

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Correspondence		7/27/10	4-7

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



Daniel S. Little, AICP, Executive Director

DSL/jac

Attachments: Letter from Shasta County RTPA to California High Speed Rail Authority
Letter from Strategic Growth Council to RTPA
Letter from Shasta County Air Pollution Control Board to RTPA
Article from Reconnecting America.org
Letter from Shasta County RTPA to City of Anderson
Letter from Shasta County RTPA to Shasta County Planning Division
"Award of Excellence" from The Construction Industry Force Account Council to the RTPA
Letter from Shasta County RTPA to Denix Anbiah, Department of Transportation



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 13, 2010

RMS 010024

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Intercity Rail from Sacramento to Redding, California

Dear Mr. Mehdi:

California voters and the California Transportation Commission have emphasized the importance of intercity rail to provide connectivity to existing rail and the proposed High Speed Rail system. California's northernmost fifteen counties comprise one-third of the state -- an area the size of Kentucky -- none of which is served by daytime rail. Although state officials are quick to point out a lack of funding and population density to support daytime rail in the north state; this should not preclude consideration in your mid- to long-range service plans.

Redding and Chico are centers of economic activity in the north state. Daytime rail to Sacramento and its connecting services will provide long-term prospects for employment through improved mobility and increased tourism.

Strategic plans for daytime service connecting Redding to Chico to Sacramento are included in the California Rail Plan, Shasta County Regional Transportation Plan, and the Division of Rail's 10-year Operating Plan. Feasibility studies for service to the north state have been conducted, and the Division of Rail's plan proposes two daily round trips by 2012/13. Because rail planning in the north state is not a short-term process and funding is always short of the need, long-term strategic planning will be central to achieving our goals.

Please respond as to how the north state -- and daytime rail service to Sacramento in particular -- fits into your mid- to long-range operating plans.

Sincerely,

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

DSL/JRB/jac

c: Bill Bronte, Division of Rail, Caltrans
Jon Clark, Butte County RTPA
Tom Sponsler, Amtrak
Maura Twomey, California Transportation Commission

Strategic Growth Council
Governor's Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95818



April 30, 2010

Mr. Daniel S. Little, Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

On behalf of the Strategic Growth Council (SGC), I am pleased to congratulate the Shasta County Regional Transportation Planning Agency (SCRTPA) on receiving a Proposition 84 funded Modeling Incentive Award of \$400,000. These funding awards are intended to help improve the modeling capabilities of each metropolitan planning organization (MPO) in California.

These awards are given by the Strategic Growth Council and the funds are administered by the California Natural Resources Agency (CNRA). The CNRA is currently in the process of executing an Interagency Agreement (IA) with the California Department of Transportation (Caltrans). Caltrans will be responsible for administering the modeling incentive funds to the MPOs on a reimbursement basis. The IA is expected to be approved by the Department of General Services within the week. Once the IA between the CNRA and Caltrans is approved, Caltrans staff will immediately inform each MPO to amend their respective fiscal year 2009/10 Overall Work Program (OWP) in order to encumber these funds.

We understand the timeframe to encumber these funds is short. In order for these funds to be encumbered by the end of fiscal year 2009/10, it is very important that each MPO prepare the following:

1. Please be prepared to amend your MPO's fiscal year 2009/10 OWP and submit the Overall Work Program Agreement (OWPA) to your respective Caltrans District representative for processing, once you have been notified by Caltrans to do so.
1. Please provide a current Scope of Work and updated timeline describing due dates and deliverables for your modeling tasks. As you revise your timeline, assume a start date of June 1, 2010, and an end date of February 29, 2012. Please submit your Scope of Work and updated timeline to Caltrans (staff contact information below) by May 28, 2010.

These funds augment your existing OWP. However, these funds are administered by the SGC, which is statutorily charged with the distribution of data and information to help create more sustainable communities. Final products, including spatial data, created with these funds must be shared with the State by uploading them to the state's central data website: www.data.ca.gov/partner_data_uploads.html.

