



Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL)



Shasta County, Northern California, Congressional District 1
Highway, Structure and Rail Capital Project: Rural Area
TIGER Request: \$25,000,000
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I. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The California Department of Transportation (Caltrans), in coordination with Shasta Regional Transportation Agency (SRTA), a Metropolitan Planning Organization (MPO); County of Shasta, and the cities of Redding, Shasta Lake, and Anderson are pleased to present the 'Interstate 5 Union Pacific Redding to Anderson Six-Lane Project' (I-5 UP RASL Project) for consideration under the TIGER Program. The project's major components are as follows:

- 1) Replace the South Anderson Overhead, where the Union Pacific (UP) Railroad passes under Interstate 5 (I-5);
- 2) Widen three I-5 bridge decks and one culvert;
- 3) Add an additional northbound and southbound lane on I-5, within the existing median right of way, for 3.2 miles between the cities of Redding and Anderson in Northern California.

Additional elements include intelligent transportation systems (ITS), electrical infrastructure, safety enhancements, and signage.

Each day, over 7,800 heavy trucks, 20,000 light vehicles, 1,500 rail freight cars, and two Amtrak trains pass through this I-5/UP intersect¹. Traffic at the South Anderson Overhead structure, which consists of commuters, interregional travelers, local and long-haul trucks, rail freight, and passenger rail, is projected to increase across all travel modes by approximately 50% in 20 years². The current South Anderson Overhead does not meet minimum vertical and horizontal clearance requirements.

The total rural project cost is \$108,215,000. A state and local share of \$80,608,000 (74%) has been assembled in partnership with the State of California, Shasta Regional Transportation Agency (SRTA/MPO), City of Anderson, and Shasta County. The TIGER request is for \$25,000,000, or 23% of the project cost.

As the project is on the federal interstate system, a TIGER funding award to the I-5 UP RASL Project will be delivered through Caltrans. In partnership with local agencies, Caltrans has successfully delivered several similar projects on time and under budget, including recent interstate widening projects immediately north and south of the project.

The project enjoys wide-spread support from diverse interests with no known opposition. Eighteen letters of support to Secretary Chao are attached³, including letters from prior TIGER applications and several updated letters from key project partners. A summary listing of supporters is included on Page 29. Copies of all support letters are included in the TIGER

¹ SRTA, from the Shasta Regional Travel Demand Model, 2014

² SRTA, from the Shasta Regional Travel Demand Model, 2014

³ See TIGER Attachment "Letters of Support"

Attachment “Letters of Support”. State and local support is emphasized by partnership financial commitments for more than three quarters of the project need.

Project Location

Interstate 5 Union Pacific Redding to Anderson Six-Lane Project



B. TRANSPORTATION CHALLENGES AND HOW THE PROJECT WILL ADDRESS THESE CHALLENGES

Interstate 5 in the Shasta Region is vital for goods movement and is without preferable alternate routes – The strategic value of rural interstate corridors for goods movement and the economy is often overlooked or underestimated. Yet these seemingly invisible network pieces are no less important to the overall health and function of the system.

Interstate 5 in Northern California is one of these critical but overlooked segments. This portion of I-5 was planned, designed, and built in the 1960s. This segment includes the South Anderson Overhead, which has aged beyond its design life and is sub-standard with the surrounding transportation network and land uses. The I-5 corridor is flanked on the east and west by mountain ranges, with alternative routes not being preferable for the growing number of trucks and vehicles using I-5. At the project site, existing on/off ramps and local streets and roads do not offer desirable detours for I-5 in the event of storm damage, natural disasters, structure failure, motor vehicle accidents, train derailments, and other such events.

The threat and impact to goods movement and the economy is no less dire for freight rail intersecting the project site. A train derailment or protruding item from a rail car may potentially compromise the South Anderson Overhead due to sub-standard clearance and no protection against a derailment event. Whether a train derailment or a truck-related event, the west coast interstate and freight rail corridor connecting all west coast states could be disrupted in an instant.

This TIGER application presents a practical solution to meet the long-term needs of the region as well as the economic interests shared with state and federal partners. Where there is currently a bottleneck between six travel lanes to the north and south of the project, a TIGER grant would maintain six lanes through the City of Anderson. These improvements, in combination with a comprehensive interagency corridor management strategy, will effectively meet local travel and freight demand for the foreseeable future, and improve the operations of this vital transportation network.

Improvements to Interstate 5 in the Shasta Region cannot be realized without a fair-share federal funding contribution – Caltrans and the Shasta Region acknowledge the reliance on I-5 for local travel and commerce, and the obligation to maintain the corridor's long-term functionality. The I-5 UP RASL Project has been the region's long-standing number one priority, backed by local financial commitments. The region and state are 'all-in' with a combined non-federal share of 74%, or \$80,608,000. In addition, \$2,500,000 has been previously expended on project development to make this project TIGER ready. Support comes not only from governmental entities, state legislators, and U.S. Congressmen, but also from private industry, area employers, trade organizations, and economic development experts.

The Shasta Region is integral to freight movement, both regionally and interregionally; seeing the economic benefit and value of freight and goods movement on I-5 and utilizing the UP rail line. The UP RASL I-5 project, including a TIGER contribution, will provide a return of benefit to the residents along the I-5 corridor whom shoulder the environmental impacts and traffic congestion that currently exist without these needed improvements to the transportation system. This TIGER application addresses the funding gap and fair-share federal portion of the total project need. Without a fair-share contribution from federal partners, the project cannot be delivered. The high construction cost is more than the local agencies can fund alone. The project may take decades to come to fruition despite the sub-standard South Anderson Overhead and the many economic, environmental, and multi-modal benefits to the local communities and the North State. With so much local support, and funding to back it up, it is hoped that the TIGER program will be the financing capstone to this long-standing and well-documented need.

I-5 and the UP South Anderson Overhead are an obstacle to sustainable rural economic development in the Shasta Region – Regional partners representing both the public and private sector have worked tirelessly to lay the groundwork for new and expanding industry. In every instance, the region is focused on projects and programs that maximize economic throughput, preserve level of service, and maintain a state of good repair on the I-5 corridor. Though a critical piece of the solution, these efforts alone will not solve the problem.

The success of regional economic initiatives depends on the I-5 UP-RASL Project. The following planning studies and capital investments serve to document the need and underscore the strategic importance, economic centrality, and local priority of the facility:

- North State Transportation for Economic Development Study – Completed in 2013, the study identified the lack of an intermodal hub a primary economic disadvantage, with the project site being the optimal site for such a facility.
- Far-Northern California Consolidated Freight Hub Study – Completed in 2017, this study evaluated inefficiencies in the movement of food products in and out of the region, including the impact of deadheading and partial load shipments on the I-5 corridor.
- North State Connect Express Intercity Bus Service – A comprehensive business plan is currently in development. Previously completed analysis quantifies travel demand and the potential trip reduction on the I-5 corridor.
- Stillwater Business Park – The region's premier shovel-ready business park is located just north of the project location. Improvements on Knighton Road have been completed, and planning is underway for divergent diamond intersection at the Bonnyview Road interchange to support local commercial development and more direct access from I-5 to the business park. The City of Redding is submitting

another TIGER grant application for this project. In addition, Rancho Road, between I-5 and Mill Lane has been submitted for designation as a Critical Urban Freight Corridor as part of the statewide mileage allocation for federal freight funding eligibility.

- Anderson Industrial Park – City of Anderson recently annexed the adjacent industrial park, which features existing UP rail spur and adjacent biomass electric generation plant. Because it is located at the crossroads of north-south I-5, State Route (SR) 273, UP corridor and the east-west SR 299/44 corridor, the project site is ideally suited to serve as a multi-modal transportation hub for California’s North State economy.
- Deschutes Interchange and roundabout – Located adjacent to the project site on the east side of I-5, this project included a new northbound I-5 off ramp to Deschutes Road. The roundabout ensures traffic flow entering and exiting I-5 and was designed to support truck access to heavy industrial property annexed by the City of Anderson.

C. PROJECT HISTORY, INCLUDING PREVIOUSLY COMPLETED COMPONENTS –

The I-5 UP-RASL Project was identified in 2006 as a high-priority project during the ‘Fix 5’ planning process, which included extensive public engagement and coordination among jurisdictions touching a 62-mile stretch of I-5 in the counties of Shasta and Tehama. Since this time, a number of corridor improvements have been constructed with non-federal funds, including the I-5 South Redding Six Lane Project (just north of the project site); I-5 Deschutes Road off ramp and roundabout (located on the project site); and the Cottonwood Hills Truck Climbing Lane (located at the southern terminus of the project site).

This project is currently funded through design (plans, specifications and estimates). The planning and environmental phases are complete and were funded with local and SRTA’s State Transportation Improvement Program (STIP) funds. Likewise, SRTA’s STIP funds have funded the design and right of way activities currently in progress. The design, right of way and future construction costs are being funded in partnership through local contributions from the City of Anderson and Shasta County, , Shasta Regional Transportation Agency’s State Transportation Improvement Program-Regional Improvement Program (STIP-RIP), and State Highway Operation and Protection Program (SHOPP) funding and California Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP).

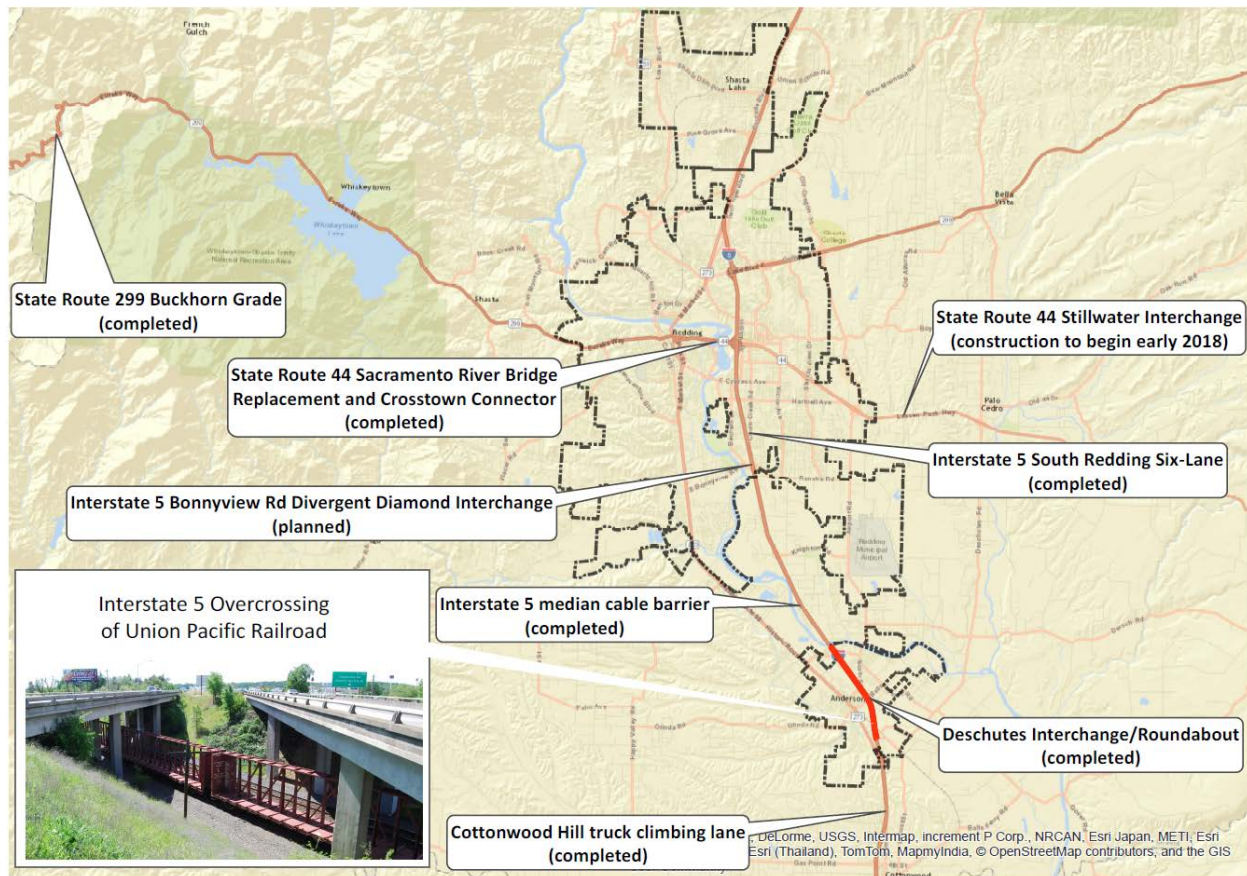
Past grant seeking efforts include: TIGER grant applications in 2014, 2015, and 2016 and FASTLANE consideration in 2016 and 2017.

D. *BROADER CONTEXT OF OTHER INFRASTRUCTURE IMPROVEMENTS –*

The I-5 UP-RASL Project is located at the epicenter of a larger set of improvements and part of a comprehensive corridor and network approach to mobility for people and freight. Complementary improvements that benefit from and add value to the I-5 UP-RASL Project include the following (See Project Map, Section II B).

Project Description	Scope and Significance
Deschutes Interchange/Roundabout (completed)	New northbound off ramp from I-5 to Deschutes and new roundabout. Provides enhanced access to industrial land at project site.
Cottonwood Hill truck climbing lane (completed)	I-5 six lanes immediately south of the project site.
I-5 South Redding Six-Lane (completed)	I-5 six lanes located north of the project site.
I-5 median cable barrier (completed)	Cable barrier in median effectively dissipates energy from vehicles and safeguards against head-on collisions.
State Route 299 Buckhorn Grade (completed)	Provides enhanced operations, STAA access, and safety for trips beginning/ending west of I-5.
State Route 44 Stillwater Interchange (construction to begin early 2018)	Provides enhanced operations, STAA access, and safety for trips beginning/ending east of I-5.
State Route 44 Sacramento River Bridge Replacement and Crosstown Connector – Dana to Downtown (completed)	Provides enhanced east-west operations and reduces merge conflicts where SR 299/44 intersects I-5.
I-5 Bonnyview Rd Interchange (planned)	Located just north of the project site, planning is currently underway improvements to the Bonnyview Rd interchange. One alternative, if selected would construct the first divergent diamond interchange in California's North State. The interchange will meet traffic demand generated by a new regional commercial center at the location, while ensuring traffic does not back up onto I-5.

Broader Context of Other Transportation Improvements Interstate 5 Union Pacific Redding to Anderson Six-Lane Project



E. HOW THE PROJECT WILL BENEFIT RURAL COMMUNITIES:

Rural Benefit #1: Improve jobs-housing balance – The I-5 UP-RASL Project is located as the southern gateway to the Redding metropolitan area. Closure of the local lumber mill resulted in the City of Anderson losing its economic and employment base. The community of over 10,000⁴ residents is now classified as an economically distressed community. For many residents, it is a bedroom community to the City of Redding, located 10 miles to the north. Daily peak hour traffic volumes on I-5 spike between the two communities as a result.

