

August 12, 2011

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

Subject: State-Local Partnership Planning (SLPP) nomination for I-5/Deschutes Interchange

Dear Mr. Rhinehart:

Please find attached SLPP funding nomination for "I-5/Deschutes Road Interchange Improvements". This project will add access from northbound I-5 to the City of Anderson's prime commercial and industrial areas as well as surrounding residential development. The project is supported by the City of Anderson, Shasta County, the Shasta County RTPA, Caltrans District 2, and the North State Super Region. CEQA was completed in 2009 and NEPA in November 2010.

The following revenue is anticipated:

	Funding Partner	Proposed Funding	
\$1,285,000	City of Anderson	Impact Fees	Environmental, Design, Right-of-Way
\$3,700,000	City of Anderson	Impact Fees	Construction
\$1,000,000	Caltrans	SHOPP	Construction
\$300,000	County of Shasta	Impact Fees	Construction
\$1,000,000	CTC	SLPP	Construction
\$7,285,000			

In addition, the City of Anderson and the Shasta County RTPA are applying for TIGER III program funding. TIGER III funds, if awarded, will be utilized to backfill City of Anderson local funds. In the event that TIGER III are not awarded and/or if City of Anderson's anticipated revenues fall short of the total construction cost, the Shasta County RTPA will fill the funding gap with 2012 STIP funds.

The City of Anderson recognized 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, the City of 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'.

Thank you for your consideration of this valuable project. Please contact me at 530-378-6670 or dshigley@ci.anderson.ca.us should you have any questions or need clarification.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dana Shigley", is written over the printed name and title.

Dana Shigley, City Manager
City of Anderson

DSL/JRB/jac

Enclosures

c: Malcolm Dougherty, Caltrans Director
 John Bulinski, Caltrans District 2 Director
 Daniel Little, Executive Director, Shasta County RTPA

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 08/15/11

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	810		6,000				7,285	

Fund No. 1:	SHOPP								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)									Caltrans
PS&E									SHOPP
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
TOTAL				1,000				1,000	

Fund No. 2:	SLPP								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)									CTC
PS&E									SLPP funds to be used for Constuction
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
TOTAL				1,000				1,000	

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)	475							475	City of Anderson Local Impact Fees (\$1 million plus, and local funds).
PS&E		410						410	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON				3,700				3,700	
TOTAL	475	810		3,700				4,985	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 08/15/11

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

Fund No. 4:	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)									Shasta County
PS&E									Local Funds and Impact Fees
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				300				300	
TOTAL				300				300	

Fund No. 5:									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									

Fund No. 6:									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									

Fund No. 7:									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									

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

☒ New Project				☐ Amendment (Existing Project)		Date: 08/15/11	
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 ramps intersection with both Deschutes Road and Locust Road.							
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 access to lands adjacent to and surrounding the interchange, to provide congestion relief to improve traffic flow on the local and regional transportation system, and to accommodate existing and planned local development and corresponding increases in traffic volumes.							
Project Benefits							
The project is needed to improve traffic operations and safety and provide additional capacity needed to accommodate development within the City and County. The roundabout intersection is a sustainable solution with numerous benefits to the state highway interchange, local roads, and public.							
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							05/01/11
End Design Phase (Ready to List for Advertisement Milestone)							03/01/12
Begin Right of Way Phase							05/01/11
End Right of Way Phase (Right of Way Certification Milestone)							02/15/12
Begin Construction Phase (Contract Award Milestone)							05/01/12
End Construction Phase (Construction Contract Acceptance Milestone)							12/04/12
Begin Closeout Phase							12/01/12
End Closeout Phase (Closeout Report)							05/01/13

ADA Notice

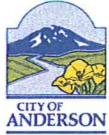
For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.



Fact Sheet

I-5/Deschutes Road Interchange Improvements SLPP Application

Who? The project is supported by the following agencies:

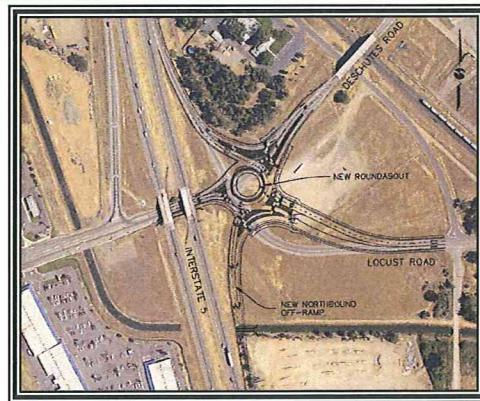


Sponsors: City of Anderson & Shasta County RTPA
Supported by: County of Shasta
Caltrans District 2



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. \$1 million in SLPP funding is requested for this \$7.285 million project.



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?

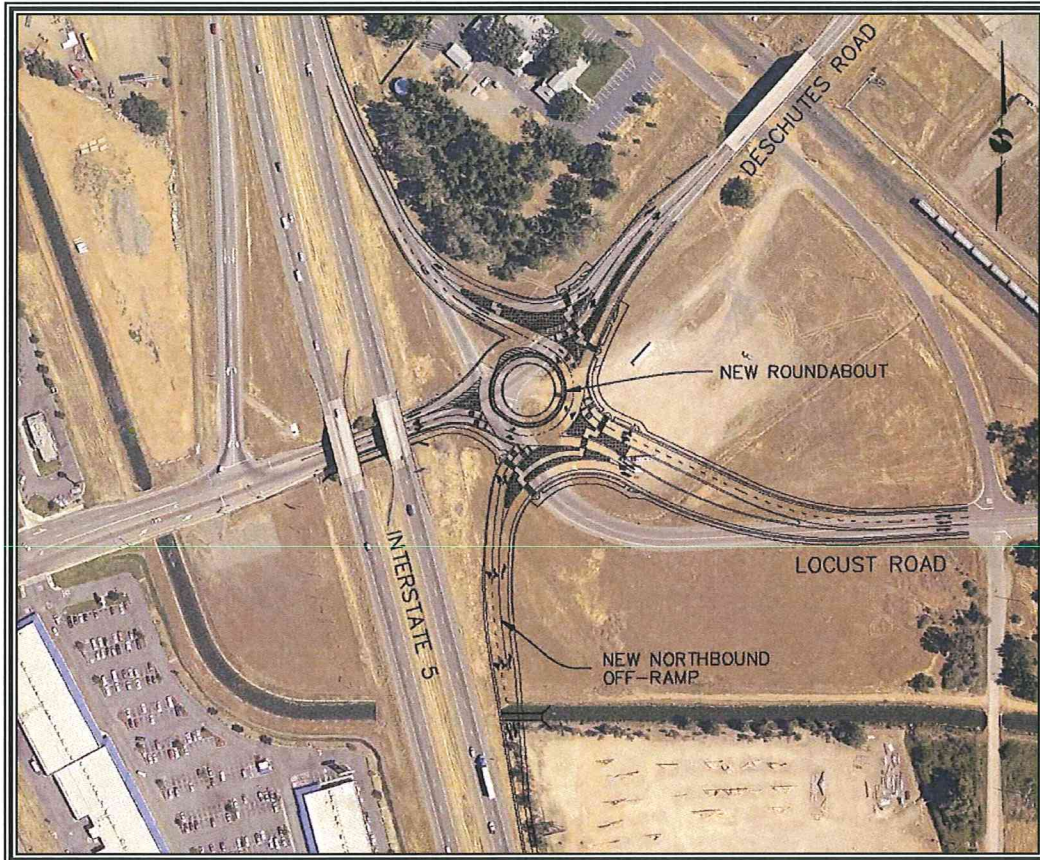
- Enhances the adjacent CMIA-funded Cottonwood Hills Truck Climbing Lanes project by creating a seamless and safe transition where I-5 tapers back to two northbound lanes.
- Promotes economic development by improving access to undeveloped and under-developed industrial land (including the site of a former 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.