One of the SGC's mandated objectives is to promote public health. This was strengthened by the Governor's Executive Order S-04-10, which directs the SGC to create a "Health in All Policies" Task

Force. The Executive Order can be reviewed at: <http://gov.ca.gov/executive-order/14537>. In order to incorporate public health impacts into your modeling, as required by the Modeling Incentive Awards grant criteria, the SGC expects your agency to participate in trainings offered to help fulfill this requirement. In support of this funding, your agency should plan on sending one to two staff to a one-day training entitled "Building Community Health Measures into Modeling For Healthy Regional Planning and Decisions," preferably to the training scheduled in the region closest to your agency. Your agency should plan on sending staff who have major responsibility for implementing the modeling improvement plans, including the research and data components, as well as MPO staff responsible for developing the sustainable communities strategies. This one-day training session, led by Lawrence Frank, PhD, Urban Design 4 Health, Inc. and his staff, will be held on June 7, 8, and 16, in Oakland, Fresno, and Los Angeles, respectively. For additional information, please see the attached flyer or contact Jacquolyn Duerr, California Department of Public Health, at (916) 449-5705, jacquolyn.duerr@cdph.ca.gov.

Please contact the following Caltrans staff if you have any questions about these funds, and to submit the current Scope of Work and updated project timeline:

Garth Hopkins
Caltrans HQ Division of
Transportation Planning
(916) 654-8175
garth.hopkins@dot.ca.gov

Marilee Mortenson
Caltrans HQ Division of
Transportation Planning
(916) 653-3758
marilee.mortenson@dot.ca.gov

Sincerely,



Cynthia Bryant
Chair, Strategic Growth Council
Chief Deputy Director, Department of Finance

Attachment

c: Strategic Growth Council Members
Strategic Growth Council Key Staff
Caltrans Deputy District Director for Planning, District 2
Martin Tuttle, Caltrans Deputy Director, Planning and Modal Programs
Sharon Scherzinger, Chief, Caltrans Division of Transportation Planning
Garth Hopkins, Caltrans Division of Transportation Planning
Marilee Mortenson, Caltrans Division of Transportation Planning



Shasta County

SHASTA COUNTY AIR POLLUTION CONTROL BOARD

1450 Court Street, Suite 308B
Redding, California 96001-1680
(530) 225-5557
(800) 479-8009
(530) 225-5189-FAX

DAVID A. KEHOE, DISTRICT 1
LEONARD MOTY, DISTRICT 2
GLENN HAWES, DISTRICT 3
LINDA HARTMAN, DISTRICT 4
LES BAUGH, DISTRICT 5

May 4, 2010

RECEIVED

MAY 14 2010

PUBLIC WORKS

Dan Little, Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

RE: Regional Climate Action Plan

Dear Mr. Little,

As you are probably aware, when the State adopted AB32 regarding Greenhouse Gases (GHG) and its offshoot legislation, a number of specific mandates for local governments and businesses were set into motion. While it is probable that these mandates will continue to evolve, we feel confident that the best interests of our community can be served by developing baseline data and policies at the local level.

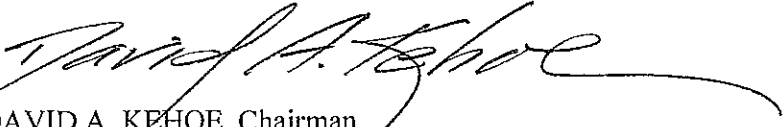
To that end, the Shasta County Air Quality Management District (SCAQMD) invites your participation in the development of a "Regional Climate Action Plan." The content of this plan is threefold. Phase I will forecast a GHG inventory that will accurately reflect current conditions for all of Shasta County. Phase II will be the development of reduction percentages consistent with the State Law as well as methodologies to reduce GHG emissions. Phase III will form an attainable plan for reducing GHG emissions throughout Shasta County.

Please note that the plan will be a working document designed to assist the various government, commercial, industrial, and residential development sectors in the understanding and compliance with State mandates. As envisioned, this document should serve local government as a useful resource for California Environmental Quality Act (CEQA) review on land use projects.

