

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Correspondence		2/23/10	4-5

RECOMMENDATION

This item is for information only.

SUMMARY

Attached is correspondence determined to be of interest to the Board.



Daniel S. Little, AICP, Executive Director

DSL/jac

Attachments: Letter to Patrick Jones, Mayor, City of Redding
Letter to Butch Schaefer, Mayor, City of Anderson
Letter to Greg Watkins, Mayor, City of Shasta Lake
Letter to David Kehoe, Chairman, Shasta County Board of Supervisors
CMIA Letter to the California Transportation Commission
Tehama County Transportation Commission Support Letter
2010 RTIP Letter to the California Transportation Commission



Shasta County

**Regional Transportation
Planning Agency**

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

January 14, 2010

Mayor Patrick Jones
City of Redding
777 Cypress Avenue
Redding, CA 96001

Mayor Jones,

Under Senate Bill 375 (SB 375), the SCRTPA is required to consult with local agencies in the creation of a consolidated, region-wide land use strategy aimed at reducing greenhouse gas emissions as a function of vehicle miles traveled (VMT). This plan, known as the Sustainable Communities Strategy (SCS), must be incorporated into the 2014 Regional Transportation Plan (RTP) update. Failure to do so will result in a non-conforming RTP, meaning that many local transportation planning and capital projects would be ineligible for State and Federal funding.

We appreciate the fact that the City of Redding has been actively engaged in the regional blueprint and related data-gathering efforts; both will be instrumental as we gear-up for the SCS planning process. While the SCS is intended to be an umbrella document covering the entire region, it is clear to us that the most effective and doable SCS will be the amalgamation of individual plans largely carried out at the local level.

We are now facing our first critical decision points under SB 375, including the following:

- The setting of emission reduction targets: The emission reduction targets will have far-reaching implications relative to CEQA and capital investment priorities. The California Air Resources Board will set Shasta's target by March 30, 2010. SB 375 requires the State to consider local input and recommendations. We need your help in assessing and articulating an appropriate emission reduction target for our region.
- The disbursement of planning funds: Under the direction of the Governor's Strategic Growth Council, \$60 million in Proposition 84 funds will be awarded competitively to jurisdictions within the State's 18 MPO regions. Funds will be parceled out over two or three grant cycles to further SCS development and implementation activities. This and anticipated other future funding programs provide an opportunity for the region to meet SB 375 planning requirements and potentially align the SCS with a variety of unfunded local planning needs on Redding's to-do list.

On behalf of the SCRTPA Board, we request that the Council provide clear policy direction to your staff regarding the importance of being actively engaged in the SCS development effort, and to work with RTPA staff to pursue grant funding supporting implementation efforts in the City. Additionally, we encourage ongoing coordination among local elected officials by attending regional forums to be organized by the RTPA Board (see attached draft overview of the SCS outreach plan).

I would be glad to meet with you if you have any questions or suggestions and I look forward to your response.

Sincerely,

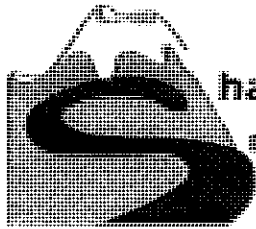
Dick Dickerson, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

