

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Federal Stimulus Project Update and Federal Grants	07/28/09	8

RECOMMENDATION

It is recommended that the Board receive an update of federal stimulus projects in Shasta County and authorize the Executive Director to:

1. Accept public comments regarding federal grant applications;
2. Reaffirm prior applications for federal High Priority Project (HPP) funds through Congress;
3. Apply for Transportation Investment Generating Economic Recovery (TIGER) grant funds through the U.S. Department of Transportation (DOT) for the South Redding Six Lane Project and, conditionally, the Buckhorn Grade Project; and
4. Authorize the Executive Director to provide letters of endorsement for other specified TIGER projects.

SUMMARY

Senators Feinstein and Boxer, and Congressman Herger, have requested HPP nominations for the next federal transportation reauthorization act. Pursuant to prior Board direction, the RTPA submitted information for the South Redding Six Lane Project which will add two median lanes to Interstate 5 through most of Redding. It is recommended that the Board reaffirm this action.

All but two American Reinvestment and Recovery Act (ARRA) projects within Shasta County are in construction. Within ARRA, there is also a relatively small TIGER discretionary program for highway, port, rail, and transit projects. Applications are due to the U.S. DOT by September 15, 2009. It is recommended that the RTPA submit an application for the South Redding Six Lane Project. It is further recommended that the Board conditionally act as co-applicant for the Buckhorn Grade project. Finally, it is recommended that the RTPA provide reciprocal letters of support for six other TIGER projects within Shasta County and the north state.

DISCUSSION

HPP Grants: The Board previously established the South Redding Six Lane Project as the region's number one priority and invested over \$1 million dollars to complete the environmental clearance and permit process for the project. The Board has also authorized staff to pursue all potential state and federal funding sources for established regional priorities. Under this arrangement, and in addition to our formula State Transportation Improvement Program (STIP) shares, staff has successfully obtained over \$70 million in discretionary state and federal grants over the past 3 years, as follows:

- Dana to Downtown project (SR 44): \$39 million Prop. 1B and State IRR Program
- Cottonwood Hills Truck Climbing Lane Project (I-5): \$27 million Prop. 1B
- College View Bike Lanes: \$466,000 ARRA TE
- State Route 44/Stillwater Improvements: \$4 million HPP.

In April 2009, staff requested over \$22 million in HPP funds for the South Redding Six Lane Project through Congressman Herger. This request was handed out and discussed with RTPA Board members during their regular meeting the following week. Mayor Bosetti was also copied due to the project location within Redding.

This month, two HPP requests for the South Redding Six Lane Project were provided to Senators Boxer and Feinstein. In all three instances, staff had less than two weeks between the call for projects and the application deadline to prepare the information. All three HPP requests are attached.

In early July, staff was notified that Congressman Herger officially nominated the South Redding Six Lane Project for HPP funds, as well as one other project in Butte County. The tentative endorsement by Congressman Herger of the South Redding Six Lane Project in no way guarantees future funding. This will depend on whether earmarks for HPP projects will even exist in the next reauthorization and to what extent. The next reauthorization is not likely to occur until 2011. Any HPP funding would be distributed over six years.

Early on, it was agreed at the staff level that no agency within the region should get in the way of another agency's HPP project priority. The RTPA met all requests for letters of support. HPP projects were submitted by Anderson (Deschutes Road Interchange) and Redding (Oasis Road Interchange). Unfortunately, the Deschutes and Oasis projects were not nominated by Congressman Herger for HPP consideration. RTPA staff was told that the South Redding Six Lane Project has a strong federal nexus, which is a fundamental criterion within the HPP program.

At the July 21 Redding City Council meeting, Mayor Bosetti questioned the validity of the RTPA's HPP application and voiced those concerns to many, including members of the RTPA Board and Congressman Herger. The allegation is that staff and the Chair acted without Board authority (see earlier discussion) and provided misleading letters of project support. The letters in question are in fact prior letters of project support and a matter of record. They were provided based on a recommendation from Congressman Herger's office to show a history of **project support**. In no way were the letters intended to be misleading or represented as current letters of **HPP funding support**. At any rate, there existed a mutual staff understanding that the RTPA would enjoy support for our top priority project just as the RTPA supported Redding and Anderson's HPP project priorities. It was clear to staff that a unified front was needed if any project would succeed. Consistent with this premise, the Redding and Anderson Councils on April 21st voted to mutually support the South Redding Six Lane Project, the Deschutes Project, and the Oasis Project for federal TIGER funds.

Due to assertions of RTPA misrepresentation to Congressman Herger, it is important that the Board clarify and reaffirm the successful prior HPP application to Congressman Herger. Misconceptions could result in lost funds to the region and removal of the project from funding consideration. Board reaffirmation will mollify any damaged caused.

TIGER Grants: The TIGER grant program will be extremely competitive with only \$1.5 billion available nationwide. To put this amount in perspective, California's share would be \$150 million, and Shasta County's regional share would be \$750,000, if funds were apportioned by existing formula (which they are not). Pre-application requests within California to date have exceeded capacity by 2,000%. In other words, only one in 20 projects are likely to receive funding. Projects within Shasta County are not in competition with each other, and mutual support will serve to boost scoring for all projects since collaboration is weighted heavily.

TIGER projects must be "shovel ready" by September 30, 2011, and should be completed by February 17, 2012. Projects which have already completed National Environmental Policy Act (NEPA) review are most likely to meet these timelines. TIGER grant criteria requires that projects have a strong federal nexus, calling for projects that have "long-term outcomes for the nation, metropolitan area or region" and "promote the economic competitiveness of the United States." The U.S. DOT will also strongly favor projects where broad partnerships among agencies can be demonstrated.

Caltrans will be conducting an interim process to winnow all TIGER candidates in the State down to a handful of projects totaling about \$300 million. Only the projects on this list will be officially nominated by the State of California. Projects which do not make the state list can still be nominated by local or regional agencies, although the project's chances for funding will be diminished. A TIGER timeline and grant summary is attached.

TIGER Candidate Projects: The South Redding Six Lane Project to widen Interstate 5 would be one of the strongest candidates in the north state given the grant criteria. The RTPA Board funded NEPA review for the project last year, which is expected to be complete by next month. There is a \$27 million unfunded need for design and construction. The project is clearly in the Federal interest with far-reaching benefits for interstate travel, commerce, and goods movement. The project also has broad support among agencies within Shasta County, neighboring regions, and Caltrans.

In addition to the South Redding Six Lane Project, there are three other TIGER grant applicants in Shasta County: (1) Deschutes Road Interchange/I-5 (City of Anderson); (2) Oasis Road Interchange/I-5 (City of Redding); and (3) improvements to State Route 299, primarily at Buckhorn Grade, to allow passage of large and double-trailer trucks (Trinity and Humboldt County).

Multi-County Consensus: Beyond Shasta County, RTPA staff is coordinating a fourteen-county north state coalition of RTPAs, where the executive directors draft a mutual letter of support for the six TIGER project nominees within this "Super Region." The six projects are top regional priorities and include the South Redding Six Lane Project and the Buckhorn/SR 299 Project. The other four projects are sponsored by the Butte, Mendocino, and Tehama county RTPAs. The joint letter of the directors is still under development by the Super Region. A draft should be available by the RTPA meeting.

