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Daniel S. Little, Executive Director

June 4, 2015

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

Dear Secretary Foxx:

The Shasta Regional Transportation Agency (SRTA) is once again pleased to submit a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to replace an unsafe Interstate 5 overcrossing of the Union Pacific Railroad (UP). The Interstate 5 overcrossing was built nearly 50 years ago. We are concerned that the overcrossing does not meet even the minimum safety standards for both vertical and horizontal clearances from the fast moving trains below.

Train derailments are frequent in our region – a UP train struck an Interstate 5 bridge support in 2014 just north of the project site. As such, Interstate 5 bridge supports at the project site are in harm's way. On top of that, Bakken crude oil rail shipments are increasing exponentially and we live in fear that a catastrophic structural failure on Interstate 5 would be both explosive and devastating to the region.

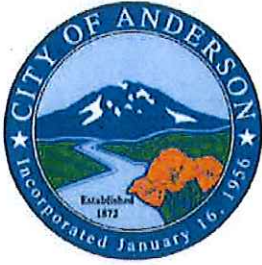
If that wasn't bad enough, the city of Anderson has been working incredibly hard to redevelop a brownfield adjacent to the project site to catalyze investment and growth. This deficient overcrossing is holding other transportation improvements hostage as they cannot proceed without the overcrossing first being upgraded to clear span the UP right-of-way. However, the cost to clear span the UP right-of-way has escalated the project expense way beyond what a small MPO and its partners have been able to muster—even dedicating over ten years of regional shares to the project! Jobs and our fragile economy are being held hostage.

The TIGER grant holds the key to mitigate a major transportation catastrophe while allowing us to move forward with plans to maintain and expand the transportation system, sparking community revitalization. The interstate and railroad have been the life-blood of our economy for over a century. It should be no surprise that SRTA and its partners are willing to leverage and commit so much to keep it safe and reliable.

The TIGER grant is our best and last hope for a federal partnership to arrive at a solution. We look forward to TIGER assistance to: a) alleviate a huge safety concern, and b) increase connectivity to jobs, education, services and other opportunities. Thank you, in advance, for your thoughtful consideration. Please do not hesitate to contact me 530-262-6191 or dlittle@srta.ca.gov if you have any questions.

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

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



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 strongly supports the TIGER grant application submitted by the Shasta Regional Transportation Agency (SRTA) for the replacement of the Interstate 5 (I-5) bridge over the Union Pacific Railroad (UPR) here in Anderson, CA.

The City has been working diligently for the past twenty years to improve access to I-5 for south Anderson and for the northeastern region of California. We have recently completed a seven million dollar interchange project directly south of the I-5/UPR Bridge. The completed project includes a new northbound I-5 off-ramp that serves a heavy industrial area being annexed by the City and is also a shortcut to northeastern California. In addition Caltrans and SRTA have been working to increase the safety and capacity of the I-5 corridor in Shasta County. The I-5/UPR bridge is the last major bottleneck in the planned expansion of I-5. The bottleneck limits capacity and creates a safety concern right at the new connection to I-5. The recently completed improvements constructed by the City in addition to the annexation and development of the industrial site will contribute a large amount of heavy truck traffic to I-5 right at the bottleneck. The TIGER grant would allow for an additional lane of I-5 in each direction in addition to allowing UPR to double track their rail through this area.

The City of Anderson hopes that you will support the TIGER grant application to help remove the bottleneck and help spur economic development in the region by allowing safe, easy access to I-5.

Sincerely,

A handwritten signature in black ink, appearing to read 'Debe Hopkins', followed by a long horizontal line extending to the right.

Debe Hopkins
Mayor, City of Anderson



CITY OF REDDING

RICK BOSETTI, MAYOR

777 Cypress Avenue, Redding, CA 96001

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

530.225.4447 FAX 530.225.4463

April 23, 2014

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

Dear Secretary Foxx:

This letter is in support of the Shasta Regional Transportation Agency's (SRTA) application for 2014 TIGER grant funding for the Interstate 5 Railroad Bridge Replacement Project in Anderson, California.

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 replacing the structure is a significant financial obstacle in reaching the planned expansions. TIGER funding will certainly help meet the transportation safety and capacity needs demonstrated by this project.