We hope to have a working group established within the next two months and bring our technical consultant on shortly thereafter. Adam Fieseler of our staff will be coordinating this project. We would ask that you contact Adam at (530) 225-5674 if you wish to be part of the working group.

Thank you in advance for your participation.

Sincerely,


DAVID A. KEHOE, Chairman
Air Pollution Control Board

Cc: Dick Dickerson, Chairman, Regional Transportation Planning Agency

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This study examines five approaches to BRT systems as implemented by public transit agencies in California, Oregon, and Ontario - PDF

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A national survey on technology use by agencies providing transit service to rural areas - PDF

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New CTOD report provides methodology for assessing and boosting the walkability of a place

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New report by Center for Transit-Oriented Development released

FINANCING TRANSIT-ORIENTED DEVELOPMENT
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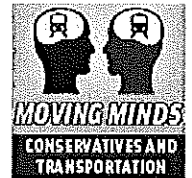
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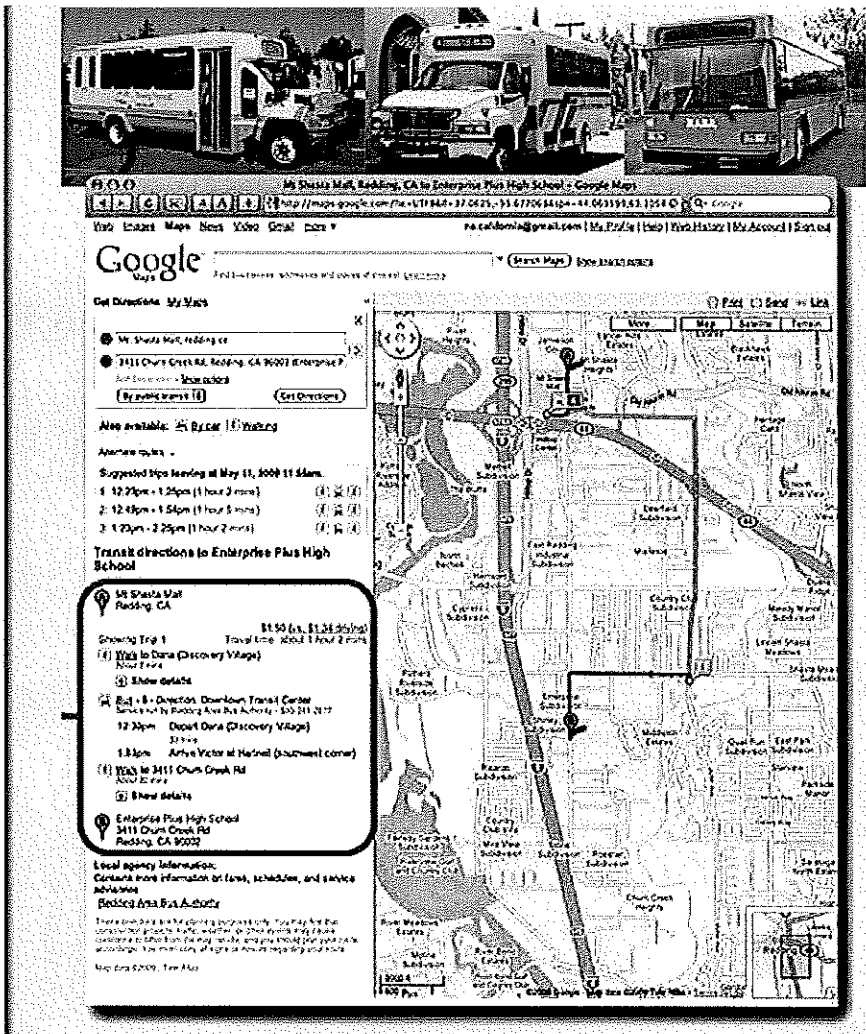
Helping Rural Residents Use Google Transit

[This is another in our series of expert blogs on TOD highlighting work and research that experts are doing in the field. This article is written by Sue Crowe, project lead for the Northern California Internet Transit Trip Planning Study, which utilizes Google Maps/Transit to provide transit trip planning features for rural and small-urban operators in a nine-county region.]