DD/DSL/jac

Attachment

DRAFT SB 375/SCS WORK PLAN

Timing	Task/Milestone/Deliverable
Ongoing	Public hearings - Advertise RTPA meetings as public hearings soliciting comment on the regional target setting and SCS processes.
Ongoing	CARB consultation - Staff level discussion and data exchange with CARB.
Dec 2009	Request local agency participation - RTPA Board Chair to sign letters to all local agencies outlining the SCS work plan and requesting participation.
Now to March 30, 2010	Formulate proposed regional target - To be based on Regional Blueprint findings, near-term data and modeling enhancements, and possible 'best management practices' (BMPs) being developed by CARB. Note: Expect active discussion and exchange with CARB through the 6/30/10 draft target deadline.
Early March, 2010	Host regional workshop - Present information re: the basic schedule, requirements, and expectations of SB 375. Solicit comments, feedback, and suggestions for moving forward. Invite CARB representatives to participate.
March 30, 2010	Proposed regional targets requested - MPO may propose regional target and the basis thereof for CARB consideration.
Late May, 2010	Host regional workshop - Present all data and relevant information to local agencies for discussion and comment. Invite CARB representatives to participate.
June 30, 2010	Deadline for draft regional targets - CARB to provide draft regional targets for discussion and comment.
Sept 30, 2010	Deadline for final regional targets - CARB to provide final regional targets.
2010-2012	SCS development - Expand technical capabilities, facilitate regional participation, and perform public and stakeholder outreach as funding allows.
2012	SCS to CARB (and APS, if needed) - Early submission of SCS to CARB for review and comment. Begin development of Alternative Planning Strategy (APS) if SCS does not meet regional target.
2012	RTP update process - RTPA compiles all relevant data, performs public and stakeholder outreach, and runs models based on SCS inputs and assumptions.
2012-2013	RTP update continued - Local agency/stakeholder consultation, transportation project prioritization, and preparation of EIR.
2014	RTP update completed - Board approves final document.



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Daniel S. Little, Executive Director

January 14, 2010

Mayor Butch Schaefer
City of Anderson
1887 Howard Street
Anderson, CA 96007

Mayor Schaefer,

Under Senate Bill 375 (SB 375), the SCRTPA is required to consult with local agencies in the creation of a consolidated, region-wide land use strategy aimed at reducing greenhouse gas emissions as a function of vehicle miles traveled (VMT). This plan, known as the Sustainable Communities Strategy (SCS), must be incorporated into the 2014 Regional Transportation Plan (RTP) update. Failure to do so will result in a non-conforming RTP, meaning that many local transportation planning and capital projects would be ineligible for State and Federal funding.

We appreciate the fact that the City of Anderson has been actively engaged in the regional blueprint and related data-gathering efforts; both will be instrumental as we gear-up for the SCS planning process. While the SCS is intended to be an umbrella document covering the entire region, it is clear to us that the most effective and doable SCS will be the amalgamation of individual plans largely carried out at the local level.

We are now facing our first critical decision points under SB 375, including the following:

- The setting of emission reduction targets: The emission reduction targets will have far-reaching implications relative to CEQA and capital investment priorities. The California Air Resources Board will set Shasta's target by March 30, 2010. SB 375 requires the State to consider local input and recommendations. We need your help in assessing and articulating an appropriate emission reduction target for our region.
- The disbursement of planning funds: Under the direction of the Governor's Strategic Growth Council, \$60 million in Proposition 84 funds will be awarded competitively to jurisdictions within the State's 18 MPO regions. Funds will be parceled out over two or three grant cycles to further SCS development and implementation activities. This and anticipated other future funding programs provide an opportunity for the region to meet SB 375 planning requirements and potentially align the SCS with a variety of unfunded local planning needs on Anderson's to-do list.

On behalf of the SCRTPA Board, we request that the Council provide clear policy direction to your staff regarding the importance of being actively engaged in the SCS development effort, and to work with RTPA staff to pursue grant funding supporting implementation efforts in the City. Additionally, we encourage ongoing coordination among local elected officials by attending regional forums to be organized by the RTPA Board (see attached draft overview of the SCS outreach plan).

I would be glad to meet with you if you have any questions or suggestions and I look forward to your response.

Sincerely,

Dick Dickerson, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

DD/DSL/jac

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Daniel S. Little, Executive Director

January 14, 2010

Mayor Greg Watkins
City of Shasta Lake
P.O. Box 777
Shasta Lake, CA 96019

Mayor Watkins,

Under Senate Bill 375 (SB 375), the SCRTPA is required to consult with local agencies in the creation of a consolidated, region-wide land use strategy aimed at reducing greenhouse gas emissions as a function of vehicle miles traveled (VMT). This plan, known as the Sustainable Communities Strategy (SCS), must be incorporated into the 2014 Regional Transportation Plan (RTP) update. Failure to do so will result in a non-conforming RTP, meaning that many local transportation planning and capital projects would be ineligible for State and Federal funding.