Additional jobs in the City of Anderson are needed to revive the local economy and reduce peak hour commute trips on I-5. The ‘North State Transportation for Economic Development Study’ (October 2013) and the ‘North State Consolidated Freight Study’ (October 2017) both pointed to transportation infrastructure as the primary obstacle to job creation at the City of Anderson’s recently annexed, shovel-ready industrial property. Although improvements have been made to

⁴ Attachment “Maps”, Map 4, Economically Distressed Area

Deschutes Road on the east side of I-5 (Deschutes Road roundabout), until the I-5 UP-RASL Project is completed, local circulation improvements on the west side of I-5 cannot be realized. Neither can efforts to add freight rail car switching capability at the new intermodal industrial hub be pursued.

SRTA has devoted federal planning funds to study this area because of its rail and interstate access potential. With the City of Anderson's recent annexation leading the way, city services can be extended further east, up to the area of the South Anderson Overhead structure and the Deschutes Road Interchange. The City of Anderson, with backing from the entire region and economic development community, has the resources and will to redevelop these vacated industrial lands to create sustainable, living-wage jobs. The area is beginning to reinvent its economic base but can only complete major redevelopment efforts with improvements to I-5, the Deschutes Road Interchange, and the South Anderson Overhead. The South Anderson Overhead structure over the UP rail line needs to be widened to accommodate the on-ramps and off-ramps of the Deschutes Road Interchange. Collaboration with the UP Railroad brought forth an additional requirement for replacement of the structure to meet minimum horizontal and vertical clearances for trains utilizing these tracks. Until the South Anderson Overhead is replaced to meet these needs the City of Anderson is unable to proceed with plans to complete the partial interchange at Deschutes Road cannot proceed and a gap in the I-5 widening will continue to exist between the City of Anderson and the City of Redding.

The Deschutes Road Interchange will better connect residents to employment and services in Anderson. It cannot be completed until the I-5 UP RASL Project has been completed. Local governments have created a partnership to leverage most of the needed funds – a TIGER grant would provide the missing piece to the finance puzzle. This section of I-5 is the most difficult link fix due to the South Anderson Overhead. Once completed, the final stretch of I-5 widening to the north will complete the six-lane effort through the entire metropolitan area. This will provide reliable access to other job and housing centers to the north, as well as educational institutions.

Rural benefit #2: The I-5 UP RASL Project will unlock a number of high-priority transportation infrastructure and development projects needed for economic development. The functionally obsolete South Anderson Overhead structure obstructs several planned transportation investments from connecting in middle.

Caltrans and SRTA and have been working together for over 20 years on a series of mainline and interchange projects to improve connections on either side of I-5 and the UP rail line to unlock rural economic development potential. While Caltrans, SRTA, and the local agencies have been successful on most fronts, the functionally obsolete interstate structure remains the major disconnect. Not only is it a bottleneck for both the interstate and the rail line, it creates a formidable physical and financial barrier to planned and needed expansion projects at the Deschutes Road Interchange and mainline I-5 as discussed above.

The TIGER grant will bring closure to a high-value improvement that cannot otherwise be funded entirely with local funds, nor should it be. This removes the largest financial impediment to connecting a series of I-5 expansion projects through the entire metropolitan area. Over \$100 million has already been invested over the past twenty years. The wider structure also allows completion of the Deschutes Road Interchange, to accommodate a two-lane southbound off-ramp. Both the interstate and the rail line divide the community of Anderson, separating residents from redevelopment efforts and the new jobs it would create. A wider structure will also allow planned double-tracking of the UP line.



Deschutes Road Interchange Phase 1 Groundbreaking, 2013.

The funds provided by the TIGER award would be the capstone; ensuring system reliability for residents, travelers, freight trade, and passenger rail for the foreseeable future. Economic, industrial redevelopment, and job recovery efforts cannot be fully realized without TIGER funding and other local improvements.

Rural Benefit #3: Enhanced safety and system reliability - The South Anderson Overhead structure does not have railroad crash walls to protect the structure columns from a hit by a derailed train. In the event of a collapse, a temporary crossing with limited capacity could be put in place in approximately four months, which would cause severe traffic congestion. The current South Anderson Overhead structure does not meet minimum standards for vertical or horizontal clearance from the fast-moving UP and Amtrak trains. Derailments are far-too-common in Shasta County. For example, a UP train struck an Interstate-5 structure support in 2014 just north of Anderson in Shasta County. This structure was more modern and damage was minor; however, this served as a wakeup call at the older South Anderson Overhead Structure where clearances are less, and



Union Pacific derailment at I-5 in Shasta County, 2014.

people and businesses surround the area. Caltrans estimates that a temporary structure would take at least four months to complete. With the ensuing traffic jams, noise, access and air quality impacts on Anderson city streets, even the best economic recovery efforts over decades could be undone in an instant. The best solution is prevention, with a “Fix it First” approach. While sizeable, the investment today will prove wise compared to the cost of a structure replacement under an emergency declaration scenario.

The TIGER award will allow this project to meet or exceed the highest standards for horizontal and vertical clearances and virtually eliminate the risk of a catastrophic event. The structure will be raised and lengthened, increasing the highway profile by 10 feet and raise the railroad clearance by eight inches, bringing it to current standards. The proposed new structure will be 3-span with supports meeting the railroads minimum horizontal clearances while allowing for a future track. The investment is an insurance policy that would reduce liability for the state and UP, while also replacing a 50+ year-old structure with one that has a longer design life.

II. PROJECT LOCATION

A. GEOGRAPHIC DESCRIPTION OF PROPOSED PROJECT

The project is in California’s North State, at the center of the I-5 corridor, which spans the entire west coast of the continental United States from Mexico to Canada. I-5 is a high emphasis route and part of the National Highway System (NHS) and the Interregional Road System (IRRS). It serves as the main north-south route in the western United States, connects all west coast maritime ports, and functions as a principal arterial for intra-regional travel. The Project is also located at the geographic center and transportation crossroads of California’s sixteen-county North State, which includes the State Route 299/44 east-west corridors that connect to Port of Humboldt deep water port on California’s North Coast as well as the Reno, Nevada and Interstate 80 corridor to the east.

The UP Railroad corridor, which runs parallel to I-5, is the most significant freight and passenger rail corridor in the west coast states. The UP Railroad intersects I-5 at the project site. The trains travel at high speeds under the South Anderson Overhead, which does not meet minimum clearance safety standards (See Safety Section 4.1.5).

Project coordinates are as follows:

- The southern project terminus: Post Mile R3.8 in the City of Anderson
- Northern project terminus: Post Mile R7.0 south of the City of Redding.
- South Anderson Overhead structure: 40.441507 Latitude and -122.287842 Longitude (See Project Map, Section II B).



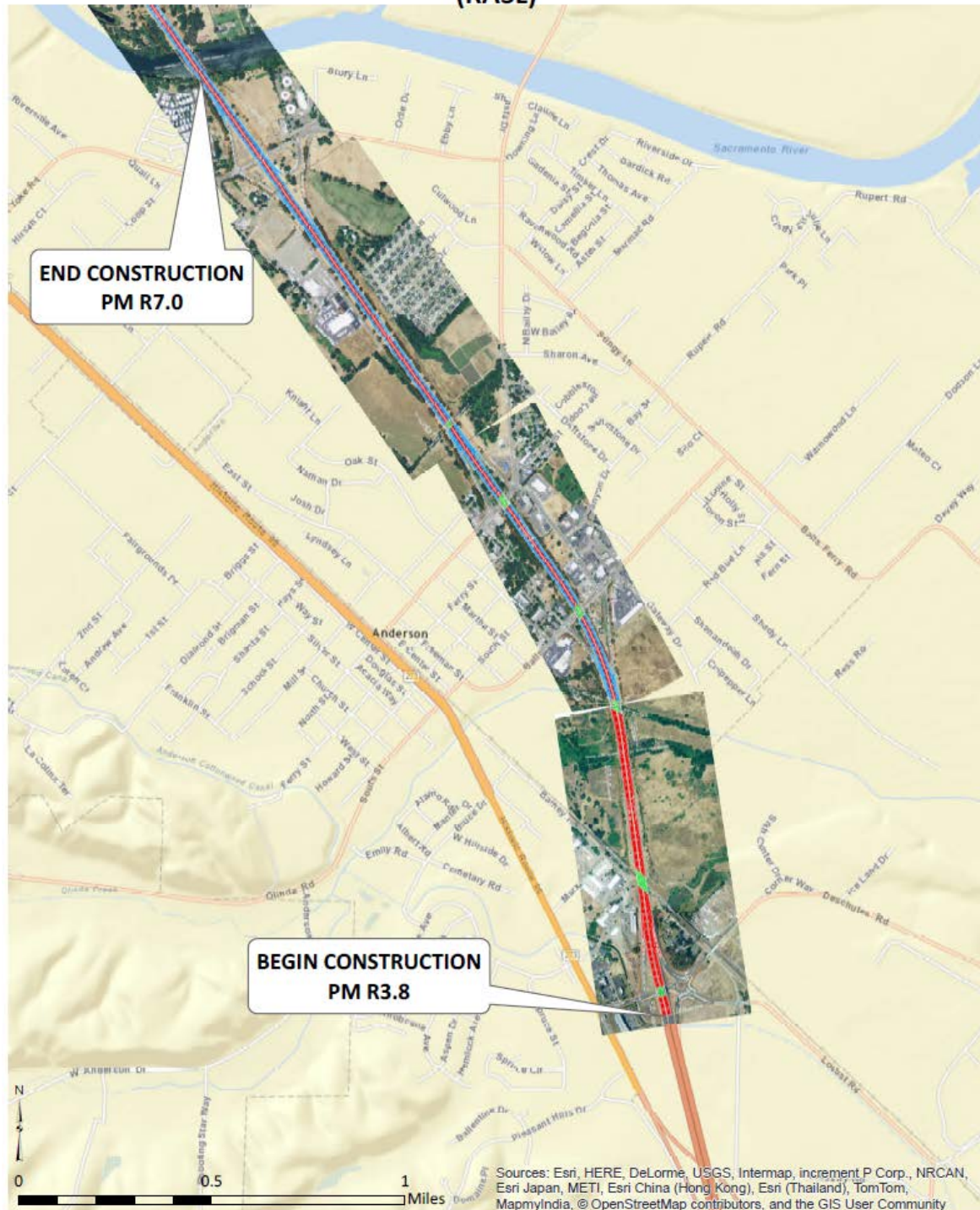
Union Pacific Railroad Route Map

The Shasta Region has a total population of less than 200,000 and the project is located outside of an Urbanized Area as demarcated by the US Census. Based on the US Census Bureau, the County of Shasta has a population of 179,533. The project and this application is therefore categorized as rural.

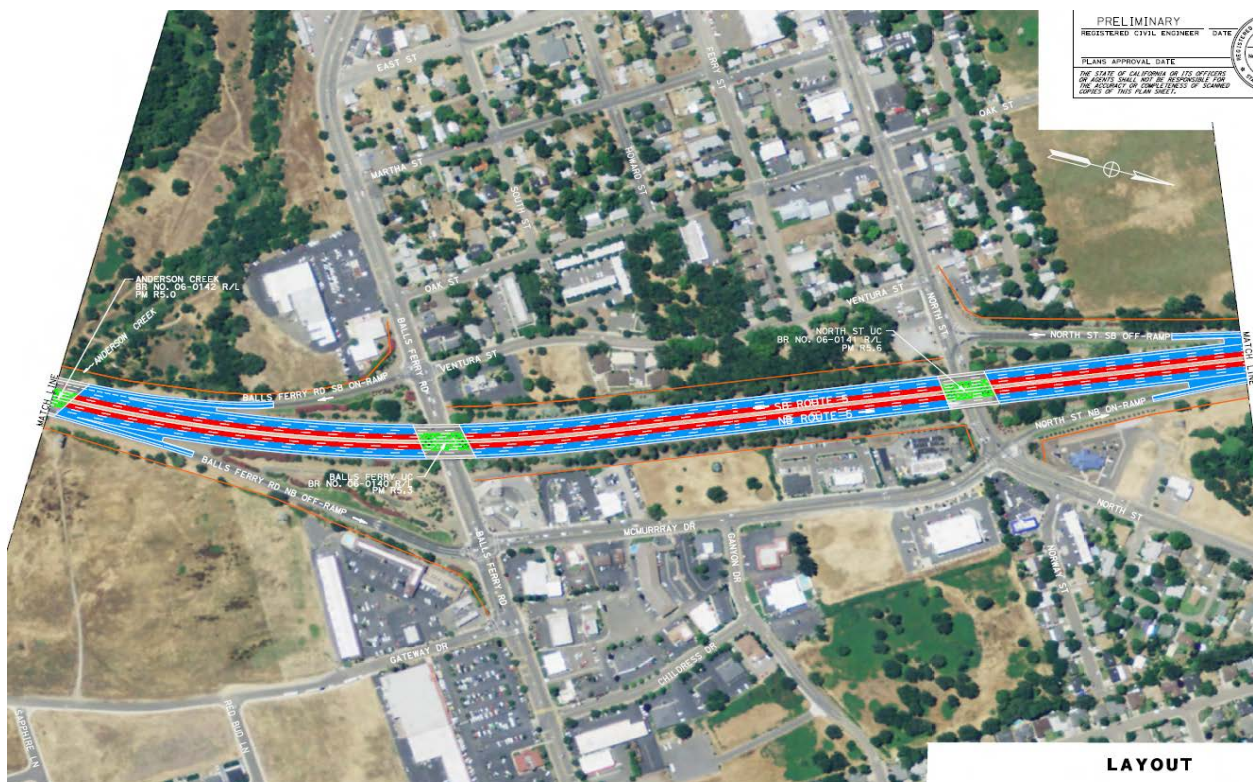
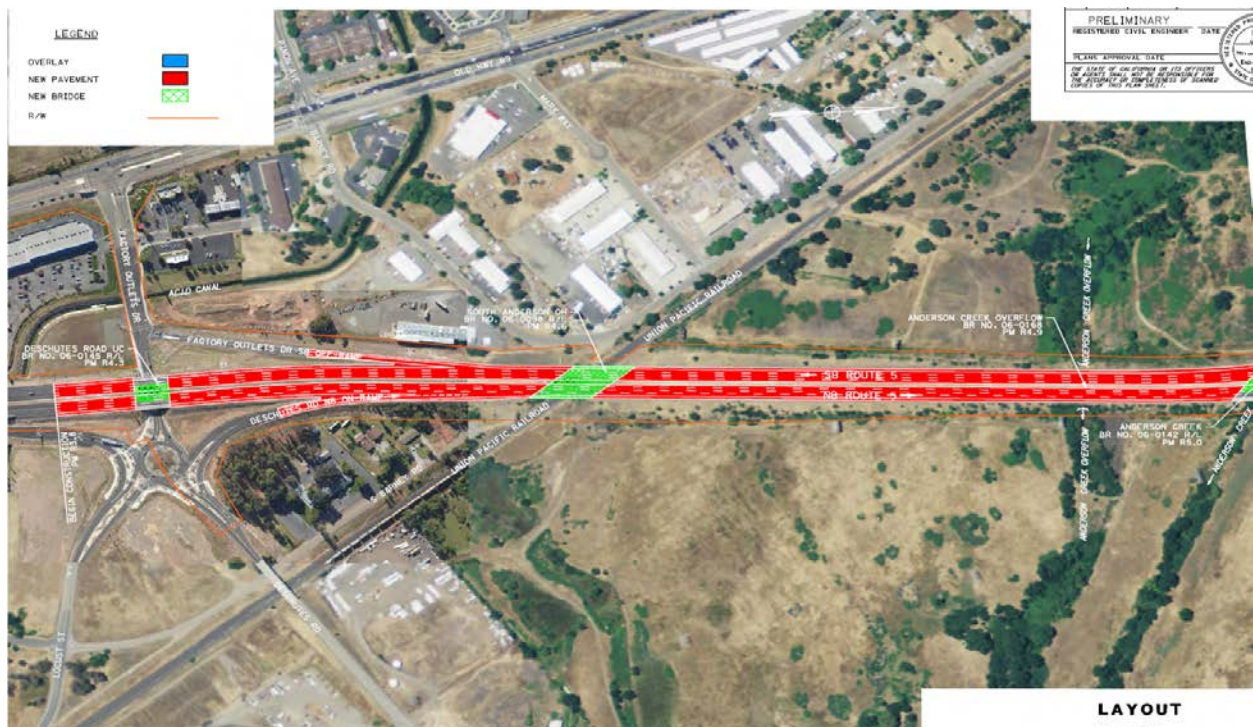
B. MAP OF PROJECT LOCATION AND CONNECTIONS TO TRANSPORTATION INFRASTRUCTURE

