

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Authorize Joint Applications for Corridor Mobility Improvement Account (CMIA) Funds	4/26/11	8

RECOMMENDATION

It is recommended that the board authorize applications for Corridor Mobility Improvement Account (CMIA) projects for the:

1. City of Anderson Interstate 5/Deschutes Road Interchange Improvements; and
2. Caltrans Interstate 5 Extension Project.

SUMMARY

The California Transportation Commission (CTC) has made available several iterations of grants from the savings of advertised CMIA projects. This region has been successful in gaining the approval of CMIA projects. The City of Anderson and Caltrans, working with the RTPA, have developed strong candidate projects. Staff recommends jointly supporting both project applications.

BACKGROUND

Proposition 1B authorized general obligation bonds for transportation improvements. The first round of CMIA approvals resulted in award of the Cottonwood Hills Truck Climbing Lanes Project. A second call for projects originated from statewide project cost savings, which subsequently funded the South Redding Six-Lane Project.

The third round of projects is now culminated from further savings, resulting in about \$22 million available for projects in the north half of the state. The CTC requires that this funding be slated for previously nominated projects or, as in this case, projects that enhance and are adjacent to existing CMIA projects. The attached applications were due on April 25, 2011. The applications may be modified by board action prior to the CTC adopting projects at their June 22, 2011, meeting.

PROJECTS

City of Anderson Interstate 5/Deschutes Road Interchange Improvements

The City of Anderson proposes to construct a northbound off-ramp at the I-5/Deschutes Road interchange, and a roundabout at the intersection of the new ramp and Deschutes Road/Locust Road. This project is an enhancement of the Cottonwood Hills Truck Climbing Lanes Project. The northbound off-ramp begins where the third lane from the Cottonwood project ends.

The project is estimated to cost \$7.285 million, \$6 million is proposed from CMIA funding to cover 100% of construction and \$1.285 million in environmental, design and right-of-way work is funded by Anderson. The environmental documents and project study report were both completed on November 30, 2010. Right of way is currently being conducted and will be completed by April 2012. The CTC has emphasized construction award of this round of projects by June 2012. Anderson is confident they can meet this deadline by May 2012. Staff recommends prioritizing the City of Anderson's project first. The RTPA has gained support from the North State Super Region for this project.

Caltrans Interstate 5 Extension Project

Caltrans is set to award the South Redding Six-Lane Project for additional lanes on I-5. An additional 0.6-mile segment was advertised as part of the project; however, funding was insufficient to include this segment in the contract. This additional segment on I-5 from 0.7 miles north of the Knighton Road Overcrossing to 0.3 miles north of the Smith Road Overcrossing is estimated to cost \$3.245 million dollars. Since this added segment is essentially ready for construction, a CMIA application is recommended to award the project under separate contract, if the grant is successful.

The two CMIA candidate projects have several characteristics which favor approval by the CTC:

1. They benefit I-5 mainline capacity;
2. They are ahead of schedule to meet the CTC's delivery requirements; and
3. They are enhancements to the adjacent Cottonwood Hills and South Redding Six-Lane CMIA projects.

ALTERNATIVES

The board could choose not to authorize the applications for CMIA funding. The board's approval is valuable, if not essential, to the success of the applications.

OTHER AGENCY INVOLVEMENT

The RTPA has developed the two applications in partnership with Anderson and Caltrans. Staff has consulted with the CTC who will approve the CMIA grants. The Technical Advisory Committee concurs with the staff recommendation.

FINANCING

The total City of Anderson project cost is \$7.285 million. \$6.000 million is being requested from the CMIA program. The total Caltrans project cost is \$3.245 million. There are no RTPA costs associated with the approval of either application for CMIA funding.



Daniel S. Little, AICP, Executive Director

DSL/JRB/jac

Attachments: CMIA Application for Deschutes
CMIA I-5 Extension Project



Dana Shigley, City Manager
1887 Howard Street
Anderson, CA 96007
530-378-6646
dshigley@ci.anderson.ca.us



Shasta County
Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530) 225-5654
E-Mail: scrtpa@co.shasta.ca.us

Daniel S. Little, Executive Director

April 21, 2011

Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Subject: CMIA Additional Programming Proposal – I-5/Deschutes Road Interchange Northbound Access

Ms. Rhinehart:

The City of Anderson and the Shasta County Regional Transportation Planning Agency (RTPA) are pleased to submit this CMIA proposal for the I-5/Deschutes Road interchange project. The project is supported by the City of Anderson, Shasta County, Caltrans, and the Shasta County RTPA. It is further supported by the North State Super Region representing all 16 RTPA's north of the Sacramento and Bay Area regions. CEQA is complete. NEPA documentation and the project study report were completed on November 30, 2010.

Although the RTPA is submitting two CMIA applications in this cycle, this project remains the regions number one priority.

The project adds a northbound off-ramp from I-5 at Deschutes Road, and a roundabout at the intersection of the I-5 northbound ramps, Deschutes Road, and Locust Road. The Deschutes Road Interchange, with a northbound on-ramp but no off-ramp, is incomplete, creating a major access and economic development impediment. The interchange creates confusion for I-5 travelers; major freeway services can be seen, but have no apparent access. In addition, the County is interested in redevelopment of an adjacent brownfield that would be enhanced by a complete interchange with northbound access.

We are requesting \$6.0 million in CMIA funding for this \$7.285 million dollar project. The City of Anderson has committed \$1.285 million for environmental, design, and right-of-way work. The attached Project Programming Request form includes funding details.

