



Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL) and Multi-Modal Food Hub



Shasta County, Northern California, Congressional District 1
Highway, Structure and Rail Capital Project: Rural Area
TIGER Request: \$52,870,000
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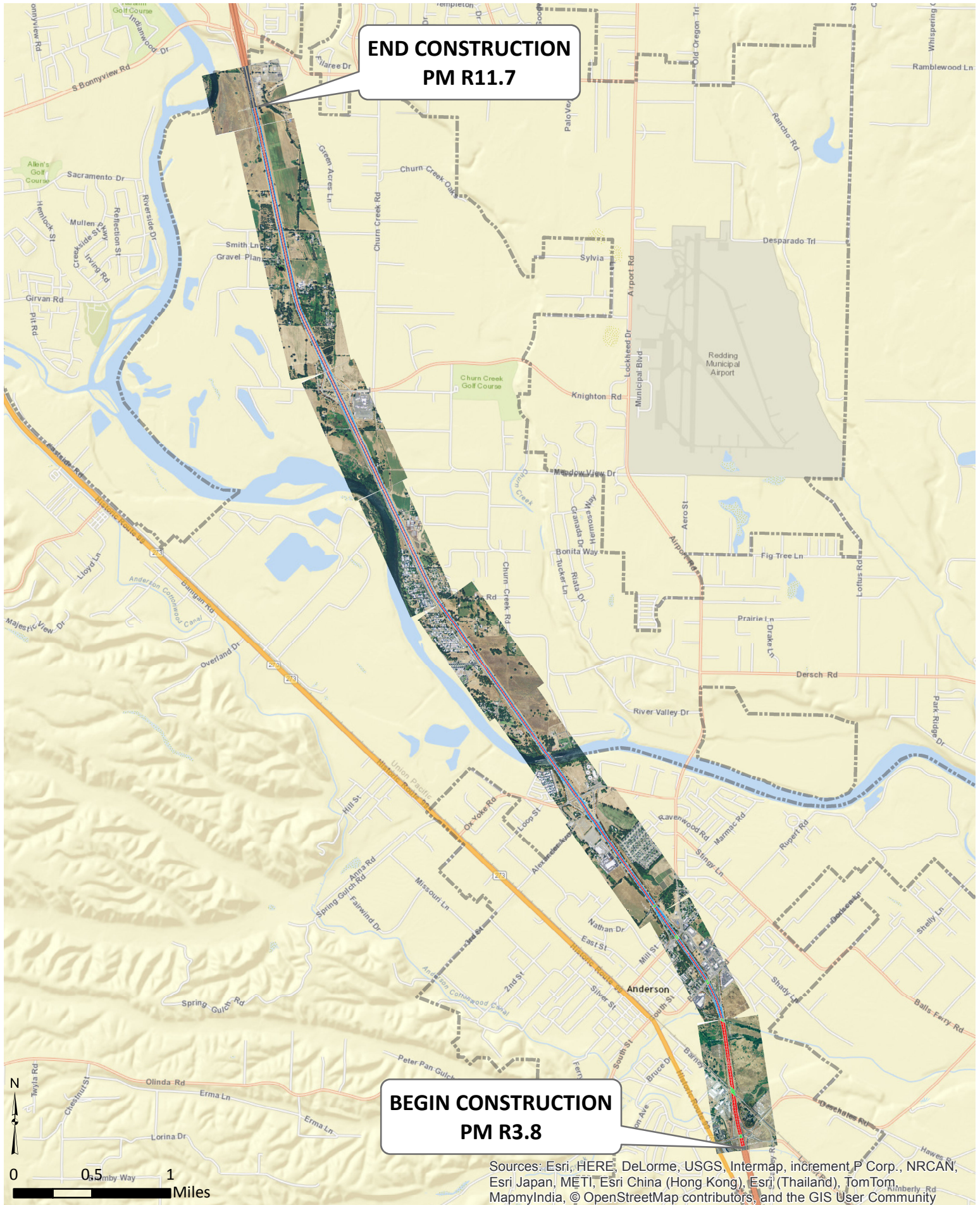
MAP 1: Project Location

PROJECT: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (RASL) and Multi-Modal Food Hub



MAP 2: Site Map

PROJECT: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (RASL) and Multi-Modal Food Hub



Section 1. Project Description and Location

The California Department of Transportation (Caltrans) as lead applicant in coordination with Shasta County, the City of Anderson, the City of Redding, the City of Shasta Lake and Shasta Regional Transportation Agency (SRTA) is pleased to present this TIGER grant proposal for the Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP-RASL Project) and Multi-Modal Food Hub (Food Hub). The Project will replace the fifty-year-old, functionally obsolete, Interstate 5 (I-5) structure, South Anderson Overhead, at the Union Pacific Railroad (UP) in Anderson, California while widening I-5 from four to six lanes in the median for 7.9 miles from Redding to Anderson — not only addressing operational concerns, but also sparking community revitalization. The project will incorporate the Far Northern California Consolidated Goods & Freight Hub Study as an independent component into the application, which will incorporate planning for Alternative and Renewable Fuels Infrastructures and an Agricultural Goods Movement Demonstration Project into the proposed project. These improvements will open up other transportation investments in the area, serving an adjacent, recently annexed brownfield area that is slated for redevelopment. Maps of the project location and site immediately precede this page.

The total rural project cost is \$88,540,000 of which \$35,670,000 has been leveraged through the project partnership between the City of Anderson, Shasta County, SRTA and Caltrans. The TIGER request is for \$52,870,000, or 60% of the project cost. This project is currently funded through the final design phase. The design, right of way and future construction costs are being funded from contributions from the City, the County, and the State Transportation Improvement Program (STIP). The Far Northern California Consolidated Goods & Freight Hub Study will be funded through leveraged local funds while the 'Nationally Significant Freight and Highway Projects (NSFHP) will fund the Planning for the Alternative and Renewable Fuels Infrastructure. See Grant Funds and Sources/Uses of Project Funds Section 3)

Spanning the entire west coast of the continental United States, I-5 is the main north-south route in the western United States, and a principal arterial at this location. It runs from Mexico to Canada connecting west coast maritime ports. In addition I-5 is a high emphasis route and part of the National Highway System (NHS) and the Interregional Road System (IRRS). The UP corridor, running parallel to I-5, is the most significant goods and people movement rail corridor in the west coast states. Just south of Anderson, the UP veers off its parallel course and runs under I-5 at the project site. The trains travel at high speeds thru an interstate crossing that does not meet minimum clearances. (See Safety Section 4.1.1)

Each day, over 7,800 heavy trucks, 20,000 light vehicles, 1500 rail freight cars, and 2 Amtrak trains pass through this I-5/UP intersect¹. Traffic at the South Anderson Overhead structure consisting of commuters, interregional travelers, local and long-haul trucks, rail freight, and passenger rail is projected to increase across all travel modes by approximately 50% in 20 years².

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

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

This portion of I-5 was planned, designed, and built in the 1960s and the facility has aged beyond its design life. Efficient traffic operations on this portion of I-5 are diminished by five existing interchanges that are in close proximity to each other. I-5 was constructed in the mid-1960s with one full interchange and four partial interchanges all within three miles of each other. These factors combine to reduce the operational effectiveness of the existing four lane freeway in the Anderson/Redding corridor.

In addition, the project will address the functionally obsolete crossing where I-5 and a major rail line meet at the gateway to California's most northerly metropolitan area. The structure does not meet minimum vertical and horizontal clearance requirements from the rail. A train derail or protruding item from rail car could cause structural failure. Train derailments and truck-related collisions are all-too-common in the region. The backbone rail and interstate network connecting all west coast states could be lost in an instant. If that was not bad enough, adjacent local road improvements cannot move forward, stymying economic development and community revitalization in southern Shasta County—most notably the adjacent City of Anderson. This project is truly a transformative surface transportation investment, catalyzing investment and growth, as well as providing Ladders of Opportunity for the local community and region as a whole.