**State-Local Partnership Program
(SLPP)**

**INTERSTATE 5 / DESCHUTES ROAD
INTERCHANGE IMPROVEMENTS**



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

Project Type: Highway Improvements

SLPP Funding Request: \$1,000,000

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

PROJECT INFORMATION AND MAPS

INTERSTATE 5 / DESCHUTES ROAD INTERCHANGE IMPROVEMENTS

Project Summary

The City of Anderson proposes to construct a new off-ramp from northbound Interstate 5 (I-5) half diamond interchange to Deschutes Road and construct a modern roundabout at the terminus of the northbound I-5 ramp, Locust Road, and Deschutes Road. This on-ramp will be realigned to tie to the new roundabout intersection (see attached site plan). The total project cost is estimated to be \$7.285 million.

I-5 is a north/south interstate freeway and a major trucking route of statewide and national significance. The northbound I-5 off-ramp to Deschutes Road is necessary to accommodate current and future economic growth. 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 their growth will occur in the South Anderson area. 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 also improve commercial trucking access, reduce delays, and improve safety for existing development west of the project site. The bulk of Anderson community and retail is on the west side of the interchange, and currently northbound access is indirectly provided by a circuitous route north and south of Deschutes road, a southern route into Anderson.

The project will reduce greenhouse gas (GHG) emissions by reducing vehicle miles traveled (VMT) on both local roads and I-5. The roundabout creates a safe and efficient access to I-5 and provides a walkable intersection for access to the city. Shasta County meets all conditions for air quality attainment and is active in creating a sustainable community strategy to reduce GHG even further.

Lead Agency

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

Funds Requested

The City of Anderson is requesting \$1 million in SLPP funding for construction of the I-5/Deschutes Road interchange (14% of the total project costs). Shasta County is contributing \$300,000 and Caltrans SHOPP is contributing \$1 million. In addition, the City of Anderson and the Shasta County RTPA are applying for TIGER III program funding. TIGER III funds, if awarded, will be utilized to backfill City of Anderson local funds. In the event that TIGER III are not awarded and/or if the City of Anderson's anticipated revenues fall short of the total construction cost, the Shasta County RTPA will fill the funding gap with 2012 STIP funds. The proposed funding is shown on the attached Project Programming Request (PPR) form.

Project Benefits

Safety – One of the primary reasons the City of Anderson 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. This is contrary to an intersection where many drivers are encouraged by a green or yellow light to accelerate to get across the intersection quickly and to "beat the red light". A properly designed modern roundabout is designed for very low vehicle speeds, about 20 mph. Another important safety factor is that the only movement at an entry and an exit of a modern roundabout is a right turn, thus reducing the potential frequency and severity of accidents compared to accidents typically occurring during left turns and when traffic crosses an intersection in perpendicular directions. Intersection-related crashes make up a high proportion of total fatal crashes, up to 23%. More than 50% of the combined fatal and injury crashes occur at intersections. Studies show that roundabouts reduce total collisions by more than 35% and reduce injury and fatal collisions by more than 75%.

The City of Anderson and SCRTPA recognize the value of partnerships with Caltrans and the CTC. 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.

To move this keystone project forward, the Anderson City Council and Shasta County Board of Supervisors adopted a development impact fee program within the area to fund much of the planned improvements. Through impact fees, the City and County will fund \$5.285 million of the total project cost.

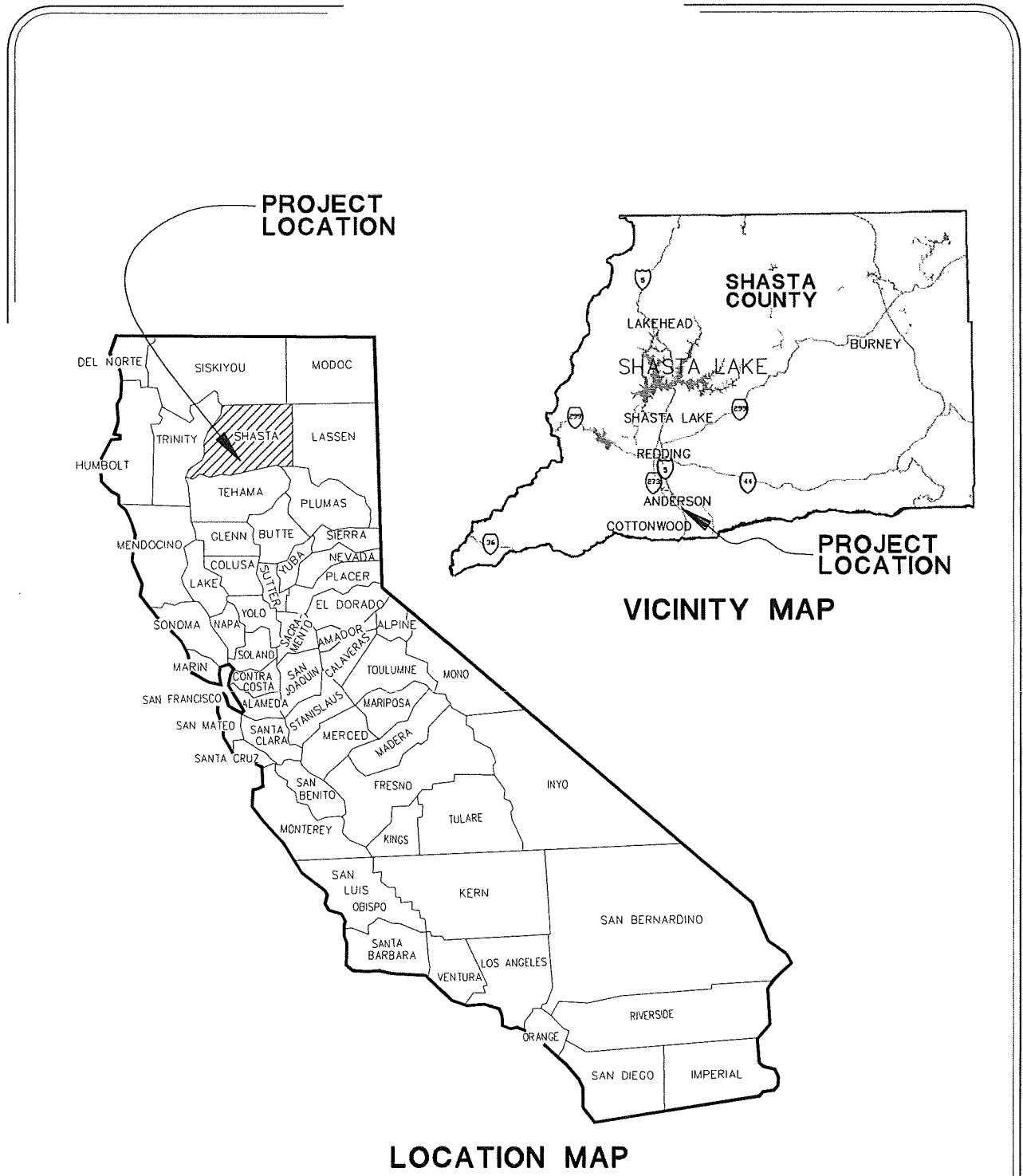
Life Cycle Cost Considerations – The structural elements of the proposed project will be designed to require minimal maintenance for at least 20 years for roadway features and for at least 50 years for structures (i.e. retaining walls).