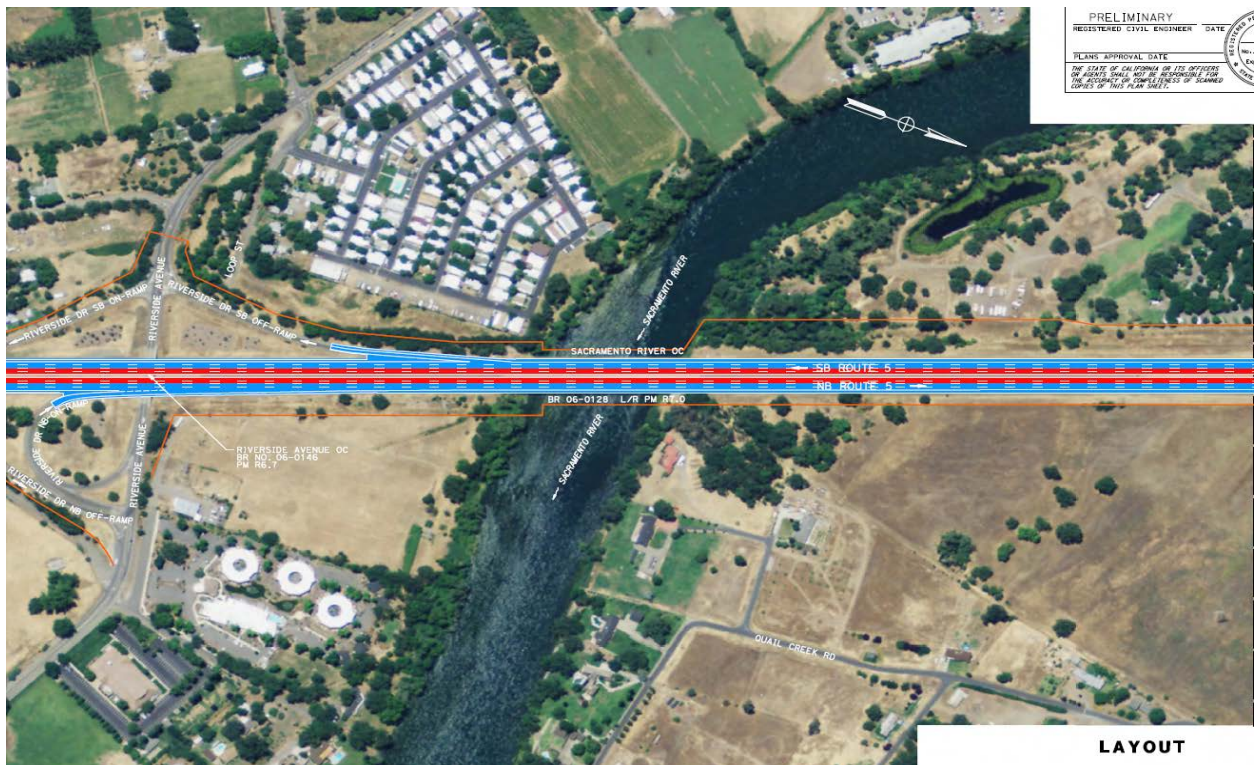
Site Map

PROJECT: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (RASL)



C. GEOSPATIAL DATA DESCRIBING THE PROJECT LOCATION





III. GRANT FUNDS, SOURCES, AND USES OF PROJECT FUNDS

A. PROJECT COSTS

I-5 UP RASL - Total Project Cost (x \$1,000)				
Phases	Non-Federal	Federal	TIGER	Total
Planning	\$230			\$230
Environmental	\$166			\$166
Design	\$4,000	\$2,482		\$6,482
Right of Way Support	\$220	\$50		\$270
Right of Way Capital	\$1,221	\$75		\$1,296
Construction Support	\$15,600			\$15,600
Construction Capital	\$59,171		\$25,000	\$84,171
Total Project Cost	\$80,608	\$2,607	\$25,000	\$108,215

B. SOURCE AND AMOUNT OF FUNDS

I-5 UP RASL - Funding Source and Funding Amounts (x \$1,000)		
Agency	\$	Source
Shasta Regional Transportation Agency (SRTA)	\$3,773	STIP and Local
City of Anderson	\$500	Local
Shasta County	\$200	Local
California Department of Transportation (Caltrans) and California Transportation Commission (CTC)	\$78,742	Planning, SHOPP, and TCEP
US Department of Transportation	\$25,000	TIGER 2017
Project Total	\$108,215	

STIP: State Transportation Improvement Program

SHOPP: State Highway Operations and Protection Program

TCEP: Trade Corridor Enhancement Program

C. NON-FEDERAL FUNDS USED FOR ELIGIBLE COSTS AND FUNDING COMMITMENTS

Of the \$80,608,000 in Non-Federal funds the planning costs and environmental costs were assumed by the Caltrans and SRTA, respectively, and are not part of the match toward a TIGER award. These early funding commitments demonstrate the cooperation and partnerships between all the local and State agencies involved. Federal funds and Non-Federal Funds have gotten this project to 75% design. The funding plan for this project further demonstrates the projects importance to Northern California. SRTA has committed \$3,482,000 of Regional Improvement Program (RIP) funds from the STIP for design and right of way. The City of Anderson has committed \$500,000 and Shasta County has committed \$200,000, both to construction. Additionally, the Caltrans and the California Transportation Commission (CTC) have committed to contributing the balance through the TCEP and the SHOPP, should this project be a successful 2017 TIGER recipient.

D. AMOUNT, NATURE, AND SOURCE OF NON-FEDERAL MATCHING FUNDS

I-5 UP RASL - Non-Federal Matching Funds (x \$1,000)					
Phases	SHOPP	STIP	Planning	Local	TCEP
Planning (expended)			\$230		
Environmental (expended)				\$166	
Design	\$3,000	\$1,000			
Right of Way Support	\$220				
Right of Way Capital	\$1,221				
Construction Support	\$3,900				\$11,700
Construction Capital	\$18,081			\$700	\$40,390
Total Project Cost	\$26,422	\$1,000	\$230	\$866	\$52,090
	\$80,608				

STIP: State Transportation Improvement Program

SHOPP: State Highway Operations and Protection Program

TCEP: Trade Corridor Enhancement Program

E. BUDGET (HOW FUNDS WILL BE SPENT)

The I-5 UP RASL Project addresses all TIGER selection criteria and is key to unlocking a larger set of transportation projects and economic development initiatives. TIGER funds are planned to be included as part of construction, with a variety of other fund sources collaborating for a fully funded project that will address all the requirements set forth in TIGER. The following discussion addresses each of the TIGER primary and secondary evaluation criteria:

IV. SELECTION CRITERIA

A. PRIMARY SELECTION CRITERIA

The I-5 UP RASL Project addresses all TIGER selection criteria and is key to unlocking a larger set of transportation projects and economic development initiatives. The following discussion addresses each of the TIGER primary and secondary evaluation criteria:

a. Safety

Several sections of I-5 in southern Shasta County have been constructed or are in various stages of project development, to be increased from four lanes to six lanes. This has been a collaborative effort for Caltrans, SRTA, Shasta County, City of Anderson, City of Redding, and City of Shasta Lake for over a decade. The I-5 UP RASL Project will bring another section to construction, thereby creating a safer, better operating facility for all users. In the three year period between January 2012 and December 2015 this section of I-5 had 103 reported accidents, including 30 injury accidents, 72 property damage only accidents and 1 fatal.

I-5 UP RASL - Accident Analysis		
(January 2012 - December 2015)		
Accident Rates*	Actual	Statewide Average
Total Accident Rate (acc/mvm)	0.63	0.66
F + I Accident Rate (acc/mvm)	0.21	0.22
Fatal Accident Rate (acc/mvm)	0.004	0.004

*acc/mvm = accidents per million vehicle miles

Constructed in the 1960s, the current South Anderson Overhead is a recipe for disaster. The current structure has sub-standard railroad clearances (see Table 2 below) and no protection against a train derailment or protruding cargo. In an instant, the I-5 and UP corridor could be lost.

Table 1 UPRR Clearances (SRTA, Caltrans, UP, April 2014)

UPRR Clearances	Existing	Absolute Minimum	Standard	New Clearances
Vertical	22'8"	23'4"	23'4"	23'4"
Horizontal	17'8"	18'	25'	25'



Figure 1 Union Pacific train derailed highway structure collapse, Missouri, 2013.



Figure 2 Union Pacific Train Derailment at I-5 in Shasta County, 2014.

The logic that “it has not happened yet here, so it never will” does not hold up. There have been **56 derailments** in Shasta County since records were kept in 1975⁵. Six of these derailments have occurred **within three miles of the project site**.

Number of Derailments within Three Miles of Project Site	Percent Derailments within Three Miles of Project Site
6	11%

Table 2 Data on Derailments near Project Site (Derived from Federal Railroad Administration website, April, 2014. Statistics based off of Shasta County train accidents reported since 1975.)

The risk and severity of impacts is greatly increased by the following factors:

- Speed – Due to the rural surroundings and limited at-grade rail crossings, trains travel at high speeds through the project site.
- Hazardous Materials – Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. Exposure to the effects of any sizable hazardous material emergency would be great due to the proximity of homes and businesses to the corridor. For example, the Cantara Spill took place just north of Shasta County in 1991. Here, a UP train derailed, killing all life in the Sacramento River for 45 miles. The table below lists the derailments and exposes the hazardous materials risk to the region.

⁵ Federal Railroad Administration, Office of Safety Analysis, Accident Reports found in April, 2014 at <http://safetydata.fra.dot.gov/officeofsafety/default.aspx>

Derailments as a Percentage of Train Accidents in Shasta County	Percent Derailments Involving Hazardous Materials
86%	20%

Table 3 Derailment and Hazardous Materials Data (Derived from Federal Railroad Administration website, April, 2014. Statistics based off of Shasta County train accidents reported since 1975.)

Of critical concern to the Shasta region, is the increased reliance on rail transportation for shipping Bakken shale crude oil. California, as estimated by the California Energy Commission, can expect over a 100-fold increase in shipments since 2012. In 2016 alone, an estimated 150 million barrels of crude oil was projected to enter the state by rail⁶. All western rail lines can expect to be impacted, including the UP rail line through this project. As the project South Anderson Overhead structure does not meet minimum clearances, the I-5 UP RASL Project proposes to address deficiencies of the railroad structure, particularly in the context of derailments of trains carrying highly volatile materials, like crude oil.

Construction of a new interstate structure to meet UP clearance standards greatly reduces the potential for an unintended release of hazardous materials. The cost of replacing the South Anderson Overhead with modern structure is minor compared to the cost of a catastrophe caused by a train derailment or truck accident. This key vulnerability should be addressed now.

Worker Safety: Construction of the I-5 UP RASL Project will provide more room for maintenance workers and first responders to stay out of harm's way by adding wider median shoulders and adding a concrete barrier for the portion of the project limits with a narrower median.



b. State of Good Repair

The existing structure is functionally obsolete given economic development goals for adjoining industrial properties. UP currently has a single track and a siding through the project site. The South Anderson Overhead structure constricts the opportunities for rail expansion due to vertical and horizontal clearances constraints. In addition, the existing, functionally obsolete structure poses operational concerns. To accommodate the forecasted growth in rail transportation, UP

⁶ Record Searchlight, "Crude-Carrying Rail Cars Need to be Reined In", May 17, 2015. See Attachment "Rail Crude Oil Shipments" for this, as well as additional, articles on the hazards of increased rail crude oil shipments.

hopes to install a double-track while preserving the rail siding. These improvements would serve the multi-industry intermodal hub being considered in the area. In addition to rail freight, Amtrak and state rail plans include the addition of daytime passenger rail service between Redding and Bakersfield⁷, further supporting the case to replace the South Anderson Overhead structure to meet minimum horizontal and vertical clearances. The new structure is being designed to accommodate future needs of the federal interstate, such as an auxiliary lane to serve future operational needs⁸ and wider areas for worker safety.

Caltrans, in partnership with SRTA and other local partner agencies are utilizing an asset management approach to optimize the long-term benefits of the project's structures, roadway, and rail line. Doing so will ensure the maximum economic, environmental, and community return on the I-5 UP RASL Project investment.