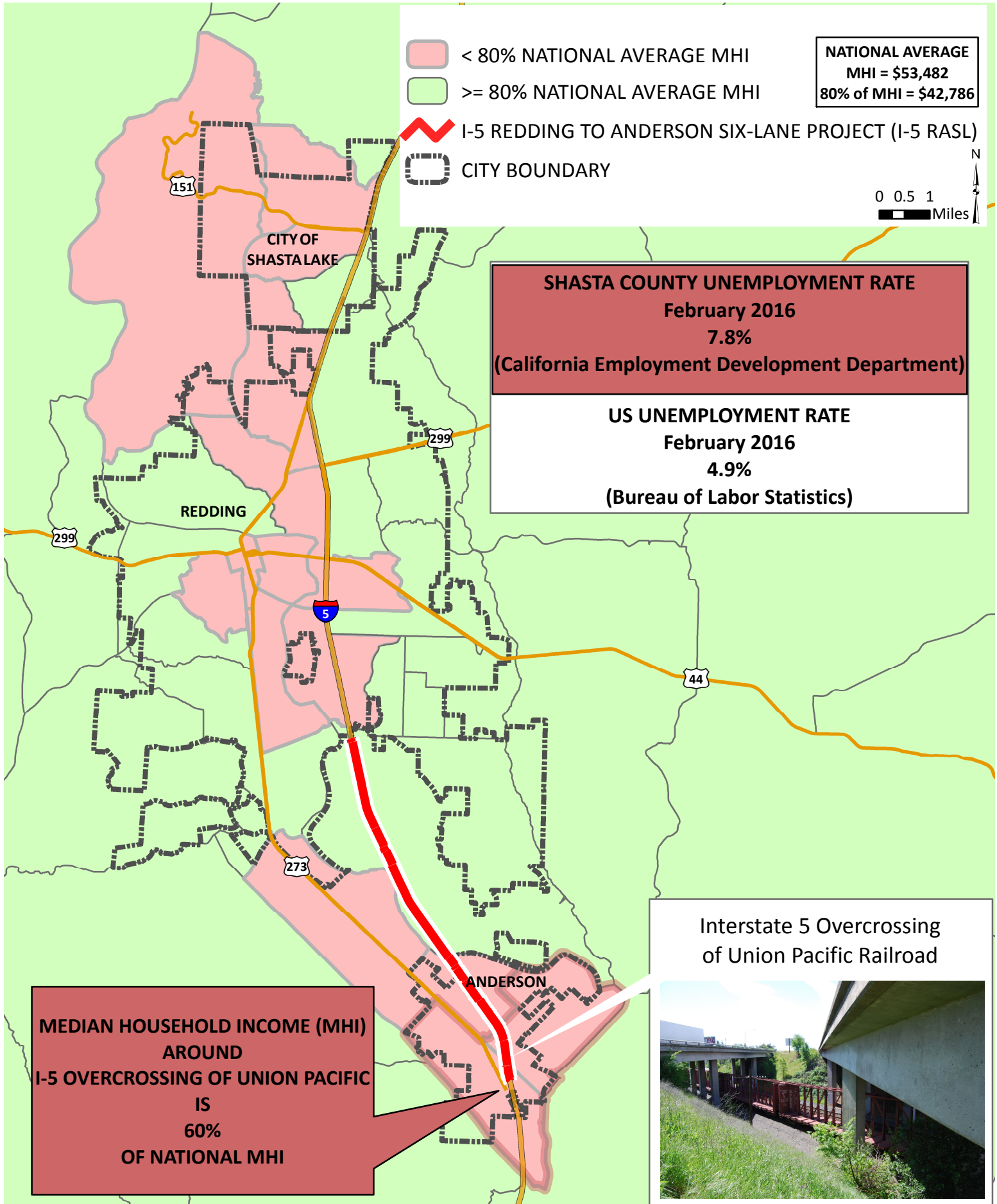
Locally, the existing infrastructure also creates community challenges. **There are three challenges or “disconnects” in all.** Each of the three challenges, along with how the TIGER program can play the pivotal role in resolving them, warrants the detailed discussion that follows:

Disconnect #1: Separating Residents from Jobs - I-5 and the UP rail line physically divide the community of Anderson, an economically distressed city of over 10,000³ residents. Anderson lies at the southern gateway to the Redding metropolitan area. **The South Anderson Overhead structure remains the biggest impediment to a larger set of planned transportation improvements intended to connect people to jobs, education, and services.** The South Anderson Overhead structure adjoins the Deschutes Road Interchange to the south. This area, in particular, was especially hit hard by the collapse of the north state's natural resource-based economy. **The closure of mills and loss of living-wage jobs tied to the declining timber industry have left several-hundred acres of brownfields in its wake,** which Anderson is attempting to redevelop, moving one step closer by a recent annexation (See Map 5: Economically Distressed Area).

³ Attachment “Maps”, Map 4, Economically Distressed Area

MAP 5: Economically Distressed Area

PROJECT: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (RASL) and Multi-Modal Food Hub



SRTA has devoted federal planning funds to study this area because of its rail and interstate access potential. SRTA recently received funding to perform a feasibility analysis for the Far Northern California Consolidated Goods & Freight Hub Study within the proposed project vicinity, which will include the Agricultural Goods Movement Demonstration Project consisting of all aspects of communications, transportation logistics, data collection, and other transactions between project participants. With Anderson's recent annexation leading the way, city services can be extended further east, up to the area of the South Anderson Overhead structure and the Deschutes Road Interchange. Anderson, with backing from the entire region and economic development community, has the resources and will to redevelop those vacated industrial lands and create sustainable, living-wage jobs. The area is beginning to reinvent its economic base but can only complete major redevelopment efforts such as this with improvements to I-5 and the Deschutes Road Interchange. Caltrans requires the South Anderson Overhead structure over the UP rail line be widened to accommodate the on-ramps and off-ramps of the Deschutes Road Interchange. UP requires that the structure be replaced to meet minimum horizontal and vertical clearances. **Because of Union Pacific's "you touch it, you fix it policy," plans to complete the partial interchange at Deschutes Road or widen I-5 cannot proceed.**

TIGER Reconnect: The Deschutes Road Interchange will better connect residents to employment and services in Anderson. It cannot be completed until the I-5 UP RASL Project has been completed. Local governments have created a partnership to leverage most of the needed funds. A TIGER grant will provide the missing piece to the finance puzzle. It will be wide enough to accommodate the needed Deschutes Road Interchange on- and off-ramps. The TIGER **project will also fix the last broken link** to complete the planned connection of a multi-jurisdictional I-5 widening project through the entire metropolitan area. This will provide reliable access to other job and housing centers to the north, as well as educational institutions.

Disconnect #2: Pinch-Point at Epicenter of Larger Set of Improvements - The functionally obsolete South Anderson Overhead structure **obstructs several planned transportation investments** – located to the north, south, east, and west – **from connecting in middle.** (See Map 4: Freeway Expansion Projects) SRTA, as the federally designated Metropolitan Planning Organization (MPO), has been working, in coordination with Caltrans, for 20 years on a series of mainline and interchange projects to improve connections on either side of I-5 and the UP rail line to promote Ladders of Opportunity. While Caltrans, SRTA and the local agencies have been successful on most fronts, the functionally obsolete interstate structure remains the major disconnect. Not only is it a bottleneck for both the interstate and the rail line, **it creates a formidable physical and financial barrier to planned and needed expansion projects at the Deschutes Road (partial) Interchange and I-5's mainline as discussed above.**