Beyond the Super Region joint letter of support, RTPA staff is working with a subset of the fourteen county coalition to recruit as many regional agency and other co-applicants as possible for the South Redding Six Lane Project. Up to seven neighboring counties could sign onto the project. Since Humboldt and Trinity County's top priority is the Buckhorn/SR 299 Project, Shasta RTPA should act as a co-applicant on their project. In return, they will be co-applicants for the South Redding Six Lane Project. Mutual support will bolster both projects. There appears to be no downside.

Letters of support for HPP and/or TIGER funds for the South Redding Six Lane Project are attached and additional letters are anticipated.

Recommended Action: It is recommended the RTPA reaffirm that all three HPP requests to our Federal representatives are consistent with established Board priorities and direction.

It is further recommended that the RTPA put its most competitive project, having the broadest consensus, forward for TIGER consideration: The South Redding Six Lane Project.

It is also recommended that the RTPA act as co-applicant for TIGER on the Buckhorn/SR 299 Project if such support results in reciprocal support from Trinity and Humboldt counties for the South Redding Six Lane Project.

It is further recommended that all TIGER applicants in Shasta County -- the RTPA, Redding, and Anderson -- provide mutual letters of support.

A single mutual letter of support is also recommended for six projects -- including the South Redding Six Lane and Buckhorn Projects -- within the fourteen-county Super Region

Joint support will provide the best opportunity to receive funding for at least one project within this highly competitive program.

ALTERNATIVES

The Board may choose to not reaffirm the HPP applications. This would eliminate the north state's top HPP prospect and substantially reduce the possibility for securing any HPP funds within the region.

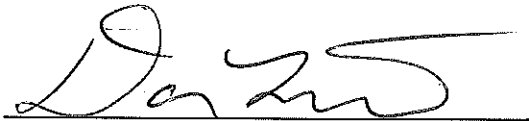
The Board may choose to support a different set of viable TIGER projects or forgo the cost of submitting a TIGER application altogether. Staff can ably and efficiently prepare the South Redding Six Lane Project application in-house. Putting our best work forward for the region's top prospect is worthwhile given the potential return.

OTHER AGENCY INVOLVEMENT

The TIGER and HPP Grants have involved collaboration with all prospective applicants, Caltrans, and the fourteen-county "Super Region." Congress (HPP) and the U.S. DOT (TIGER) will make the final award recommendations.

FINANCING

The South Redding Six Lane Project will cost \$27 million for design and construction. Although the environmental work is complete, there is no funding to design or build the project. A successful TIGER or HPP grant would fully fund the project freeing up resources for other regional priorities. The TIGER grant can be prepared by RTPA staff for around \$8,000 utilizing funds already budgeted in the Overall Work Program.



Daniel S. Little, AICP, Executive Director

DSL/jac

Attachments: TIGER Timeline and Grant Summary
HPP Requests to Senators Feinstein and Boxer, and Representative Herger
Letters of Support

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

GRANTS FOR TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY “TIGER DISCRETIONARY GRANTS”

APPLICATION TIMELINE

Date	Action
May 18, 2009	US DOT Releases TIGER Guidelines
May 29, 2009	Caltrans Coordination Teleconference
June 5, 2009	Agencies provide comments on draft application template
June 12, 2009	Final Template sent to project sponsors
June 17, 2009	US DOT Releases Revised TIGER Guidelines (if necessary)
June/July 2009	Regional Coordination of Applications, Policy Board Buy-in
June 25, 2009	TIGER check-in teleconference
July 7, 2009	Notice of Intent Submittal to Caltrans
Mid July	TIGER teleconference to discuss intent submittals
Late July	Last TIGER teleconference prior to submittal of application
July 27, 2009	MPO's and RTPA's Submit draft TIGER Application to Department
July 27 to August 24, 2009	Department evaluation and review of application, consultation with applicants, MPO and RTPAs. • Application review is quality and quantity of information provided in response to DOT criteria. • Review is conducted by an internal team composed of Caltrans Headquarters, District, and California Transportation Commission staff. • Applicants may be requested to provide additional or updated information in response to internal team review. • Application recommendations are determined by the completeness in responding to relevant DOT selection criteria.
August 24	Department submits draft recommendations to Governor's Office through the Secretary of Business, Transportation and Housing Agency.
August 24 to September 11	Review and approval of draft recommendations by Secretary and Office of the Governor.
September 15, 2009	Department submits approved applications to US DOT with Governor's support letter.
September 30, 2011	Last Day to Obligate ARRA TIGER Funds.
February 17, 2012	Expected Completion Date for ARRA TIGER funded projects.

TIGER: TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY

Program Summary:

- \$1.5 billion in discretionary grants
- Awarded by U.S. Department of Transportation (USDOT)
- Projects selected to be announced no later than February 17, 2010
- Goals:
 - 1) Preserve and create jobs and Promote Economic Recovery
 - 2) Invest in transportation infrastructure that will provide long-term economic benefits.
 - 3) Assist those most affected by the current economic downturn
- Submittal Deadline July 27, 2009, for Caltrans; September 15, 2009, for USDOT
- Available for obligation until September 30, 2011
- Priority must also be given to projects that can be completed by February 17, 2012.
- Grants will be awarded on a competitive basis to projects that have a significant impact on the Nation, a metropolitan area, or a region.

Eligible Applicants: State and local governments, tribal governments, transit agencies, port authorities, other political subdivisions of state or local government, and multi-state or multi-jurisdictional applicants.

Minimum Project Request is \$20 million*; maximum request is \$300 million.

** The Recovery Act gives USDOT discretion to waive the \$20 million minimum grant size for the purpose of funding significant projects in smaller cities, regions, or states ("Smaller Projects")*

Matching Requirements: TIGER Discretionary Grants may be used for up to 100 percent of project costs, but priority must be given to projects for which federal funding is required to complete an overall financing package that includes non-federal sources of funds.

Eligible Projects include, but are not limited to:

- Highway or bridge projects eligible under title 23, United States Code, including interstate rehabilitation, improvements to the rural collector road system, the reconstruction of overpasses and interchanges, bridge replacements, seismic retrofit projects for bridges, and road realignments;

- Public transportation projects eligible under chapter 53 of title 49, United States Code, including investments in projects participating in the New Starts or Small Starts programs that will expedite the completion of those projects and their entry into revenue service;
- Passenger and freight rail transportation projects; and
- Port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

The Primary Selection Criteria include

- Long-Term Outcomes
 1. State of Good Repair
 2. Economic Competitiveness
 3. Livability
 4. Sustainability
 5. Safety

Projects will need to demonstrate a likelihood of significant long-term benefits in all five areas to continue in the evaluation process.

- Jobs Creation and Economic Stimulus.