Long-term operations and maintenance of the project will be provided by Caltrans. Caltrans will use funds from the State Highway Account for routine operations and maintenance, and the State Highway Operation Protection Program (SHOPP) for any rehabilitation work necessary in the future. Both funding sources are reliable and sustainable as SHOPP funding has been available for over a quarter of a century, while taxes funding the State Highway Account have existed for over 90 years.

However, without additional funding, the I-5 UP RASL Project will not move forward in the foreseeable future, due to insufficient funding opportunities locally and the constraints of the STIP. Both local and STIP funds have provided the funding thus far. The potential risks to the region if the Project does not move forward are as follows:

- Job-creation may be compromised
- Daytime Amtrak rail service may likely be postponed
- UP may be prevented from expanding track for operations
- Decreased network efficiency, reliability, and limited goods movement resulting in lost economic opportunities may likely ensue

Table 4 Vehicle Hours of Delay, Shasta Regional Travel Demand Model, 2014

2015 Data	Current Conditions	Without Structure	Percent Change
Daily Vehicle and Heavy Truck Hours of Delay	1881	4295	128%

The 2015 Regional Transportation Plan for the Shasta Region contains policies and objectives which emphasize the need to maintain transportation facilities in a state of good repair and address current and projected vulnerabilities⁹. TIGER funding will enable Caltrans, in partnership with SRTA to replace a functionally obsolete structure. It would also fortify and enhance a

⁷ California State Rail Plan, 2013

⁸ Ibid.

⁹ SRTA 2010 RTP, Section 5, Objective 2 and Policy 5; available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

reliable, multimodal network that meets the needs of local commuters, interregional tourists, interstate trucking, and passenger and freight rail.

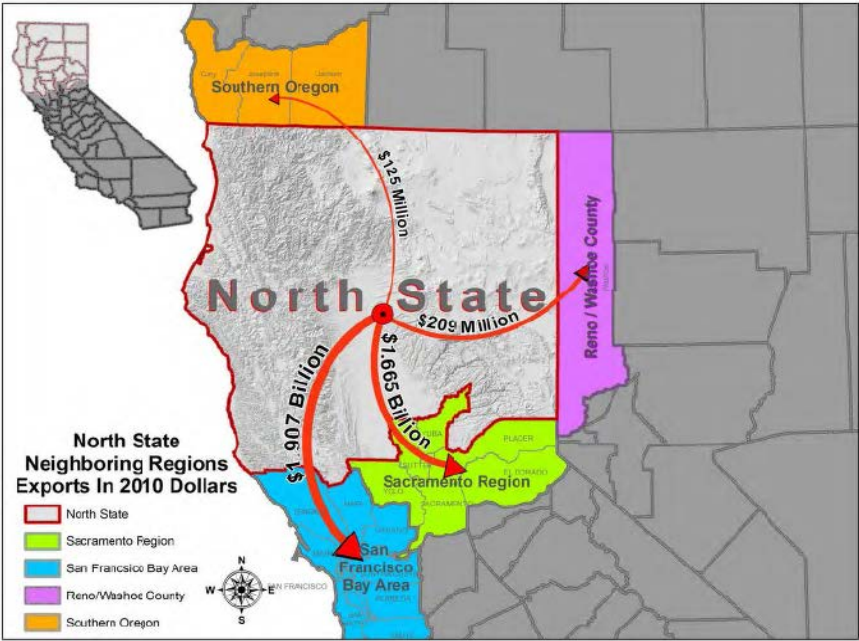
c. Economic Competitiveness

Current and emerging industry in California's North State rely on affordable and consistent interregional travel to grow and prosper. Regional studies and plans reinforce this, specifically calling out the I-5 UP RASL Project as a high priority need. For example, The 'North State Consolidated Freight Study' (October 2017) points to transportation infrastructure as a primary obstacle to the development of industrial properties adjacent to the project site into a multimodal hub serving Shasta and surrounding counties. In the 'North State Transportation for Economic Development Study' (October 2013), notes the absence of an intermodal terminal in California's North State for the efficient aggregation, wholesale, and distribution of rural commodities is noted and identifies the project site as the optimal location. In addition, the Draft 2018 Regional Transportation Plan for the Shasta Region identifies the project area as a Strategic Freight Node and Deschutes Road as a Strategic Freight Corridor for the purpose of aligning region transportation investments with local economic development efforts led by economic development partners, including the Shasta Economic Development Corporation and Superior California Economic Development.

Importing and exporting industries constitute a core component of the region's economy. In prior years, the economy benefited from natural resource industries – the transport and processing of which flowed through mills and other facilities located adjacent to the proposed project site. Such industries served as an economic anchor, helping to create a more diversified industrial job center. Much of this activity has been lost, but there are few bright stars. Shasta County is at the center of an eight-county area transporting products valued at approximately \$1 billion per year from 6,400 farms to state, national, and international markets). As this agriculture grows, however, there is an effective capping of North State productivity due to above-mentioned transportation infrastructure deficiencies and lack of intermodal facilities.

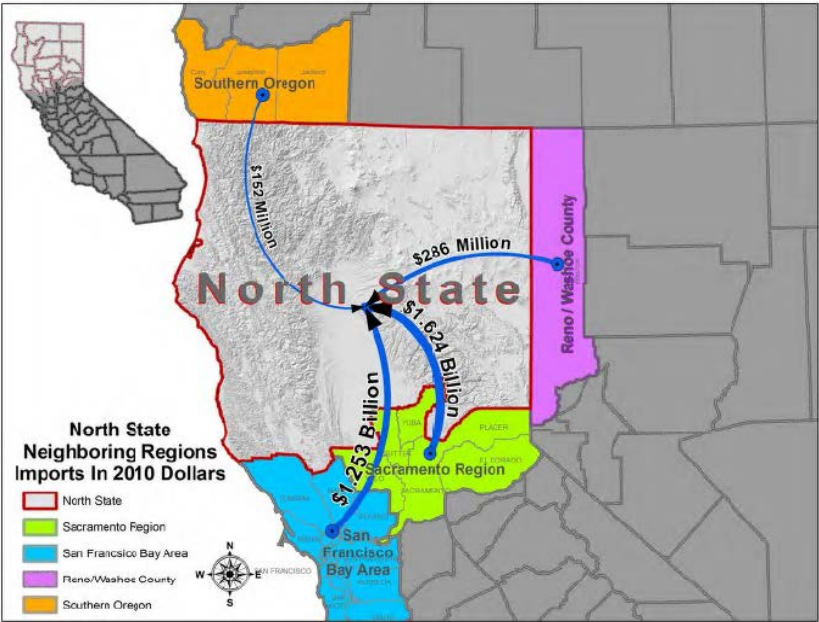
Agricultural producers located in some of the North State's most productive areas are harvesting large quantities of high-quality food products, but cannot effectively market them because there is not an economical way to transport products to market. For the same reason, large tracts of prime agriculture land are lying fallow. Unfortunately, this is not just an agriculture industry problem; other industries are similarly capped. A comprehensive look at all commodity shipments is provided via Figure 1 and 2 below.

Figure 1: Value of Commodity Shipments from the North State to Neighboring Regional Markets (2010)



Source: Combination of FAF and IMPLAN data in LEAP tool

Figure 2: Value of Commodity Shipments from Neighboring Regional Markets to the North State (2010)



Source: Combination of FAF and IMPLAN data in LEAP tool

A TIGER investment in the I-5 UP RASL Project will enable private and public sector partners to move forward with economic expansion efforts across multiple industries. The North State Transportation for Economic Development Study estimates the regional economic impact of the state highway expansion in the North State would provide between \$1.1 billion and \$2.0 billion in additional output, between \$500 million and \$900million in value added and between \$300 million and \$600million in wages.¹⁰

A TIGER award in the Shasta Region is good business and a smart investment. Compared with the rest of California, the region has a lower costs of doing business, including lower taxes, labor costs, and housing costs¹¹. As much of the North State's commodities are exported in raw form without processing or other value-added economic multipliers, there are many opportunities to fill the raw goods processing gap locally, and create spin-off industrial development. Furthermore, the I-5 UP RASL Project is located at the geographic center and transportation crossroads of California's North State region, which has one-day delivery to major markets to the north, south, and east. It is also at the mid-point of I-5, a contiguous highway corridor spanning the western United States from Canada to Mexico with connections to all major west coast maritime ports in-between. Two major trucking companies recently relocated to the Deschutes Interchange area due to its strategic location.



South Redding Six-Lane Construction, 2011.

In addition to these economy-building opportunities, the direct economic benefits of the project should also not be overlooked. The I-5 UP RASL Project will create jobs in the construction industry. According to Caltrans' Economic Analysis Branch (April, 2014), the project will create or support 201 jobs per year and add approximately \$16.8 million per year to the economy (Gross State Product) during construction years. The North State Transportation for Economic Development Study includes consideration of all secondary economic benefits, totaling \$1.6 billion over a thirty-year timeframe.¹²

¹⁰ North State Transportation for Economic Development Study, Exhibit 80, p132: available online at: <http://srta.ca.gov/DocumentCenter/Home/View/1043>, accessed 4/12/16.

¹¹ North State Transportation for Economic Development Study (NSTEDS), SRTA, 2013, <http://www.srta.ca.gov/140/Transportation-Economic-Development-Stud>

¹² Ibid

d. Environmental Sustainability

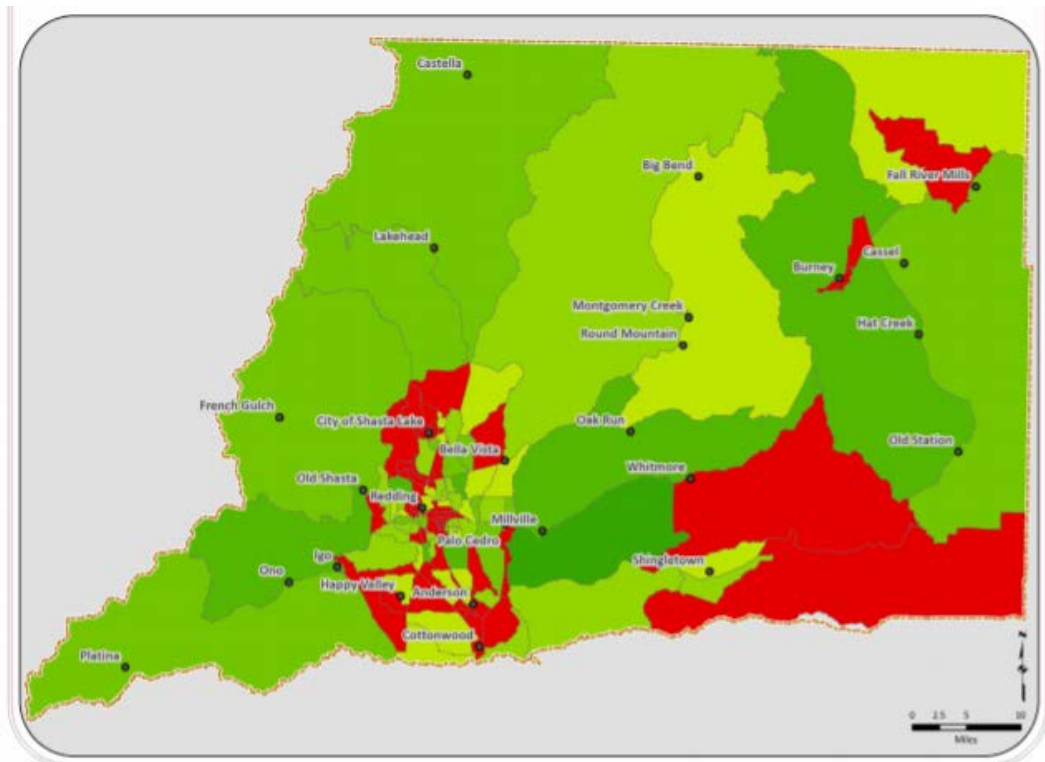
The I-5 UP RASL Project will enhance environmental sustainability in the following ways:

- Following a review by the Central Valley Regional Water Quality Control Board, contaminants were documented on the vacated industrial properties currently served by I-5 and UP. The I-5 UP RASL Project would serve this area planned for brownfield clean up, so that this well-situated property may be reused rather than lie economically fallow for decades to come.
- The I-5 UP RASL Project is located in a 'Strategic Growth Area' (SGA) identified in the region's Sustainable Communities Strategy. Within SGAs, a broad range of smart growth strategies are employed to deliver affordable and convenient mobility options; support community health and well-being, reduce greenhouse emissions, and preserve the region's environmental integrity. Aside from reducing the air pollution associated with future highway traffic congestion, as projected in the Shasta Regional Travel Demand Model, this project mitigates a hazardous materials disaster. Many of the trains passing through the Shasta region carry hazardous materials, and the loads represent a risk to trains passing under the I-5 overpass with less than standard vertical clearances¹³.
- Funding this project opens opportunities to move forward with other projects that benefit the environment. For example, one project in development is a roundabout to offer a safer junction for cyclists and pedestrians to access the outlet mall adjacent to the interstate, or trying to cross I-5 which separates the city.
- Although hazard and disaster mitigation is not always recognized as environmentally sustainable, the project would result in the virtual elimination of a catastrophic event by providing standard horizontal and vertical clearances from rail operations. The new structure will be a three-span structure providing resilience and longevity for the new transportation asset and for the transportation system as a whole.
- This project will enable UP to construct a double track and increase service, thus reducing the freight network's dependency on trucks, and fossil fuels.
- Caltrans signed a NEPA Categorical Exclusion that included median widening of the roadway and all structures within the project limits, and allows for a complete replacement of the South Anderson Overhead structure, providing horizontal and vertical clearances. None of the adjustments are anticipated to significantly impact the natural, social, and/or economic environment.
- A California Environmental Quality Act Negative Declaration has found that the project will have no substantial negative environmental impacts.