The City of Redding is supportive of 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,

A handwritten signature in blue ink that reads "Rick Bosetti".

Rick Bosetti
Mayor

RB:BC:sm

042314L-Office_Sec-AF.wpd

c: Dan Little, Executive Director, Shasta Regional Transportation Agency (SRTA)

City of Shasta Lake

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April 16, 2014

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

RE: Letter of Support for Replacement of Interstate 5 Bridge Overcrossing Above Union Pacific Railroad Tracks Located in Anderson California.

Dear Mr. Foxx,

I am writing this letter of support of the proposed Interstate 5 Bridge overcrossing replacement project above the Union Pacific Railroad (UPR) tracks located in Anderson California. I understand that a TIGER grant in the amount of \$12.8 million will be applied for by the Shasta Regional Transportation Agency (SRTA) for this worthwhile project. 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 support SRTA's TIGER grant funding request for this project as no other Federal funding source is available for this project such as the Federal Highway Bridge Program, Federal Highway Safety Improvement Program, Federal Railroad Grade Separation Program, State Highway Operation and Protection Program as well as the FEMA Hazard Mitigation Program.

Therefore, in conjunction with other local leaders, area governments and businesses including Roseburg Forest Products, City of Anderson, County of Shasta, Caltrans, Wheelabrator Shasta Energy, Assemblyman Brian Dahle, Anderson Chamber of Commerce, Shasta County Economic Development Corporation, North State Super Region, Union Pacific Railroad, US Congressman Doug LaMalfa I request your consideration in approving this funding request.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Duckett", is placed above the printed name.

John N. Duckett, Jr.
City Manager

cc: Dan Little, Executive Director, Shasta Regional Transportation Agency



Shasta County

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

April 16, 2014

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:

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

1. **Safety and Mobility.** Interstate 5 and the Union Pacific Railroad connect the West Coast. They cross at this structure. There are no good alternate routes. Collisions and derailments follow. Substandard structures and clearances aggravate their number and severity.
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 \$30 million.
3. **Resource Limitations.** Existing state and federal funding silos do not address this type of project. Local agencies have cobbled together over half of the required funds over ten years. Improvements to the Deschutes Road Interchange and the Interstate 5 corridor have been impacted by the ripple effects of this commitment. The project remains out of reach.

The existing overcrossing impairs safety and mobility along the Interstate and railroad corridors. It needs to be fixed. The TIGER program is intended to provide a capstone to address such deficiencies. Such steps are necessary to grow an economy still mired in the aftermath of the Great Recession. Shasta County lends its full support.

Sincerely,


Patrick J. Minturn, Director

PJM/ldr

c: Dan Little, Executive Director, SRTA

DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 1, 2015

The Honorable Anthony Foxx
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The California Department of Transportation (Caltrans) supports the application of the City of Anderson and the Shasta Regional Transportation Agency to the United States Department of Transportation's (USDOT) Transportation Investment Generating Economic Recovery (TIGER 2015) competitive grant program for the replacement of the Interstate 5 (I-5) South Anderson Union Pacific Railroad (UPRR) Overhead (overhead).

This project will address the current design of the overhead, which does not meet the minimum safety standards for both vertical and horizontal clearances. A train incident at this structure has the potential to simultaneously close both I-5 and UPRR, two critical modal links in the national freight network. This project's safety improvements have become even more urgent following the release of the California Energy Commission's estimate of a 100-fold increase of crude oil shipments to California from the Bakken shale formation in North Dakota through 2016. The USDOT recognizes the urgent need to address the safety of these shipments nationwide.

I-5 and the UPRR are crucial assets to the nation's multimodal freight network. Caltrans also recognizes the importance of I-5 to the economy of California. Ensuring the safe operation of these two components of the nation's transportation system is of vital importance to the region, the State, and the nation. Caltrans looks forward to continuing to partner on this highly important rural project.

Sincerely,

A handwritten signature in blue ink, reading "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DISTRICT 2 DIRECTOR

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FAX (530) 225-2459

TTY 711

www.dot.ca.gov/dist2/

*Serious Drought.
Help save water!*

June 3, 2015

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

Dear Secretary Foxx:

Caltrans District 2 supports the City of Anderson and the Shasta Regional Transportation Agency (SRTA) application for a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to replace an Interstate 5 (I-5) overcrossing of the Union Pacific Railroad (UPRR).