We appreciate the fact that the City of Shasta Lake has been actively engaged in the regional blueprint and related data-gathering efforts; both will be instrumental as we gear-up for the SCS planning process. While the SCS is intended to be an umbrella document covering the entire region, it is clear to us that the most effective and doable SCS will be the amalgamation of individual plans largely carried out at the local level.

We are now facing our first critical decision points under SB 375, including the following:

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- The disbursement of planning funds: Under the direction of the Governor's Strategic Growth Council, \$60 million in Proposition 84 funds will be awarded competitively to jurisdictions within the State's 18 MPO regions. Funds will be parceled out over two or three grant cycles to further SCS development and implementation activities. This and anticipated other future funding programs provide an opportunity for the region to meet SB 375 planning requirements and potentially align the SCS with a variety of unfunded local planning needs on Shasta Lake's to-do list.

On behalf of the SCRTPA Board, we request that the Council provide clear policy direction to your staff regarding the importance of being actively engaged in the SCS development effort, and to work with RTPA staff to pursue grant funding supporting implementation efforts in the City. Additionally, we encourage ongoing coordination among local elected officials by attending regional forums to be organized by the RTPA Board (see attached draft overview of the SCS outreach plan).

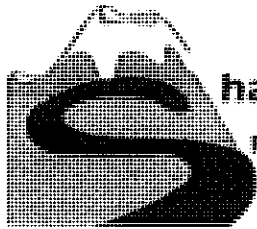
I would be glad to meet with you if you have any questions or suggestions and I look forward to your response.

Sincerely,

Dick Dickerson, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

DD/DSL/jac

Attachment



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Daniel S. Little, Executive Director

January 14, 2010

Chairman David Kehoe
County of Shasta
1450 Court Street, Suite 263
Redding, CA 96001

Chairman Kehoe,

As you are aware, Senate Bill 375 (SB 375) is altering the way we (and all other MPO regions) must approach growth. More specifically, the SCRTPA is designated lead agency in the preparation of a consolidated, region-wide land use plan outlining the region's strategy for reducing greenhouse gas emissions as a function of vehicle miles traveled (VMT). This plan, known as the Sustainable Communities Strategy (SCS), must be completed and incorporated as a new element in the 2014 Regional Transportation Plan (RTP) update. State and Federal funding for County projects will be predicated upon the successful adoption and subsequent implementation of the SCS.

There are still many questions regarding the real-world implementation of SB 375, but it is clear to us that the most effective and doable SCS will be the amalgamation of individual plans largely carried out at the local level. We want to include Shasta County but there has been no official direction from the Board. County staff has been ambiguous on how and to what degree they intend to be involved in the process.

We are now facing our first critical decision points under SB 375, including the following:

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On behalf of the SCRTPA Board, we request that you provide clear policy direction to staff regarding the importance of being actively engaged in the SCS development effort. Additionally, we encourage ongoing coordination among local elected officials by actively participating in regional forums to be organized by the RTPA Board (see attached draft overview of the SCS outreach plan).

I would be glad to meet with you to discuss the County's involvement and any suggestions the Board might have. I look forward to your response.

Sincerely,

Dick Dickerson, Chair
Shasta County Regional Transportation
Planning Agency (MPO)

DD/DSL/jac

Attachment



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Daniel S. Little, Executive Director

February 1, 2010

Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95841

Subject: CMIA Additional Programming Proposal – I-5 South Redding Six Lane Project

Ms. Rhinehart:

Enclosed is an application to program construction of the "I-5 South Redding Six Lane Project" as a supplemental CMIA project. This project is our region's highest priority and is supported by 12 north state RTPA's. It has completed NEPA and CEQA; preliminary engineering has commenced; and no right-of-way acquisitions are needed.

This \$24.75 million project would widen I-5 from four to six lanes in central Redding. This is the next segment of I-5 projected to fail north of the Sacramento region. The first segment to fail is addressed through the adjacent Cottonwood Hills Truck Climbing Lanes CMIA project on I-5, which will begin construction this summer.