Federal law mandates coordination of human transportation services. From 2007 through 2009, regional agencies throughout the United States prepared locally developed coordinated, public transit-human services transportation plans. Many of California's plans identified the need for mobility management tools such as online trip planners. Caltrans Division of Mass Transportation (DMT) set statewide goals to improve information dissemination on transit trip planning and connectivity throughout California.

Google Maps/Transit is a global online trip planner that is used predominantly in large urban areas. With the exception of Shasta County, California's far northern and eastern counties are rural, with countywide populations of less than 50,000. The DMT requested that the Shasta County Regional Transportation Planning Agency (SCRTPA) act as lead agency on a study to determine if Google's trip planner could be successfully implemented in large rural areas.





Northern California Google Transit Feasibility Study and Implementation Plan

The project study area included the counties of: Inyo, Lassen, Modoc, Mono, Plumas, Shasta, Siskiyou, Tehama, and Trinity. Eight public transit operators serve these counties, with four providing inter-county service.

In July 2008, project scoping meetings began that included staff from DMT, Caltrans District 2 and 9, regional planning agencies and transportation commissions, and transit operators from each county. A request for proposals was issued. Trillium Solutions was awarded the contract.

Funding allowed for five transit operators to participate in the pilot study. Plumas, Shasta, Siskiyou, Tehama, and Trinity counties were selected due to highway corridor connectivity.

Each transit operator's route information and transit stops were gathered using route maps, GPS units, and/or GIS map layers. In some cases, transit agency staff collected GPS data. Once gathered, data was thoroughly tested in Google's test environment and validated using several methods. Technical and display issues were resolved prior to launching for public view.

Implementation of Google Transit in the project study area did not occur at once, nor did it function flawlessly. Several issues remain that will need to be resolved. The highest priority is the trip planner's low maximum walking distance to transit stops, and a 48-hour window for available transit services. The data publishing consultant and transit agencies will continue to work with Google to resolve these issues. Google Transit was deemed a success for the four pilot counties. Only Plumas County did not launch during the pilot study.

Successful plans and programs need to respond to change. Over the course of this project, several new features were added to Google Transit, and data publishing tools. The ultimate goal is to enable the public to plan transit trips that involve multiple transit services. Continued identification of needs and issues, collaboration, and sharing effective strategies can help to improve transit trip planning globally.

This innovative technology project was a finalist in the Operational Efficiency category of the 2010 California Transportation Foundation "Tranny" Awards.

Success

Following the success of the pilot study, a second phase is underway to implement the three counties that were not implemented in the pilot study plus two additional counties. Shasta RTPA will resume project lead. Upon completion, 11 California rural counties will be launched on Google Maps/Transit.

Trinity County believes its integration with Google Maps/Transit has improved its transit service.

"Trinity County has many recreational destinations," a representative explained. "Northern California visitors are now able to plan trips across this portion of California using multiple transit providers with ease. This type of travel planning was once difficult, but is now simplified with Google Maps/Transit."

Google Transit doesn't just benefit the transit customer. Social service agencies, caregivers, and those providing aid to someone can now Google transit information for their clients. For the elderly who can no longer drive, Google transit information for bus stops and locations helps make it possible to maintain a sense of independence.

Sue Crowe is an Accountant/Auditor III with the Plans and Programs Division of Shasta County Department of Public Works, and serves as staff to the Shasta County Regional Transportation Planning Agency and Metropolitan Planning Organization. In 2008, Sue was recognized as Shasta County's July Employee of the Month. Among Sue's responsibilities is the administration of federal and state transit programs and funding, conducting the annual Unmet Needs Process, and representing the RTPA on various committees as the agency's transit liaison. Sue also prepared Shasta County's Coordinated Human Transportation Plan.