This project will enhance the benefits of the adjacent CMIA-funded Cottonwood Hills Truck Climbing Lanes Project, currently under construction, with a projected \$10 million in savings. The northbound off-ramp proposed in this request will begin where the third lane from the Cottonwood Hills project ends. This creates a seamless and safe transition where I-5 tapers back to two northbound lanes.

The City of Anderson and the Shasta County RTPA recognize the value of partnerships with Caltrans and the Commission. I-5 interchange improvements need to be considered in concert with mainline needs. To this end, Anderson is committed to mitigating I-5 mainline impacts resulting from new development. The Anderson City Council recently approved an agreement for mainline mitigation funding as part of a large mixed use development known as The Vineyards. Furthermore, Anderson will consider an innovative memorandum of agreement with Caltrans and the RTPA for similar mitigation within the Deschutes Interchange zone of benefit should the State partner to deliver this project. The end-goal is for the State to achieve at least a dollar-for-dollar return-on-investment toward future I-5 mainline needs. In return, Anderson and the County receive a complete northbound I-5 access that will stimulate development and redevelopment in prime commercial and industrial areas.

We have attached:

- ✓ A letter from Caltrans District 2 authorizing and concurring with the proposal to program the project;
- ✓ A project programming request (PPR) form;
- ✓ A project fact sheet;
- ✓ A project narrative; and
- ✓ Letters of support for project funding.

Thank you for considering our request. Please contact either of us if you have any questions or need further information.

Sincerely,

Dana Shigley, City Manager
City of Anderson

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

DSL/JDS/jac

Attachments

c: Cindy McKim, Caltrans Director
John Bulinski, Caltrans District 2 Director

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)

INTERSTATE 5 / DESCHUTES ROAD INTERCHANGE IMPROVEMENTS



Project Location: City of Anderson, Shasta County, California (Rural Area)

Project Type: Highway Improvements

CMIA Funding Request: \$6,000,000

Congressional District: 2

Project Sponsors:



City of Anderson
Dana Shigley, City Manager
1887 Howard Street
Anderson, CA 96007
530-378-6646
dshigley@ci.anderson.ca.us



Shasta County RTPA
Dan Little, Executive Director
1855 Placer Street
Redding, CA 96001
530-245-6819
dlittle@co.shasta.ca.us

The City of Anderson proposes to construct a new off-ramp from northbound Interstate 5 (I-5) to Deschutes Road and a modern roundabout at the intersection of the northbound I-5 ramps and Deschutes Road. Deschutes Road, Locust Road, and the northbound onramp will be realigned to tie to the new roundabout intersection. The total construction cost is estimated to be \$6 million.

The project is sponsored by the City of Anderson (City) and the Shasta County RTPA (SCRTPA). The City is located in Shasta County, approximately 150 miles north of the City of Sacramento. The project is supported by the County of Shasta, Superior California Economic Development, Economic Development Corporation of Shasta County, and Caltrans District 2. The City has been working with Caltrans over the past several years planning the needed interchange improvements. The 2010 Shasta County Regional Transportation Plan (RTP) addresses the need for improvements at the I-5/Deschutes Road interchange.

The majority of the City's growth over the next twenty years will occur in areas that are directly served by the I-5/Deschutes Road interchange. The City estimates that 85 percent of growth will occur in southern Anderson. The majority of the land located to the east of the project site is zoned primarily for industrial uses, and much of this land remains undeveloped. Improved access from northbound I-5 to Deschutes Road is expected to promote new industrial development. The new improvements will expand commercial trucking access, reduce delays, and enhance safety for existing development west of the project site.

Interstate 5 is a north/south interstate freeway and is a major trucking route of statewide and national significance. According to Caltrans' 2008 truck count data, 11.1 percent of the traffic on Interstate 5/Deschutes Road interchange is truck traffic.

The City and SCRTPA request \$6.000 million in CMIA funding for construction of the I-5/Deschutes Road interchange improvements. The total cost is \$7.285 million.

One of the primary reasons the City proposes to build a modern roundabout intersection instead of a signalized intersection is safety. The physical configuration of a modern roundabout, with a deflected entry and yield-at-entry, requires drivers to reduce speed during the approach, entry, and movement within the roundabout.

The project is ready to proceed rapidly to construction upon receipt of CMIA funding. Preliminary engineering is complete. The City approved CEQA documentation in 2009. NEPA approval was obtained in November 2010. The Army Corps of Engineers (Section 404) permit has been issued. The City has obtained a Water Quality Certification (Section 401) permit from the Central Valley Regional Water Quality Control Board, and a Streambed Alteration Agreement (Section 1600) has been received from the California Department of Fish and Game. The right of way needed for the project has already been acquired by the City. Caltrans is a partner on the project and will review and

approve the construction documents. There are no other permits required for this project other than the encroachment project.

Pacific Gas and Electric has both aerial and buried lines within the project limits. The City has sewer facilities in the project limits. It is anticipated that all utility facilities can be protected in place. Construction of the project will not affect adjacent railroad facilities.

The following accelerated schedule is proposed to expedite delivery of this critical project:

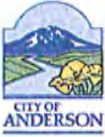
- November 2010 – NEPA environmental approval and permitting completed.
- February 2012– Right of Way certification.
- March 2012 – request CTC to allocate funds
- April 2012 – Construction funds obligation.
- May 2012 – Begin construction.
- November 2012 – Complete project.



Fact Sheet

I-5/Deschutes Road Interchange Improvements CMIA Application

Who? The project is supported by the following agencies:



Sponsors: City of Anderson & Shasta County RTPA
Supported by: County of Shasta
Caltrans District 2
North State Super Region



What?

Construct a new off-ramp from northbound I-5 to Deschutes Road and construct a modern roundabout at the intersection of the northbound ramps, Deschutes Road, and Locust Road. \$6.00 million in CMIA funding is requested for this \$7.285 million project.