The I-5 South Redding Six Lane project:

1. Was nominated and considered during the original CMIA process, but was not funded;
2. Will enhance the benefits of the CMIA-funded Cottonwood Hills Truck Climbing Lanes project, and other programmed I-5 corridor projects in the vicinity (see attached map); and
3. Would continue geographic balance in the funding of CMIA projects. Most of the other projects nominated in the north state CMIA geographic region have received some funding through other sources (see attached list).

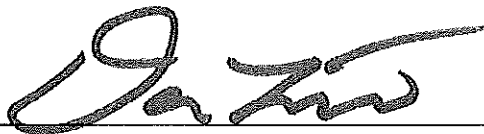
We have attached:

- ✓ A project fact sheet;
- ✓ Updated location and project limits maps;
- ✓ A letter from Caltrans District 2 authorizing and concurring with the proposal to program the project;

- ✓ An updated project programming request form;
- ✓ A brief narrative that updates information submitted as part of the original nomination;
- ✓ Letters of project support; and
- ✓ A copy of the original CMIA application package.

Thank you for your consideration of our request. Please contact me if you have any questions (530-245-6819 or dlittle@co.shasta.ca.us).

Sincerely,

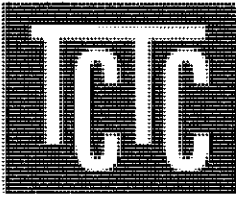


Daniel S. Little, AICP, Executive Director
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/JDS/jac

Attachments

c: John Bulinski, District 2 Director
Randall Iwasaki, Caltrans Director
Brenda Schimpf, Caltrans Bond Program Manager
Chairman Bob Alvarado, California Transportation Commission



Tehama County Transportation Commission and Regional Transportation Planning Agency

9380 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

January 25, 2010

T-10-29

Mr. Bob Alvarado, Chairperson
Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Subject: Support for I-5 South Redding Six Lane Project CMIA Application

Dear Honorable Chairperson Alvarado, Commissioners, and Executive Director Rhinehart:

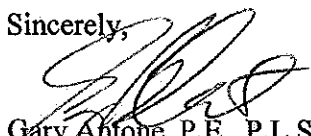
Shasta County Regional Transportation Planning Agency (RTPA) and the Tehama County Transportation Commission with the support of Caltrans District 2 were the founding members of the Fix Five Partnership. The partnership resulted in a nexus study that has laid the ground work for a third lane for Interstate 5 in Shasta and Tehama County. The Partnership and Blueprint planning efforts of Shasta and Tehama County RTPA's strengthened and expanded our regional approach to transportation planning, project delivery and improving mobility. As such, the purpose of this letter is to express support for the I-5 South Redding Six Lane project CMIA application and co-nomination of the project.

Interstate 5 is the backbone of the highway system in northern California. It facilitates interregional mobility and goods movement along the Pacific corridor. It is a critical link for all of us. Please see the attached map which identifies \$137.4M funds leveraged and invested on I-5, State Route 99, Historic 99 and the American Recovery & Reinvestment Act (ARRA) project on San Benito Avenue which connects Historic 99 to State Route 99. The joint nomination of the I-5 South Redding Six Lane Project is consistent with I-5 investments by both Tehama and Shasta RTPA's.

The proposed project would widen I-5 from four to six lanes in central Redding. It would improve the most congested segment of I-5 in California north of the Sacramento area. The level of service on this segment is projected to fail within five to ten years. This capacity-increasing project would facilitate goods movement and improve safety at the center of an international trade route.

Funding for this project would preserve geographic balance in the distribution of CMIA funding. We respectfully request consideration of an allocation for the I-5 South Redding Six Lane project. Please contact Barbara O'Keeffe of my staff with any question at (530) 385-1462 extension 3017. Thank you for your consideration.

