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Shasta County
Regional Transportation
Planning Agency

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

Daniel S. Little, Executive Director

April 21, 2011

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

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

Ms. Rhinehart:

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

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

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

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

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

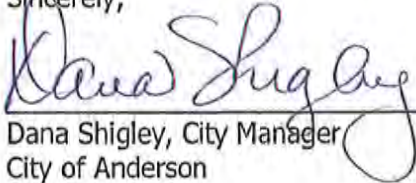
The City of Anderson and the Shasta County RTPA recognize the value of partnerships with Caltrans and the Commission. I-5 interchange improvements need to be considered in concert with mainline needs. To this end, Anderson is committed to mitigating I-5 mainline impacts resulting from new development.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


We have attached:

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

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

Sincerely,


Dana Shigley, City Manager
City of Anderson


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

DSL/JRB/jac

Attachments

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



Shasta County

Regional Transportation
Planning Agency

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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

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

OFFICE OF THE DISTRICT DIRECTOR

1657 Riverside Drive (96001)

P. O. BOX 496073

REDDING, CA 96049-6073

PHONE (530) 225-3477

FAX (530) 225-2459

TTY 711

*Flex your power!
Be energy efficient!*

March 25, 2011

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

Dear Ms. Rhinehart:

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

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

Sincerely,

A handwritten signature in black ink that reads "John Bulinski".

JOHN BULINSKI
District Director

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



Shasta County

ADMINISTRATIVE OFFICE

LAWRENCE G. LEES
COUNTY ADMINISTRATIVE OFFICER

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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.

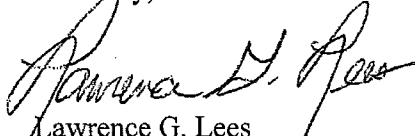
Page 2
The Honorable Wally Herger
April 23, 2009

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.

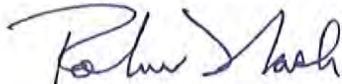
Superior California Economic Development has been collaborating with the Shasta County Economic Development Corporation, City of Anderson and Shasta County in the efforts to work with the current landowners in the project area (Roseburg Forest Products and Winnemucca Land Company) in an effort to offer 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



Executive Officer



EDC

Economic Development Corporation
of Shasta County

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REDDING, CALIFORNIA 96002-0164
800.207.4278
(T) 530.224.4920
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www.shastaedc.org

April 23, 2009

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

Dear Congressman Herger:

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

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

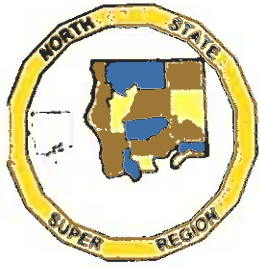
The EDC has been working with the City of Anderson, Shasta County, and landowners in the area (Roseburg Forest Products and Winnemucca Land Company) to offer these large parcels for new industry. The highway access and traffic flow has been a major concern to companies and industry considering expanding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

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

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

Sincerely,

Greg O'Sullivan
President



North State Super Region

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(530) 225-5654 nssr16@gmail.com
www.superregion.org
Dan Landon, 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.

John Mannle
Plumas County Transportation Comm.

October 20, 2011

United States Department of Transportation
Office of the Secretary
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: 16-County Support for Interchange Improvements at I-5 and
Deschutes Road in Shasta County, California

Dear Department of Transportation:

The Shasta County Regional Transportation Planning Agency and the City of Anderson have partnered for a TIGER 3 National Infrastructure Investments project on Interstate 5 at the Deschutes Road Interchange.

The Deschutes Road Interchange serves a major interregional retail and industrial center. The interchange was built at the same time as Interstate 5 but lacks a northbound off-ramp. This lack of access is a major impediment to further development and redevelopment of prime industrial land that would aid this economically distressed community. This \$7.285 million project would construct the northbound off-ramp and a modern roundabout at Deschutes Road. The City of Anderson is ready to begin construction next spring.

The North State Super Region (NSSR) has reviewed TIGER 3 projects submitted by its regional agency members and this is one of several applications being supported by the NSSR. The endorsement of this regional agency application is in no way intended to diminish other TIGER 3 applications that may be submitted by agencies within the NSSR area.

The NSSR represents all 16 regions north of the San Francisco and Sacramento regions, comprising 26% of California's land area and 37% of its state and federal roads. The primary focus of the NSSR is to support economic development, access, and efficient goods movement through strategic transportation network investments. The Deschutes Road Interchange will help the NSSR meet these goals and promote geographic equity. We urge the Department of Transportation to recognize the collaborative efforts of the NSSR and select this project for funding.

Sincerely,

Daniel Landon
Chair, North State Super Region