I-5 Mainline Commitment

Anderson and the RTPA propose an MOA for further local funding on I-5 mainline as part of this CMIA partnership.

Where?

City of Anderson, in Shasta County, connecting I-5 to Deschutes Road.

When?

Start construction in May 2012. End construction in December 2012.
CEQA is approved. NEPA is complete.

Why?

- Enhances the adjacent CMIA-funded Cottonwood Hills Truck Climbing Lanes project by creating a seamless and safe transition where I-5 tapers back to two northbound lanes.
- Promotes economic development by improving access to undeveloped and underdeveloped industrial land (including the site of a former lumber mill).
- Promotes commerce by improving access to existing commercial development.
- The proposed roundabout will reduce travel times, congestion, vehicle emissions, and collisions.
- Project is on the Federal Aid, Interstate, and National Highway System.

Broad Support!

Public hearings have been conducted. There is broad agency and public support and no known opposition.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

☒ New Project ☐ Amendment (Existing Project)					Date: 07/23/10	
Caltrans District		EA		PPNO		MPO ID
02		34760				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	I-5	R4.07	R4.90	Shasta County RTPA		
				MPO		Element
				Shasta		CO
Project Mgr/Contact		Phone		E-mail Address		
Jeff Kiser		530-378-6636		jkiser@ci.anderson.ca.us		
Project Title						
I-5 Deschutes Road Interchange Improvements						
Location, Project Limits, Description, Scope of Work, Legislative Description						
In Anderson at the Deschutes Road interchange. The project includes construction of a new off-ramp from northbound I-5 to Deschutes Road, widening a portion of the northbound I-5 on-ramp, and construction of a roundabout at the I-5 northbound offramp terminus.						
Component	Implementing Agency					Reimbursements
PA&ED	City of Anderson					
PS&E	City of Anderson					
Right of Way	City of Anderson					
Construction	City of Anderson					
Legislative Districts						
Assembly: 2nd		Senate: 4th				
Congressional: 2nd						
Purpose and Need						
The project purpose is to provide improved traffic circulation and safety. Accommodate existing and planned local development around the interchange, and the corresponding increase in traffic volumes.						
Project Benefits						
Better traffic flow and safety will be achieved around the interchange. The roundabout is a sustainable solution that provides energy and safety improvements, as well as a reduction in greenhouse gas emissions.						
Project Milestone						Proposed
Project Study Report Approved						Complete
Begin Environmental (PA&ED) Phase						Complete
Circulate Draft Environmental Document				Document Type	CE	Complete
Draft Project Report						Complete
End Environmental Phase (PA&ED Milestone)						Complete
Begin Design (PS&E) Phase						06/01/11
End Design Phase (Ready to List for Advertisement Milestone)						04/01/12
Begin Right of Way Phase						05/01/11
End Right of Way Phase (Right of Way Certification Milestone)						02/01/12
Begin Construction Phase (Contract Award Milestone)						05/01/12
End Construction Phase (Construction Contract Acceptance Milestone)						11/01/12
Begin Closeout Phase						03/01/13
End Closeout Phase (Closeout Report)						05/01/13

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 07/23/10

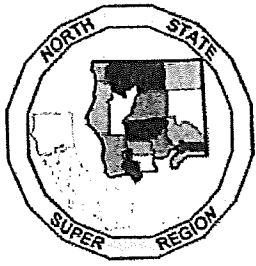
County	CT District	PPNO	TCRP Project No.	EA
SHA	02			34760
Project Title: I-5 Deschutes Road Interchange Improvements				

Proposed Total Project Cost									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	475							475	
PS&E			410					410	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON			6,000					6,000	
TOTAL	475		6,810					7,285	

Fund No. 1:	CMIA								Program Code
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Anderson/Shasta County RTPA
PS&E									CMIA funds to be used for Construction
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL			6,000					6,000	

Fund No. 2:	Local Funds								Program Code
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	475							475	City of Anderson
PS&E			410					410	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON									
TOTAL	475		810					1,285	

Fund No. 3:	Local Funds								Program Code
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



North State Super Region

1855 Placer Street, Redding, CA 96001
(530) 225-5654 nssr16@gmail.com

www.superregion.org

Dan Little, Chair

Jon Clark, Vice Chair

Jon Clark

Butte County Assn. of Governments

James Bell

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

John Linhart

Glenn County Transportation Comm.

Marcella Clem

Humboldt Co Assn of Governments

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Govts

Pam Couch

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Daniel S. Little

Shasta County RTPA/MPO

Tim Beals

Sierra County Transportation Comm.

Tom Anderson

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

Marty Byrne

Plumas County Transportation Comm.

April 20, 2011

Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Subject: North State Corridor Mobility Improvement Account Project

Dear Ms. Rhinehart: *Bimla*

The Shasta County Regional Transportation Planning Agency and the City of Anderson have partnered for a Corridor Mobility Improvement Account (CMIA) project on Interstate 5 at the Deschutes Road Interchange.

The Deschutes Road Interchange serves a major interregional retail and industrial center. The interchange is incomplete; it was built at the same time as Interstate 5 without a northbound offramp. This lack of access is a major impediment to further development and redevelopment of the area.

This \$6 million project would construct the north bound offramp and a roundabout at Deschutes Road. The offramp begins precisely where the third lane ends on the Cottonwood Hills Truck Climbing Lanes CMIA project. The City of Anderson completed the environmental and design work and can deliver the project next spring. Anderson has also demonstrated an excellent partnership with the region and Caltrans in offsetting impacts to the Interstate 5 mainline – a benefit to all in the North State that rely on Interstate 5.