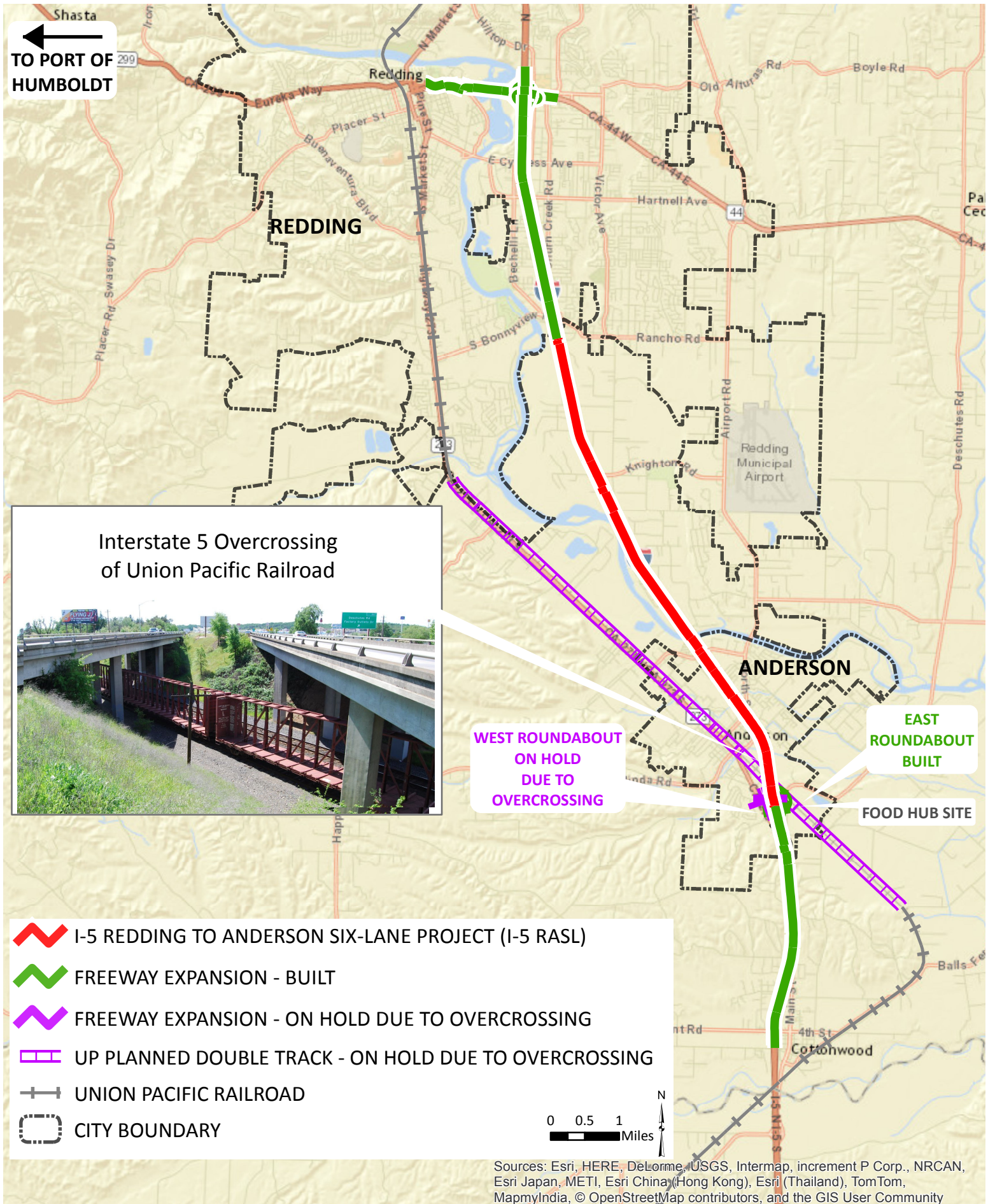
TIGER Reconnect: The TIGER grant will bring closure to a high-value improvement that cannot otherwise be funded entirely with local funds, nor should it be. This removes the largest financial impediment to connecting a series of I-5 expansion projects through the entire metropolitan area. Over \$100 million has already been invested over the past twenty years. The wider structure also allows completion of the Deschutes Road Interchange, to accommodate a two-lane SB off-ramp. Both the interstate and the rail line divide the community of Anderson separating residents from redevelopment efforts and the new jobs it would create. A wider structure will also allow planned double-tracking of the UP line. **The TIGER project would be the capstone that will ensure improvements to address system reliability and expansion** for residents, travelers, freight trade, and passenger rail. Economic, industrial redevelopment, and job recovery efforts have been successful to date but the momentum will be lost without the aforementioned mobility improvements.



Deschutes Road Interchange Phase 1 Groundbreaking, 2013.

MAP 4: Freeway Expansion Project

PROJECT: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (RASL) and Multi-Modal Food Hub



Disconnect #3: Safety and System Reliability - The South Anderson Overhead structure does not have railroad crash walls to protect the structure columns from a hit by a derailed train. In the event of a collapse, a temporary crossing with limited capacity could be put in place in approximately four months, which would cause severe traffic congestion. The current South Anderson Overhead structure does not meet minimum standards for vertical or horizontal clearance from the fast-moving UP and Amtrak trains. Derailments are far-too-common in Shasta County. For example, a UP train struck an I-5 structure support in 2014 just north of Anderson in Shasta County (See Safety Section). This structure was more modern and damage was minor; however, this served as a wakeup call at the older South Anderson Overhead Structure where clearances are less, and people and businesses surround the area. Caltrans estimates that a temporary structure would take at least four months to complete. With the ensuing traffic jams, noise, access and air quality impacts on Anderson city streets, even the best economic recovery efforts over decades could be undone in an instant. **The best solution is prevention, with a “Fix it First” approach. While sizeable, the investment today will prove wise compared to the cost of a structure replacement under an emergency declaration scenario.**



Union Pacific derailment at Interstate 5 in Shasta County, 2014.

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

Disconnect #4: Funding and Responsibility - SRTA and its partners developed a funding plan to finance approximately 40% (\$35.67 million) of an \$88.54 million need. Local funds were utilized for the environmental phase and STIP funds have been utilized to fully fund design and right-of-way. Unfortunately, the high construction cost has proved more than the local agencies can muster alone. Without additional funds the project may take decades to come to fruition despite the risk to the many economic, environmental, and multi-modal benefits to the local communities and the North State. With so much local support, and funding to back it up, the TIGER program may be the financing capstone to enhance economic prosperity.

TIGER Reconnect: The TIGER grant will lend federal support and provide the last piece of funding necessary to complete a project that is otherwise financially out of reach using state/local resources alone.

Although the I-5 UP RASL Project faces the challenges, it holds great promise on one front: It enjoys **broad support with no known opposition**. (See Section 2.2, Project Supporters). The economic, jobs, and connectivity benefits discussed above are confirmed by significant letters of support. Support not only comes from governmental entities, state legislators, and U.S. Congressmen, but also from private industry, area employers, trade organizations, and economic development experts. But **it is much more than lip-service; it is backed by local financial commitments for over half the project need**.

1.1 Rural Eligibility

This project qualifies as rural, with 68% of the project costs in a rural area and the remaining 32% of the project costs residing in an urbanized area.⁴ The scope of work in the rural area consists of replacement of the South Anderson Overhead structure, widening of two adjacent structures and roadway rehabilitation.

1.2 Project Location

The I-5 UP RASL Project spans the length of I-5 from PM R3.8 in Anderson to PM R11.7 in Redding. The South Anderson Overhead structure is at 40.441507 Latitude and -122.287842 Longitude (See the Map 1: Project Location). The Project is located at the geographic center and transportation crossroads of California's sixteen-county North State. It is also at the mid-point of I-5, a contiguous highway corridor spanning the western United States from Canada to Mexico with connections to all major west coast maritime ports in-between. **This project qualifies as a rural project** as it is located outside of an Urbanized Area that contains 200,000 or more people. Based on the US Census Bureau, the County of Shasta has a population of 179,533; therefore, it is a designated rural area.

Section 2. Project Parties

2.1 Project Applicants

The California Department of Transportation (Caltrans) is the project applicant and is providing the overall management of the Project. The Project is in partnership with the Shasta Regional Transportation Agency (SRTA), the City of Anderson and Shasta County.

⁴ See Attachment "Maps", Map 7, US Census Urban and Rural Boundaries

2.2 Project Supporters

The project enjoys wide-spread support from diverse interests with no known opposition. Eighteen letters of support to Secretary Foxx are attached⁵, a combination of ones provided for TIGER VI, as well as several updates. A summary listing of supporters is included on Page 23. The support letters are included in the TIGER Attachment “Letters of Support”.

The project benefits discussed throughout this proposal are confirmed by numerous letters of support, not only from governmental entities, but also from private industry, trade organizations, and economic development supporters. Local support is emphasized by partnership financial commitments for more than half the project need.

2.3 Delivering Agency

As the project is on the federal interstate system, a TIGER funding award to the I-5 UP RASL Project will be delivered through Caltrans. Caltrans is responsible for California’s Interstate system. In District 2 and in partnership with local agencies, Caltrans has successfully delivered several similar projects on time and under budget including the interstate widening projects in the last decade immediately North and South of the project.