The Secondary Selection Criteria include:

- Innovation
- Partnership

The Primary Selection Criteria are intended to capture the primary objectives of the TIGER Discretionary Grants provision of the Recovery Act, which include near-term economic recovery and job creation, maximization of long-term economic benefits and impacts on the Nation, a region, or a metropolitan area, and assistance for those most affected by the current economic downturn.

The Secondary Selection Criteria are intended to capture the benefits of new and/or innovative approaches to achieving programmatic objectives.

The Recovery Act permits up to \$200 million of the \$1.5 billion appropriated to be used for TIGER TIFIA Payments at USDOT's discretion if it would further the purposes of the TIGER Discretionary Grants program. TIFIA is a federal credit assistance program that provides secured loans, loan guarantees, and lines of credit to borrowers for up to 33 percent of the costs of major surface transportation projects.

A full description of the TIGER program as listed in the Federal Register can be accessed through the following link:

<http://edocket.access.gpo.gov/2009/pdf/E9-11542.pdf>



Shasta County

Regional Transportation
Planning Agency

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Daniel S. Little, Executive Director

July 16, 2009

The Honorable Senator Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

Subject: Transportation Reauthorization Request – I-5 South Redding Six Lane Project

Dear Senator Feinstein:

We are pleased to submit a Transportation Reauthorization request to widen Interstate 5 in Redding. You requested the following information in a letter from the requesting agency:

- Name of project and location: I-5 South Redding Six Lane, Redding (Shasta County)
- Total cost of the project: \$28,308,000
- Amount of local match: \$5,661,600 (STIP funds)
- Amount of local match already committed (in-hand): \$1,195,000 (environmental clearance)
- Amount requested: \$22,646,400 (80% of total)
- Number of jobs created by the project: 1,700
- Expected schedule and date of completion:

Environmental clearance:	7/2009	Advertise:	1/2013
Project report (PA&ED):	3/2010	Award:	4/2013
HQ PS&E:	8/2012	Start construction:	5/2013
Ready to list:	11/2012	End construction:	3/2015
- If part of a Transportation Improvement Plan: Shasta County 2008 Regional TIP, 2008 STIP, & 2008 FTIP.
- If eligible for Title 23 (Highways)...of the U.S. Code: Chapter 1 - Federal-Aid Highways.
- A 300 word summary of the project: The "I-5 South Redding Six Lane Project" will add a third lane in each direction along 6.5 miles of I-5 in south and central Redding. This segment -- the most congested and accident-prone portion of I-5 north of Sacramento -- will fail within the next ten years. It is the Shasta County Regional Transportation Planning Agency's top priority project, and central to the state and national highway system. You would be hard pressed to find another project in the north state with a stronger federal nexus than maintaining mobility on mainline I-5.

Goods movement, safety, and the strategic preservation of interstate corridors are top federal priorities. Interstate 5 is the sole north-south interstate highway between the nation's Pacific ports and is part of FHWA's Corridors of the Future program.

The RTPA has already funded \$1.2 million for NEPA review, which is scheduled to be completed in July 2009. The project has passed public review and formal approval through the Regional Transportation Plan, Regional TIP, STIP, and FTIP, and initial review of the NEPA documentation.

MPO funds have been identified to help fund the local share of the \$28.3 million price tag. Despite the high level of interregional goods movement on this segment of I-5, we are disappointed that there is currently no federal or state funding component. A federal commitment of transportation reauthorization funds combined with future State-share STIP funds can fill the funding shortfall, while creating much needed jobs and protecting the local, state, and national economy.

As you know, we have been working on a multi-regional effort known as the Fix 5 Partnership (www.fixfive.org). Our local jurisdictions have concluded that mainline I-5 is primarily, if not entirely, a state and federal responsibility - a position I'm sure you agree with.

The transportation reauthorization holds great promise to improve safety, relieve congestion, maintain goods movement, and maintain mobility. We look forward to working with you to select the best projects. Please keep in touch with our Executive Director, Dan Little, or myself.

Sincerely,



Dick Dickerson, Chairman
Shasta County Regional Transportation
Planning Agency (MPO)

DD/JDS/jac

Copies to: Wally Herger, Congressman
Sam Aanestad, California State Senate
Jim Nielsen, California State Assembly
Rick Bosetti, Mayor, City of Redding
Bimla Rhinehart, Executive Director, California Transportation Commission
Will Kempton, Director, Caltrans Headquarters
John Bulinski, Director, Caltrans District 2

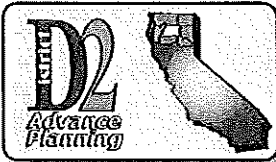
Committee on Environment and Public Works Supplemental Project Information

Member: Senator Dianne Feinstein

Staff Contact (name and phone number): Ryan Hunt, 224-3841

Project Name and Location (as you wish it to appear in legislation): I-5 South Redding Six Lane, Redding, CA

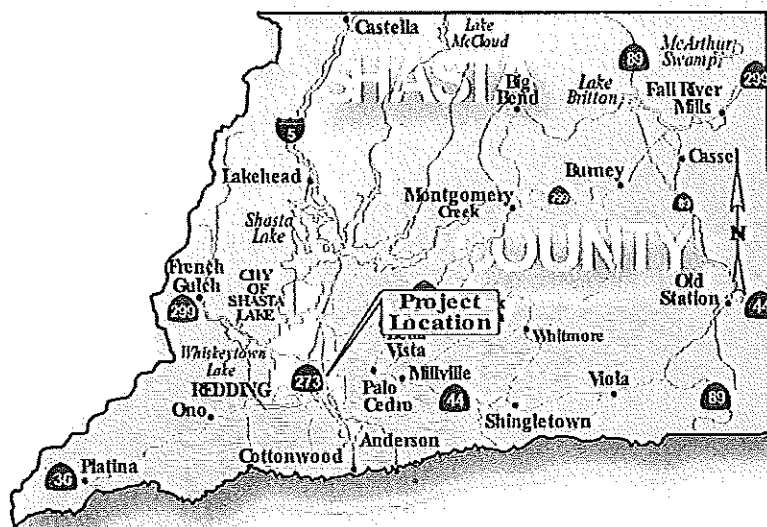
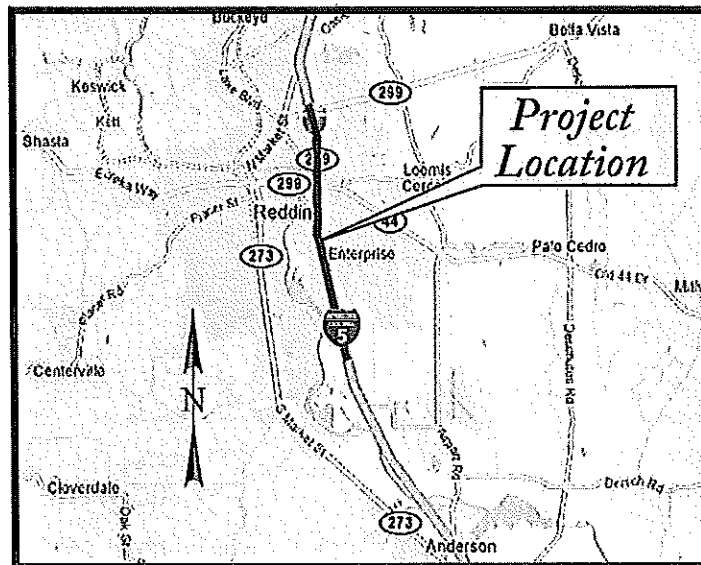
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1. Is the project currently included in a Metropolitan Transportation Improvement Program and/or State Transportation Improvement Program? (Yes/No) Yes
 2. Project Costs:
 - a. What is the estimated cost of the overall project (or segment if you are requesting funding for a multi-phase project)? \$28,308,000
 - b. What is the amount being requested (this should be no more than 80% of the project costs)? \$22,646,400
 3. What is the current status of the project (chose one and delete the rest)?
 - a. In Environmental Review
 4. Which of the following will be improved by this project (delete any that do not apply)? (All apply)
 - a. Safety
 - b. Congestion and its Environmental Impacts
 - c. Movement of People
 - d. Movement of Goods