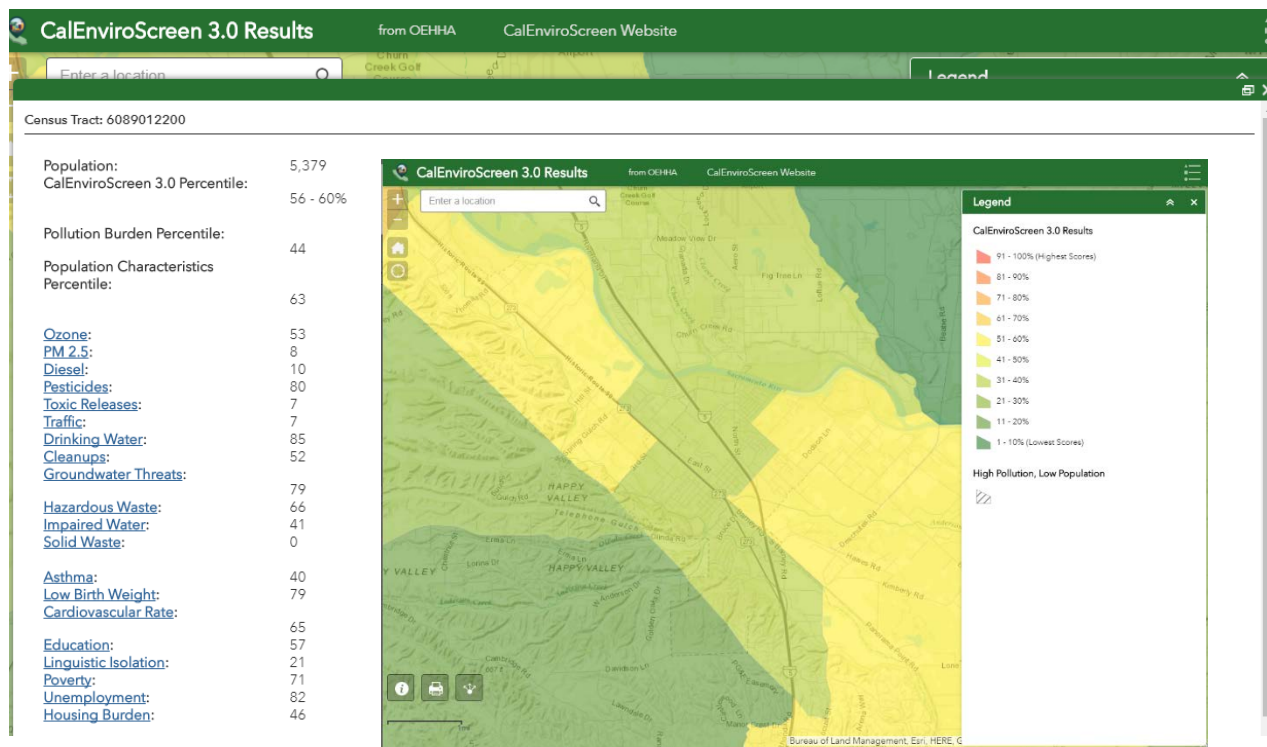
¹³ Shasta County Hazard Mitigation Plan, 2011

e. Quality of Life

The I-5 UP RASL Project will enhance quality of life through increased opportunity where it is needed most. The project located is categorized as disadvantaged based on 19 factors evaluated in the 2015 Regional Transportation Plan. In addition, census tracts surrounding the project site are the top 51-60% most disadvantaged in California, according to the CalEnviroScreen tool developed by the California Air Resources Board.



Disadvantaged communities analysis from the 2015 Regional Transportation Plan for the Shasta Region



The project site is surrounded by census tracts in the top 51-60% of disadvantaged communities in CalEnviroScreen 3.0 developed by the California Air Resources Board.

To raise quality of life, a variety of community-based strategies and initiatives locally are employed to boost economic opportunity; improve access to jobs, education, and essential services; and enhance public health and well-being. For example, the I-5 UP RASL Project is located in one a handful of Strategic Growth Area (SGA) designated in the 2015 Regional Transportation Plan for the Shasta Region. SGAs are geographically small areas targeted for coordinated transportation and land use planning and investment. Within SGAs, a range of smart growth strategies are layered to achieve affordable and convenient housing and transportation choices accessible to all residents.

Root obstacles in the built environment, such as the functionally obsolete South Anderson Overhead structure, frustrate these efforts and are too monumental for locals to tackle alone without federal funding assistance. Without addressing these foundational infrastructure-based impediments, local investments and initiatives cannot move forward in full.

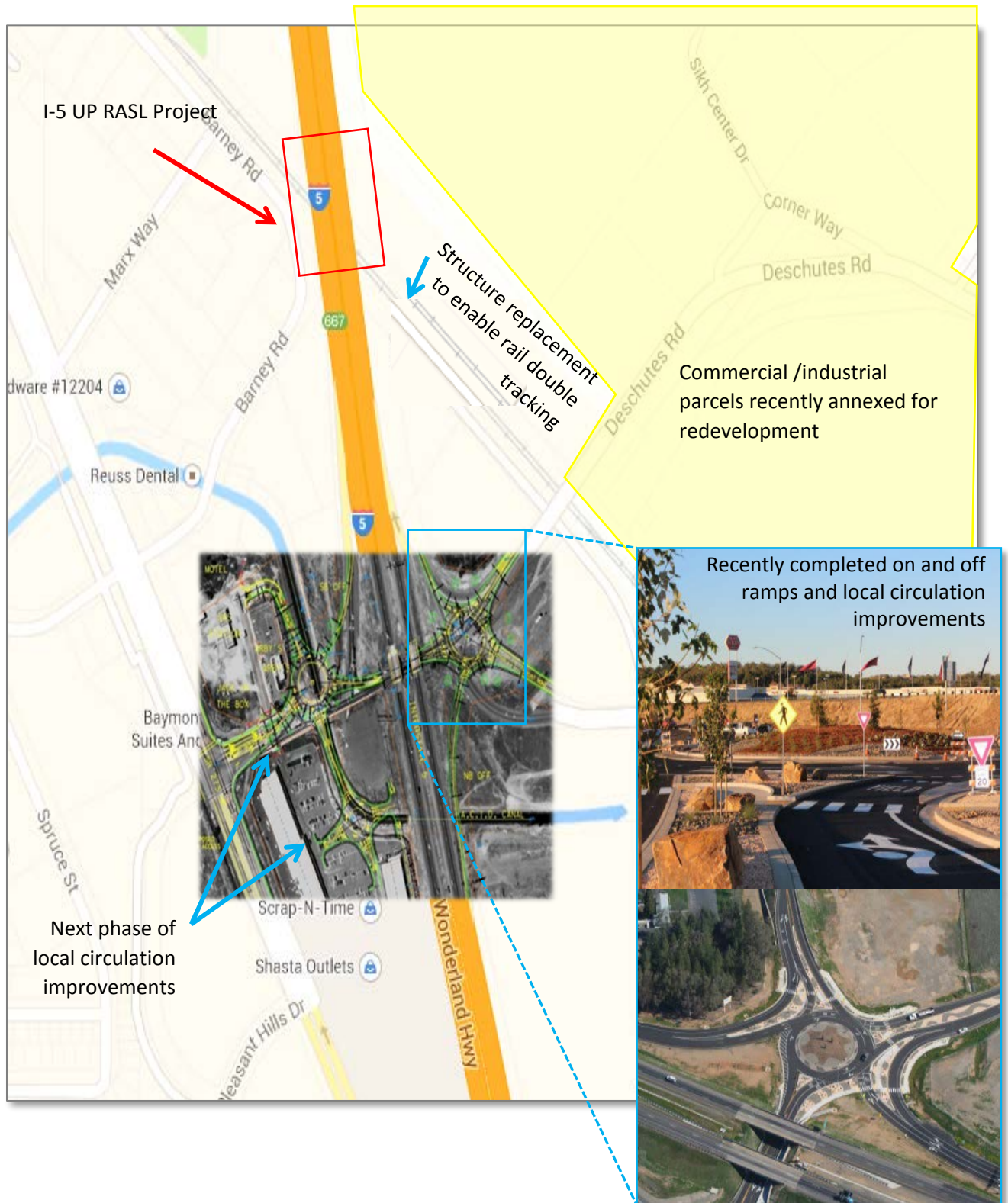
4.2 Secondary Selection Criteria

4.2.1 Innovation

Integral to the project proposal is the coordinated and systematic modernization of surrounding transportation facilities. From a design perspective, the proposed project is supported by improved interstate access (including a new northbound I-5 off ramp at Deschutes Road) as well as innovative local circulation improvements in the form a new roundabout. Future planned improvements include two additional roundabouts on the west side of I-5 to facilitate local circulation to/from the Deschutes Road interchange. Together, these improvements meet forecast truck and vehicle travel demand and ensure that local traffic, even at peak hour commute times, will not back up and impact through traffic on I-5.

Caltrans has partnered with the SRTA and other partners to institute a comprehensive corridor management approach to I-5 that balances capacity increasing improvements with travel demand reduction (e.g. jobs-housing balance, shift to alternative modes, etc.), increased throughput of people and freight (e.g. intercity bus, consolidated freight, intermodal hub, etc.), and operational improvements (e.g. ITS).

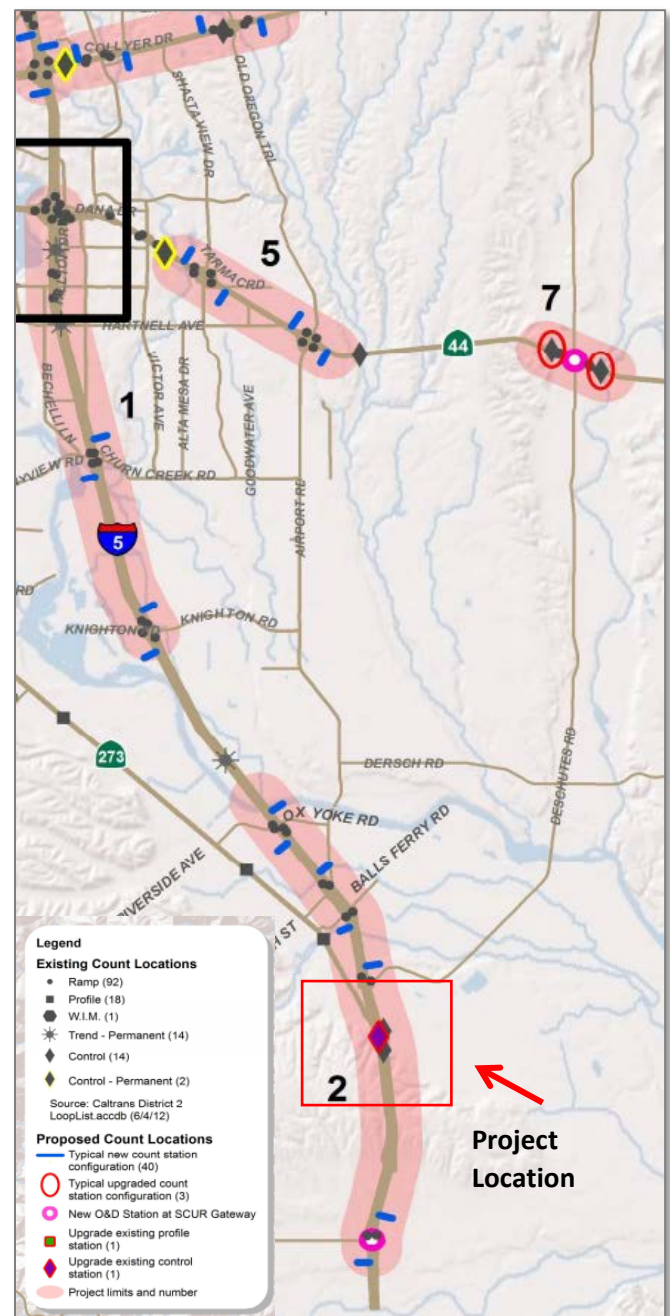
TIGER grant leverages recent and planned transportation and economic development investments in the immediate area.



The application of transportation technology, including intelligent transportation systems (ITS) elements, will likewise help ensure long-term project performance. As documented in the *Integrated Traffic Data Collection and Management Plan for the Shasta County South Central Urban Region* (Oct 2013)¹⁴, the region's plans call for installation of new permanent mainline vehicle count stations and new permanent on and off-ramp vehicle count stations to the north (Knighton Road) and to the south (Ox Yoke Road and Gas Point Road). This is in addition to existing count locations as shown. All improvements will be connected to the network for real-time data collection and processing as funding allows to enable active traffic management as well as to facilitate incident response.

Such ITS infrastructure is critical because Deschutes Road is the first major interchange after entering Shasta County's southern gateway. Accurate, comprehensive, and timely data regarding traffic volume and vehicle type acquired through these improvements are essential to planning and travel demand modeling processes. In particular, such data is used to determine intra-regional versus interregional trips.

Ramp metering will be particularly important at this location because I-5 is above grade with an uphill northbound merge ramp. Adding a third northbound lane in combination with ramp metering will help minimize merge conflicts caused by differences in vehicle speed.



ITS Infrastructure (Existing & Planned)

¹⁴ SRTA, October 2013

ITS technology is key to avoiding long backups on I- 5 when the winter storm closures occur



4.2.2 Partnership

Sample Support Quotes

The rail crossing is just north of the Deschutes Road interchange, which serves former timber mill property that is a prime candidate for industrial redevelopment. Shasta County struggles with chronic high unemployment; the 2013 jobless rate averaged nearly 11 percent.

Brian Dahle

BRIAN DAHLE
Assemblyman, 1st District

Growing Local's development efforts are motivated in part by the need for living-wage jobs and viable small businesses in the North State. We find that this project could improve our regional food and farm economy by improving access to underutilized agricultural capacity and the natural comparative advantages of our region.

Steven R. Sibilsky

Steven R. Sibilsky
Chairman – Steering Committee

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.

Sincerely,

Mark Lascelles

Mark Lascelles
President



The I-5 UP RASL Project enjoys broad support with no known opposition (Eighteen letters are included in Attachment “Letters of Support”). The project benefits discussed throughout this proposal are confirmed by numerous letters of support, not only from governmental entities, but also from private industry, trade organizations, and economic development supporters. These letters of support are backed by partnership financial commitments for more than three quarters of the project need. A total of \$80,608,000, or 74%, of the project cost has been dedicated to this project by Caltrans, SRTA and local agencies through the STIP, RTIP and local monies.

Such contributions do not include the many more investments to be made over time, including but not limited to local traffic circulation improvements, and industrial, commercial, residential, and mixed-use infill and redevelopment projects.