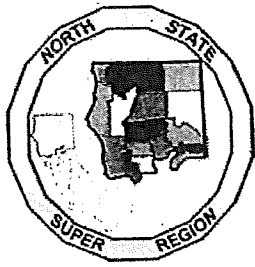
The NSSR has reviewed CMIA projects submitted by its regional agency members and this is one of two applications being supported by the NSSR. The endorsements of these regional agency applications are in no way intended to diminish other CMIA applications that may be submitted by local agencies within the NSSR area.

The North State Super Region (NSSR) represents all 16 regions north of the San Francisco and Sacramento regions (MTC and SACOG). We have 26% of California's land area and 37% of its state and federal roads. The primary focus of the NSSR is economic development, access, and efficient goods movement through transportation. Projects such as the Deschutes Road Interchange will help us meet these goals and promote geographic equity through CMIA investment in the 16 County NSSR. We urge Caltrans and the CTC to recognize the collaborative efforts of the NSSR and approve this application.

Sincerely,

Daniel S. Little, ATCP
Chair, North State Super Region

c: Maura Twomey, Deputy Director, California Transportation Commission



North State Super Region

1855 Placer Street, Redding, CA 96001
(530) 225-5654 nssr16@gmail.com

www.superregion.org

Dan Little, Chair

Jon Clark, Vice Chair

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Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

Marty Byrne

Plumas County Transportation Comm.

April 20, 2011

Cindy McKim, Director

California Department of Transportation

P.O. Box 942873

Sacramento, CA 94273-0001

Subject: North State Corridor Mobility Improvement Account Project

Dear Ms. McKim: *Cindy*

The Shasta County Regional Transportation Planning Agency and the City of Anderson have partnered for a Corridor Mobility Improvement Account (CMIA) project on Interstate 5 at the Deschutes Road Interchange.

The Deschutes Road Interchange serves a major interregional retail and industrial center. The interchange is incomplete; it was built at the same time as Interstate 5 without a northbound offramp. This lack of access is a major impediment to further development and redevelopment of the area.

This \$6 million project would construct the north bound offramp and a roundabout at Deschutes Road. The offramp begins precisely where the third lane ends on the Cottonwood Hills Truck Climbing Lanes CMIA project. The City of Anderson completed the environmental and design work and can deliver the project next spring. Anderson has also demonstrated an excellent partnership with the region and Caltrans in offsetting impacts to the Interstate 5 mainline – a benefit to all in the North State that rely on Interstate 5.

The NSSR has reviewed CMIA projects submitted by its regional agency members and this is one of two applications being supported by the NSSR. The endorsements of these regional agency applications are in no way intended to diminish other CMIA applications that may be submitted by local agencies within the NSSR area.

The North State Super Region (NSSR) represents all 16 regions north of the San Francisco and Sacramento regions (MTC and SACOG). We have 26% of California's land area and 37% of its state and federal roads. The primary focus of the NSSR is economic development, access, and efficient goods movement through transportation. Projects such as the Deschutes Road Interchange will help us meet these goals and promote geographic equity through CMIA investment in the 16 County NSSR. We urge Caltrans and the CTC to recognize the collaborative efforts of the NSSR and approve this application.

Sincerely,

Daniel S. Little, AICP
Chair, North State Super Region

c: Rachel Falsetti, Division Chief, Transportation Programming, Caltrans
Kurt Scherzinger, Chief, Office of Capital Improvements, Caltrans



Shasta County

ADMINISTRATIVE OFFICE

LAWRENCE G. LEES
COUNTY ADMINISTRATIVE OFFICER

1450 COURT STREET, SUITE 308A
REDDING, CALIFORNIA 96001-1673
VOICE - (530) 225-5561
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April 14, 2011

Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Dear Ms. Rhinehart:

Re: Corridor Mobility Improvement Account Application – Interstate 5/Deschutes Road

The City of Anderson and the Shasta County Regional Transportation Planning Agency are requesting Corridor Mobility Improvement Account (CMIA) funds for the Interstate 5/Deschutes Road Interchange.

This \$6 million improvement would construct a northbound off-ramp on Interstate 5 and a roundabout at Deschutes Road. The project remains a high priority in the Anderson/Shasta County joint traffic impact fee program. The improvement will help promote new development and redevelopment in the region's surrounding incorporated and unincorporated areas by removing a longstanding access barrier. The project enjoys the support of Caltrans District 2 as their top CMIA candidate.

This project will enhance the existing Cottonwood Hills Truck Climbing Lanes CMIA project. The new off-ramp will be at the terminus of newly constructed truck climbing lane. This new high-volume off-ramp will ease conflicts where mainline Interstate 5 merges from three lanes down to two lanes. Deschutes Road is also a major arterial that provides a convenient alternative access for I-5 travelers connecting to State Route 44 East.

This project is a strong candidate for the CMIA program: It can be advertised early next year; is adjacent to an existing CMIA investment; and provides geographic equity through investment in the far north state. The project has clear benefits to the interstate and state highway system, while also promoting regional economic development. New development will in turn bolster our existing joint traffic impact fee program over time to trigger further enhancements.

We highly recommend California Transportation Commission approval and support of this CMIA project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lawrence G. Lees".