02-SHA-5 PM 11.0/17.5
02-185-4C401K
PPNO 3331
February 2008

*In Shasta County
in and near Redding
from 0.1 mi north of
Smith Road Overcrossing
to 0.6 mi south of Twin View Blvd
Undercrossing*

(Widen Interstate 5 in South Redding To 6 Lanes)



Feinstein Transportation Reauthorization Requests, July 2009

Requestor (Must Be the Eligible Recipient Agency)	Project Name	Priority	Location	Principle CD	Principle County	Jobs Created	Current Status					Safety	Congestion	People	Goods
Shasta County RTPA	I-5 South Redding Six Lane	1	Redding, CA	CA02 Herger	Shasta	1,700	In Environmental Review					Yes	Yes	Yes	Yes
FHWA Program	FTA Program	FRA Program	300 word Project description										STIP	TIP/RTIP	Expected Completion Date
Federal-aid Highway			The "I-5 South Redding Six Lane Project" will add a third lane in each direction along 6.5 miles of I-5 in south and central Redding. This segment -- the most congested and accident-prone portion of I-5 north of Sacramento -- will fail within the next ten years. It is the Shasta County Regional Transportation Planning Agency's top priority project, and central to the state and national highway system. You would be hard pressed to find another project in the north state with a stronger federal nexus than maintaining mobility on mainline I-5. Goods movement, safety, and the strategic preservation of interstate corridors are top federal priorities. Interstate 5 is the sole north-south interstate highway between the nation's Pacific ports and is part of FHWA's Corridors of the Future program. The RTPA has already funded \$1.2 million for NEPA review, which is scheduled to be completed in July 2009. The project has passed public review and formal approval through the Regional Transportation Plan, Regional TIP, STIP, and FTIP, and initial review of the NEPA documentation. MPO funds have been identified to help fund the local share of the \$28.3 million price tag. Despite the high level of interregional goods movement on this segment of I-5, we are disappointed that there is currently no federal or state funding component. A federal commitment of transportation reauthorization funds combined with future State-share STIP funds can fill the funding shortfall, while creating much needed jobs and protecting the local, state, and national economy.										Yes	Yes	2015
STIP	TIP/RTIP	Expected Completion Date	Total Project Cost	Identified Local Match	Amount Requested \$ (Dollar Figure)	Amount Requested % (Percentage of Total Cost)	Total Federal Funding Sought (Received to Date + Amount Requested + Future Requests)	Most Recent Federal Funding Source	Most Recent Federal Authorization	Federal Funding Received to Date	State Funding Received to Date	Local Funding Received to Date	Private Funding Received to Date	Local Contact Email	Washington Contact Email
Yes	Yes	2015	\$28,308,000.00	STIP	\$22,646,400	80.0%	\$22,646,400		None	None	\$1,195,000	None	None	dlittle@co.shasta.ca.us	None

Committee on Environment and Public Works Supplemental Project Information

Member: Senator Barbara Boxer

Staff Contact (name and phone number): Danielle Leone, 224-0790

Project Name and Location (as you wish it to appear in legislation): I-5 South Redding Six Lane, Redding, CA

-
1. Is the project currently included in a Metropolitan Transportation Improvement Program and/or State Transportation Improvement Program? (Yes/No) Yes
 2. Project Costs:
 - a. What is the estimated cost of the overall project (or segment if you are requesting funding for a multi-phase project)? \$28,308,000
 - b. What is the amount being requested (this should be no more than 80% of the project costs)? \$22,646,400
 3. What is the current status of the project (chose one and delete the rest)?
 - a. In Environmental Review
 4. Which of the following will be improved by this project (delete any that do not apply)? (All apply)
 - a. Safety
 - b. Congestion and its Environmental Impacts
 - c. Movement of People
 - d. Movement of Goods

Boxer Transportation Reauthorization Projects															
Requesting Agency	Project Name	Priority	Location (City, CA)	STIP (Y/N)	TIP/RTIP (Y/N)	Current Status	Improvements (see word document question #4), list all that apply	Cost for Total Project	Amount Requested	300 Word Description	Local Contact Name	Local Contact Address	Local Contact Email	Washington Contact Name	Washington Contact Email
Shasta County RTPA	I-5 South Redding Six Lane	1	Redding, CA	Y	Y	Environmental Review	Safety, congestion, movement of people, & movement of goods.	\$28,308,000	\$22,646,400	The "I-5 South Redding Six Lane Project" will add a third lane in each direction along 6.5 miles of I-5 in south and central Redding. This segment -- the most congested and accident-prone portion of I-5 north of Sacramento -- will fail within the next ten years. It is the Shasta County Regional Transportation Planning Agency's top priority project, and central to the state and national highway system. You would be hard pressed to find another project in the north state with a stronger federal nexus than maintaining mobility on mainline I-5. Goods movement, safety, and the strategic preservation of interstate corridors are top federal priorities. Interstate 5 is the sole north-south interstate highway between the nation's Pacific ports and is part of FHWA's Corridors of the Future program. The RTPA has already funded \$1.2 million for NEPA review, which is scheduled to be completed in July 2009. The project has passed public review and formal approval through the Regional Transportation Plan, Regional TIP, STIP, and FTIP, and initial review of the NEPA documentation. MPO funds have been identified to help fund the local share of the \$28.3 million price tag. Despite the high level of interregional goods movement on this segment of I-5, we are disappointed that there is currently no federal or state funding component. A federal commitment of transportation reauthorization funds combined with future State-share STIP funds can fill the funding shortfall, while creating much needed jobs and protecting the local, state, and national economy.	Dan Little, Executive Director	1855 Placer Street Redding, CA 96001	dlittle@co.shasta.ca.us		



Shasta County

Regional Transportation
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Daniel S. Little, Executive Director

April 24, 2009

The Honorable Wally Herger
United States House of Representatives
242 Cannon House Office Building
Washington, DC 20515

Subject: High Priority Project Nomination for Mainline Interstate 5

Dear Representative Herger:

We are pleased to submit the attached application for High Priority Project funding to widen Interstate 5 (I-5). The "South Redding Six-Lane Project" will add a third lane in each direction immediately south of the Central Redding Interchange. This is the most congested section of I-5 north of the Sacramento area, with an accompanying high accident rate. **The Regional Transportation Planning Agency (RTPA) Board, which consists of elected officials from Anderson, Redding, Shasta Lake, and Shasta County, has identified this project as the region's number-one priority.** The RTPA has already funded \$1.2 million for National Environmental Policy Act (NEPA) review, which is nearly complete. The project has undergone several public reviews for approval in our long range Regional Transportation Plan, the Federal Transportation Improvement Program, and the State Transportation Improvement Program (STIP). A public meeting to review the NEPA documentation is planned for May 2009.