Section 3. Grant Funds and Sources/Uses of Project Funds

Caltrans requests TIGER funds in the amount of **\$52.870 million, or 60% of the total project cost.** Caltrans – the delivering agency – has included a 10% capital construction cost contingency. The funding plan is shown in the table, below.

Table 1

Interstate 5 Union Pacific Redding to Anderson Six Lane and Multi-Modal Food Hub Funding Plan (x\$1,000)						
Phase	Match Funds			Grant Funds		Totals
	STIP	State, Local, Other	% of Total	TIGER Request	% of Total	
Planning	\$0	\$156	0.2%	\$0	0.0%	\$156
Environmental	\$0	\$334	0.4%	\$100	0.1%	\$434
Design and Permits	\$3,140	\$0	3.5%	\$3,650	4.1%	\$6,790
Right of Way	\$141	\$0	0.2%	\$120	0.1%	\$261
Construction	\$12,122	\$19,777	36.0%	\$49,000	55.3%	\$80,899
Subtotals	\$35,670		40.3%	\$52,870	59.7%	\$88,540
Total Project Cost						

⁵ See TIGER Attachment “Letters of Support”

The \$35,670,000 of matching funds for this project demonstrates the cooperation and partnerships between the local and State agencies involved. SRTA has committed \$15,403,000 of Regional Improvement Program (RIP) funds from the STIP. The City of Anderson has committed \$500,000 and Shasta County has committed \$200,000.

Section 4. Selection Criteria

4.1 Primary Selection Criteria

The I-5 UP RASL Project offers a myriad of long-term benefits. By unlocking a larger set of mobility investments, it:

- promotes middle class job-creation in an economically distressed region;
- opens up transportation improvements to better connect jobs, services, and educational opportunities (Ladders of Opportunity);
- improves regional, interregional and national market competitiveness; and
- Mitigates a potential damage caused by a train derailment with the possibility to disrupt trade along the west coast of the country.

This section addresses I-5 UP RASL Project challenges and the benefits that will result from its funding the remainder of the project.

4.1.1 Safety

Safety: The I-5 UP RASL Project is between two sections of Interstate 5 that were increased from four-lanes to six-lanes in the last decade. In the 5 year period between January 2009 and December 2013 this remaining section had 306 reported accidents, including 94 injury accidents, 211 property damage only accidents and 1 fatal accident.

Table 2

Interstate 5 Union Pacific Redding to Anderson Six Lane and Multi-Modal Food Hub Accident Analysis		
Accident Rates*	Actual	Statewide Average
Total Accident Rate (acc/mvm)	0.46	0.53
F + I Accident Rate (acc/mvm)	0.14	0.18
Fatal Accident Rate (acc/mvm)	0.002	0.005

*acc/mvm = accidents per million vehicle miles

A train collision with the I-5 structure over the UP rail line not only halts traveler and freight movement in the area, it also means lost commerce. The I-5 UP RASL Project will remove a major vulnerability to a nationally-sensitive freight corridor and the local community. The new

structure meets all rail clearances and offers the **safe and reliable multimodal movement of goods and people**.

- **The Risk:** The following current factors, when viewed together, add up to a high risk to the city, region and nation:
 1. Non-compliant railroad clearances (see Table 2 below)
 2. Trains travel at high speeds in rural areas
 3. The transport of hazardous materials along both the I-5 and UP corridors (see Hazardous Materials Section)
 4. History of train accidents and I-5 truck accidents near the project site

Table 3 UPRR Clearances (SRTA, Caltrans, UP, April 2014)

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



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



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

Train derailments occur with less frequency than vehicle/truck collisions on the Interstate. However, given that the **I-5 structure does not provide** UP minimum clearances, and the cost associated with a catastrophe, the Shasta region wants to reduce the potential damage caused by a train derailment **at this location**. The logic that “it has not happened yet here, so it never will” does not hold up. There have been **56 derailments** in Shasta County since records were kept in 1975⁶. An alarming 11 percent of those derailments have occurred **within three miles of the project site**.

Table 4 Data on Derailments near Project Site (Derived from Federal Railroad Administration website, April, 2014. Statistics based off of Shasta County train accidents reported since 1975.)

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

⁶ Federal Railroad Administration, Office of Safety Analysis, Accident Reports found in April, 2014 at <http://safetydata.fra.dot.gov/officeofsafety/default.aspx>

- **Hazardous Materials:** Areas of concern in Shasta County are the UP rail line and I-5, which are major interstate transportation routes that pass through the region. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. The County is exposed to the effects of a major catastrophic hazardous material emergency due to the proximity of these transportation routes to densely populated areas of the city⁷. The infamous Cantara Spill took place just north of Shasta County in 1991. A UP train derailed, killing all life in the Sacramento River for 45 miles. The table below lists the derailments and exposes the hazardous materials risk to the region.

Table 5 Derailment and Hazardous Materials Data (Derived from Federal Railroad Administration website, April, 2014. Statistics based off of Shasta County train accidents reported since 1975.)

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

Of critical concern to the Shasta region, is the increased reliance on rail transportation for shipping Bakken shale crude oil. California, as estimated by the California Energy Commission, can expect over a 100-fold increase in shipments, between 2012 and 2016. Next year, in 2016, an estimated **150 million barrels of crude oil** is projected to enter the state by rail⁸. All western rail lines can expect to be impacted, including the UP rail line through this project. As the project South Anderson Overhead structure does not meet minimum clearances, the I-5 UP RASL Project proposes to address deficiencies of the railroad structure, particularly in the context of derailments of trains carrying highly volatile materials, like crude oil.

Construction of a new interstate structure to meet UP clearance standards **greatly reduces the potential for an unintended release of hazardous materials.**

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



⁷ Shasta County Hazard Mitigation Plan, 2011

⁸ Record Searchlight, "Crude-Carrying Rail Cars Need to be Reined In", May 17, 2015. See Attachment "Rail Crude Oil Shipments" for this, as well as additional, articles on the hazards of increased rail crude oil shipments.

4.1.2 State of Good Repair

The existing structure is functionally obsolete given economic development goals for adjoining industrial properties. UP currently has a single track and a siding through the project site. The South Anderson Overhead structure constricts the railroads' opportunities for expansion due to vertical and horizontal clearances constraints. In addition, the existing, functionally obsolete structure poses operational concerns. To accommodate the forecasted growth in rail transportation, UP hopes to install a double-track while preserving the rail siding. These improvements would serve the multi-industry intermodal hub being considered in the area. In addition to rail freight, Amtrak and state rail plans include the addition of daytime passenger rail service between Redding and Bakersfield⁹, further supporting the case to replace the South Anderson Overhead structure to meet minimum horizontal and vertical clearances. The new structure is being designed to accommodate future needs of the federal interstate, such as an auxiliary lane to serve future operational needs¹⁰ and wider areas for worker safety.

Caltrans, in partnership with SRTA and other local partner agencies are utilizing an **asset management approach with this project to optimize the project's long-term benefits of the structures, roadway, and rail line, in an effort to capitalize on the economic, environmental and community improvements that will result from the construction of the I-5 UP RASL Project.**

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

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

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

⁹ California State Rail Plan, 2013

¹⁰ Ibid.

Table 6 Vehicle Hours of Delay, Shasta Regional Travel Demand Model, 2014

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

SRTA's RTP contains policies and objectives which emphasize the need to maintain transportation facilities in a state of good repair and address current and projected vulnerabilities¹¹. TIGER funding will enable Caltrans, in partnership with SRTA to **replace a functionally obsolete structure**. It would also fortify and enhance a **reliable, multimodal network** that meets the needs of local commuters, interregional tourists, interstate trucking, and passenger and freight rail.