Job Creation & Economic Stimulus – This project will immediately create hundreds of jobs in the construction industry while the interchange is being built. A completed project will encourage redevelopment of prime industrial property with direct access to Interstate 5 and access to existing railroad spurs. The project will facilitate new private sector investment in “shovel ready” vacant land. The City estimates that completion of the interchange will spur enough development interest to create over 1,000 new jobs at the end of a 10-year development scenario and 2,200 new jobs at the end of a 20-year development scenario.¹

Goods Movement - The I-5/Deschutes Road interchange will provide efficient trucking access from adjoining commercial/industrial land to Interstate 5 - which is the only interstate highway on the west coast that connects Mexico and Canada. Interstate 5 passes through three west coast states and is the primary route on the west coast for transporting foreign and domestic products. The City of Anderson is located midway between Los Angeles and Seattle and can receive and deliver goods to major deep-water and railway ports anywhere on the west coast in one day, using commercial trucks.

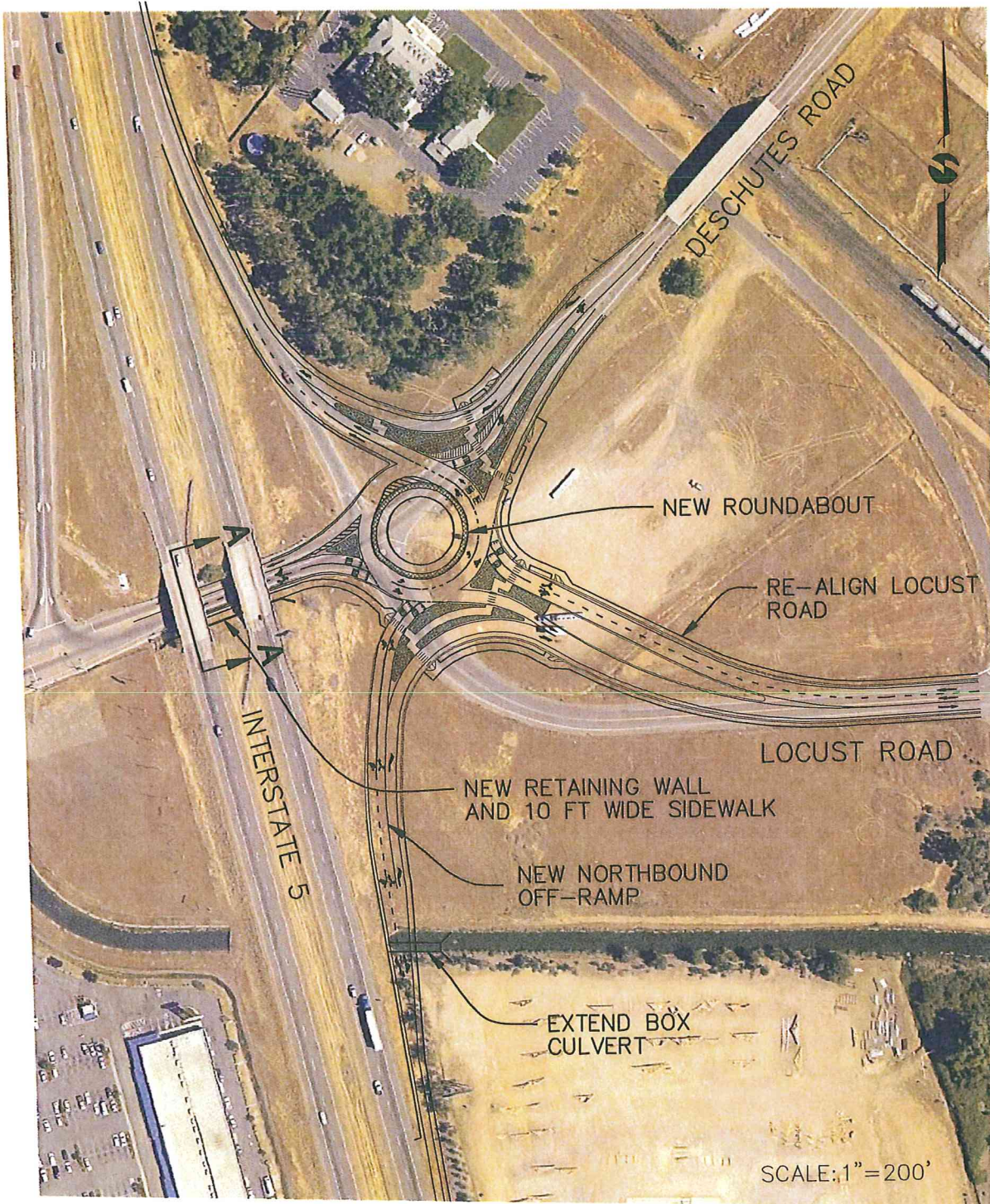
Sustainability – The project unlocks the potential for industrial and commercial development in a prime location on a major interstate freeway. The project helps to enhance the safety of drivers using the new intersection for nearby services or commuting to work. It provides an area for an aesthetic treatment, such as landscaping, at an important City gateway. Installation of a roundabout eliminates the need to use local roads to approach I-5 at another interchange or double-back to get to the west side. Vehicle miles traveled are reduced, and the roundabout helps to reduce greenhouse gasses, fuel consumptions, and electricity usage required if a traffic signal were installed. Vehicles using controlled intersections generate 30-50% more carbon emissions than when traveling through roundabouts.