MPO funds have been identified for approximately one-half of the \$43 million price tag. Despite the high level of interregional goods movement on this segment of I-5, we are disappointed that there is currently no federal or state funding component. A federal commitment of High Priority Project funds combined with future State-share STIP funds can fill the funding shortfall, while creating much needed jobs within industries hit hardest by the recession.

I-5 is projected to experience stop-and-go traffic on a regular basis within the next ten years. The RTPA conducted a 2007 survey of voters in Shasta and Tehama counties and found:

- 83% of households use I-5 on a weekly basis. Close to half use I-5 daily.
- 84% of voters agree that congestion will be a problem if I-5 is not expanded soon.
- 77% of voters support a plan to widen I-5 to six lanes.

If we want to avoid big-city congestion, we need to start developing I-5 projects now. We hope our regional funding contributions to I-5 mainline will be backed by an equal federal and state commitment.

You would be hard pressed to find another project in the north state with a stronger federal nexus than maintaining mobility on mainline I-5. Goods movement, safety, and the strategic preservation of interstate corridors are top federal priorities. Interstate 5 is the lynchpin between the nation's Pacific ports and is part of FHWA's Corridors of the Future program. An investment to maintain mobility on Interstate 5 will, therefore, help invigorate our regional, state, and national economy.

As you know, we have been working on a multi-regional effort known as the Fix 5 Partnership (www.fixfive.org). Our local jurisdictions have concluded that mainline I-5 is primarily, if not entirely, a state and federal responsibility - a position I'm sure you agree with.

The next transportation authorization holds great promise to accomplish these goals and we look forward to working with you to select the best projects. Rachel Alexander of your staff has been a tremendous help. Please keep in touch with our Executive Director, Dan Little, or myself.

Sincerely,



Dick Dickerson, Chairman
Shasta County Regional Transportation
Planning Agency (MPO)

DD/DSL/jac

c: Jim Nielson, California State Assembly
Sam Aanastad, California State Senate
Rick Bosetti, Mayor, City of Redding
Will Kempton, Director, Caltrans Headquarters
Bimla Rhinehart, Executive Director, California Transportation Commission
John Bulinski, Director, Caltrans District 2



02-SHA-5 PM 11.0/17.5
02-185-4C401K
PPNO 3331
February 2008

In Shasta County
in and near Redding
from 0.1 mi north of
Smith Road Overcrossing
to 0.6 mi south of Twin View Blvd
Undercrossing

(Widen Interstate 5 in South Redding To 6 Lanes)



**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
MEMBER-DESIGNATED HIGH PRIORITY PROJECT QUESTIONNAIRE**

The database will allow you to: (1) submit requests; or (2) save drafts which can be submitted on a later date.

1. General Information.

- Member of Congress
(Drop-down menu of Members of Congress with Congressional district¹)
- Staff Contact
- Staff Phone Number
- Staff E-mail Address

2. Who is the primary Member of Congress sponsoring the project?

- Member of Congress
(Drop-down menu of Members of Congress; only 1 Member may be selected)

3. Is this project located in your Congressional District?

-
- No
 - The project is located in the following Congressional District(s):
(Drop-down menu of Members of Congress; more than one Member of Congress may be selected)

4. Will other Members of Congress be submitting project requests supporting the project?

- Yes
The other Members submitting requests supporting the project are:
(Drop-down menu of Members of Congress; more than one Member of Congress may be selected)
-

5. What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request? Note: The Committee will not accept requests for non-surface transportation projects, such as transportation museums, horse trails, or historic battlefields, as part of the High Priority Projects program.

- - Highway/road
 - Located on a Federal-aid highway?
 - - Located on the National Highway System?
 - - Located on the Interstate System?
 -
 - No

¹ All references to "Members of Congress" include Delegates and Resident Commissioner.

- No
 - No
- Bridge
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
- Tunnel
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
- No
- Bicycle/Pedestrian project
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
 - No
 - Intelligent Transportation System (Technology) project
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - Yes (ITS elements built into project)
 - Ferry Boats or Ferry Boat Facilities
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?

- Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
- Intermodal Freight Facility
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
 - No
 - Other
 - Located on a Federal-aid highway?
 - Yes
 - Located on the National Highway System?
 - Yes
 - Located on the Interstate System?
 - Yes
 - No
 - No
 - No
 - Yes. Interstate goods movement
- Public Transit (Public transit refers to transportation services provided to the general public via a variety of vehicle modes, including buses, subways, light rail, commuter rail, monorail, passenger ferry boats, transit van pools, streetcars, inclined railways, and paratransit vehicles. Public transit does not include school bus or charter bus services, nor intercity passenger rail (such as Amtrak), high-speed rail, or private rail operations. For these types of rail projects, please proceed to the Rail section of the form.)
 - Passenger Vehicles
 - Transit Bus or Van
 - Transit Rail Car or Locomotive, including Streetcars
 - Transit Ferry
 - Transit Facilities
 - Vehicle Maintenance or Administration Facility
 - Passenger Facility, including Intermodal Facilities, stations, and terminals
 - Transit Rights-of-Way
 - Property Acquisition
 - Corridor Development
 - Rail Track Construction or Maintenance
 - Bus-only Lane Construction or Maintenance
 - Transit Equipment

- Vehicle-related Equipment
 - System-related Equipment
- New Start Project (A New Start project is a major new fixed guideway capital project seeking more than \$75 million in Federal funds.)
- Small Start Project (A Small Start project is a new fixed guideway capital project seeking less than \$75 million in Federal funds and with a total estimated net capital cost of less than \$250 million.)
- Rail
 - Intercity Passenger Rail (Intercity rail passenger transportation means rail passenger transportation, except commuter rail passenger transportation. Commuter rail passenger transportation means short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple-ride, and commuter tickets and morning and evening peak period operations. Intercity rail passenger transportation projects are not commuter rail projects. Funds for commuter rail projects should be requested under public transit, not under intercity passenger rail.)
 - Located within a corridor previously designated by the Secretary of Transportation pursuant to section 104(d)(2) of Title 23, United States Code, or the Northeast Corridor?
 - Yes (drop-down menu)
 - California Corridor
 - Chicago Hub Network
 - Empire Corridor
 - Florida Corridor
 - Gulf Coast Corridor
 - Keystone Corridor
 - Northeast Corridor
 - Northern New England Corridor
 - Pacific Northwest Corridor
 - South Central Corridor
 - Southeast Corridor
 - No
 - Freight Rail
 - Class I Freight Rail
 - Class II or Class III Freight Rail
- Research
 - University Transportation Center
 - Other

6. Did the Federal Highway Administration, Federal Transit Administration, or State Department of Transportation,² or public transit agency confirm that the project is eligible under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code?