Posted on May 20, 2010 by Reconnecting America | [Permalink](#)

Echo 0 [Photos](#)

[Admin](#)

Social Networking by Echo

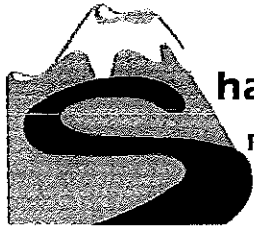


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Daniel S. Little, Executive Director

May 28, 2010

RMS 010024

Dana Shigley, City Manager
City of Anderson
1887 Howard Street
Anderson, CA 96007

Subject: Sanderson Vineyards FEIR (SCH# 2006031030)

Dear Ms. Shigley:

The Shasta County Regional Transportation Planning Agency (RTPA) has received your letter to Caltrans dated April 27, 2010, and the Caltrans response dated May 25, 2010 (enclosed). This is to confirm that the RTPA agrees to participate in future mitigation and funding efforts related to this project as recommended in these letters.

With recent successes to secure funding for Interstate 5 immediately north and south of Anderson, we are optimistic that mitigation partnerships such as this will be critical in obtaining state and federal grants for the segments in between. Such efforts would likely reduce the \$2,407 per EDU mitigation suggested in your letter as a starting point in negotiations.

The Shasta County RTPA commends the City of Anderson for their work with the RTPA in addressing project impacts on our regional transportation network.

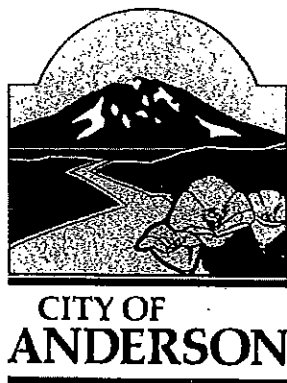
Sincerely,

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

DSL/jac

Enclosures

c: John Bulinski, Caltrans District 2 Director
John Stokes, City of Anderson



RECEIVED

APR 29 2010

**CALTRANS D2
DISTRICT DIRECTOR**

CALTRANS

PLANNING

April 27, 2010

Mr. John Bulinski, District Director
California Department of Transportation District 2
Post Office Box 496073
Redding, CA 96049-6073

Subject: Comments on Sanderson Vineyards DEIR

Dear Mr. Bulinski:

By now you are very familiar with the Vineyards at Anderson development proposal. This project could add, over a period of 30+ years, more than 5,500 residential units, related neighborhood commercial development, public facilities, and much more. A draft EIR was prepared and distributed for this project in early 2008. Ms. Michelle Millette, Chief, Office of Community Planning, provided comments on behalf of Caltrans in her letter dated April 11, 2008 (included in Attachment 1). Because of poor economic conditions and the project proponent's inability to secure construction financing, this project did not proceed to the final EIR at that time. The project proponents are now ready to move forward and we anticipate completing the final EIR and Specific Plan in the coming months. Please note the following anticipated meeting dates:

- May 10: Public Hearing by the Planning Commission to consider the EIR and Specific Plan documents
- June 1: City Council consideration of the EIR and Specific Plan
- June 15: City Council adoption of the EIR and Specific Plan

Consistent with CEQA Guidelines section 15088, the City, as lead agency, has considered Caltrans' comments and is preparing a written response. In the next couple of weeks, you will receive correspondence from our Development Services Department with a complete response to all the comments made in the April 11, 2008 letter. However, because the subject of mitigation fees has been of considerable interest, I wanted to take the opportunity to provide some additional details on this portion of the response you will receive soon. Our response on the subject of mitigation fees is included as Attachment 2.

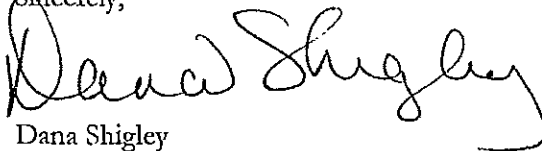
Table 4 in Attachment 2 summarizes the proposed Vineyards' project in terms of EDUs. We do not reduce the EDUs for pass-by trips, as done in the Nexus Study. Table 4 also makes EDU assumptions for commercial uses to establish the approximate EDUs for the non-residential component of the project. As shown in the table, the Vineyards project would be responsible for approximately 5,834 EDUs. The table does not have estimates for schools and other public facilities, as these would be used by local residents and would have negligible impact on the mainline.