¹ Job creation estimates are derived from the development scenarios contained in the “Existing and Forecasted Daily and Peak Hour Traffic Volumes and Resulting Traffic Operations Analysis” and information contained in the “ITE Trip Generation Manual (8th Edition)”.



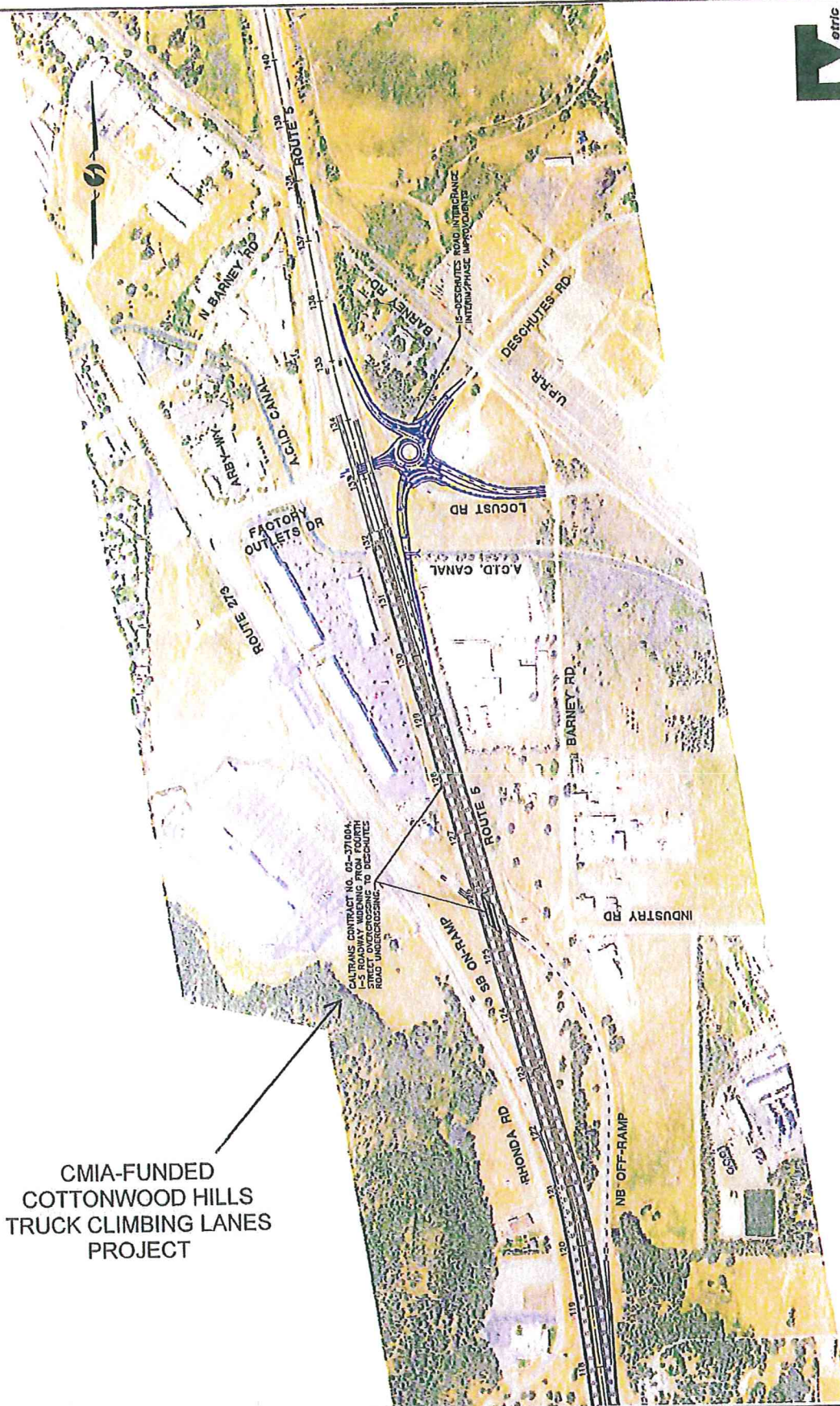
I-5/DESCHUTES RD INTERCHANGE IMPROVEMENTS

LOCATION AND VICINITY MAPS



I-5/DESCHUTES RD INTERCHANGE IMPROVEMENTS

SITE PLAN



CMIA-FUNDED
COTTONWOOD HILLS
TRUCK CLIMBING LANES
PROJECT

EX
1-1

DATE	11/20/03
BY	11/20/03
CHKD	11/20/03
APPD	11/20/03
REV	11/20/03
DATE	11/20/03
BY	11/20/03
CHKD	11/20/03
APPD	11/20/03
REV	11/20/03

INTERIM PROJECT PHASE IMPROVEMENTS
DESCHUTES RD/ROUTE 5 I/C
02-Sha-5 - KP 6.9 (PM 4.3)
CITY OF ANDERSON, CALIFORNIA

omni-means
ENGINEERS PLANNERS
143 Fourth St., P.O.
Box 100, Anderson, CA 95621
(408) 751-2111

- ☐ PRELIMINARY
- ☐ APPROVED
- ☐ REVISED
- ☐ CANCELLED
- ☐ REVISION

REVISIONS		
NO.	DESCRIPTION	DATE

ORDINANCE No. 737

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANDERSON
AMENDING DEVELOPMENT IMPACT FEES
TO FUND IMPROVEMENTS TO THE INTERCHANGE OF INTERSTATE 5 AND DESCHUTES ROAD**

WHEREAS, on May 3, 2005, pursuant to California Government Code Section 66484 and Chapter 15.40 of the Anderson Municipal Code, and, consistent with the General Plan, to provide for improved traffic circulation and additional traffic carrying capacity required to support the development of new housing and other new construction, the Anderson City Council enacted a new development impact fee in order to fund the construction of Phase I of planned improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5; and

WHEREAS, said Phase I fee was based upon the nexus analysis in a report entitled "I/5 Deschutes Interchange Fee Program – Revised Nexus Analysis" and dated January 26, 2005, which was accepted by the Anderson City Council; and