▪ Yes

▪ Which entity confirmed the project eligibility?

▪ Federal Highway Administration Contact (Name, Position, Phone)

▪ Federal Transit Administration Contact (Name, Position, Phone)

▪ State Department of Transportation Contact (Name, Position, Phone)

▪ Public Transit Agency Contact (Name, Position, Phone)

▪ According to the entity, is the project eligible under Title 23, Title 49, or both Titles 23 and title 49?

▪ Title 23 (Highways)

▪ Chapter 53 of Title 49 (Public Transit)

▪ Both Title 23 and Chapter 53 of Title 49

▪ Yes. The project is approved in MPO plan and FTIP. NEPA review is nearly complete)

7. Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.

▪ Highways California Department of Transportation

(Drop-down menu of State Departments of Transportation (DOTs); only 1 State DOT may be selected)

(Note: If a project is a multi-state project, please select the State Department of Transportation which will serve as the lead agency for the project.)

▪ Public Transit

▪ State DOT

(Drop-down menu of State Departments of Transportation (DOTs); only 1 State DOT may be selected)

▪ Local Government

(Drop-down menu of the following; only one entity may be selected)

▪ Metropolitan Planning Organization "MPO" (write in name and address)

▪ Transit Agency (write in name and address)

▪ City (write in name and address)

▪ County (write in name and address)

▪ Federally-recognized tribe (write in name and address)

▪ Other (write in name and address)

(Note: If a project is a multi-state project, please select the state, regional, or local governmental entity which will serve as the lead agency for the project.)

▪ Rail

(Drop-down menu of Amtrak and State DOTs; only 1 State may be selected)

(Note: If a project is a multi-state project, please select the State Department of Transportation which will serve as the lead agency for the project.)

² All references to "State Departments of Transportation" include Washington, DC, and Territories.

8. Please identify the specific segment or activity for which project funding is requested. The request must finance at least 80 percent of the total estimated cost of the specific segment or activity by either (1) the amount requested by the Member; or (2) the amount requested by the Member and other specifically designated Federal, state, local, or private funding sources.
- Project description: Widen Interstate 5 in Shasta County in and near Redding from 0.1 mi north of Smith Road overcrossing to .06 mi south of Twin View Blvd undercrossing. (include the specific terminus points of the project or activity, as appropriate; include drop-down menu of activity choices; may select more than 1 activity; activities include: construct, plan, design, engineer, conduct environmental review, acquire right-of-way, conduct alternatives analysis, research, develop, demonstrate, deploy, reconstruct, rehabilitate, replace, retrofit, install, mitigate, implement, realign)
 - Total estimated cost (please write out in numeral form (e.g., \$2,000,000, not \$2 million))
\$43,000,000
 - Request amount (please write out in numeral form (e.g., \$1,600,000, not \$1.6 million))
\$40,000,000
 - Percentage of total estimated cost 93%
(If the percentage is less than 80 percent, the Member must identify other specifically designated Federal, state, local, or private funding sources that, combined with the Member request, equal at least 80 percent.)
 - Source: STIP Amount of Funding: Future STIP shares of half the construction cost are reasonably expected to be available over the next six years.
9. If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part.
- Project description (please limit your response to 3-4 sentences; up to 500 characters)
 - Total estimated cost
10. Is the project included in the State's Long-Range Transportation Plan?
- Yes
 - Please provide the date of approval of the most recent version of the plan and the title of the plan.
 - Date of approval (MM/YYYY) 07/2004
 - Title of the plan: Shasta County Regional Transportation Plan (Note: Shasta County is a federally designated Metropolitan Planning Organization (MPO).)
 - No
11. Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)?
- Yes
 - Please provide the date of approval of the most recent version of the program(s), and the title of the program(s).
 - Metropolitan Transportation Improvement Program (TIP)
 - Date of approval (MM/YYYY) 06/2008
 - Title of the Program: Shasta County FTIP
 - State Transportation Improvement Program (STIP)
 - Date of approval (MM/YYYY) 08/2008

- Title of the Program California Federal Transportation Improvement Program (FSTIP)
- No

12. If the project is an intercity passenger rail project, is it included in the State Rail Plan?

- Yes
 - Please provide the date on which the Governor approved the most recent version of the plan, and the title of the plan.
 - Date of approval (MM/YYYY)
 - Title of the plan
- No
- Not Applicable

13. Please describe the current status of the project and the expected schedule for its completion.

- Current status
 - Federal-aid Highway projects (drop-down menu):
 - In Planning
 - In Environmental Review
 - In Final Design
 - In Right-of-Way Acquisition
 - Under Construction
 - Public Transit projects (drop-down menu)
 - In Planning
 - In Alternatives Analysis
 - In Preliminary Engineering
 - In Final Design
 - Under Construction or Procurement
 - Rail projects (drop-down menu)
 - In Planning
 - In Environmental Review
 - In Preliminary Engineering
 - In Design
 - Under Construction
 - Research
 - Under Research
 - Under Development
 - Under Demonstration
 - Under Deployment
- What is the expected date of completion of the project for which you are requesting funding? (Drop-down menu of choices fiscal year 2010 through 2020) 2013

14. Please provide a letter of support from a state, regional, or local governmental official specifically supporting the project request. This letter should discuss the merits of the project; specify the process to provide the public with an opportunity to comment on the project; and identify the other sources of Federal, state, or private funding that will be used to complete this project or

project phase. **This letter must contain an explicit statement of support for the project. In addition, if the Member is requesting less than 80 percent of the total estimated cost of the specific segment or activity, the letter must identify other specifically designated Federal, state, local, or private funding sources that, combined with the Member request, equal at least 80 percent of the total estimated cost.** Please use boldface font to highlight these statements in the letter.

- Attached letter

(Please note that you will not be able to submit the finalized request unless a letter is attached.)

15. Does the project have regional or national significance? (A project of regional and national significance is typically a high-cost transportation infrastructure facility that often includes multiple levels of government, agencies, modes of transportation, and transportation goals and planning processes that are not easily addressed or funded within existing surface transportation program categories. These projects have national and/or regional benefits, including improving economic productivity by facilitating international trade, relieving congestion, and improving transportation safety by facilitating passenger and freight movement.)

- Yes

Please describe the regional or national significance of the project. Please limit your response to 3-4 sentences (up to 500 characters). This project is located at the center of an international trade corridor connecting Mexico, Canada, and all west coast sea ports. It is the sole north/south interstate in North State. It also provides access to the North Coast counties via State Route 299, to Reno, Nevada via State Route 44, serves as the gateway for the Lassen Volcanic National Park and several state recreation areas, and insures adequate access to the North State's transportation hub, including passenger rail, general aviation, and intercity bus services.

-
- No

16. Describe the safety, economic development, mobility, and environmental benefits associated with completion of the project.