BROAD SUPPORT AND EXTENSIVE PUBLIC PARTICIPATION

Letters of Support

Metropolitan Planning Organization (MPO)

1. Shasta Regional Transportation Agency – SRTA

City/County/State Agencies

2. City of Anderson
3. City of Redding
4. City of Shasta Lake
5. Shasta County Department of Public Works

U.S. Congress and California Legislature

6. U.S. Congressman Doug LaMalfa, 1st District
7. California State Assemblyman Brian Dahle, 1st District

Private Industry TIGER Project Area

8. Union Pacific Railroad
9. Roseburg Forest Products, Inc.
10. Wheelabrator Shasta Energy Company, Inc.

Economic Development/Jobs Interests

11. Anderson Chamber of Commerce
12. Central Valley AgPLUS: Food and Beverage Manufacturing Consortium
13. Shasta County Economic Development Corporation
14. Center for Economic Development at California State University, Chico
15. Associated General Contractors of America
16. Growing Local – Steering Committee
17. Shasta Voices

North State Regional Transportation Agencies

18. North State Super Region (Sixteen California Counties)

Public Involvement

Fix Five Partnership



- Eleven City Council Meetings
- Four Board of Supervisors Meetings
- Six SRTA Board Meetings

- Five Public Hearings
- Joint Televised Forum
- Seven Business Group Meetings

Transportation Improvement Programs

- Five FSTIP Hearings
- Six FTIP Hearings

Transportation Plans

- Metropolitan Improvement Plan
- Regional Transportation Plan

NEPA

- Two Public Open Houses

Section 5. Project Readiness and Schedule

5.1 Technical Feasibility

Caltrans will be responsible for all aspects of project delivery. They have a proven track record, with the largest team for delivery of mobility projects in the nation. The project is immediately ready to proceed upon receipt of a TIGER Grant, following the project schedule in Section 6.3 (below). There is no anticipation delay in project implementation. Considering the significance of a TIGER award to the ability of the project to be constructed, any potential implementation delays will be afforded top priority for resolution.

A Project Study Report (PSR) was completed in December of 2011. The scope of the PSR was to join the Cottonwood Hills and the South Redding Six-Lane projects to provide a continuous 15.3 mile six lane facility from the town of Cottonwood to north of the I-5/44 Separation in the City of Redding. The PSR identified three different build alternatives, each included an additional lane and shoulder in both directions varying by widening to the outside, widening to the inside, and a combination of inside and outside widening. A Value Analysis (VA) study was conducted in 2011. The VA team studied the various project alternatives and concluded widening to the median provided the best value.

The existing four-lane facility will be widened from the Deschutes interchange to the north of the Smith Road Overcrossing to provide an additional 12-foot lane and 10-foot shoulder in each direction in the median. The South Anderson Overhead structure will be replaced with a new structure meeting the railroad's minimum horizontal and vertical clearances. The existing roadway profile will be raised approximately 10-feet to meet railroad clearance standards for the new overhead. Existing lanes between Deschutes Road and Anderson Creek will be

reconstructed at the new profile grade and a concrete median barrier will be installed. From Anderson Creek to north of Smith Road, the median will be widened for the new lanes and shoulder. The structures at Deschutes Road, Anderson Creek, Ball Ferry Road, North Street, and Tormey Drain will be widened in the median. The remaining five structures will have typical single stage construction.

The project is being developed in accordance with Caltrans Highway Design Manual standards and is currently 75% through the design phase. The project has been modeled using Civil 3D design software to determine grading limits and earthwork quantities. A hydrology study has been completed to determine current and projected drainage patterns. Plans are being developed to address drainage modifications needed to accommodate the increase in impervious area. Appropriate water quality features have also been identified and incorporated into the drainage design.

Replacement of the existing South Anderson Overhead is included in the project. An Advanced Planning Study (APS) for the new structure has been completed. The APS identified the type, width and length of the proposed structure, including the structure depth. A preliminary cost, including contingencies, was estimated for the new structure.

The South Anderson Overhead structure will be constructed in three stages to accommodate existing traffic. Temporary access roads will be needed for all four quadrants of the railroad crossing. The proposed staging has been developed and the cost for the temporary access, traffic control devices and lane closures are included in the project cost estimate.

Existing utilities within the project limits have been identified and the cost for utility relocations are included in the project cost estimate.

The current project costs are based on a preliminary estimate of bid item quantities and current prices. Quantities for the major items of work are based on the preliminary design take-offs. The cost estimate includes appropriate contingencies for the level of detail in the current design. The estimate includes a 10% contingency, which may be further reduced when the design documents are more complete.

Caltrans is working closely with UP on the design of the structure. Caltrans is also coordinating with the City of Anderson to ensure the improvements to the I-5 with compliment the plans to complete the Deschutes Road Interchange.

5.2 Financial Feasibility

As discussed above under Section 3. *Grant Funds and Sources/Uses of Project Funds*, funding for the project is shown in the following table:

Interstate 5 Union Pacific Redding to Anderson Six Lane Funding Plan (x\$1,000)							
Phase	Non-Match Funds*		Match Funds		TIGER Grant Funds		Totals
	Federal/ State/ Local	% of Total	Non- Federal	% of Total	TIGER Request	% of Total	
Planning	\$230	0%	\$0	0%	\$0	0%	\$230
Environmental	\$166	0%	\$0	0%	\$0	0%	\$166
Design and Permits	\$2,482	2%	\$4,000	4%	\$0	0%	\$6,482
Right of Way	\$125	0%	\$1,441	1%	\$0	0%	\$1,566
Construction	\$0	0%	\$74,771	69%	\$25,000	23%	\$99,771
Subtotals	\$3,003	3%	\$80,212	74%	\$25,000	23%	
Total Project Cost							\$108,215

* Non-Match Funds are funds that have already been or are currently being expended on the project.

Non-Match Funds are a combinations of Federal, State and Local Funds that have been allocated and are being expended on the project currently. The SRTA funds are from the STIP. The STIP is legislated, under California Senate Bill 45 (1997), give emphasis to “Regional Choice” projects, thereby providing local agencies, through SRTA, the benefit of determining the priority of where their funds are allocated within their region. STIP programming consists of a combination of Federal and State funds. SRTA has committed \$2,607,000 from the STIP and \$166,000 in local funds, while the City of Anderson and Shasta County have committed another \$700,000 collectively in local traffic impact fees should the TIGER grant be approved.

SRTA is also contributing another \$1,000,000 in STIP funds toward the completion of design. Where federal funds are used, federal-approved toll credits would apply to meet match requirements. Project approval and environmental document approval (National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)) have been met and design work is 75% complete.

5.3 Project Schedule

With planning, preliminary engineering and most environmental approval activities already complete, Caltrans is confident they can deliver the project according to the following schedule:

Interstate 5 Union Pacific Redding to Anderson Six Lane									
Project Schedule									
Project Milestones	Dec. 2011	Dec. 2012	Mar. 2013	Mar. 2019	Feb. 2019	May 2019	Jun. 2019	Sept. 2019	Jan. 2023
Project Study Report Approved									
Begin Design Phase									
NEPA (Revised) Complete									
Begin Right Of Way Phase									
Design (Revised) Complete									
Right-of-Way Acquisitions Complete									
Funds Obligated									
Begin Advertisement									
Begin Construction									
End Construction									

Construction will begin in September 2019 and is expected to require three full construction seasons due to the scope of the project. The project will have construction completed by January 2023.

5.4 Required Approvals

5.4.1 Environmental Permits and Review¹⁵

NEPA and CEQA are complete. Design is 75% complete. On March 8, 2013, Caltrans signed a NEPA Categorical Exclusion for the I-5 RASL .

5.4.2 Legislative Approvals

No legislative approvals are required for the proposed project. The project has received legislative support through the U.S. House of Representatives and the California State Assembly, per attached letters of support¹⁶.

¹⁵ Attachment "Environmental", includes March 8, 2013 Caltrans District 2 NEPA Categorical Exclusion and CEQA Initial Study/Negative Declaration for the entire Redding to Anderson 6-Lane Project.

¹⁶ Section 2 of this narrative, as well as Attachment "Letters of Support"

5.4.3 State and Local Planning

The project is included in the 2015 Shasta County Regional Transportation Plan¹⁷, prepared by SRTA. The cumulative project was outlined in a Caltrans Project Study Report approved December 15, 2011. The city of Anderson, Shasta County and SRTA are partners with Caltrans on the project. Caltrans will be responsible for approval of the construction documents. Plans for the continued economic development of the city of Anderson, and its sphere of influence, are included in the City of Anderson General Plan¹⁸. This project is consistent with the findings and recommendations from the North State Transportation for Economic Development Study (2013), from which relevant data and analysis is provided above.

5.5 Assessment of Project Risks and Mitigation Strategies

The greatest risk the project faces is not receiving the remainder of funding required to make the project tenable. Other than this funding issue, there is unlikely any other potential risk as UP has conceptually agreed to the design. NEPA and CEQA are complete and minimal right of way needed.

Section 6. Benefit-Cost Analysis

The project costs have been prepared using the Caltrans standards for preparing engineering cost estimates for transportation projects. The project traffic operations benefits have been evaluated using modern traffic modeling and operations tools that have been reviewed and approved by Caltrans. Caltrans has upgraded their Benefit-Cost Analysis Model to ensure its consistency with TIGER parameters.

A Benefit Cost Analysis has been completed on the I-5 transportation component of the project, with a 3% discount rate, and resulted in Benefit-to-Cost ratios of 0.8, providing a 4.8% return on investment over 13 year. These ratios include only the transportation component and the associated benefits resulting from a reduction in greenhouse gas emissions.

Though the benefit-cost analysis demonstrates multiple benefits that the project would bring, it is important to remember the benefits are understated because the benefit-cost model currently has no methodology to factor in “what-if” scenarios related to the interstate structure supports not meeting clearance standards. The analysis created shows only the widening benefits from four- to six-lanes of the Interstate, not the benefit of a new structure in place of the South Anderson Overhead structure. In the event of an emergency event, the I-5 mainline corridor

¹⁷ Shasta Regional Transportation Agency RTP available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

¹⁸ City of Anderson General Plan available at http://www.ci.anderson.ca.us/departments/kristen_development_services_and_building_departments/index.php

would be shut down, leading to traffic delays, lost revenue due to reduced/curtailed goods movement, and public safety and local business issues associated with diverted interstate traffic on alternate routes not preferred and in some cases not designed for such use.

Finally, the benefit-cost analysis does not take into account this project opening the door to further economic development—catalyzing investment and growth—within the vicinity of the City of Anderson, in southern Shasta County. While not factored into the benefit-cost calculations, as mentioned earlier, the North State Transportation for Economic Development Study projects an economic impact of just the state highway expansion, including increased output, value added and wages, to be between \$2.7 billion and \$10.2 billion between 2010 and 2040.¹⁹

Section 7. Cost Share

The I-5 UP RASL project is being administered by Caltrans for the State of California. This success of this project depends on the successful award of TIGER funds. While many funding partners are committed to seeing the I-5 UP RASL project constructed, the partnership and contribution by US DOT with a TIGER award would allow this project to move forward in the short term, reducing the overall cost of the project should the project have to wait several years for the funding TIGER can provide to come to fruition.

Non-federal funds will be maximized. SRTA has committed over 12 years of STIP funds to the I-5 corridor, including this project, and continues to hold this project as a funding priority. Likewise the City of Anderson and Shasta County have committed a total of \$700,000 toward the project cost. Additional, Caltrans and the CTC have committed to fund the remaining balance if a TIGER award is secured.

Caltrans, as owner and operator of the state highway system, will continue maintenance and operations responsibilities on I-5 through the SHOPP.

The rural nature of Shasta County makes it necessary for transportation projects to seek grant opportunities to improve the operations of the facilities within the I-5 UP RASL project limits for all users and to improve economic competitiveness regionally and interregionally.

¹⁹ North State Transportation for Economic Development Study (2013), Exhibit 80, p132.

Section 8. Certifications

7.1 Federal Wage Rate Certification

Caltrans has signed and attached the Federal Wage Rate Certification to the end of this narrative.

7.2 Financial Capability and Grant Management

Caltrans is financially sound and able to manage multiple federal, state, and local grants. In 2016, it managed a seventeen billion dollar budget.

7.3 Long-Range Plan Consistency

The project is included in the 2010 Shasta County Regional Transportation Plan²⁰, prepared by SRTA. The project is also included in the SRTA 2015 Regional Transportation Plan.²¹ Plans for the continued economic development of the city of Anderson, and its sphere of influence, are included in the City of Anderson General Plan²².

²⁰ Shasta Regional Transportation Agency RTP available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

²¹ Ibid.

²² City of Anderson General Plan available at http://www.ci.anderson.ca.us/departments/kristen_development_services_and_building_departments/index.php

Section 9. Applicant Signature

Primary Applicant Signature



Dave Moore, District 2 Director
California Department of Transportation

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DISTRICT 2 DIRECTOR

1657 RIVERSIDE DRIVE

REDDING, CA 96001

PHONE (530) 225-3477

TTY 711

www.dot.ca.gov

*Making Conservation.
a California Way of Life.*

October 13, 2017

Re: Federal Wage Rate Certification for Caltrans District 2 2017 TIGER Grant Application

This certifies that the California Department of Transportation will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code, as required by the *Consolidated Appropriations Act, 2017* (Public Law 115 – 31, May 5, 2017), for a TIGER 2017 funding award.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Moore", is positioned above the printed name.

DAVE MOORE
Director 2 Director



October 12, 2017

The Honorable Elaine Chao
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao:

The California Department of Transportation (Caltrans), the Shasta Regional Transportation Agency (SRTA), the city of Anderson, and the county of Shasta appreciate the funding opportunity provided by the U.S. Department of Transportation's Transportation Investments Generating Economic Recovery (TIGER) Grant Program and are pleased to jointly submit the Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) for funding consideration. Due to the national and regional significance of this project, we urge USDOT to award the full \$25.0 million in requested TIGER funds to support completion of the \$108.788 million I-5 RASL project, including the critical replacement of the South Anderson Union Pacific Railroad Overhead.

The I-5 RASL project will replace a substandard railroad grade separation (South Anderson Overhead), as well as increase from four to six lanes I-5 for 4.0 miles. The region has already invested in, and upgraded the interstate on the project bookends. I-5 RASL will significantly improve the efficiency and reliability of both truck and rail access on California's primary north/south corridor. This project brings \$83.788 million to the table, a compendium of local (\$5.276 million) and state (\$78.512 million) funding. For a rural area, it is a significant investment.

Additionally, the project is anticipated to create over 1,300 jobs over the three-year construction period, with an anticipated employment benefit of \$102.6 million. In an economically-depressed region, benefits like this investment are rarely seen. The project will actively promote economic competitiveness, as well as stabilize west coast freight movement for decades to come.

Caltrans will serve as the lead applicant and deliver the project. SRTA, the city of Anderson, and the county of Shasta are also co-applicants. Each agency has a vested interest in the I-5 corridor, including financial contributions.

This project is of great national and regional importance, serving as the backbone of west coast trade. We respectfully request your favorable TIGER consideration.

Sincerely,

MALCOLM DOUGHERTY
Director, Caltrans

A handwritten signature in blue ink, appearing to read "Jeff Kiser", with a stylized, flowing script.

JEFF KISER
City Manager, Anderson

A handwritten signature in blue ink, appearing to read "Greg Watkins", with a stylized, flowing script.

GREG WATKINS
Chair, SRTA

A handwritten signature in blue ink, appearing to read "Patrick J. Minturn", with a stylized, flowing script.

