2009 at 10:55 p.m.</b></p>	

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in response to **shasta05**

Russell isn't joking. He IS the joke.

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