WHEREAS, on June 30, 2005, the Third District Court of Appeals, in the case Anderson First Coalition vs. City of Anderson, determined that to address cumulative traffic impacts of the Anderson Marketplace Project together with foreseeable other area development, that the Anderson Marketplace Project must contribute its proportionate share of both Phase I and Phase II interchange improvements, and further directed that the City insure that there be a "reasonable, enforceable plan or program" to construct both the Phase I and Phase II interchange improvements; and

WHEREAS, in response to this court decision, on November 1, 2005, the City Council adopted Resolution No. 05-70, which, in part, directed staff to "initiate the process (including public notices and hearings) needed to amend or supplement Ordinance 732 to require that the traffic impact fees previously adopted by the City be increased within the adopted zone of benefit to encompass the anticipated costs for completing the Phase II improvements at the Interstate 5 and Deschutes/Factory Outlet Drive interchange" such that the Council could consider increasing the adopted Phase I interchange fee to additionally include a fee sufficient to fund Phase II; and

WHEREAS, in response to this directive, the City Clerk mailed the required public hearing notice of the proposed fee increase on November 7, 2005, to each property owner within the adopted Zone of Benefit and to each property owner within three hundred feet of the adopted Zone of Benefit, as well as noticed the proposed fee increase in the *Valley Post*, a newspaper of general circulation, by a quarter-page display ad published on November 9, 2005, such notices being provided at least ten days prior to the public hearing; and

WHEREAS, the City Council conducted the required public hearing on December 6, 2005, and, at the conclusion of the public hearing, the City Council determined that it had received protests in an insufficient number required by law to cause the mandatory abandonment of the fee increase proposal; and

WHEREAS, the City Council of the City of Anderson determines that the construction of the Phase II improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5 cannot proceed as planned without the adoption of the recommended increase in development impact fees, said fee increase for Phase II improvements being based upon the report entitled "I/5 Deschutes Interchange Fee Program – Revised Nexus Analysis" and dated January 26, 2005.

NOW, THEREFORE, the City Council of the City of Anderson ordains as follows:

Section 15.40.130 of the Anderson Municipal Code is amended to read as follows:

Section 15.40.130 Traffic mitigation fee per equivalent dwelling unit.

The Development Impact Fee for the I-5/Deschutes Interchange Zone of Benefit as defined in Section 15.40.080, shall be one thousand three hundred sixty-seven dollars per EDU.

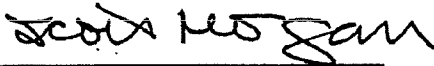
The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Anderson held on December 6, 2005, and adopted at a regular meeting of the City Council of the City of Anderson held on December 20, 2005, by the following vote:

AYES: Councilmembers Schaefer, Connick, Burnett, Webster, and Mayor Baugh
NOES: None
ABSENT: None
ABSTAIN: None



Les Baugh, Mayor of the City of Anderson

ATTEST:



Scott Morgan, City Clerk

ORDINANCE NO. 732

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANDERSON
ADOPTING A ZONE OF BENEFIT AND DEVELOPMENT IMPACT FEES
TO FUND IMPROVEMENTS TO THE INTERCHANGE OF INTERSTATE 5 AND DESCHUTES ROAD**

WHEREAS, pursuant to California Government Code Section 66484 and Chapter 15.40 of the Anderson Municipal Code, and, consistent with the General Plan, to provide for improved traffic circulation and additional traffic carrying capacity required to support the development of new housing and other new construction, the Anderson City Council desires to enact a new development impact fee in order to fund the construction of planned improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5; and

WHEREAS, the City has engaged a qualified traffic engineering firm, Omni-Means Engineers and Planners of Roseville, California, to prepare the required nexus analysis for the City Council to establish a Zone of Benefit and to enact the new traffic mitigation development fees; and

WHEREAS, Omni-Means has completed the required nexus analysis in a report entitled "I-5/Deschutes Interchange Fee Program – Revised Nexus Analysis" and dated January 26, 2005, a copy of which was presented to, and now accepted by, the Anderson City Council; and

WHEREAS, the City Council finds that the required public hearing notice was properly mailed on March 31, 2005, to each property owner within the proposed Zone of Benefit and to each property owner within three hundred feet of the proposed Zone of Benefit, as well as noticed in the *Valley Post*, a newspaper of general circulation, by a quarter-page display ad published on April 5, 2005, such notices being provided at least ten days prior to the public hearing; and

WHEREAS, the City Council conducted the required public hearing on April 19, 2005, and, at the conclusion of the public hearing, the City Council determined that it had received protests in an insufficient number required by law to cause the mandatory abandonment of the proposal; and

WHEREAS, the City Council of the City of Anderson determines that the construction of the needed improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5 cannot proceed as planned without the adoption of the recommended Zone of Benefit and recommended development impact fees.

NOW, THEREFORE, the City Council of the City of Anderson ordains as follows:

The following sections are added to Chapter 15.40 of the Anderson Municipal Code to read:

Section 15.40.080 Interstate 5/Deschutes Interchange Zone of Benefit.

Pursuant to this chapter, the city council establishes a 632-acre Zone of Benefit for the area defined in the "I-5/Deschutes Interchange Fee Program - Revised Traffic Nexus Analysis" dated January 26, 2005, prepared by Omni-Means Engineers and Planners, and on file in the office of the city clerk. A map depicting the Zone of Benefit is attached hereto as "Exhibit A", and made a part hereof.

Section 15.40.090 Definitions.

For the purposes of Sections 15.40.080, 15.40.100, 15.40.110, 15.40.120, 15.40.130, 15.40.140, 15.40.150, 15.40.160, and 15.40.170, the following words are defined as follows:

A. "Building Permit" means the permit issued or required by the City for the construction of any structure pursuant to and as defined by the Building Code.

B. "Department" means the Department of Public Works.

C. "Director" means the Director of the Department.

E. "Equivalent Dwelling Units" or "EDU" means the number of single family dwellings to which a particular type of development or use is equivalent in terms of expected or estimated p.m. peak hour traffic impact.

F. "Equivalent Dwelling Unit Rates" or "EDU Rates" means multiplication factors used to convert a particular type of development or use to Equivalent Dwelling Units (EDUs). These factors shall be expressed as the number of EDUs per unit of a particular use.

G. "Improvement Plan" means a site plan of property proposed for development showing all required improvements that must be approved by the City prior to the issuance of a Building Permit for the property.

H. "Fee", "Traffic Mitigation Fee", or "Development Impact Fee" means the fee imposed to mitigate the traffic impacts of developments within the Zone of Benefit defined in Section 15.40.080 on the Interstate 5/Deschutes Road Interchange. The Fee shall be collected prior to the approval and issuance of any Building Permit, or as provided otherwise in this chapter.

Section 15.40.100 Establishment and administration of capitol improvement funds.