The Fehr and Peers analysis will be included in the FEIR as documentation to support our mitigation measure and the proposed Specific Plan will include policies that implement this mitigation measure.

Consistent with the recommendations in Caltrans' letter dated April 11, 2008, the City will collect and hold the fee revenues until appropriate projects are identified by Caltrans, RTPA, or other responsible agency. Additionally, because this project is intended to take 30 years to build out, and we are not considering any maps to create lots for development at this time, we will be including a policy that states that the fee will be indexed to keep pace with the cost of construction and will be reviewed prior to the approval of any tentative map.

We are well aware that there is a regional need to address both the impacts local development projects have on Caltrans' maintained highways, and implement mitigation measures needed to offset cumulative traffic impacts. We are also well aware that no other local agency has adopted a fee similar to this, and we believe the City of Anderson is taking a step in good faith by including this fee as mitigation. As I mentioned earlier, you will be receiving our complete response to comments in the coming weeks. If you have any questions, please contact me at 378-6670 or John Stokes, Development Services Director, at 378-6636 any time. We will be glad to talk with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Dana Shigley". The signature is fluid and cursive, with the first name "Dana" being more prominent than the last name "Shigley".

Dana Shigley
City Manager

cc: John Stokes, Development Services Director

Attachments:

1. Response to item D-1 regarding mitigation fees
2. Tables 1 through 4

DEPARTMENT OF TRANSPORTATION
OFFICE OF COMMUNITY PLANNING
1657 RIVERSIDE DRIVE
P. O. BOX 496073
REDDING, CA 96049-6073
PHONE (530) 229-0517
FAX (530) 225-3578
TTY (530) 225-2019



*Flex your power!
Be energy efficient!*

May 25, 2010

IGR/CEQA Review

Sha-273-4

Mr. John Stokes
City of Anderson Planning Department
1887 Howard Street
Anderson, CA 96007

Sanderson Vineyards FEIR
SCH# 2006031030

Dear Mr. Stokes:

Thank you for advising us of the meeting dates to consider the Final Environmental Impact Report (FEIR) prepared for the Vineyards at Anderson project. We also appreciate the opportunity to have met and discussed the City's response to Caltrans' comments on the DEIR. We appreciate the effort that has been put forward in preparing the FEIR. Since the Fix 5 study was not adopted, Caltrans is satisfied that the City acknowledges the importance of maintaining the regional transportation system. We believe that Mitigation Measure 4.4.1, as amended, adequately addresses the State's facilities. It is our understanding that the amended measures states,

The transportation mitigation shall be negotiated between the City of Anderson and Caltrans. The desired results of the negotiated traffic mitigation would be that the project applicants/developer(s) shall contribute a fair share amount for all needed improvements to State facilities or other facilities as mutually agreed upon by Caltrans and the City of Anderson identified in Table 4.4-7A, Table 4.4-8A, and Table 4.4.9A, or as identified in subsequent traffic studies both within the City of Anderson and outside the City of Anderson. The fair share contribution shall be determined by the City of Anderson based on the traffic study or subsequent traffic monitoring studies required of the developer. The fair share calculation shall also be determined and verified in consultation with the Shasta County Regional Transportation Agency, which includes Caltrans, Shasta County, and the City of Redding. The fair share funds shall be held by the City of Anderson. As the freeway and interchange improvements identified in the EIR are proposed, designed, and planned for construction with oversight by the responsible agency, the City of Anderson will offer the developer's contribution to the appropriate agency. If the identified improvements are not constructed, or if findings are not made to demonstrate the improvements will be made, the City of Anderson may agree to redirect the developer's fund contributions to other improvements within Shasta County required to mitigate the project's impacts. This mechanism will ensure that the collected mitigation funds will be spent on the measures identified in the EIR or on alternative improvements that will reduce the project's transportation impacts.