4.1.3 Economic Competitiveness

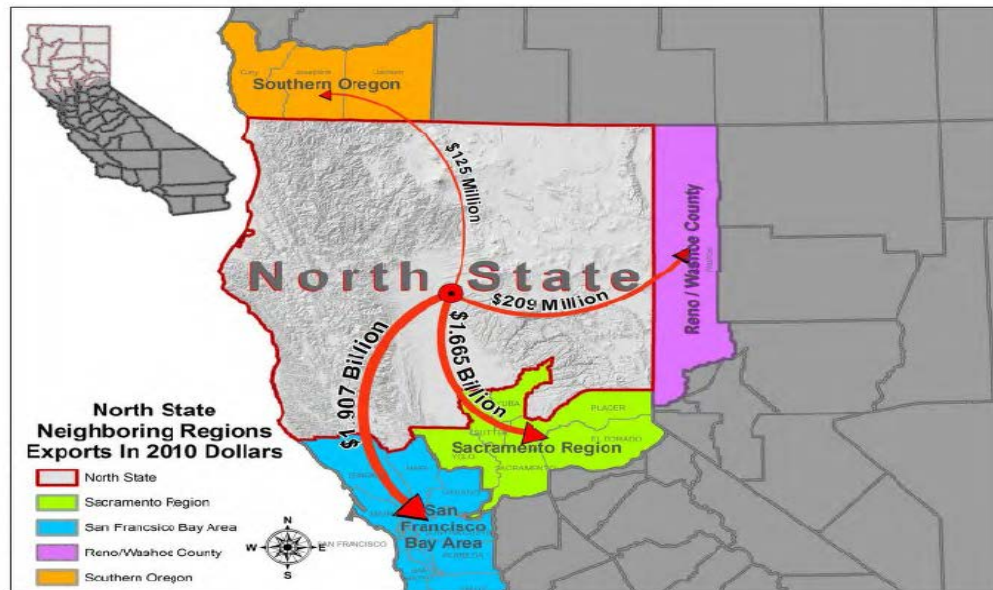
The proposed project is central to a larger joint effort to develop adjacent properties into a multimodal hub serving the greater sixteen-county North State. The Food Hub study component has been funded with state dollars and will be completed in 2016

A key competitive disadvantage documented in the North State Transportation for Economic Development Study (2013) is the absence of an intermodal terminal in North State California for the efficient aggregation, wholesale, and distribution of rural commodities, including products of agriculture, ranching, mining, and forestry (See Figures 1 and 2). In food production alone, Shasta County is at the center of an eight-county area transporting products valued at approximately \$1 billion per year from 6,400 farms to state, national, and international markets. This study estimates the regional economic impact of the state highway expansion in the North State would provide between \$1.5 billion and \$5.7 billion in additional output, between \$800 million and \$2.8 billion in value added and between \$400 million and \$1.5 billion in wages.¹²

¹¹ SRTA 2010 RTP, Section 5, Objective 2 and Policy 5; available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

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

Value of Commodity Shipments from the North State to Neighboring Regional Markets, 2010, NSTEDS, 2013

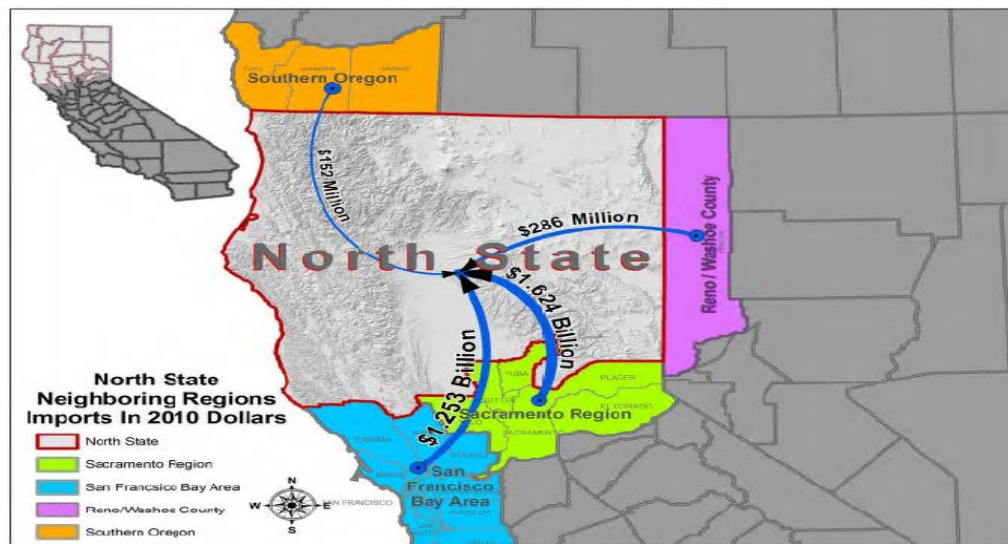


Source: Combination of FAF and IMPLAN data in LEAP tool

Figure 3 Value of Commodity Shipments Outbound

These industries and associated transactions constitute a core component of the region's economy, yet represent only a fraction of previous production levels and potential future economic contributions. For many years, the economy benefited from these industries – the transport and processing of which flowed through mills and other facilities located adjacent to the proposed project site. Such industries served as an economic anchor, helping to create a more diversified industrial job center. Today, there is an effective capping of North State productivity due to transportation infrastructure deficiencies. Producers located in some of the North State's most productive agricultural areas are harvesting large quantities of high-quality food products, but cannot effectively market them because there is not an economical way to transport products to market. For the same reason, large tracts of prime agriculture land are lying fallow.

Value of Commodity Shipments from Neighboring Regional Markets to the North State, 2010, NSTEDS, 2013



Source: Combination of FAF and IMPLAN data in LEAP tool

Figure 4 Value of Commodity Shipments Inbound

A TIGER investment in the I-5 UP RASL Project will enable private and public sector partners to move forward with planning and continues investment in the North State intermodal hub. Through targeted transportation investments and the ongoing efforts to support clustering of related industries, the community and greater region may thrive once again.

- **The Shasta Rebound:** In spite of numerous limitations and deficiencies, Shasta County has many competitive advantages. Compared with the rest of California, the region has lower costs of doing business, including lower taxes, labor costs, and housing costs¹³. The I-5 UP RASL Project is located at the geographic center and transportation crossroads of California's sixteen-county North State. It is also at the mid-point of I-5, a contiguous highway corridor spanning the western United States from Canada to Mexico with connections to all major west coast maritime ports in-between. Two major trucking companies recently relocated to the Deschutes Interchange area due to its strategic location. For these and other reasons, the economic value of this facility to the state and national economy must not be underestimated. Figures 1 and 2 above illustrate the magnitude of trade going in and out of the region, mostly by the two corridors this project addresses.

As much of the North State's commodities are exported in raw form, without processing or other value-added economic multipliers, the low cost of doing business in Shasta

¹³ North State Transportation for Economic Development Study (NSTEDS), SRTA, 2013, <http://www.srta.ca.gov/140/Transportation-Economic-Development-Stud>

County presents an opportunity to **fill the raw goods processing gap locally**, and **create spin-off industrial development**. It is critical that the region maintain these opportunities while seeking to address its many economic constraints.

- **The Hub of Prosperity:** The City of Anderson has recently taken steps to position the city as the logical center for that development by annexing 385 acres of land pre-zoned mostly as “Heavy Industrial.” The area has been designated a “strategic growth area” in SRTA’s draft sustainable communities strategy¹⁴. The property is situated at the junction of I-5 and the UP rail line. In order to facilitate an efficient and wide-reaching logistical solution for this prime industrial property, SRTA has just received funding to conduct a feasibility analysis for the development of a multi-industry intermodal transport hub. The growing number of project partners span public and private interests; the agencies and their roles within the analysis include:

- **SRTA** – Project Administration and Management
- **Superior CA Economic Development District, Inc.** – Economic Assessment and Communications/Outreach/Facilitation
- **Growing Local (Eight-County Coalition of Agriculture Industry Leaders)** – Economic Impact Analysis and Communications
- **ProPacific Fresh (North State Food Distributor)** – Private Sector Demonstration Partner
- **Center for Economic Development at California State University, Chico** – Economic Analysis Model
- **Caltrans, Transportation/Freight Modeling & Data Branch** – Integrate with Statewide Travel Demand Model and Truck County Survey

Using reference models and data in external food hub economic analyses, at this very early stage in our project we estimate that the Northern California Food Hub could reach revenue of \$1 million by year 3, generating economic impact in the local economy and participating farms of over \$1.5 million (assuming an economic multiplier of 1.5) and creating approximately 9 net new jobs (assuming an employment multiplier of 1.66). Please note that these are rough estimates based on a model that was developed by Cornell around a case study of a single food hub operating in New York¹⁵, and we will continue refining these economic impact estimates as we gather more region specific data throughout our project.