Lawrence G. Lees,
County Administrative Officer

LGL:dd

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

OFFICE OF THE DISTRICT DIRECTOR

1657 Riverside Drive (96001)

P. O. BOX 496073

REDDING, CA 96049-6073

PHONE (530) 225-3477

FAX (530) 225-2459

TTY 711

*Flex your power!
Be energy efficient!*

March 25, 2011

Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Ms. Rhinehart:

I am aware that the City of Anderson is submitting an application for Corridor Mobility Improvement Account (CMIA) funding for improvements to the existing half-diamond interchange on Interstate 5 (I-5) at Deschutes Road in Shasta County. The California Department of Transportation (Caltrans), as the owner/operator of I-5, supports the delivery of the proposed improvements. This is an important regional project that is the result of collaboration between Caltrans, the Shasta County Regional Transportation Agency (RTPA), the City of Anderson, and the Federal Highway Administration. It serves the core business area of Anderson, and is included in the Shasta County 2010 Regional Transportation Plan.

Please consider this request for CMIA funding for this multi-jurisdictional project.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Bulinski'.

JOHN BULINSKI
District Director

c: Dan Little, Executive Director – Shasta County Regional Transportation
Dana Shigley, City Manager – City of Anderson



Superior California Economic Development

499 Hemsted Drive, Suite A • Redding, CA 96002
phone: (530) 225-2760 • fax: (530) 225-2769 • email: bnash@scedd.org
Modoc • Siskiyou • Shasta • Trinity

Robert Nash, Executive Officer

April 23, 2009

The Honorable Wally Herger
Member, United States Congress
2nd District, California
242 Cannon House Office Building
Washington, D.C. 20515

**SUBJECT: SUPPORT OF CITY OF ANDERSON REQUEST FOR SAFTE-LU FUNDING
FOR INTERSTATE- 5/DESCHUTES ROAD INTERCHANGE PROJECT**

Dear Congressman Herger,

Superior California Economic Development Corporation strongly supports the request by City of Anderson for SAFTE-LU funding to expedite construction of critical improvements to the Interstate 5 – Deschutes Road Interchange. With the substantial scale back of the timber industry in Shasta County over the past three decades, industrial employment as a proportion of total employment has fallen far behind the state and national average industrial employment. This proposed project will go a long way in rectifying the below average industrial employment in Shasta County.

This proposed interchange project is a crucial component to the local economic development strategy built around redevelopment of several hundred acres of adjacent industrial property (former lumber mills and paper plant). It also has been noted as a “high priority” in the Superior California Economic Development District – Regional Comprehensive Economic Development Strategy for at least the past 15 years.

Superior California Economic Development has been collaborating with the Shasta County Economic Development Corporation, City of Anderson and Shasta County in the efforts to work with the current landowners in the project area (Roseburg Forest Products and Winnemucca Land Company) in an effort to offer these large industrial parcels for new industry. The highway access and traffic flow has been a major concern and continues to be the main detriment to companies and industry considering expansion in the area of the proposed project. The investment to bring about these important roadway improvements will allow commodities and products to flow freely on and off Interstate 5 and will do a great deal to make these properties far more attractive for industry. Furthermore, with the Obama administration's focus on creating shovel ready properties, this particular project should be considered a high priority for funding by the SAFTE-LU:

- Brownfield Redevelopment of 500 to 700 acres of prime industrial property.
- The creation of construction jobs the interchange improvement construction project itself, a priority in the current Stimulus Bill.
- New private sector investment and jobs in manufacturing, transportation, and renewable energy companies expanding to the area.
- Support for the adjacent existing renewable bio-energy industry (Wheelabrator).

Congressman Herger, you well know that our local Shasta County economy is in need of a large, low-cost industrial area that will provide properly zoned and easily-developable land *with supporting infrastructure* to entice manufacturers and industrial businesses to in our region. The Deschutes Interchange Project will greatly improve our region's ability to attract industry expansion, diversify our local economy, and generate long-term private sector jobs and investments.

Again, Superior California Economic Development Corporation strongly supports redevelopment of the Southeast Anderson Industrial Area and its linchpin infrastructure improvement – the Deschutes Road/Interstate-5 Interchange – and we encourage your support of the City of Anderson request for High Priority Project funding for the interchange improvement construction project.

Robert Nash, EDFP



Executive Officer



Economic Development Corporation
of Shasta County

410 HEMSTED DRIVE • SUITE 220
REDDING, CALIFORNIA 96002-0164
800.207.4278
(T) 530.224.4920
(F) 530.224.4921
www.shastaedc.org

April 23, 2009

The Honorable Wally Herger
Member, United States Congress
2nd District, California
242 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Herger:

SUBJECT: SUPPORT OF CITY OF ANDERSON REQUEST FOR SAFTE-LU FUNDING FOR INTERSTATE
5/DESCHUTES INTERCHANGE IMPROVEMENT PROJECT

The Shasta Economic Development Corporation is pleased to support the request of the City of Anderson for SAFTE-LU funding to expedite construction of critically-important improvements to the Interstate 5 – Deschutes Road Interchange. The interchange is an important element to a comprehensive economic development strategy that will redevelop several hundred acres of heavy industrial property to support job creation efforts for the City of Anderson and Shasta County.

The EDC has been working with the City of Anderson, Shasta County, and landowners in the area (Roseburg Forest Products and Winnemucca Land Company) to offer these large parcels for new industry. The highway access and traffic flow has been a major concern to companies and industry considering expanding in the area. The investment to bring about these important roadway improvements will allow commodities to flow freely on and off Interstate 5 and will do a great deal to make these properties attractive for industry. Furthermore, with the Obama administration's focus on creating shovel ready properties this particular project should be considered a high priority.

- Brownfield Redevelopment of an estimated 500 to 700 acres of prime industrial property
- The creation of hundreds of jobs in the construction industry while the interchange is being built
- New private sector investment and jobs by manufacturing, transportation, and renewable energy companies locating to the area
- Support for our existing renewable energy industry (Wheelabrator)

Please know that the Shasta EDC strongly supports the development of the Southeast Anderson Industrial Area – the Deschutes Interchange with Interstate 5. Your support is essential to support the City of Anderson's request for High Priority Project funding for the constructing the first phase of the interchange project.