- Safety Benefits

- Please describe the safety benefits. Please limit your response to 2-3 sentences (500 characters). The safety benefits are estimated at an annual cost savings of \$700,000. Mountainous terrain and harsh weather conditions flanking each side of the northern Sacramento Valley preclude other routes. Consequently, the reliability of I-5 north of the Highway 99 junction is paramount to the safety of Interstate 5 travelers and its function as a local and interregional corridor.

- Economic Development Benefits

- Please describe the economic development benefits. Please limit your response to 2-3 sentences (500 characters). This project will improve goods movement, commuter access, recreation related travel, and many other activities that benefit the local, state, and national economy. Person hours of delay will be reduced by over 380,000 hours per year, for an annual savings of \$46.4 million over the next 20 years. Construction will provided jobs in sectors hardest hit by the current economic recession.

- Mobility Benefits

- Please describe the mobility benefits. Please limit your response to 2-3 sentences (500 characters). This project is located in the Shasta County's south-central urbanized

area, where over 85% of the population resides. Without the proposed improvements, level of service will fail in the next 10-15 years, resulting in severe congestion during peak hours. It is estimated that the project will improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.

■ Environmental Benefits

- Please describe the environmental benefits. Please limit your response to 2-3 sentences (500 characters). While Shasta County currently meets federal air quality standards, inefficiencies and subsequent increase in vehicle emissions as a result of stop-and-go traffic will negatively impact air quality and may push Shasta County over federal air pollutant thresholds. The project will result in decreased congestion, thereby reducing vehicle emissions associated with stop-and-go traffic.

17. Has the project previously received any Federal funding?

■ Yes

■ surface transportation authorization act(s)

- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (P.L.109-59)

■ Section Project Number

■ Amount of Funding Amount Obligated

- Transportation Equity Act for the 21st Century (TEA 21) (P.L. 105-178)

■ Section Project Number

■ Amount of Funding Amount Obligated

- National Highway System Designation Act of 1995 (NHS Act) (P.L. 104-59)

■ Section Project Number

■ Amount of Funding Amount Obligated

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (P.L. 102-240)

■ Section Project Number

■ Amount of Funding Amount Obligated

■ appropriations act(s)

■ Public Law Name

■ Public Law Number

■ Section Project Number

■ Amount of Funding Amount Obligated

■ other legislation

■ Public Law Name

■ Public Law Number

■ Section Project Number

■ Amount of Funding Amount Obligated

■ No

18. Has the project received any prior funding from a State, local, or private source?

■ Yes

Source	Amount of Funding	Amount Obligated
STATE/RTPA	\$1,195,000	\$1,195,000

- No

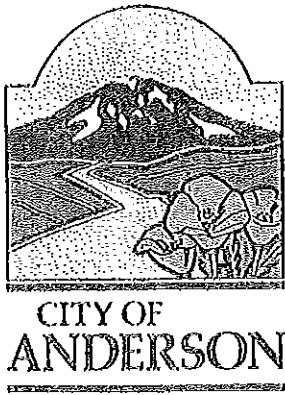
Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill. (Please note that project line items carry the force of law, and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.) Widen Interstate 5 in Shasta County in and near Redding from 0.1 mi north of Smith Road overcrossing to .06 mi south of Twin View Blvd undercrossing.

(Drop-down menu provides action verbs to begin description: construct, plan, design, engineer, conduct environmental review, acquire right-of-way, conduct alternatives analysis, research, develop, demonstrate, deploy, reconstruct, rehabilitate, replace, retrofit, install, mitigate, implement, realign; Members can choose multiple verbs)

Please finalize the first 19 questions before completing the certification page; after moving onto the certification page, Members will not be able to amend their answers to the first 19 questions.

19. Each project request must include a Member certification or it will not be considered by the Committee. The Member certification must be attached to the electronic request. In addition, two original copies of the attached certification must be submitted to the Committee pursuant to clause 17 of Rule XXIII and clause 9 of Rule XXI of the Rules of the House of Representatives.
(Sample certification is derived from database)
The certification letter must be printed on letterhead, signed by the Member, and attached as a PDF document to this request.
 - Attached letter

[Click here to submit your finalized project request to the Committee.](#)



May 27, 2008

Mr. John Chalker, Chair
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

Subject: 2008 STIP Request

Dear Mr. Chalker:

The City of Anderson requests your support for programming \$1.195 million for the environmental phase of a \$43.757 million project to widen a six-mile segment of Interstate 5 in South Redding (PPNO 3331), as requested by the Shasta County Regional Transportation Planning Agency.

Interstate 5 is our region's number one priority. As you are aware, I-5 is also a high priority focus route on the State's interregional system. The South Redding segment connects to State focus routes 299 and 44 moving high volumes of interregional traffic and goods to Oregon and throughout the Pacific Northwest.

As you know, the City of Anderson is part of a multi-jurisdictional two-county working group working towards a portion of the funding to widen 61-miles of I-5 to six lanes between Corning and Shasta Lake City. The Fix Five working group has developed a proposed program that, if adopted, would raise over \$180 million in local funds to widen I-5 in this two-county area. The program is scheduled to be considered by five city councils and two boards of supervisors this fall. Improving the chances of success of this effort, however, depends on strong partnerships with Caltrans and the CTC. With this in mind, the City of Anderson requests CTC support in programming the environmental phase of the South Redding project in FY 08-09. A strong CTC commitment should help strengthen city and county resolve to supporting Fix Five.

The City of Anderson understands that the CTC must balance many needs statewide. As such, the City of Anderson has supported the Shasta County Regional Transportation Planning Agency in:

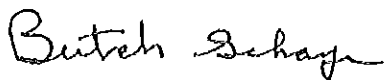
- 1) Retiring two previous STIP projects totaling over \$300 million (Buckhorn Grade/SR 299 and Stillwater/SR 44) to focus all RIP resources on I-5;

2) Deferring programming for later phases of this project until the 2010 STIP cycle, leaving half the North State's target available to other regions; and

3) Advancing our region's RIP resources to fund 100% of the environmental phase for this project since we understand the difficulty in funding new projects through the ITIP at this time.

Anderson hopes that the Fix Five Partnership will serve as a model for emerging urban areas such as ours to work effectively with Caltrans and the CTC to achieve common goals. We need your help in allocating environmental phase funds to the six-mile South Redding segment of I-5.

Sincerely,

A handwritten signature in cursive script that reads "Butch Schaefer".

Butch Schaefer
Mayor

BS:sm/dl



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530 225-5661 530 225-5667 FAX
800 479-8022 California Relay Service at 700 or 800-735-2922

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

May 27, 2008

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

Subject: Redding I-5 Widening Project (PPNO #3331)

Dear Mr. Little:

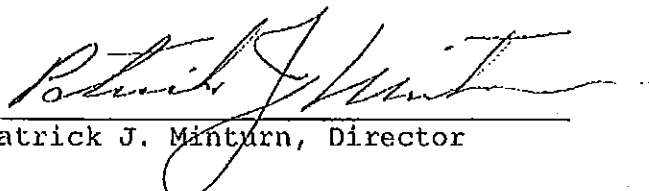
This is in reference to the Redding I-5 Widening Project in Shasta County (PPNO #3331). We understand that the California Transportation Commission (CTC) is to consider advancing funding for the environmental phase in FY 08/09. I wholeheartedly support this proposal.