The SRTA I-5/Union Pacific TIGER grant proposal addresses safety deficiencies of the railroad overcrossing that **does not meet the minimum safety standards**, for both vertical and horizontal clearances from the fast moving trains below, and particularly train derailments. The area has also been the subject of increase in commodity rail shipments of Crude Oil, Flammable Materials from the Bakken shale formation in North Dakota. These shipments are estimated to increase 100-fold in California from 2012 to 2016 (as estimated by the California Energy Commission).

The TIGER grant's approval importance to I-5, the most significant interstate of both north and south travel of the primary freight network in the Western United States. Caltrans jointly along with the City of Anderson, County of Shasta, and SRTA have combined efforts to provide project **funding needed to fix this critical rural area issue** along with assistance of the TIGER grant funding.

Thank you again for your consideration of this important project that will increase the reliability of the nation's freight network. If you require any additional information, please contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Moore".

DAVID E. MOORE
Caltrans Acting District 2 Director

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON AGRICULTURE

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<http://lamalfa.house.gov>

April 21, 2014

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

RE: TIGER Grant, Shasta Regional Transportation Agency

Dear Mr. Foxx:

I am pleased to offer my support of the TIGER Grant application submitted by Shasta Regional Transportation Agency (SRTA) for approximately \$13 million. The TIGER grant would be used towards the total project cost of approximately \$29 million to replace the Interstate 5 Bridge over the Union Pacific Railroad in Anderson, California.

I have been informed that this project is necessary to ensure required safety issues are addressed and to diminish the potential system failures which could create a disastrous disruption to people and movement of goods along this vital section of transect between the railway and interstate. It has also been brought to my attention that this project would open the door for larger planned Interstate 5 and rail projects that are vital to jobs and economic recovery.

I fully support the Shasta Regional Transportation Agency's application for grant funding as well as their commitment to coordinating this important project.

If my staff or I may provide you with additional information or assistance, please do not hesitate to contact me.

Sincerely,



DOUG LAMALFA
Member of Congress

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Assembly California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR, ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
VICE CHAIR, REVENUE AND TAXATION
WATER, PARKS, AND WILDLIFE
AGRICULTURE

April 15, 2014

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

Dear Secretary Foxx,

Thanks for the opportunity to lend my support to the Shasta Regional Transportation Agency's application for a TIGER grant to help finance the reconstruction of the Interstate 5 overcrossing of the Union Pacific Railroad line in Anderson, Calif.

Shasta County officials have worked diligently to widen I-5 through the region's urban corridor to accommodate inter-regional freight, foster economic growth and keep local traffic flowing. The constrained crossing is the largest remaining bottleneck. Rebuilding it to safe, modern standards would allow the freeway expansion as well as Union Pacific's plans to increase its capacity by double-tracking and adding spurs to serve nearby industrial sites.

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.

Despite the benefits, the project does not fit the criteria of any other major funding program. Local agencies have patched together most of the needed funds, but can't finance the project alone. The TIGER grant would be the remaining financial piece for a project that is clearly in the federal interest yet doesn't fit the strict requirements of our federal funding programs. A grant would foster long-planned transportation improvements and long-overdue economic growth.

If I can be of further assistance, please contact my district director, Bruce Ross, at (530) 223-6300.

Sincerely,

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

BRIAN DAHLE
Assemblyman, 1st District

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,

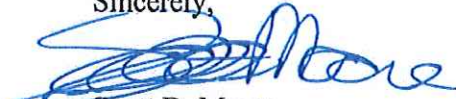
On behalf of Union Pacific Railroad (UPRR), I am writing to inform you of our understanding of the Shasta Regional Transportation Agency (SRTA) TIGER 2014 discretionary grant application, seeking funds to replace the Interstate 5 overcrossing of the UPRR I-5 Corridor Line.

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 14, 2014

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

RE: Interstate-5 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 the 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 currently in progress by Shasta Regional Transportation Agency.