Sincerely,

Greg O'Sullivan
President

labor
economics



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

April 21, 2011

Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Subject: CMIA Additional Programming Proposal – Interstate 5 Extension Project

Ms. Rhinehart:

The Shasta County Regional Transportation Planning Agency (SCRTPA) is pleased to submit this CMIA proposal for the Interstate 5 Extension Project. The project is supported by Caltrans and the Shasta County RTPA. The project can go to construction in April 2012.

The project will add a north and southbound median lane on Interstate 5 from 0.7 miles north of the Knighton Road Overcrossing to 0.3 miles north of the Smith Road Overcrossing. We are requesting \$3.245 million in CMIA funding for construction of this project. The attached Project Programming Request forms include funding details.

This project will enhance the benefits of the adjacent CMIA-funded South Redding Six-Lane Project by extending the six-lane freeway 0.6 mile further south. The RTPA is submitting two CMIA applications in this cycle. This is the RTPA's second priority project. The I-5/Deschutes Road Project is our highest priority project.

We have attached:

- ✓ A project narrative;
- ✓ A project programming request (PPR) form;
- ✓ A letter from Caltrans District 2 authorizing and concurring with the proposal.

Thank you for considering our request.

Sincerely,

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

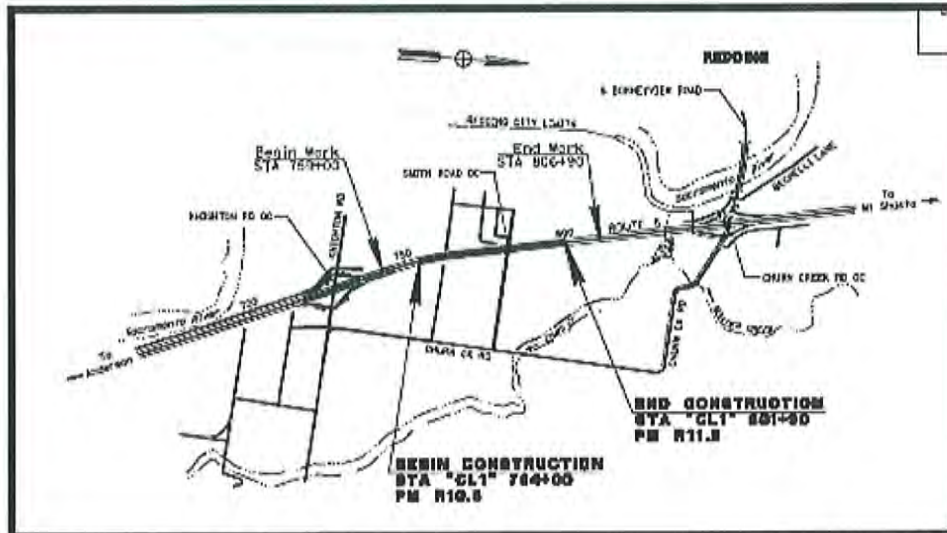
DSL/JRB/jac

Attachments

c: Cindy McKim, Caltrans Director
John Bulinski, Caltrans District 2 Director
Rachel Falsetti, Division Chief, Transportation Programming, Caltrans

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)

Caltrans Interstate 5 Extension Project 0.7 miles North of Knighton Road Overcrossing to 0.3 miles North of Smith Road Overcrossing



Project Location: Shasta County, California
Project Type: Highway Improvements
CMIA Funding Request: \$3,245,000
Congressional District: 2

Project Sponsors:



Caltrans
Dept of Transportation District 2
John Bulinski, District Director
1657 Riverside Drive
Redding, CA 96001
530-225-3477
John_Bulinski@dot.ca.gov



Shasta County
Regional Transportation
Planning Agency
Shasta County RTPA
Dan Little, Executive Director
1855 Placer Street
Redding, CA 96001
530-245-6819
dlittle@co.shasta.ca.us

The project is sponsored by Caltrans and the Shasta County RTPA (SCRTPA). Caltrans proposes to construct a new northbound and southbound lane in the existing median of Interstate 5 (I-5). The project begins 0.7 miles north of the Knighton Road Overcrossing and ends 0.3 miles north of the Smith Road Overcrossing.

This section of I-5 has the highest traffic volumes and the highest levels of congestion on I-5 north of Woodland to the Oregon State line. This segment of freeway is currently operating at Level of Service (LOS) D. Without these improvements this segment is projected to operate at LOS F in the next 5-10 years.

The project is located in central Redding and supports our new Regional Blueprint Planning program, which promotes compact growth and higher densities along the I-5 corridor. The Caltrans District 2 TCR identifies the area of the proposed project as the first priority for capacity improvements to I-5. The TCR may be viewed at www.dot.ca.gov/dist2/planning/concept_rpts.htm

Caltrans and SCRTPA request \$3.245 million in CMIA funding for construction of the I-5 Extension Project. Since this added segment is essentially ready for construction, a CMIA application is recommended to award the project in April 2012. This project is an enhancement to the adjacent South Redding Six-Lane CMIA project. The 0.6 mile extension begins at the south limits of the project which will be in construction this summer.