Interstate 5 is the backbone of the highway system in Shasta County, and throughout California. Interstate 5 runs through the heart of Shasta County's urban area, serving all three of our incorporated cities. It facilitates interregional mobility and goods movement along the Pacific corridor. It is a critical link for all of us.

We all share the goal of a seamless transportation network. Shasta County recognizes the positive role that state highways play in serving our local transportation needs. Our resources have been allocated evenhandedly, based upon merit, to upgrade state and local transportation facilities in our community. It is also important that the CTC partner with us to support these statewide and interstate needs. The proposed action will do just that, and enjoys our support.

If you have any questions, please give me a call at (530) 225-5110.

Very truly yours,


Patrick J. Minturn, Director

PJM/mlc



CITY OF REDDING

OFFICE OF THE CITY MANAGER

777 Cypress Avenue, Redding, CA 96001

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

530.225.4060 FAX 530.225.4325

Kurt Starman, City Manager

Barry Tipplin, Assistant City Manager

May 27, 2008

S-070

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

Subject: City of Redding Support for the South Redding Interstate 5 Widening Project

Dear Mr. Little:

The Shasta County Regional Transportation Planning Agency (RTPA) has been working on the "Fix 5" fee program for some time now. The segment of Interstate 5 (I-5) in Shasta County from South Bonnyview Road to the central interchange where I-5 intersects State Highway 44 is a key priority within that impact fee program effort.

The purpose of this letter is to confirm the City of Redding's support for the construction of the I-5 widening in south Redding. The widening of the freeway at this location will provide much needed congestion relief in the future as development continues to occur within the southern Shasta County region.

Sincerely,


FOR Kurt Starman
City Manager



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

June 3, 2009

The Honorable Wally Herger, Representative
US House of Representatives
242 Cannon House Office Building
Washington, DC 20515

Re: Member-designated Surface Transportation High Priority Project (HPP) Program
Support for Interstate 5/Oasis Road Interchange Funding as Top Priority;
Consideration for South Redding Six-Lane Project as #2 Priority

Dear Congressman Herger:

Our organization, Shasta VOICES, is a group of 805 members and supporters who live and work in the Redding and Shasta County area; who advocate for a sustainable economic future in our community. We have already expressed our *strong support* for project funding for interchange reconstruction on Interstate 5 at Oasis Road through the HPP program as our community's number one priority in a prior letter to you, and reiterate that support now.

We have learned that another nomination for HPP funding was submitted to you by our local Shasta County Regional Transportation Planning Agency. Therefore, we would also like to express our support for the South Redding Six-Lane Project as a second funding possibility. The Oasis Road Interchange reconstruction project provides a more immediate benefit, creates the long-term jobs we so desperately need, and also provides capacity and safety improvements to travelers on I-5, making it the number one priority project in our community.

As a second project, however, the capacity improvements to the 6 mile stretch of Interstate 5 through the central Redding area (referred to as the South Redding Six-Lane Project) would reduce future congestion and enhance safety. Though congestion on I-5 through Shasta County is not an existing problem, and therefore, *not* the top priority in our community, it is projected to become a problem in the next 10 – 15 years. We appreciate that our local RTPA is trying to make good planning decisions for the future.

Our community believes that, as part of the Federal Interstate system which serves the entire nation, federal funds should be used to add capacity improvements to I-5 as needed. The HPP program appears to be one source of such funds, and we want to express our support for the use of these funds for a second project in our community if possible.

Thank you for your assistance in obtaining the HPP funding for the highly deserving projects in our community. If we can help in any way, please do not hesitate to contact us.

Sincerely,

Mary B. Machado
Executive Director

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



Citizens for Smart Growth Shasta County
1441 Liberty Street Suite 206
Redding, CA 96001
WWW.ShastaSmartGrowth.com
530-246-0236

July 15, 2009

Mr. Dick Dickerson
Chairman of the RTPA Board
1855 Placer Street
Redding, CA 96001

Dear Chairman Dickerson:

Citizens of Smart Growth strongly supports the Transportation Investment Generating Economic Recovery (TIGER) grant application for the Interstate 5 South Redding Six Lane Project; a project which will add needed capacity to I-5 in and around Redding.

This TIGER project has emerged from a three year public effort to widen I-5 lead by a collaboration of local, regional and State agencies known as the Fix 5 Partnership.

Interstate 5 has been the heart of economic growth of Shasta County for the past 40 years as seen in the enclosed 1970 Shasta Historical Society photo. Even those who recently voted against SCRIP-FIX-5 universally agree I-5 needs to be widened. The most obvious demonstration of this is the City of Redding who is aggressively planning for the future increase of traffic by widening Cypress Bridge and Dana-Highway 44 to the tune \$145 million dollars of which greater than 90% represents State and Federal funds. (See enclosed photos)

Interstate 5 is not only economically important for Shasta County; I-5 is the economic lifeline for the North State, Oregon and Washington. The project has broad support and utility well beyond Shasta County's borders. The segment of I-5 addressed by TIGER will serve Shasta's urban center and will mitigate persistent stop and go traffic predicted to occur here over the next 10 years.

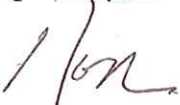
The public has weighed in about the need to widen I-5. A 2007 survey shows 83% of households use I-5 on a weekly basis. Half of the local driving population uses I-5 daily. 84% of voters agree that congestion will be a problem in the future if I-5 is not expanded. 77% of voters support expanding I-5.

Page 2

Stop and go traffic on I-5 will create stop and go traffic on local city and county roads peripheral to I-5. At a recent Shasta County traffic summit Ms. Smith from Sonoma County reported when Highway 101 became stop and go, Santa Rosa's local roads became stop and go. It was made clear to us that if Sonoma County had addressed Highway 101 traffic concerns 20 years ago it could have expanded Highway 101 10 years ago at ½ the cost and without a sales tax.

Not to take advantage of the TIGER grant process during this economic downturn to assure the viability of Shasta County's major transportation and economic artery - I-5 - would be poor planning. We urge you to support this TIGER grant.

Respectfully,

A handwritten signature in dark ink, appearing to read 'Ron', with a stylized flourish extending from the end.

Ron Reece, MD
Cofounder Citizens for Smart Growth



02-SHA-5 PM 11.0/17.5
02-185-4C401K
PPNO 3331
February 2008

*In Shasta County
in and near Redding
from 0.1 mi north of
Smith Road Overcrossing
to 0.6 mi south of Twin View Blvd
Undercrossing*

(Widen Interstate 5 in South Redding To 6 Lanes)





**I-5 and Interchange Needed Expansion
Stop and Go Traffic predicted in 12 years**



Cypress Bridge Expansion Underway



Highway 44 Expansion Underway

Photos R. Reece



Interstate 5, Highway 44 and Hilltop
1970
Photo: Shasta Historical Society