¹⁴ SRTA 2015 Regional Transportation Plan, March, 2015, <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

¹⁵ See <http://publications.dyson.cornell.edu/research/researchpdf/wp/2015/Cornell-Dyson-wp1503.pdf>

The vision and goals of the North State Food Fiber Forest and Bio-Fuel Hub are reflected in the following diagram:

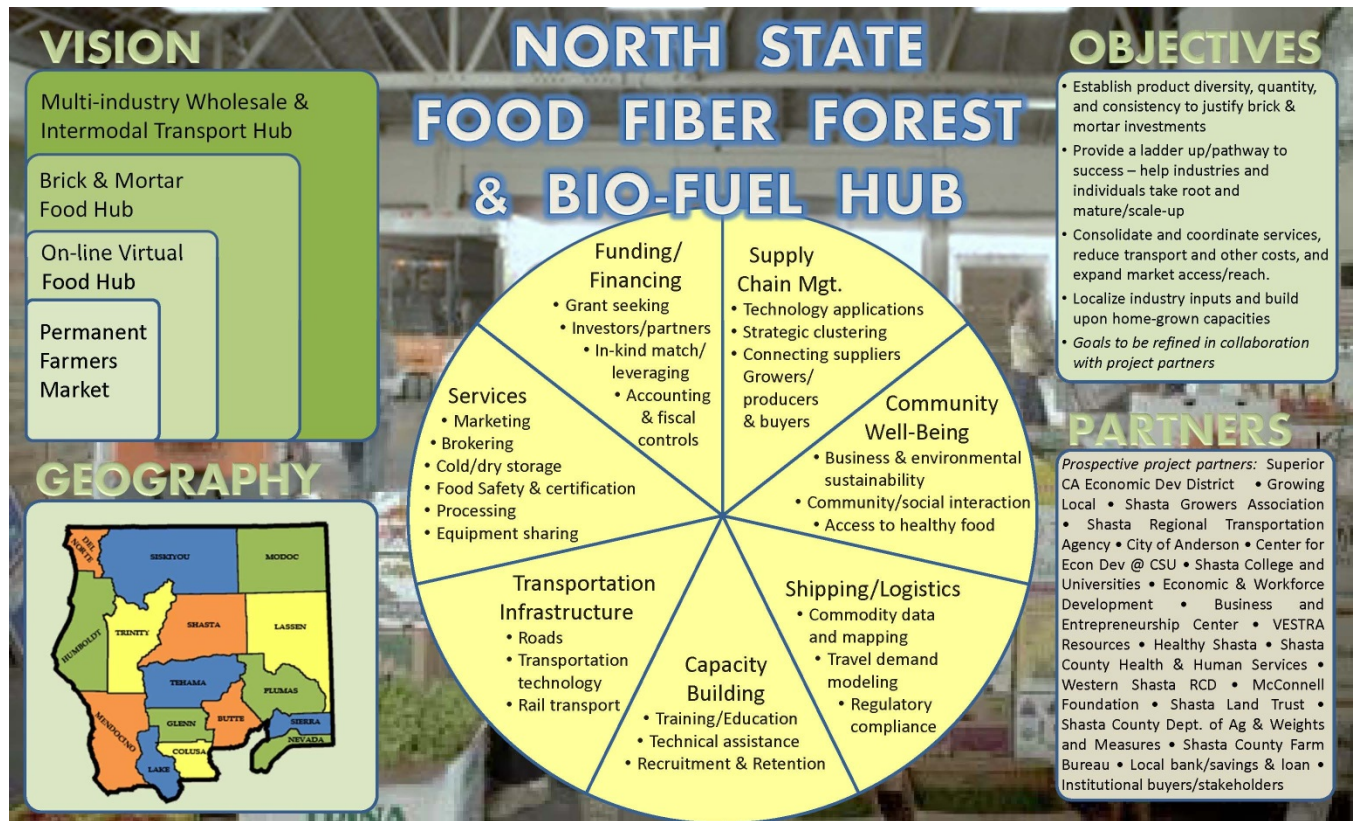
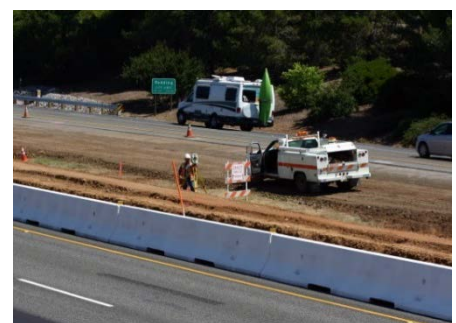


Figure 5 Food Hub Vision and Objectives

- **Timely Investment:** Along with delivery market access to the San Francisco Bay Area and the Sacramento Region, the region has great economic potential. Capturing these economic and job-creation opportunities, directly linked to the I-5/Deschutes Road area, depends on the continued safe, reliable operation of the I-5 and the UP system – and the ability to improve those systems to support a competitive, growing, and sustainable economy.

If further steps are not taken, transportation models predict future operating conditions will worsen, particularly along I-5. If the I-5 structure over the railroad is not replaced by 2030, for example, daily vehicle hours of delay will increase by nearly 55 percent¹⁶.



South Redding Six-Lane Construction, 2011.

¹⁶ SRTA, from the Shasta Regional Travel Demand Model, 2014

I-5 is unique in the North State in that no economically viable alternate route exists. If the South Anderson Overhead structure within the project limits were destroyed or damaged in a catastrophic event, the general population and businesses relying on the timely transport of goods would incur crippling delays¹⁷. The resultant daily vehicle hours of delay from a structure catastrophe are equivalent to the lost productivity of a 500+ full-time workforce.

- **Fueling Development:** This project will immediately create jobs in the construction industry while the structures are built and the travel lanes added. According to Caltrans' Economic Analysis Branch (April, 2014), the project will create or support 201 jobs per year and add approximately \$16.8 million per year to the economy (Gross State Product) during construction years. A completed project will encourage redevelopment of industrial property by private sector investment in land, part of which is "shovel ready." As mentioned, the North State Transportation for Economic Development Study estimates wages added by jobs resulting from economic growth to the region resulting from the state highway expansion component alone to be between \$400 million and \$1.6 billion between 2010 and 2040.¹⁸

UP has rail spurs that served the large lumber mill (now closed) just southeast of the project. The rail spur can easily be reactivated and used by an industrial development on the former lumber mill parcel. UP is currently active in the region and runs through Redding, connecting Shasta County with 23 western states.

Backed by real planning and annexation efforts, the industrial area served by the project has excellent potential to incubate industrial uses of the new economy, such as the opportunity to provide additional green electric power generation from biomass waste – principally from agricultural production waste from the northern Sacramento Valley.

Such long-term job-creation prospects will not go unnoticed in a region where over one in ten civilians over age 18 are veterans¹⁹, the median household income is \$44,396²⁰ or 70% of the national median, and 13.7% of the labor force remains unemployed²¹.