INDEX OF PLANS

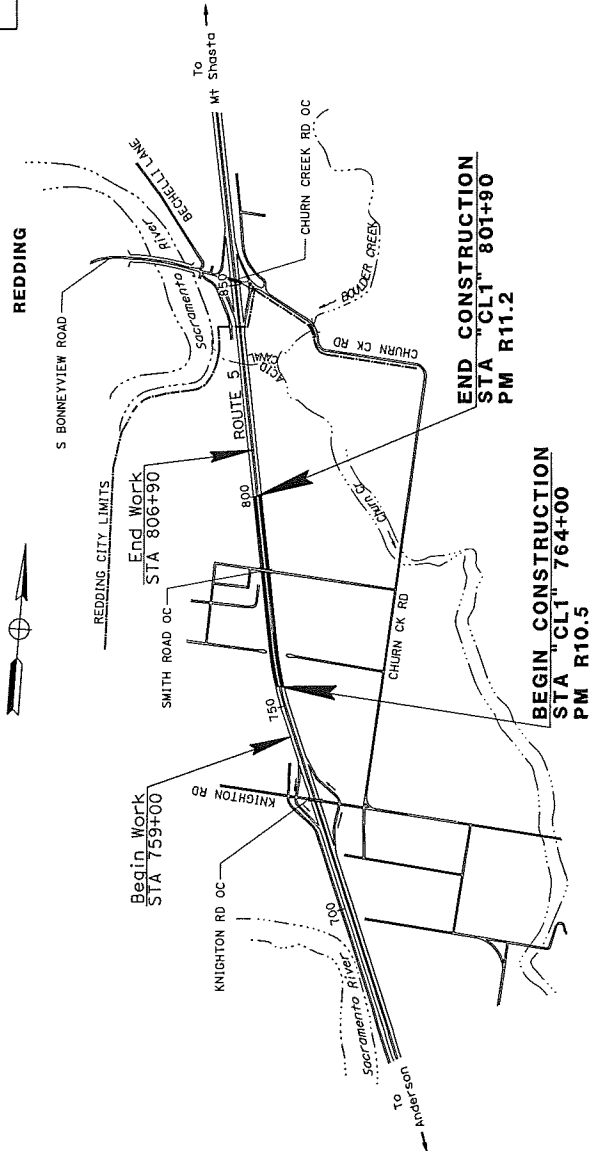
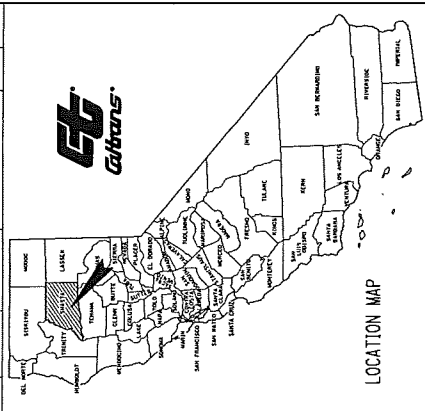
SHEET No. DESCRIPTION

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN SHASTA COUNTY NEAR REDDING FROM KNIGHTON ROAD OVERCROSSING TO 0.3 MILE NORTH OF SMITH ROAD OVERCROSSING

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sho	5	R9.8/R11.2		



PRELIMINARY DATE _____
PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____
THE STATE OF CALIFORNIA, BY ITS
DESIGN ENGINEER
REGISTERED CIVIL ENGINEER
RESPONSIBLE FOR THE ACCURACY OF
COMPLETENESS OF SEAMED COPIES OF THIS PLAN SHEET.

CONTRACT NO. **02-00000**
PROJECT ID **02000000000**
PROJECT NUMBER & PHASE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

UNIT 0315 02000000000

RELATIVE BORING SCALE 0 1 2 3
1:15 IN INCHES
LSS FILE # 200100001.dgn

BORDER LAST REVISED 7/22/2010 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/

DESIGN ENGINEER	JOHN MARTIN
PROJECT MANAGER	PHIL BAKER

DATE PLOTTED => 15-APR-2011
TIME PLOTTED => 10:45
0-1-1-1-1

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

☒ New Project ☐ Amendment (Existing Project)				Date: 04/18/11	
Caltrans District		EA		PPNO	
02		4E390		3462	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SHA	5	R10.5	R11.2	Shasta County RTPA/Caltrans	
				MPO	Element
				Shasta	CO
Project Mgr/Contact		Phone		E-mail Address	
Phil Baker		(530) 225-3180		phil_baker@dot.ca.gov	
Project Title					
Interstate 5 Extension Project					
Location, Project Limits, Description, Scope of Work, Legislative Description					
This project is located in Shasta County near Redding from 0.7 miles north of Knighton Road Overcrossing to 0.3 miles north of Smith Road Overcrossing. Add a median lane.					
Component	Implementing Agency				Reimbursements
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction	Caltrans				
Legislative Districts					
Assembly: 2			Senate: 4		
Congressional: 2					
Purpose and Need					
Interstate 5 was completed in the early 1960's in the Redding area of Shasta County. Over the past 40 years, Interstate 5 has served as the main North-South corridor in California, providing goods movement and interregional travel up and down the State and Pacific Northwest. This section of I-5 from Knighton Road Overcrossing to Bonnyview Road has the highest traffic volumes and the highest levels of congestion on I-5 north of Woodland to the Oregon stateline. This segment of freeway is currently operating at Level of Service D. Without these improvements, this segment is projected to operate at Level of Service F in the next 5-10 years.					
Project Benefits					
By adding an additional northbound and southbound lane in the existing median on Interstate 5, congestion will be lessened and goods movement through the Redding area will be greatly improved. This project is consistent with an existing corridor management plan and transportation concept report that calls for ultimately widening Interstate 5 to three lanes in each direction. This project lies between two other CMIA projects, and is adjacent to the northerly project. They are both currently under construction.					
Project Milestone					Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document				Document Type	N/A
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					07/01/11
End Design Phase (Ready to List for Advertisement Milestone)					11/15/11
Begin Right of Way Phase					07/01/11
End Right of Way Phase (Right of Way Certification Milestone)					11/01/11
Begin Construction Phase (Contract Award Milestone)					04/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/12
Begin Closeout Phase					11/01/12
End Closeout Phase (Closeout Report)					11/01/13

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 04/18/11

County	CT District	PPNO	TCRP Project No.	EA
SHA	02	3462		4E390
Project Title: Interstate 5 Extension Project				

Proposed Total Project Cost									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			295					295	
R/W									
CON			2,950					2,950	
TOTAL			3,245					3,245	

Fund No. 1:	Proposed Funding									Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total		Funding Agency
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

The PS&E work was completed under EA 02-4C401 (PPNO 3331).