Mr. John Stokes
May 25, 2010
Page 2

Caltrans will continue to work diligently with the City of Anderson and the Shasta County Regional Transportation Planning Agency in a positive manner to maintain the regional transportation system. We applaud the City's efforts to include the mitigation measures needed to reduce the cumulative traffic impacts on Caltrans maintained highways. If you have any questions, please do not hesitate to call me or my staff at (530) 229-0517.

Sincerely,

A handwritten signature in black ink that reads "Michelle Millette". The signature is written in a cursive, flowing style.

MICHELLE MILLETTE, Chief
Office of Community Planning
Caltrans District 2



Shasta County

Regional Transportation
Planning Agency

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E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

June 25, 2010

RMS 010024

Kent Hector, Senior Planner
Shasta County Planning Division
1855 Placer Street
Redding, CA 96001

Subject: Panorama Planned Development Draft Environmental Impact Report

Dear Mr. Hector:

Thank you for asking the Shasta County Regional Transportation Planning Agency (RTPA) to comment on the Panorama Planned Development Draft Environmental Impact Report (DEIR; SCH#2008022104). The RTPA is statutorily responsible for inter-jurisdictional coordination, planning, and funding of regional transportation needs.

The DEIR indicates the proposed project would have significant impacts on regional transportation facilities, and identifies appropriate mitigation measures for some of these impacts. However, other transportation impacts are determined to be "significant and unavoidable." The stated reason for not mitigating these impacts is:

- No plans or fee mechanisms have been adopted to provide for the improvements needed at these locations. Accordingly, mitigation is not feasible.

Most of the transportation needs identified in the DEIR are included in the attached list of plans and programs. All are viable with help from funding sources and statutory financing authority available to local agencies, the region, and the state. Dedicated gas taxes and local traffic impact fees are two examples.

Based on existing plans and programs backed by dedicated revenue streams, the needed mitigation projects identified in the DEIR will be built eventually. If, however, all projects with substantial regional traffic impacts are freed of the requirement to mitigate their impacts, the region's planned and programmed project needs will be delayed for several years, if not decades.

The DEIR indicates mitigation for impacts to some roadway intersections is not feasible because Shasta County does not have jurisdiction and no plans or fee programs are currently in place. With respect to lack of jurisdiction, feasibility determinations for extra-jurisdictional impact

should be evaluated in the context of whether the mitigation is identified in local, regional, and state transportation plans and/or improvement programs. To assist you, we have attached a list of relevant plans and programs for where the RTPA has been involved. There are also several local traffic improvement plans and programs available from the City of Anderson, Shasta County Department of Public Works, and Caltrans. Our cursory analysis shows that most of the project needs determined not feasible are identified within one or more of these plans and programs.

With respect to impacts to I-5, we would like to note that the Cottonwood Hills Truck Climbing Lanes project on I-5 has recently started construction, and is scheduled to be completed in March 2011. This project will add one lane in each direction between Gas Point Road and Deschutes Road, and improve the level of service on this segment of I-5. Also, the South Redding Six Lane project has been funded, and is scheduled to complete construction by the end of 2012. This project will add one lane on I-5 in each direction between Bonnyview Drive and State Route 44. This will offset project impacts on these segments. Project impacts to other segments of I-5 would still occur.

In 2006, local agencies formed the Fix 5 Partnership to study the impacts of development on mainline I-5, the cost of needed improvements, and explore potential funding for those improvements. The Fix Five Project Documentation (www.fixfive.org) concluded, in part: "In the absence of a regional solution to Interstate 5 mainline impacts, mitigation will continue to be negotiated project-by-project and jurisdiction-by-jurisdiction. This will be the case for both private development projects and for Caltrans approvals of requests to increase interchange capacity."

Please contact me if you have questions or need additional information. Thank you again for the invitation to comment.