PATRICK J. MINTURN
Director, Shasta County Public Works



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

October 10, 2017

Elaine Lan Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Chao:

The Shasta Regional Transportation Agency (SRTA) is pleased to be a co-applicant for a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to widen a section of Interstate 5 severely impacted by heavy-duty trucks and to replace an unsafe overcrossing of the Union Pacific Railroad (UPR). This project is located in rural northern California, a location that is a linchpin for west coast goods movement.

I-5 and UPR are critical to the nation's economy as the primary north-south goods movement corridor and rail freight provider in the west. Additionally, the I-5 corridor is crucial to connecting people to employment, education and other services requisite to the continued economic advancement and competitiveness of the rural north state.

The current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service. Train derailments are frequent in our region – A UPR train struck an Interstate 5 bridge support in 2014 just north of the project site. Interstate 5 bridge supports at the project site are in harm's way. A catastrophic structural failure on Interstate 5 would instantaneously halt interstate travel, truck, and rail traffic in one fell swoop.

The lack of a new overcrossing is delaying other transportation investments within the project vicinity due to limitations of the existing overcrossing. The proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success in an area that is ripe for, and has begun, economic redevelopment, as well as maintain the continued integrity of the I-5 corridor.

October 10, 2017

Page 2

TIGER holds the key to mitigate a major transportation catastrophe while allowing the rural north state, as well as state, to move forward with plans to both maintain and expand the transportation system and economy. The interstate and railroad have been the life-blood of our economy for over a century—as well as the lifeblood for the entire west coast. We look forward to your genuine consideration of this pivotal project proposal.

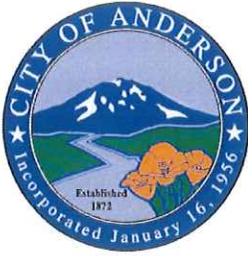
Please do not hesitate to contact me if you have questions.

Sincerely,



Greg Watkins, Chair

C: Vincent Mammano, Federal Highway Administration, California Division Administrator
Malcolm Dougherty, Caltrans Director
Dave Moore, Director, Caltrans District 2



October 10, 2017

Ms. Elaine Lan Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Lan Chao:

The Mayor, the City Council, and the City of Anderson strongly support the TIGER grant application for the widening of Interstate 5 (I-5) and the replacement of the Interstate 5, Union Pacific Railroad (UPRR) overcrossing. The City, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance the six-laning of I-5 to meet the expected freight and goods movement growth, as well as access to regional employment and educational opportunities, all while considering the larger purpose of State and National goods movement along the West Coast as the corridor links Mexico, California, Oregon, Washington and Canada. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

Interstate 5 and the UPRR overcrossing both exist within the City limits of Anderson and both are critical to the west coast goods movement, traveler safety, and the safety of our residents. The City of Anderson has been dedicated to improving transportation infrastructure in the City and in the region for decades. Most recently the City has

completed a seven million dollar interchange project directly south of the I-5 / UPRR Bridge. The completed project includes a new northbound I-5 off-ramp that serves a heavy industrial area that has been annexed into the City in the last year.

The City of Anderson would see a positive benefit from the completion of the project as it will help with the development of several hundred acres adjacent to both I-5 and the UPRR rail line. There will also be great gains in safety, delay reduction, and operational efficiency for both I-5 and the UPRR. Many times transportation corridors that have room for the expansion of services and efficiency will see a return in job creation and job growth and that is the expectation here. The RASL project would just be the beginning step of the expansion and development that will follow.

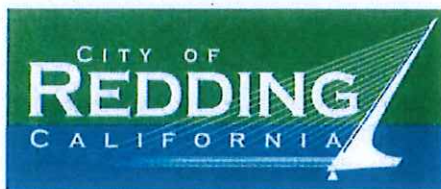
The City of Anderson appreciates the opportunity to apply for this TIGER grant and is excited for the opportunities that lie ahead.

Sincerely,



Jeff Kiser
City Manager
City of Anderson

Cc: Dan Little, Executive Director, Shasta Regional Transportation Agency
Dave Moore, Director, Caltrans District 2



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. Box 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170

530.245.7024

October 9, 2017

G-100-070/G-030-110

Ms. Elaine Lan Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Chao:

This letter is in support of the State of California-Department of Transportation (Caltrans) and Shasta Regional Transportation Agency's (SRTA) application for a 2017 TIGER grant funding for the Interstate 5 Redding to Anderson 6-Lane/UPRR Overhead Project in Shasta County.

Interstate 5 and the Union Pacific Railroad, through rural northern California, are critical in meeting local, regional, and interstate commerce needs. At the freeway bridge location, neither the freeway nor railroad has a ready parallel route to manage demands should a disruption in service occur. The bridge itself does not meet vertical and horizontal railroad safety clearance standards and is, therefore, susceptible to an accident that could result in a local health and safety emergency as well as catastrophic disruption of people and good movements. In addition, the capacity of the interstate freeway and railway is fast approaching and the owners, Caltrans and Union Pacific, each have plans for expanding their facilities. However, the cost involved in freeway widening and replacement of the structure is a significant financial obstacle in reaching the planned expansions. TIGER funding will certainly help meet the transportation safety, capacity and goods movement needs demonstrated by this project.

The City of Redding is supportive of Caltrans' and SRTA's efforts in obtaining TIGER funding for this project. In addition to the transportation needs demonstrated above that the project will meet, the large capital investment will be a welcome addition to a regional economy still struggling to recover from the global recession. It is likely that local contractors will build the project bringing needed jobs to the disadvantaged communities, including Redding, that makeup the area surrounding the project.

Sincerely,

Brian Crane
Director of Public Works

c: Dan Little, Executive Director
Shasta Regional Transportation Agency

City of Shasta Lake

P.O. Box 777 1600 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: cityofshastalake.org



October 9, 2017

Elaine Lan Chao, Secretary
U.S. Department of
Transportation Office of the
Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Ms. Chao,

I am writing this letter of support for the widening of Interstate 5 (I-5), and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities.

Within the project's boundaries, the current Union Pacific Railroad Overcrossing, near the city of Anderson, does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

Although this project is not located within the City of Shasta Lake, it is a significant and needed improvement for not just the City, but the entire North State region.

It is well known within the region that the proposed location of this project represents a major impediment for truck traffic that impacts the City of Shasta Lake as well as rail traffic for material sent by rail from within the City to the south. The proposed improvements to vertical and horizontal safety clearances between UPR operations and Interstate 5 bridge supports would assist in mitigating potential hazards and possible catastrophic disruption of the movement of people and goods due to the loss of one or both of the west coast's primary railway and interstate routes where they transect at this location.

I request your consideration in approving this funding request.

Sincerely,

John N. Duckett, Jr.
City Manager

cc: Dave Moore, Director, Caltrans, District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency



Shasta County

DEPARTMENT OF PUBLIC WORKS

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PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

October 9, 2017

FSH 090003

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: **Interstate 5 Project**

Dear Secretary Foxx:

Shasta County is an active partner in the Shasta Regional Transportation Agency (SRTA). Interstate 5 at Union Pacific Railroad (UPRR) is a significant inter-regional overcrossing. Shasta County wholeheartedly supports TIGER funding to replace the structure for the following reasons:

1. **Safety and Mobility.** Interstate 5 and the UPRR connect the West Coast. Substandard structures and clearances aggravate the number and severity of incidents along both lines.
2. **Major Project.** Applicable design standards will require raising the vertical profile of the freeway. The bridge needs to clear-span the railroad corridor. The cost estimate is \$108 million.
3. **Resource Limitations.** Existing state and federal funding silos do not address this type of project. Local agencies have cobbled together some funds but the project remains out of reach.

The existing overcrossing impairs safety and mobility. The TIGER program is intended to provide a capstone to address such deficiencies. Shasta County lends its full support.

Sincerely,


Patrick J. Minturn, Director

PJM/ldr

c: Dave Moore, Director, Caltrans, District 2
Dan Little, Executive Director, SRTA

DOUG LAMALFA

1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON AGRICULTURE

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0501

October 11, 2017

The Honorable Elaine Chao, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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2399 RICKENBACKER WAY
AUBURN CA, 95602
TEL: (530) 878-5035
FAX: (530) 878-5037

<http://lamalfa.house.gov>

Re: Interstate 5 Redding to Anderson Six-Lane and Union Pacific Railroad Overcrossings TIGER Grant

Dear Secretary Chao:

I strongly support the application by the California Department of Transportation for TIGER grant funding to complete the Interstate 5 Anderson to Redding Six-Lane Project (I-5 RASL) in rural northern California. Not only would this project improve interstate goods movement along the primary north-south artery on the west coast, stimulating economic development, but will also address existing hazards caused by the substandard I-5 overcrossings of heavily-used railroad tracks. As the success of the project will have positive impacts on the delivery and safety of goods movement and private travel for the entire west coast, it deserves your positive consideration.

While much of the I-5 RASL project has been completed, a significant portion has not yet been upgraded due to the need to replace two overcrossings over Union Pacific Railroad tracks. The existing overcrossings fail to meet minimum height or width standards, creating a potentially devastating hazard to west coast goods movement and travel. Should a derailment occur, or simply a shifting overhanging load, one or both overcrossings could be damaged beyond repair. Such an accident could simultaneously cut both the primary interstate and rail line providing north-south travel and goods movement on the west coast, the effects of which would be economically devastating.

As the potential negative impacts of failing to address this hazard are regional in scope, and nearly all other sources of funding are subject to rigid requirements that preclude use for this specific project, it is imperative that the federal government assist in preventing such an accident. I respectfully request you join me, Caltrans, and co-applicants the Shasta Regional Transportation Agency, the city of Anderson, and the county of Shasta, in supporting this grant application and giving it your fullest consideration.

Sincerely,



Doug LaMalfa
Member of Congress

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

Assembly
California Legislature



BRIAN DAHLE
ASSEMBLY REPUBLICAN LEADER
FIRST DISTRICT

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FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Oct. 9, 2017

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: TIGER grant — Interstate 5 Redding to Anderson Six-Lane Project:

Dear Secretary Chao:

I write to express my strong support for the California Department of Transportation's application for a U.S. Department of Transportation TIGER grant to widen Interstate 5 and replace the Union Pacific Railroad overcrossing. Caltrans has worked for years with the Shasta Regional Transportation Agency and the local jurisdictions in Shasta County to expand I-5 to six lanes to meet expected freight growth, and improve access to regional employment and educational opportunities. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the Union Pacific's I-5 Corridor Line — a critical corridor for West Coast goods movement and Amtrak passenger service.

Freeing the bottleneck at this key Northern California will meet the needs of my constituents throughout the region, as well as promote critical economic development in an area that has suffered chronic high unemployment since the decline of the forest-products industry. The City of Anderson is diligently working to foster the redevelopment of a property near the project site formerly occupied by a timber mill. Full improvement of this property depends on updated transportation infrastructure.

Thank you for your consideration of this critical project.

Sincerely,

A handwritten signature in blue ink that reads "Brian Dahle".

BRIAN DAHLE
Assembly Republican Leader

UNION PACIFIC RAILROAD
10031 Foothills Blvd.
Roseville, California 95747

Scott D. Moore Vice President Public Affairs - West

P 916 789 6015

April 23, 2014

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

**RE: Shasta Regional Transit Authority's Interstate 5 Overcrossing Rail Corridor
Project and TIGER 2014 Discretionary Grant Application**

Dear Secretary Foxx,

On behalf of Union Pacific Railroad (UPRR), I am writing to inform you of our understanding of the Shasta Regional Transportation Agency (SRTA) TIGER 2014 discretionary grant application, seeking funds to replace the Interstate 5 overcrossing of the UPRR I-5 Corridor Line.

The current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and planned expansion of the UPRR I-5 Corridor Line, which is critical to west coast goods movement and Amtrak passenger service. Approximately thirteen freight trains and two Amtrak trains cross under I-5 daily at this location.

For this reason, UPRR understands the importance of removing encroachments on its right of way and looks forward to working with the SRTA on the safety and operational clearances project.

Please feel free to contact me if you have any questions.

Sincerely,



Scott D. Moore





April 19, 2016

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Interstate-5 Widening and Bridge over the Union Pacific Railroad – Anderson, California

Dear Secretary Foxx:

In the city of Anderson, California, Interstate-5 crosses over the Union Pacific Railroad (UPRR). In the course of replacing this last four-lane segment of this regional portion of Interstate-5, UPRR is requiring that the highway make a clear span of at least 100' to preclude any columns within their right of way. Since you are aware of the cost of new bridges, I am writing to enlist your support in funding this project with a TIGER grant.

Roseburg is currently pursuing annexation and is converting a 200-acre sawmill site in Anderson into a badly needed industrial park. This facility enjoys nearby interstate access, rail, ample water supplies, natural gas, fiber-optic, nearby electrical power generation and a readily available work force. We hope to attract heavy industry to this site and the recent improvements have facilitated traffic flow on this heavily used interchange.

With the Great Recession in the rearview mirror, the unemployment rate is recovering, but is still about 8+%. Roseburg has 175,000 acres of timberland in this region, along with a veneer mill in Weed (90 minutes north). It provides 150 living-wage, union jobs. Sustainable natural resource jobs are key to our regional economy. We believe that this particular area offers a real advantage to businesses seeking to build or relocate, and much of that advantage is keyed to a good transportation network.

A TIGER grant for the new overcrossing would also reduce the chance of a major derailment impacting the interstate. It would also provide better access to the industrial area in Deschutes Road area of South Anderson and thus provide a key area for jobs growth. We would appreciate your favorable attention to this grant.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Arne Hultgren'.

Arne Hultgren
California Resource Manager

C: Dave Moore, Director, Caltrans District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency



Wheelabrator Shasta Energy Co. Inc.

A Waste Management Company

20811 Industry Road
Anderson, CA 96007

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: TIGER Support Letter: Interstate 5 Overcrossing of Union Pacific Railroad

Dear Secretary Foxx,

We are pleased to support the Shasta Regional Transportation Agency's TIGER grant to replace the Interstate 5 overcrossing of the Union Pacific Railroad. Wheelabrator Shasta Energy Company Inc. operates in the project area. Over 120 semi trucks enter our facility daily. Many other trucking companies have located in the Interstate 5/Deschutes Road Interchange area. Our businesses -- and our ability to remain competitive -- depend on a safe, reliable, and expandable Interstate 5 system.

The supports of the Interstate 5 bridge are not fortified and are well within the minimum needed vertical and horizontal clearance areas of a major rail line. This is patently unsafe. Why flirt with a major catastrophe when local agencies are offering to pay most of the costs to remedy it? These are the types of partnerships that the TIGER program should be seeking.

Best regards

Michael Burt
Regional VP – Western Region
Wheelabrator Technologies.