Fund No. 2:	Proposed Funding									Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total		Funding Agency
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)			295					295		
R/W										
CON			2,950					2,950		
TOTAL			3,245					3,245		

CMIA Construction Capital and Construction Support

Fund No. 3:	Proposed Funding									Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total		Funding Agency
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

District:

2

PROJECT: SHA- 5- South Redding 6 Lane PM R9.8/17.1

EA:
PPNO:

4C401
3331

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$24.3
Life-Cycle Benefits (mil. \$)	\$24.0
Net Present Value (mil. \$)	-\$0.3
Benefit / Cost Ratio:	1.0
Rate of Return on Investment:	3.9%
Payback Period:	17 years

ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years
Travel Time Savings	\$1.6	\$31.0
Veh. Op. Cost Savings	-\$0.5	-\$9.4
Accident Cost Savings	\$0.2	\$4.5
Emission Cost Savings	-\$0.1	-\$2.1
TOTAL BENEFITS	\$1.2	\$24.0
Person-Hours of Time Saved	199,960	3,999,192
Additional CO ₂ Emissions (tons)	2,310	46,192
Additional CO ₂ Emissions (mil. \$)	\$0.1	\$1.3

Should benefit-cost results include:

- 1) Induced Travel? (y/n)

Y
Default = Y
- 2) Vehicle Operating Costs? (y/n)

Y
Default = Y
- 3) Accident Costs? (y/n)

Y
Default = Y
- 4) Vehicle Emissions? (y/n)
includes value for CO₂e

Y
Default = Y

District: County:

Project:

Route:

Post mile:

EA:

PPNO:

PROJECT DATA

Type of Project

Lane Addition	X
HOV Lane Addition	
Passing Lane	
Pavement Rehabilitation	
Other (describe:)	

Project Location
(enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period
 years

Length of Peak Period
 hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from TASAS Table B)

Total Accidents (Tot)	Count (No.)
Fatal Accidents (Fat)	253
Injury Accidents (Inj)	0
Property Damage Only (PDO) Accidents	86
	167

Statewide Basic Average Accident Rate

Rate Group	No Build	Build
Accident Rate (per mil. veh-mi)	H63 0.40	H64 0.40
Percent Fatal Accidents	1.1%	0.6%
Percent Injury Accidents	35.5%	30.4%
Collision Reduction Factor (if applicable)		6%

HIGHWAY DESIGN AND TRAFFIC DATA (Indicate if 1 or 2 directional)

Highway Design

Roadway Type (Fwy., Exp., Conv. Hwy.)	No Build	Build
Number of General Traffic Lanes	Fwy 4	Fwy 6
Number of HOV Lanes	n/a	n/a
Highway Free-Flow Speed (in mph)	65	65
Project Length (in miles)	n/a	6.5
Pavement IRI (in inches/mile), if pav. project	n/a	n/a

HOV Restriction

Restriction	n/a
(2 or 3)	

Average Daily Traffic

	No Build	Build
Current	64,000	
Forecast (20 years after construction)	104,200	110,000

Average Hourly HOV Traffic (if HOV lanes)	n/a	n/a
Percent Trucks (include RVs, if applicable)	14%	14%
Truck Speed (in mph, if passing lane project)	n/a	

PROJECT COSTS

Enter the net costs of the project in today's dollars (\$ thousands)

Project Support Costs \$

Right-of-Way Costs

Construction Costs
\$ Year 1
 Year 2
 Year 3
 Year 4

Mitigation/Other Costs

Expected Annual Maintenance/
Operations Costs \$

Rehabilitation Costs Year:

COMMENTS:

Prepared by:

Phone No:

E-Mail: kathy_grah@dot.ca.gov

Phone No.

E-Mail

The HQ Division of Transportation Planning FAX number is ATSS 8-453-1447. For questions, contact:

Mahmoud Mahdavi

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

OFFICE OF THE DISTRICT DIRECTOR

1657 Riverside Drive (96001)

P. O. BOX 496073

REDDING, CA 96049-6073

PHONE (530) 225-3477

FAX (530) 225-2459

TTY 711

*Flex your power!
Be energy efficient!*

April 20, 2011

Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Ms. Rhinehart:

I am aware that the Shasta County Regional Transportation Agency (SCRTPA) is submitting an application for Corridor Mobility Improvement Account (CMIA) funding for widening improvements to Interstate 5 (I-5) south of Redding in Shasta County. The California Department of Transportation (Caltrans), as the implementing agency and owner/operator of I-5, supports the delivery of the proposed improvements. This is an important interregional project that is the result of collaboration between Caltrans and the SCRTPA. Benefits of this project are similar and consistent with the current CMIA projects located along the corridor. It is included in the Shasta County 2010 Regional Transportation Plan.

Please consider this request for CMIA funding for this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "John Bulinski".

for JOHN BULINSKI
District Director

c: Dan Little, Executive Director – Shasta County Regional Transportation