The Finance Director is directed to establish a special interest-bearing fund entitled "I-5/Deschutes Offramp/Roundabout Capital Improvement Fund". All fees collected pursuant to Sections 15.40.130, 15.40.140 and 15.40.170 of this chapter shall be deposited in this account and expended solely to finance the improvements described in the report entitled "I-5/Deschutes Interchange Fee Program - Revised Traffic Nexus Analysis" dated January 26, 2005, and on file in the office of the city clerk.

Section 15.40.110 Payment of traffic mitigation fee.

Except as otherwise provided by this chapter, Fees imposed pursuant to this chapter shall be paid upon the issuance of any building permit for any development, project or building.

Section 15.40.120 Payment of traffic mitigation fee where building permits are not issued by the city.

Where building permits are issued by an agency other than the city, Fees imposed pursuant to this chapter shall be paid at or prior to a request for electric, water or sewer service, whichever is first. The Fees shall be calculated in the same manner as any other Fee imposed pursuant to this chapter.

Section 15.40.130 Traffic mitigation fee per equivalent dwelling unit.

Effective August 1, 2005, the Development Impact Fee for the I-5/Deschutes Interchange Zone of Benefit as defined in Section 15.40.080, shall be six hundred fifty-six dollars per EDU.

Section 15.40.140 Determination of EDU rates and total fees.

The Director shall determine EDU rates for any development, project or building for which a Building Permit is issued. EDU rates shall be based on the actual use proposed and shall consider trip generation and any other information deemed pertinent by the Director. The rates shall be determined using generally accepted engineering practice and the best available information. The total

Fees charged shall be determined by the Director and calculated by multiplying the EDU rate for the particular use by the number of units or size of the development, project or building.

Section 15.40.150 Existing development.

No Fee shall be charged for already existing development or for projects which rebuild or remodel without increasing the trips generated, except as provided in this section.

A. Where the development or project changes to a different land use, it shall be charged the appropriate Fee as provided by Sections 15.40.130, 15.40.140, and 15.40.170 less any amount previously paid pursuant to this chapter.

B. Where the development or project expands or remodels the same land use, it shall be charged the appropriate Fee as provided by Sections 15.40.130, 15.40.140, and 15.40.170; provided, however, that the Fee shall be calculated only as to that portion of the development or project which is expanded or remodeled. Where the Fee is calculated based upon the number of dwelling units, no fee shall be charged unless at least one additional dwelling unit is added.

Section 15.40.160 Fee adjustments.

A. A developer of any project subject to the Fee defined in Section 15.40.090(H) may apply to the Director for a reduction or adjustment to the Fee based upon the absence of any reasonable relationship or nexus between the impacts of the project and either the amount of the fee or the facilities to be financed by the fee. The application shall be made in writing and filed with the Director not later than twenty calendar days after notification of the amount of the Fee. The application shall state in detail the factual basis for the claim of reduction or adjustment and the amount of the proposed reduction or adjustment. The Director shall consider the application and render his decision in writing not later than forty-five calendar days after the filing of the Fee adjustment request. Any person aggrieved by the decision of the director may, within twenty calendar days thereafter, appeal the decision in writing to the city council by filing an appeal with the city clerk. The city council shall consider such appeals within forty-five calendar days after filing. The decision of the city council shall be final. No Building Permit shall be issued for the project until the final decision pursuant to this section has been made. No application for a project shall be considered final or complete for purposes of the Permit Streamlining Act (Government Code Section 65920, et seq.), or any other purpose, until a final decision pursuant to this section has been made.

B. Notwithstanding the provisions of subsection A, a project proponent or applicant may pay the Fee "under protest" and receive a Building Permit; provided, however that the application for reduction or adjustment shall thereafter be filed within ten calendar days or any objection shall be deemed waived. If a reduction or adjustment is received after payment pursuant this subsection is made, a refund to the applicant shall be made of that amount by which the Fee is reduced or adjusted.

C. The project proponent or applicant applying for a reduction or adjustment shall have the burden of proof, by a preponderance of the evidence, that a reasonable relationship or nexus is lacking between the Fee, or the facilities to be financed by the Fee, and the particular project.

D. In the event of any reduction or adjustment in the Fee granted pursuant to this section, any later change in the use, zoning, or land use designation for the property involved shall subject the then owner to payment of the then applicable Fee for such new uses, zoning, or land use designation, whether or not a Building Permit is required.

Section 15.40.170 Inflationary adjustments.

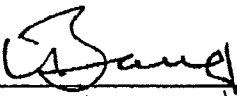
Commencing August 1, 2006, and annually thereafter, the amount of the Fee established in Section 15.40.130 shall automatically adjust on August 1 of each calendar year by a percentage equal to the percentage change in the Engineering News Record ENR.com construction cost index from the index for February of the preceding calendar year to the index for February of the adjustment year.

Section 15.40.180 Chapter is severable.

If any provision of this chapter or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this chapter which can be given effect without the invalid provisions or its application, and to this end the provisions of this chapter are severable.

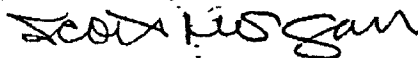
The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Anderson held on April 19, 2005, and adopted at a regular meeting of the City Council of the City of Anderson held on May 3, 2005, by the following vote:

AYES: Councilmembers Webster, Connick, Burnett, Schaefer and Mayor Baugh
NOES: None
ABSENT: None
ABSTAIN: None



Les Baugh, Mayor of the City of Anderson

ATTEST:



Scott Morgan, City Clerk

(old TIF)

ORDINANCE NO. 635

**AN ORDINANCE OF THE SHASTA COUNTY BOARD OF SUPERVISORS
ADOPTING A ZONE OF BENEFIT AND DEVELOPMENT IMPACT FEES
TO FUND IMPROVEMENTS TO THE INTERCHANGE OF INTERSTATE 5 AND DESCHUTES ROAD**

WHEREAS, pursuant to California Government Code Section 66484 and Chapter 15.24 of the Shasta County Code, and, consistent with the General Plan, to provide for improved traffic circulation and additional traffic carrying capacity required to support the development of new housing and other new construction, the Shasta County Board of Supervisors desires to enact a new development impact fee in order to fund the construction of planned improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5; and

WHEREAS, the County has engaged a qualified traffic engineering firm, Omni-Means Engineers and Planners of Roseville, California, to prepare the required nexus analysis for the Board of Supervisors to establish a Zone of Benefit and to enact the new traffic mitigation development fees; and

WHEREAS, Omni-Means Engineers and Planners has completed the required nexus analysis in a report entitled "I/5 Deschutes Interchange Fee Program – Revised Nexus Analysis" and dated January 26, 2005, a copy of which is on file in the office of the Department of Public Works; and

WHEREAS, the Board of Supervisors finds that the required public hearing notice was properly mailed on March 31, 2005, to each property owner within the proposed Zone of Benefit and to each property owner within three hundred feet of the proposed Zone of Benefit, as well as noticed in the *Valley Post*, a newspaper of general circulation, by a quarter-page display ad published on April 5, 2005, such notices being provided at least ten days prior to the public hearing; and

WHEREAS, the Board of Supervisors conducted the required public hearing on April 26, 2005, and, at the conclusion of the public hearing, the Board of Supervisors determined that it had received protests in an insufficient number required by law to cause the mandatory abandonment of the proposal; and

WHEREAS, the Board of Supervisors of the County of Shasta determines that the construction of the needed improvements to the Deschutes/Factory Outlets Drive Interchange with Interstate 5 cannot proceed as planned without the adoption of the recommended Zone of Benefit and recommended development impact fees.