¹⁷ SRTA, from the Shasta Regional Travel Demand Model, 2014

¹⁸ Ibid

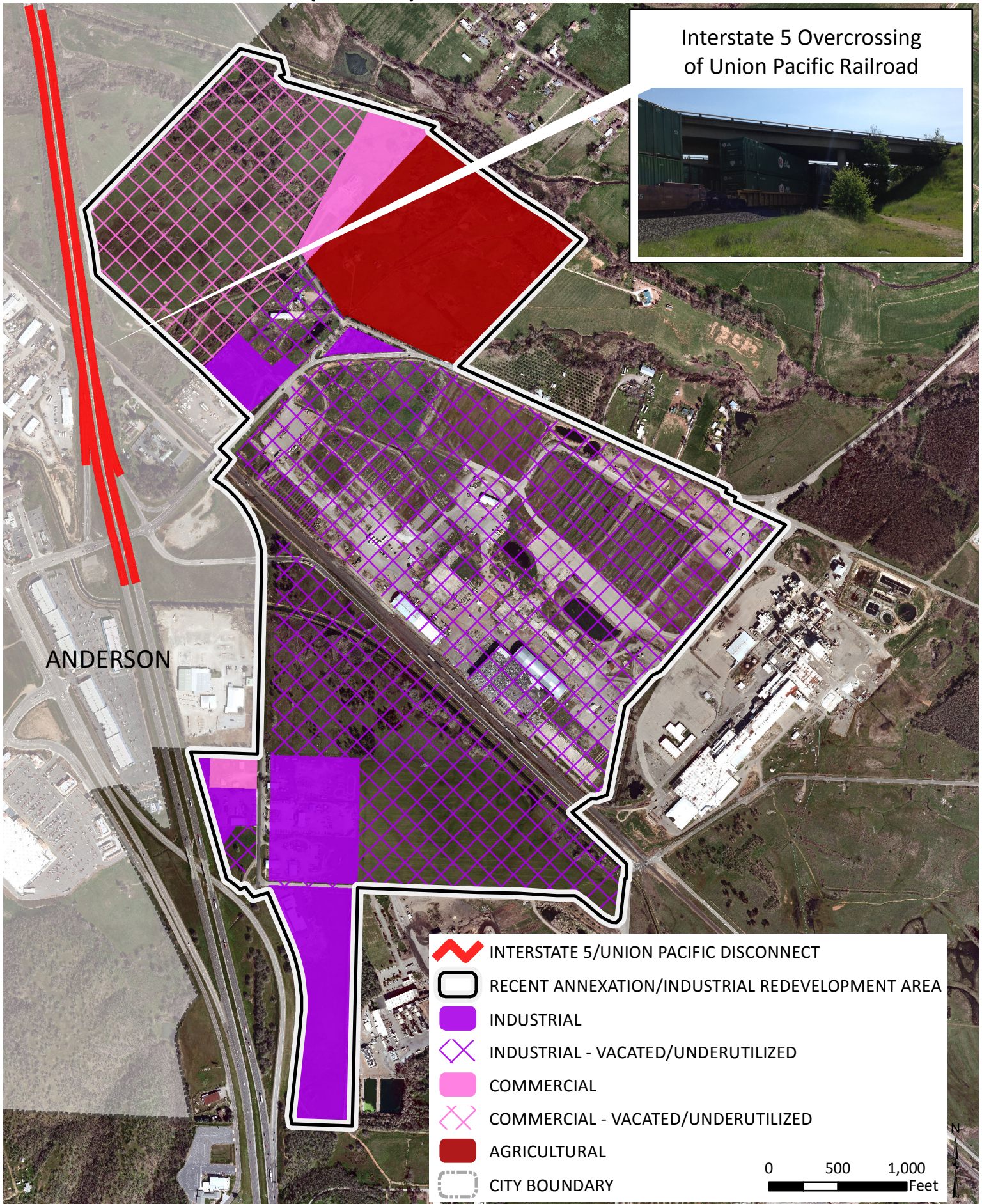
¹⁹ Table S2101 of the American Community Survey (2008-2012), available at: <http://factfinder2.census.gov>

²⁰ Table DP03 of the American Community Survey (2008-2012), available at: <http://factfinder2.census.gov>

²¹ Table DP03 of the American Community Survey (2008-2012), available at: <http://factfinder2.census.gov>

MAP 3: ANDERSON ANNEXATION

PROJECT: INTERSTATE 5 UNION PACIFIC REDDING TO ANDERSON SIX-LANE PROJECT (I-5 RASL) AND MULTI-MODAL FOOD HUB



4.1.4 Quality of Life

The I-5 UP RASL Project is at the center of local and regional efforts to boost economic opportunity; improve access to jobs, education, and essential services; and enhance overall livability. The region employs a variety of community-based strategies and initiatives to achieve these goals. Some challenges, such as the functionally obsolete South Anderson Overhead structure, are too monumental for locals to tackle alone without federal funding assistance. TIGER grant funds, when combined with matching funds and efforts, will increase livability in the following ways:

- Once a booming area and center of a forest-based industry, the area now has many underutilized industrial parcels with rail and interstate access. To enhance the region's **economic competitiveness**, several parcels have been annexed by the City of Anderson, and grassroots efforts are underway to create sustainable jobs in high-growth industries²².
- The I-5 UP RASL Project **invests in existing communities** by creating high-value jobs in proximity to residential development in the City of Anderson and surrounding areas, which offer some of the region's most **affordable housing**.
- The I-5 UP RASL Project is a designated 'Strategic Growth Area' (SGA) by SRTA's Regional Transportation Plan Sustainable Communities Strategy. SGAs are geographically small areas targeted for coordinated transportation and land use planning and investment. Within SGAs, a broad range of smart growth strategies are employed to deliver **affordable and convenient transportation choices** and enhance **community health and well-being**. For example, a sustainable development incentive program will be used to encourage infill and redevelopment on vacant and underutilized properties²³.
- **Timely access to popular destinations** – including community services; vocational training and higher education facilities; and surrounding state and federal recreation areas – will continue to be dependent on I-5. The I-5 UP RASL Project supports quality of life by tackling the last major bottleneck and obstacle to expanding I-5, resulting in safer and more reliable travel times.
- The I-5 UP RASL Project is **located at the confluence of local, regional, state, and federal interests**. Federal investment will leverage local transportation funds, representing most of the project's total cost, intended to serve as the impetus for the development of clean energy production. More specifically, the region's efforts to **develop agriculture and forest-based bio-fuel industries** have been thwarted by the lack of a transportation-accessible production facility. The double-tracking of UP rails at the project location, combined with adjacent improvements at the Deschutes Road-Interstate 5 interchange, will provide the

²² See Map 3, Anderson Annexation, Project Description and Location

²³ SRTA 2015 Draft Regional Transportation Plan, March 2015, <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

transportation infrastructure capacity necessary to transport bio-fuel inputs and outputs in a commercially viable manner.

- Examples of additional areas of economic benefit that are difficult to quantify today are the following: California's second largest biomass electricity plant, the proposed Food Hub and Renewable Energy Infrastructure, and the replacement of the structure over the UP rail line.

California's second largest "clean" energy plant, adjacent to the Food Hub site, is currently under contract with PG&E for energy off-take. Their contract is set to expire in 2016 and it is unclear today whether this plant will remain operational after that. The Food Hub and Renewable Energy Infrastructure being planned as part of this project has the potential to provide a substantial power demand for this plant which could keep it operating. Not only would this save jobs, continue clean energy production and provide a localized power source for this economic development activity, but it would also create jobs (see The Hub of Prosperity section) and prevents catastrophic wildfires by consuming fuel which otherwise would remain at risk on the forest floor.

4.1.5 Environmental Sustainability

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

- Following a review by the Central Valley Regional Water Quality Control Board, contaminants were documented on the vacated industrial properties currently served by I-5 and UP. The I-5 UP RASL Project would serve this area planned for brownfield clean up, so that this well-situated property may be reused rather than lie economically fallow for decades to come.
- The I-5 UP RASL Project is located in a 'Strategic Growth Area' (SGA) identified in the region's Sustainable Communities Strategy. Within SGAs, a broad range of smart growth strategies are employed to deliver affordable and convenient mobility options; support community health and well-being, **reduce greenhouse emissions**, and preserve the region's environmental integrity. Aside from reducing the air pollution associated with future highway traffic congestion, as projected in the Shasta Regional Travel Demand Model, this project mitigates a hazardous materials disaster. Many of the trains passing through the Shasta region carry hazardous materials, and the loads represent a risk to trains passing under the I-5 overpass with less than standard vertical clearances²⁴.
- Funding this project opens opportunities to move forward with other projects that benefit the environment. For example, one project in development is a roundabout to offer a safer junction for cyclists and pedestrians to access the outlet mall adjacent to the interstate, or trying to cross I-5 which separates the city.
- Although hazard and disaster mitigation is not always recognized as environmentally sustainable, the project would result in the virtual elimination of a catastrophic event by