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 has remained stubbornly at 10.5+%. 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,

Arne Hultgren
California Resource Manager



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



(T) 530.224.4920
(F) 530.224.4921
www.shastaedc.org

410 Hemsted Drive
Suite 100
Redding, CA 96002

April 17, 2014

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

Dear Mr. Foxx:

The Shasta Economic Development Corporation is pleased to support the request for US DOT TIGER grant funding to replace the Interstate 5 Bridge over the Union Pacific Railroad north of the Deschutes Road interchange in Anderson, California. 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.

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,

Mark Lascelles
President

c Dan Little, SRTA



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

**RE: Letter of Support for Shasta Regional Transportation Agency's (SRTA)
Interstate 5 TIGER Proposal.**

Dear Secretary Fox:

On behalf of the Center for Economic Development (CED) at California State University, Chico, I am writing to express our support for the Shasta Regional Transportation Agency's TIGER Grant Application for the Interstate 5 Bridge replacement. This project will provide both vertical and horizontal safety clearances between Union Pacific Railroad (UPR) operations and Interstate 5 bridge supports. This will mitigate potential hazards and the catastrophic disruption of people and goods movement due to system failure where the west coast's primary railway and interstate systems transect.

Loss of the Interstate 5/UPR structure in Anderson would result in a disaster declaration. Even then, it would take four months to replace the structure according to Caltrans estimates. Detours would create gridlock on local streets in and around Anderson – the resulting economic, air quality, and other environmental impacts would devastate the community of Anderson. The economic and job-creation potential of the Interstate 5/Deschutes Road area depends on the continued safe, reliable operation of the Interstate 5 and UPR system –and the ability to improve those systems to support economic growth.

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 recession with the acute loss of living-wage jobs due to the shut-down of major factories related to forest products and other natural resources.

The project will remove a major barrier and bottleneck 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.

It is the focus on both the safety and economic impact this project has on the region that CED thanks you in advanced for your support.

Sincerely,

Sandy Linville, PhD
Assistant Director



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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 17, 2014

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*) provides the stimulus and infrastructure support that our producer network and funders require. We strongly support 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 15, 2014

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
Marcella Clem, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanhier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

John Linhart
Glenn County Transportation Comm.

Marcella Clem
Humboldt County Association of Govt.

Lisa Davey-Bates
Lake Co City/Area Planning Comm.

Larry Millar
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 County Transportation Agency/MPO

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.

April 15, 2014

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

Re: 2014 TIGER Interstate-5 and Union Pacific Railroad "Catch-22" Project

Dear Secretary Foxx:

As the chair of the North State Super Region, a consortium of sixteen Metropolitan Planning Organizations and Regional Transportation Planning Agencies in northern California, it has come to my attention to that the following organizations are applying for 2014 Transportation Investment Generating Economic Recovery (TIGER) funds to address a critical interstate bridge overcrossing of the Union Pacific Railroad (UPRR) in Shasta County:

- Shasta Regional Transportation Agency (SRTA – MPO);
- The City of Anderson, California; and
- The California Department of Transportation.

Interstate 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 requisite to the continued support of the economic advancement of the north state. Shasta County and its neighboring counties are economically distressed to the point that per capita income has plummeted since the Great Recession and has not yet recovered to pre-recession levels.

The proposed project, replacement of the existing four-lane interstate bridge overcrossing of the UPR single-track line with a six-lane structure, accomplishes two primary goals:

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- Provides an opportunity to grow the connections of the communities in the north state to economic advancement through an enhanced, safe, and sustained interstate corridor able to robustly support the President's goal of creating "Ladders of Opportunity" and his desire for a "Fix it First" approach to infrastructure.
- Mitigate a potential catastrophic event where these two major facilities meet while also allowing removal of a major barrier and bottleneck to the planned expansion of the UPR and I-5 network that will support redevelopment of the area. This is vital to jobs and economic interests in Northern California and beyond.

The proposed project has 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 Interstate 5 corridor. Since this multi-modal project is not eligible for traditional funding sources, the application seeks the final funding needed to advance the project's goals, without which the project would languish—likely for decades.

On behalf of the North State Super Region, please accept this letter of support for a project providing a critical connection in the nation's transportation network. Thank you, in advance, for your interest and support.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marcella Clem', with a stylized, flowing script.

Marcella Clem, Chair
North State Super Region

cc: Daniel S. Little, AICP, executive director, SRTA