Sincerely,



Gary Antone, P.E., P.L.S.
Executive Director

Funds Leveraged & Invested on I-5 & SR99 Corridors & Local Roads

Attachment C

Shasta County

\$27,000,000
Cottonwood
Climbing Lanes

\$4,266,000 SHOPP
Nine Mile Hill Climbing Lanes

\$5,952,000 SHOPP
Wilcox Climbing Lanes

Interstate Freeway
(To Oregon)

\$3,351,797 ITIP
\$3,674,106 RIP
\$73,700 SHOPP
Adobe Road Interchange

**Total Funds Leveraged
within Corridors :
\$137,481,803**

Red Bluff

\$1,699,300
STIP Funds
Red Bluff-South Main Interchange

\$1,500,000
ARRA Funds
99 Overlay - Red Bluff

\$36,000,000
ARRA Funds
I-5 Rehabilitation

\$63,900 HSIP Rumble Strips

\$7,027,000 HBR
806,000 STIP
Historic 99 @ Thomes Creek
Bridge Replacemnt

Tehama County

\$131,000 Red Bank Creek
Deck Resurfacing RIP

\$1,170,000 ARRA Funds
\$500,000 HR3 Safety
San Benito Overlay

\$27,980,000 SHOPP
Thomes Creek Bridge

\$1,500,000
ARRA Funds
99 Overlay - Corning

\$4,689,000 Prop 1B Bond Funds
\$5,291,000 RIP
South Avenue Interchange

Corning

Butte County



- I-5
- State Highways
- Flores / San Benito
- 99-H
- Sacramento River

Glenn County





Shasta County

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Daniel S. Little, Executive Director

February 1, 2010

RPP 030110

Bimla Rhinehart, Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

Subject: Shasta County 2010 Regional Transportation Improvement Program

Dear Mrs. Rhinehart:

We have enclosed our 2010 Shasta County Regional Transportation Improvement Program (RTIP) adopted December 8, 2009. The 2010 RTIP consists of this cover letter, a summary table, project programming request sheets, and the Performance Report. The 2010 RTIP contains four projects. Each is summarized below:

- ☐ **Interstate 5 Widening in South Redding (PPNO 3331) – Design and Right-of-Way.** This would program \$174,000 RIP and \$336,000 IIP for PS&E, and \$50,000 RIP for ROW. This \$560,000 total programming request is fully offset by converting the existing "Dana to Downtown Landscaping" project from RIP non-TE funds to TE funds (see below).

The project would add a median lane in each direction on a 6.5 mile stretch of I-5 from south of the Bonnyview Interchange in south Redding to north of the State Route 44 Interchange in central Redding. This segment of I-5 has long been the region's number one priority. This portion of I-5 moves considerable interregional traffic and goods. Accordingly, the project is a strong candidate for state and federal grants. We need to keep moving forward with the remaining project development components in order to secure these discretionary funds.

The environmental work, funded by the CTC in the 2008 STIP, is complete. All work will be within the existing right-of-way. The total project cost is \$26.506 million. The construction phase is placed outside the five-year STIP program due to insufficient county and ITIP shares. We hope to fully program the project in the 2012 STIP cycle with a 50% ITIP commitment. Better still, applications for construction funds are pending through the CMIA, TIGER, and federal reauthorization programs.

- ☐ **Dana to Downtown Landscaping (PPNO 6650Y) - Construction.** This would carryover \$560,000 from the 2008 STIP for landscaping related to the Dana to Downtown Project. We propose changing the fund source from RIP and IIP non-TE to RIP TE since this is a non-motorized project with NEPA clearance. This fund source change frees up non-TE capacity for PPNO 3331 above.

- ☐ **East Redding Bike Lanes Phase 2 (PPNO 2490) - Construction.** This would program \$2.294 million in TE funds in FY 11-12 for construction of the final phase of bike lanes in east Redding.
- ☐ **Planning, Programming, and Monitoring (2368)** - These funds are proposed to develop projects in various jurisdictions for future STIP programming. Shares are spread equally over the five-year program.

Once again, we urge your help in keeping the I-5 South Redding Six Lane Project moving forward while putting it in the best possible position to secure non-STIP funds.

If you have any questions, please contact me at 530-245-6819 or email dlittle@co.shasta.ca.us.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/jac

Enclosures: Shasta County 2010 RTIP

c: Randell Iwasaki, Caltrans Director
John Bulinski, District 2 Director
Rachel Falsetti, Chief, Division of Transportation Programming