NOW, THEREFORE, the Board of Supervisors of the County of Shasta ordains as follows:

Section 1. Interstate 5/Deschutes Interchange Zone of Benefit.

The Board of Supervisors establishes a 632-acre Zone of Benefit for the area defined in the "I-5/Deschutes Interchange Fee Program - Revised Traffic Nexus Analysis" dated January 26, 2005, prepared by Omni-Means Engineers and Planners, and on file in the office of the Department of Public Works. A map depicting the Zone of Benefit is attached hereto as "Exhibit A", and made a part hereof.

Section 2. Definitions.

For the purposes of Sections 1 through 11, the following words are defined as follows:

- A. "Building Permit" means the permit issued or required by the County for the construction of any structure pursuant to and as defined by the Building Code.
- B. "Department" means the Department of Public Works.
- C. "Director" means the Public Works Director.
- D. "Equivalent Dwelling Units" or "EDU" means the number of single family dwellings to which a particular type of development or use is equivalent in terms of expected or estimated p.m. peak hour traffic impact.
- E. "Equivalent Dwelling Unit Rates" or "EDU Rates" means multiplication factors used to convert a particular type of development or use to Equivalent Dwelling Units (EDUs). These factors shall be expressed as the number of EDUs per unit of a particular use.
- F. "Improvement Plan" means a site plan of property proposed for development showing all required improvements that must be approved by the County prior to the issuance of a Building Permit for the property.
- G. "Fee", "Traffic Mitigation Fee", or "Development Impact Fee" means the fee imposed to mitigate the traffic impacts of developments within the Zone of Benefit defined in Section 1 on the Interstate 5/Deschutes Road Interchange. The Fee shall be collected prior to the approval and issuance of any Building Permit, or as provided otherwise in this ordinance.

Section 3. Establishment and administration of capital improvement funds.

The Director is directed to establish a special interest-bearing fund entitled "I-5/Deschutes Offramp/Roundabout Capital Improvement Fund". All fees collected pursuant to this Ordinance shall be deposited in this account and expended solely to finance the improvements described in the report entitled "I-5/Deschutes Interchange Fee Program - Revised Traffic Nexus Analysis" dated January 26, 2005, and on file in the office of the Department of Public Works.

Section 4. Payment of traffic mitigation fee.

Except as otherwise provided by this ordinance, Fees imposed pursuant to this ordinance shall be paid upon the issuance of any building permit for any development, project or building.

This ordinance is intended to fund specific improvements to the I-5/Deschutes Road Interchange and does not supersede or replace the existing Shasta County Major Road Impact Fee for the South Central Regional Area adopted by the Board of Supervisors on June 4, 1991.

Section 5. Payment of traffic mitigation fee where building permits are not issued by the County.

Where building permits are issued by an agency other than the County, Fees imposed pursuant to this ordinance shall be paid at or prior to a request for electric, water or sewer service, whichever is first. The Fees shall be calculated in the same manner as any other Fee imposed pursuant to this ordinance.

Section 6. Traffic mitigation fee per equivalent dwelling unit.

Effective on June 1, 2005, the Development Impact Fee for the I-5/Deschutes Interchange Zone of Benefit as defined in Section 1, shall be six hundred fifty-six dollars per EDU.

Section 7. Determination of EDU rates and total fees.

The Director shall determine EDU rates for any development, project or building for which a Building Permit is issued. EDU rates shall be based on the actual use proposed and shall consider trip generation and any other information deemed pertinent by the Director. The rates shall be determined using generally accepted engineering practice and the best available information. The total Fees charged shall be determined by the Director and calculated by multiplying the EDU rate for the particular use by the number of units or size of the development, project or building.

Section 8. Existing development.

No Fee shall be charged for already existing development or for projects which rebuild or remodel without increasing the trips generated, except as provided in this section.

A. Where the development or project changes to a different land use, it shall be charged the appropriate Fee as provided by Sections 6, 7, and 10, less any amount previously paid pursuant to this ordinance.

B. Where the development or project expands or remodels the same land use, it shall be charged the appropriate Fee as provided by Sections 6, 7, and 10; provided, however, that the Fee shall be calculated only as to that portion of the development or project which is expanded or remodeled. Where the Fee is calculated based upon the number of dwelling units, no fee shall be charged unless at least one additional dwelling unit is added.

Section 9. Fee adjustments.

A. A developer of any project subject to the Fee defined in Section 2(H) may apply to the Director for a reduction or adjustment to the Fee based upon the absence of any reasonable relationship or nexus between the impacts of the project and either the amount of the fee or the facilities to be financed by the fee. The application shall be made in writing and filed with the Director not later than twenty calendar days after notification of the amount of the Fee. The application shall state in detail the factual basis for the claim of reduction or adjustment and the amount of the proposed reduction or adjustment. The Director shall consider the application and render his decision in writing not later than forty-five calendar days after the filing of the Fee adjustment request. Any person aggrieved by the decision of the Director may, within twenty calendar days thereafter, appeal the decision in writing to the Board of Supervisors by filing an appeal with the Clerk of the Board of Supervisors. The Board of Supervisors shall consider such appeals within forty-five calendar days after filing. The decision of the Board of Supervisors shall be final. No Building Permit shall be issued for the project until the final decision pursuant to this section has been made. No application for a project shall be considered final or complete for purposes of the Permit Streamlining Act (Government Code Section 65920, et seq.), or any other purpose, until a final decision pursuant to this section has been made.

B. Notwithstanding the provisions of subsection A, a project proponent or applicant may pay the Fee "under protest" and receive a Building Permit; provided, however that the application for reduction or adjustment shall thereafter be filed within ten calendar days or any objection shall be deemed waived. If a reduction or adjustment is received after payment pursuant this subsection is made, a refund to the applicant shall be made of that amount by which the Fee is reduced or adjusted.