Sincerely Yours,



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

DSL/JDS/jac

Attachment

C: Pat Minturn, Director, Shasta County Department of Public Works
Jeff Kiser, Director, City of Anderson Department of Public Works
Tim Huckabay, Deputy District Director, Caltrans District 2

Shasta County Regional Transportation Plans, Capital Improvement Programs, and Traffic Impact Fee Programs:

1. Interstate 5 Transportation Concept Report (2008)
www.dot.ca.gov/dist2/planning/concept_repts.htm
2. Shasta County 2004 Regional Transportation Plan
www.scrtpa.org/RTlocalplanning.html
3. Shasta County 2010 Regional Transportation Improvement Program
www.scrtpa.org/RTtips.html
4. 2008 Federal Transportation Improvement Program
www.scrtpa.org/RTtips.html
5. 2008 State Transportation Improvement Program
www.catc.ca.gov/programs/STIP/2008_Orange_Book.pdf
6. Shasta County Interchange Improvement Study, Group 2 Refined Improvements Report (1995) and Group 4 Refined Improvements Report (1996) (available at the RTPA office)
7. Shasta County Southern Region Transportation Planning Study and Traffic Impact Fee Program Project (2006)
<http://www.scrtpa.org/RTstudy.htm>
8. Ox Yoke Road/Riverside Avenue Corridor Study and Traffic Impact Fee Program Project Updated Working Paper No. 1: Transportation Issues and Options (2007)
<http://www.scrtpa.org/RTstudy.htm>
9. Interstate 5/Deschutes Road Interchange Project Study Report (PSR) Traffic Operations Analysis (1998; available at the RTPA office)

AWARD OF EXCELLLENCE

PRESENTED TO

Dan Little

FOR HIS DEDICATION AND CONTINUAL COMMITMENT TO ENSURING THAT THE
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY SEEK AND
OBTAIN FUNDING FOR REGIONAL TRANSPORTATION PROJECTS. THIS HAS NOT ONLY
ALLOWED FOR MEETING THE NEEDS OF THE COMMUNITY, BUT HAS ASSISTED IN
PROVIDING ECONOMIC STIMULUS FOR THE REGION.

PRESENTED WITH THANKS AND APPRECIATION

JUNE 8, 2010

THE CONSTRUCTION INDUSTRY FORCE ACCOUNT COUNCIL
ON BEHALF OF ITS MEMBERS AND THE CONSTRUCTION INDUSTRY



Shasta County

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Daniel S. Little, Executive Director

June 24, 2010

RSP 020022

Denix Anbiah
Department of Transportation
Office of Local Assistance
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: American Recovery and Reinvestment Act (ARRA) Redistribution

Dear Denix:

It was good to speak with you at the last RTPA Task Force meeting regarding ARRA redistribution. As you know, our region has delivered all of our formula ARRA shares. Attached is the Shasta region's obligation plan for back-up projects.

The Shasta region stands ready to award another \$6.7 million in ARRA projects through redistribution. These four projects include a \$500,000 TE project. They all have NEPA clearance and plans have been submitted requesting federal construction authorization. We developed these additional projects anticipating higher ARRA shares. Unfortunately, Shasta's ARRA shares took a substantial hit with passage of Senate Bill 3X-20 which bypassed the STIP funding formula.

You had mentioned that the amount of redistributed funds will likely be too small to allocate through a formal process given a tight "use-it-or-lose-it" deadline. That is why we are submitting our region's obligation plan early.

Again, I want to emphasize we can deliver these projects immediately. And by "deliver", we mean award. To expedite awards, our cities and county have agreed to consolidate the four projects into a unified request for ARRA funds. For at least the Shasta region, your office will not have to pick winners and losers among local agencies if redistributed ARRA funds fall short of our \$6.7 million capacity. The Shasta RTPA will work with the four delivering agencies to quickly and effectively parcel out any available ARRA funds and oversee project delivery.

Based on the readiness of our back-up projects and our past ARRA track record; Denix, we hope you view the Shasta region as a low-risk option to ensure California's delivery of all ARRA funds.

Thank you for your consideration.

Sincerely,

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

DSL/jac

Attachment

Please include any back up projects that will be using any potential ARRA Redistribution funding in the second table

[illegible]

***Please include any back up projects that will be using
any potential ARRA Redistribution funding in the second table***

[illegible]