April 15, 2014

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Replace the Interstate 5 Bridge in Anderson, California over the Union Pacific Railroad

Dear Secretary Foxx:

The City of Anderson Chamber of Commerce is writing in support of the TIGER grant application and we ask that you support it also.

All of Shasta County area, which includes Anderson, meets federal standards as a disadvantaged community. The City of Anderson and the surrounding area have been especially hard hit by the recession and the loss of the timber industry. Historically Anderson has been the center of production of forest related products. Throughout the late 1980's and early 1990's the mills and factories that provided good, living wage jobs closed up and the jobs were lost and never have been replaced.

The City of Anderson is currently pursuing annexing 385 acres of which 200 acres is an old sawmill site that is slated to be developed into an industrial park. This is a unique site that has access to an ample water supply, municipal sewer service, and direct rail and highway access to the major north/south transportation corridor for the entire west coast. The TIGER grant is a vital piece of the puzzle to close a gap for large Interstate 5 and rail projects that have been planned over the past decade. The economic and job creation potential for this area depends on the continued safe and reliable operation of the Interstate 5 and Union Pacific Railroad system. The award of the TIGER grant will ensure that the transportation infrastructure will be able to accommodate future industrial development and once again the City of Anderson and the surrounding areas will have good, living wage jobs for its residents.

Your support of the TIGER grant application would be greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Debe Hopkins", with a long, sweeping horizontal line extending to the right.

Debe Hopkins
Manager, Anderson Chamber of Commerce



April 12, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Foxx:

On behalf Central Valley AgPLUS Manufacturing Consortium I am writing to strongly supports the City of Anderson's TIGER grant application for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

The project also removes a major financial and structural impediment to planned investments by UPR, local agencies, and the State to improve rail and interstate operations. The entire Shasta County region meets Federal standards as a disadvantaged community. The Deschutes Road/I-5 industrial area has been especially hard-hit by the shutdown of major factories related to natural resources.

AgPLUS is an Investing in Manufacturing Communities Partnership (IMCP) designated region in Central California (Bakersfield to Redding) that concentrates on food and beverage processing throughout the region. Exporting raw agricultural products and processed food and beverages is one of the most important economic drivers in central California and transportation is key to exporting success. It is our belief that the proposed project solves an expected traffic bottle neck that would significantly impact exporting costs and hurt the Central Valley economy. It is our pleasure to fully endorse the proposed project and we believe it is important to preemptively ease the ever increasing traffic issues in the area.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Dozier".

Mike Dozier, Project Lead
Central Valley AgPlus Manufacturing Consortium

cc: Jeff Kiser, City Manager, Anderson
Dan Little, Executive Director, Shasta Regional Transportation Agency
Dave Moore, Director, Caltrans District 2

550 E Shaw Avenue,
Suite 230
Fresno, California 93710
559.278.0721 p
559.278.6663 f

April 22, 2016

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) and Multi-Modal Food Hub

Dear Secretary Foxx:

The Shasta Economic Development Corporation strongly supports Caltrans' application to the US DOT TIGER Program for the widening of Interstate 5, the replacement of the Anderson Union Pacific Railroad overcrossing, and the development of a multi-modal food hub pilot project.

The project will provide the proper safety clearances between UPR operations and Interstate 5 bridge supports, diminishing potential hazard and disruption of people and goods movement due to system failure where the west coast's primary railway and interstate systems transect.

Furthermore, the project will remove a major barrier to the planned expansion of the UPR and the Interstate 5 network. Planned expansions will support redevelopment of the area including UPR plans to double-track and add spurs in support of area manufacturing; state and local plans to improve the Deschutes Interchange; and to add an additional lane on Interstate 5 in each direction.

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 to offer these large parcels for new industry. Transportation access and flow has been a major concern to companies and industry considering expanding in the area. The investment to bring about these important improvements will allow commodities to flow freely and will do a great deal to make these properties attractive for industry.

Please know that the Shasta EDC strongly supports any improvements that provide the continued safe, reliable operation of the Interstate 5 and UPR system and the ability to improve those systems to support economic growth and job-creation potential of the Interstate 5/Deschutes Road area.

Sincerely,



Tony Giovaniello, President

c: Dave Moore, Director, Caltrans District 2;
Dan Little, Executive Director, Shasta Regional Transportation Agency



4/11/16

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Foxx:



The Center for Economic Development (CED) at California State University, Chico strongly supports the City of Anderson's TIGER grant application for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

The project also removes a major financial and structural impediment to planned investments by UPR, local agencies, and the State to improve rail and interstate operations. The entire Shasta County region meets Federal standards as a disadvantaged community. The Deschutes Road/I-5 industrial area has been especially hard-hit by the shutdown of major factories related to natural resources.

As an Economic Development Administration (EDA) competitively awarded University Center, the CED's mission is to assist local leaders in leading rural Northern California into economic prosperity. It is our belief that transportation both to, and through these rural communities is becoming an increasingly important driver to the rural economy. Exporting agricultural products has become a significant portion of the local economy. Any bottleneck on I-5 would increase the time and cost of exporting local products making the region less competitive nationally and internationally. It is our pleasure to fully endorse the proposed project and we believe it is important to preemptively ease the ever increasing traffic issues on the most important route through Northern California.

Sincerely,

A handwritten signature in cursive script that reads "Dan Ripke".

Dan Ripke, Director

Center for Economic Development at California State University, Chico

cc: Jeff Kiser, City Manager, Anderson
Dan Little, Executive Director, Shasta Regional Transportation Agency
Dave Moore, Director, Caltrans District 2



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E-mail: ageredding@agc-ca.org

Delta-Sierra
(916) 371-2422 / Fax (916) 371-2352
E-mail: agsac@agc-ca.org

North Bay
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

San Francisco Bay Area
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

Santa Clara
(408) 727-3318 / Fax (408) 727-7567
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Monterey Bay
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San Joaquin
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Tri-Counties
(805) 388-7330 / Fax (805) 388-7329
E-mail: agctrico@agc-ca.org

Los Angeles
(626) 608-5800 / Fax (626) 608-5810
E-mail: agcsouth@agc-ca.org

Orange County
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E-mail: agcsbo@agc-ca.org

Riverside/San Bernardino
(909) 885-7519 / Fax (909) 381-4047
E-mail: agcsbo@agc-ca.org

April 17, 2014

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx,

Associated General Contractors of California (AGC), an organization representing over a thousand construction leaders and affiliates, strongly supports replacing the Interstate 5 Bridge that covers the Union Pacific Railroad overcrossing immediately north of the Deschutes Road Interchange in the City of Anderson, Shasta County, California.

The replacement of this bridge will help to mitigate potential catastrophic disruption to the main artery which connects us and our neighbors both north and south of us allowing for interstate commerce and helps to support California's tourist industry. As we have witnessed nationally, a lack of diligence required to maintain and update our critical infrastructure such as this bridge, disaster will eventually strike, crippling both a vital N-S Rail line and Interstate 5. The States of Washington, Oregon & California commerce and citizens depend on continuous use of both facilities.

We at AGC urge the U.S. Department of Transportation to fully fund such an important project that has a major impact on the citizens of this great State.

Sincerely,

Chris Handley
Tullis, Inc.
AGC Shasta District Board Chair





April 8, 2016

Anthony Foxx, Secretary
US Department of Transportation
Office of the Secretary
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Secretary,

This is to register Growing Local's strong support for TIGER funding to support replacing the Interstate 5 Bridge over the Union Pacific Railroad (*UPR*) in Anderson, California (*immediately north of the Deschutes Road Interchange*).

Growing Local's development efforts are motivated in part by the need for living-wage jobs and viable small businesses in the North State. We find that this project could improve our regional food and farm economy by improving access to underutilized agricultural capacity and the natural comparative advantages of our region.

Our ongoing analysis and promotion of the food and farm economy of the North State clearly indicates how important the City of Anderson, the I-5 thoroughfare and railway access at that location are in supporting and building our food supply network. In addition to their critical role in facilitating transportation, the infrastructure improvements envisioned in this project could encourage other additional private and public investments needed for the development of value-added and aggregation facilities.

Convenient rail and I-5 access provide the North State with a farm and food economic lifeline to major markets. Infrastructure support for the I-5 bridge and UPR operations (in Anderson in particular) provide opportunities that our producer network and funders will greatly appreciate. Growing Local strongly supports these efforts both to enhance these critical rail and road junctions - and to ensure their capacity for the future.

Thanks you for giving this project your most serious consideration.

Sincerely,

Steven R. Sibilsky
Chairman – Steering Committee
Growing Local



P.O. Box 492794, Redding, CA 96049
(530) 222-5251

April 8, 2016

Anthony Foxx, Secretary
U.S. DEPARTMENT OF TRANSPORTATION
Office of the Secretary
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: **TIGER Grant request to replace Interstate 5 Bridge over the Union Pacific Railroad,
North of the Deschutes Road Interchange, Anderson, California**

Dear Mr. Foxx:

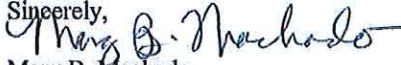
Our organization, Shasta VOICES, is a strong private-sector business group with 1,077 members and supporters who live and work in the Shasta County area, advocating for a stable and sustainable economic future in our community. Please accept our letter of support for TIGER Grant funding for an important project in the North State, the replacement of the Interstate 5 Bridge over the Union Pacific Railroad (UPR), immediately north of the Deschutes Road Interchange in the city of Anderson, California.

This project is located on a segment of Interstate 5 (I-5) in Shasta County and in the city of Anderson, south of the cities of Redding and Shasta Lake. The purpose of this project is to provide safety clearances between UPR operations and Interstate 5 bridge supports. It would mitigate potential hazards and the disruption of people and goods movement due to system failure where the west coast's primary railway and interstate systems transect. The project also removes a major financial and structural impediment to planned investments by UPR, local agencies, and California to improve rail and interstate operations.

The entire Shasta County region meets federal standards as a disadvantaged community. The Deschutes Road/Interstate 5 industrial area has been especially hard-hit by the great recession, losing living-wage jobs due to the shut-down of major factories related to forest products and other natural resources. The economic and job-creation potential of this area depends on the continued safe, reliable operation of Interstate 5 and the UPR system, and the ability to improve those systems to support economic growth.

This TIGER Grant project would open the door for larger Interstate 5 and rail projects that have been planned over the last decade, and are vital to jobs and economic recovery in far Northern California.

The TIGER Grant would help fund a costly structure that is not eligible under the guidelines of other funding programs. With all other agencies saying "no", local agencies have cobbled together over half of the needed funds over the past 10 years, but it's not enough. The TIGER Grant would be the remaining financial piece needed for this game-changing project, spurring the creation of sustainable, living-wage jobs which are sorely needed in our community. Thank you for your consideration.

Sincerely,

Mary B. Machado
Executive Director
On Behalf of the Board of Directors
Phone: (530) 222-5251; Email: mary@shastavoices.com



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 262-6190 nssr16@gmail.com

www.superregion.org

Ivan Garcia, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

October 10, 2017

Elaine Lan Chao, Secretary

U.S. Department of Transportation

1200 New Jersey Avenue, SE

W 12-140

Washington, DC 20590

RE: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Foxx:

The North State Super Region (NSSR), a coalition of sixteen counties in Northern California, supports the TIGER proposal for widening of Interstate 5 (I-5), and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing.

I-5 and UPRR are critical to the nation's economy as the primary north-south goods movement corridor and rail freight provider in the west. Additionally, the I-5 corridor is crucial to connecting people to employment, education and other services such as rural area connections requisite to the continued support of the economic advancement of the North State.

Within the project's boundaries, the current UPRR Overcrossing, near the city of Anderson, does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR 1-5 Corridor Line. The lack of a new overcrossing is also delaying other transportation investments within the project vicinity.

The proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success in an area that is ripe for, and has begun, economic re-development, as well as maintain the continued integrity of the 1-5 corridor.

One of the first products of our rural coalition was an economic study of our super-region. Among the many things we have in common in far northern California is that economy has been historically based on timber, mining, other extractive industries, as well as agriculture and recreation. With timber

production in drastic decline and agriculture impacted by a historic drought, our economic base is in serious need of diversification and expansion. The economic opportunities to be brought about by removing obstacles to freight movement will provide an impetus for industrial investment in an area well suited such development.

On behalf of the North State Super Region, thank you, in advance, for your careful review and support of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ivan Garcia". The signature is fluid and cursive, with the first name "Ivan" and last name "Garcia" clearly distinguishable.

Ivan Garcia, Chair
North State Super Region



BUILDING AMERICA®

October 13, 2017

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary Chao,

On behalf of Union Pacific Railroad, I am writing to inform you of our support of the California Department of Transportation (Caltrans) seeking a TIGER discretionary grant for the Redding to Anderson Six Lane (RASL) project. A portion of their project will replace the South Anderson Overhead, where the Union Pacific Railroad passes under Interstate 5.

Union Pacific has a positive partnership with Caltrans and their application partners and looks forward to working with them if they are awarded a 2017 TIGER grant. Furthermore, we look forward to continue working with the parties involved to ensure the plans follow our standards and safety requirements. Thank you for your consideration and please feel free to contact me if you have any questions.

Sincerely,

Wes Lujan

District: 2

PROJECT: Redding to Anderson 6-Lane Phase 2

EA:	02-4C404
PPNO:	3445b

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$93.4
Life-Cycle Benefits (mil. \$)	\$75.2
Net Present Value (mil. \$)	-\$18.2

Benefit / Cost Ratio: 0.8

Rate of Return on Investment: 4.8%

Payback Period: 13 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$2.5	\$0.0	\$2.5	\$0.1
Veh. Op. Cost Savings	-\$0.2	\$0.0	-\$0.2	-\$0.0
Accident Cost Savings	\$66.3	\$6.6	\$72.9	\$3.6
Emission Cost Savings	-\$0.0	\$0.0	-\$0.0	-\$0.0
TOTAL BENEFITS	\$68.7	\$6.6	\$75.2	\$3.8

Person-Hours of Time Saved	534,949	26,747
CO ₂ Emissions Saved (tons)	-1,607	-80
CO ₂ Emissions Saved (mil. \$)	-\$0.0	-\$0.0

Should benefit-cost results include:

- | | |
|---|---|
| 1) Induced Travel? (y/n) | <input type="text" value="Y"/>
Default = Y |
| 2) Vehicle Operating Costs? (y/n) | <input type="text" value="Y"/>
Default = Y |
| 3) Accident Costs? (y/n) | <input type="text" value="Y"/>
Default = Y |
| 4) Vehicle Emissions? (y/n)
includes value for CO ₂ e | <input type="text" value="Y"/>
Default = Y |