C. The project proponent or applicant applying for a reduction or adjustment shall have the burden of proof, by a preponderance of the evidence, that a reasonable relationship or nexus is lacking between the Fee, or the facilities to be financed by the Fee, and the particular project.

D. In the event of any reduction or adjustment in the Fee granted pursuant to this section, any later change in the use, zoning, or land use designation for the property involved

shall subject the then owner to payment of the then applicable Fee for such new uses, zoning, or land use designation, whether or not a Building Permit is required.

Section 10. Inflationary adjustments.

Commencing August 1, 2006, and annually thereafter, the amount of the Fee established in Section 6 shall automatically adjust on August 1 of each calendar year by a percentage equal to the percentage change in the Engineering News Record ENR.com construction cost index from the index for February of the preceding calendar year to the index for February of the adjustment year.

Section 11. Ordinance is severable.

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provisions or its application, and to this end the provisions of this ordinance are severable.

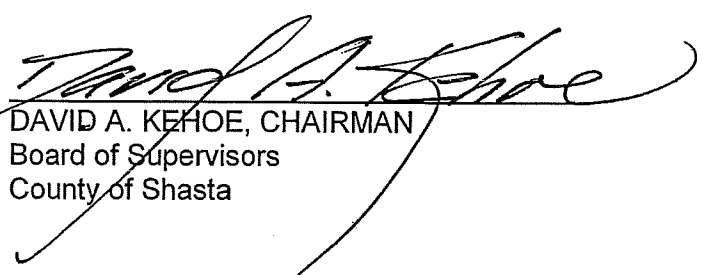
The foregoing ordinance was introduced at a regular meeting of the Board of Supervisors of the County of Shasta held on April 26, 2005, and adopted at a regular meeting of the Board of Supervisors held on May 10, 2005, by the following vote:

AYES: Supervisors Hartman, Clarke, Kehoe, Cibula, and Hawes

NOES: None

ABSENT: None

ABSTAIN: None


DAVID A. KEHOE, CHAIRMAN
Board of Supervisors
County of Shasta

ATTEST:

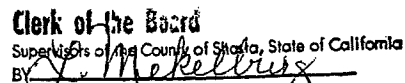
H. DOUGLAS LATIMER
Clerk of the Board of Supervisors

By


Deputy

**This instrument is a correct copy
of the original on file in this office.**

ATTEST: MAY 17 2005

Clerk of the Board
Supervisors of the County of Shasta, State of California
BY 





Shasta County

ADMINISTRATIVE OFFICE

LAWRENCE G. LEES
COUNTY ADMINISTRATIVE OFFICER

1450 COURT ST., SUITE 308A
REDDING, CALIFORNIA 96001-1673
VOICE - (530) 225-5561
(NORTH STATE) - (800) 479-8009
FAX - 229-8238

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

As County Administrative Officer for Shasta County, I am 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.

As you know, for many years the economy of Shasta County benefited from the timber, paper products, and lumber industry which were primarily concentrated in the southeast Anderson area. Historically, these industries provided some of the area's best jobs. However, over the past 20 years, most of these industries have closed down.

As a result of commitments made in adopting the Southeast Anderson Development Feasibility Study in 2004, the Shasta County Board of Supervisors and Anderson City Council both determined to proceed with five concrete steps to prepare anew the Southeast Anderson Industrial Area, which is primarily within the unincorporated area of Shasta County, for development into a new kind of industrial job center. Our mutual goal is to replace the number of lost manufacturing jobs that had once been here when forest products-related industries employed more than 2,000 workers within the planning area. The very first project on that five-part mutually-adopted list of priorities is to improve the capacity of the Deschutes Interchange with Interstate 5.

Page 2

The Honorable Wally Herger

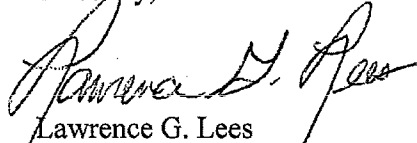
April 23, 2009

Since then, the City Council and Board of Supervisors have adopted a joint development impact fee program within the area that has collected enough funds to complete the environmental documentation and project engineering for constructing the east side improvements.

Congressman Herger, as you are aware, 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 manufactures and businesses to move to our region. The Deschutes Interchange Project will greatly improve our region's ability to attract new industry, diversify our local economy, and generate long-term private sector jobs and investments.

In summary, Shasta County strongly supports the development of the Southeast Anderson Industrial Area and its linchpin infrastructure improvement – the Deschutes Interchange with Interstate 5, and we encourage you to support the City of Anderson's request for High Priority Project funding for constructing the first phase of the interchange project.

Sincerely,



Lawrence G. Lees
County Administrative Officer

SM:LGL/rbhl



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

A handwritten signature in blue ink, appearing to read "Robert Nash".

Executive Officer



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,

A handwritten signature in black ink, appearing to read "Greg O'Sullivan", with a stylized flourish at the end.

Greg O'Sullivan
President

labor
economics



Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5661 • FAX (530)225-5667
E-Mail scrtpa@snowcrest.net • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

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 FOR CITY OF ANDERSON REQUEST FOR SAFETEA-LU FUNDING
FOR INTERSTATE 5/DESCHUTES INTERCHANGE IMPROVEMENT PROJECT

Dear Congressman Herger:

Please accept this letter of support on behalf of the City of Anderson's SAFETEA-LU funding request for improvements at the Interstate 5/Deschutes Road interchange.

Proposed improvements are included in the Regional Transportation Plan and are ready for construction. The Interstate 5/Deschutes Road interchange is a critical component within a larger set of planned regional transportation infrastructure improvements.

The project will compliment the Interstate 5 mainline improvements for which the Regional Transportation Planning Agency is also seeking High Priority Project funding.

Your assistance including the Interstate 5/Deschutes Road Interchange as a High Priority Project in the upcoming SAFTE-LU reauthorization legislation is greatly appreciated.

Sincerely,

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

DSL/jac



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

August 4, 2010

RMS 010024

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

Subject: State-Local Partnership Planning (SLPP) funding – I-5/Deschutes Road Interchange Improvements

Dear Ms. Rhinehart:

The Shasta County Regional Transportation Planning Agency (RTPA) submits this letter in support of SLPP funding for improvement to the existing half-diamond interchange on Interstate 5 at Deschutes Road. This is an important regional project that is the result of collaboration between Caltrans, the RTPA, the City of Anderson, and FHWA. It serves the core business area of Anderson. It is included in the Shasta County 2010 Regional Transportation Plan.

The \$1 million requested by the City of Anderson will complement a funding package for improvement to mainline Interstate 5. Please consider this request for much needed funding for this multijurisdictional project.

Sincerely,

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

DSL/JRB/jac

c: Dana Shigley, City Manager, City of Anderson



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

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