²⁴ Shasta County Hazard Mitigation Plan, 2011

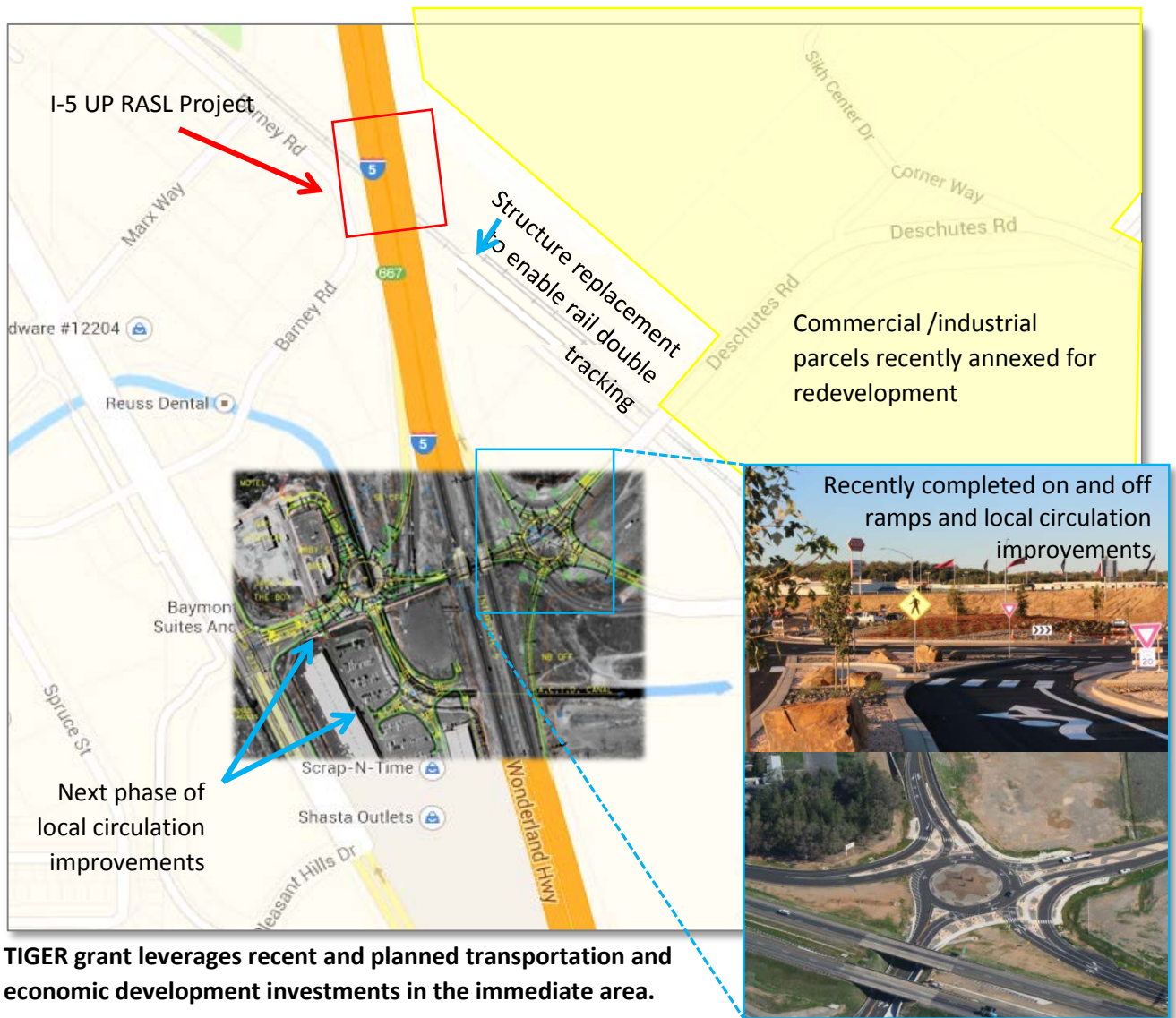
providing standard horizontal and vertical clearances from rail operations. The new structure will be a three-span structure providing **resilience and longevity for the new transportation asset** and for the transportation system as a whole.

- This project will enable UP to construct a double track and increase service, thus reducing the freight network's dependency on trucks, and fossil fuels.
- Caltrans signed a NEPA Categorical Exclusion that included median widening of the roadway and all structures within the project limits, and allows for a complete replacement of the South Anderson Overhead structure, providing horizontal and vertical clearances. None of the adjustments are anticipated to significantly impact the natural, social, and/or economic environment.
- A California Environmental Quality Act Negative Declaration has found that the project will have no substantial negative environmental impacts.

4.2 Secondary Selection Criteria

4.2.1 Innovation

Integral to the project proposal is the coordinated and systematic modernization of surrounding transportation facilities. In addition to replacing 50+ year old structures over one of the nation's critical goods movement corridors, the proposed project will enable the region to complete the I-5/Deschutes Road Interchange roundabouts. Once all phases are complete, the overall project will maximize long-term transportation flow through the use of **innovative design and technology solutions—providing Ladders of Opportunity through better connectivity to employment, education, and services.**



From a design perspective, the proposed project is supported by improved interstate access (including a new northbound I-5 off ramp at Deschutes Road) as well as **innovative local circulation improvements** in the form a new roundabout. In addition to providing much needed access to adjacent commercial and industrial parcels—stimulating economic development and community revitalization; these improvements ensure forecast truck and vehicle traffic will not back up and affect I-5 through traffic. Future planned improvements include two additional roundabouts on the west side of I-5 to facilitate local circulation to/from the Deschutes Road interchange.

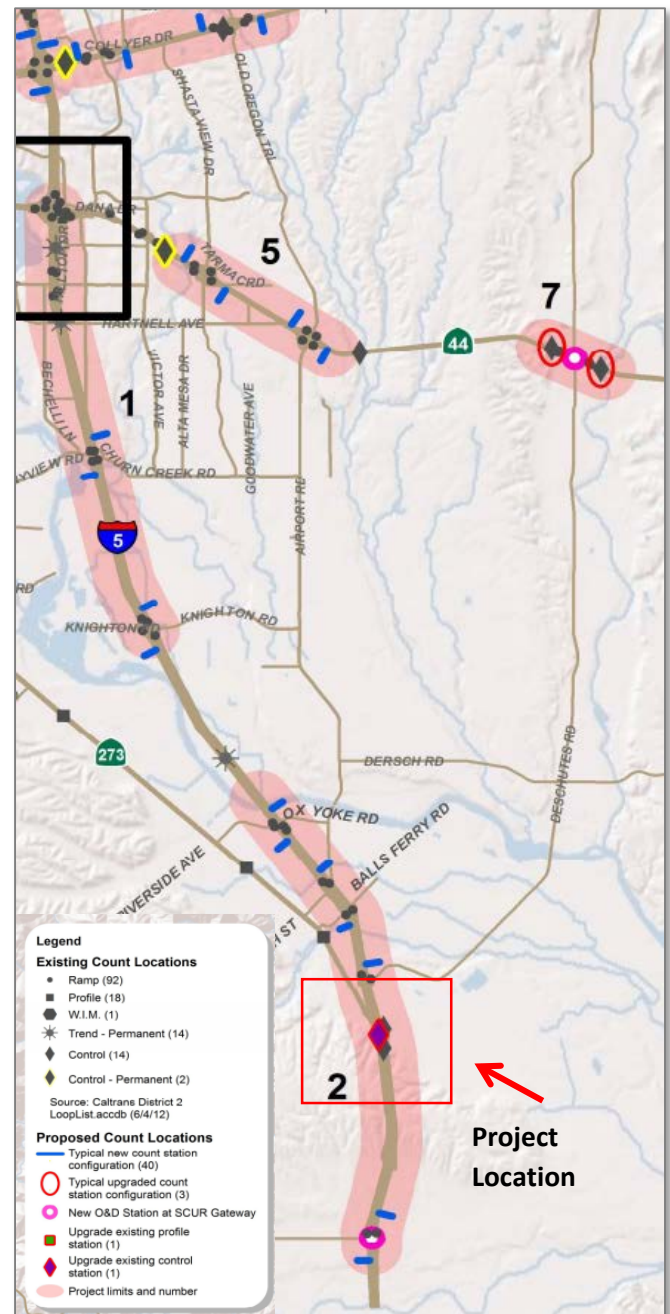
The **application of transportation technology**, including intelligent transportation systems (ITS) elements, will likewise help ensure long-term project performance. As documented in the *Integrated Traffic Data Collection and Management Plan for the Shasta County South Central Urban Region* (Oct 2013)²⁵, the region's plans call for installation of new permanent mainline vehicle count stations and new permanent on and off-ramp vehicle count stations to the north (Knighton Road) and to the south (Ox Yoke Road and Gas Point Road). This is in addition to existing count locations as shown. All improvements will be connected to the network for real-time data collection and processing as funding allows to enable active traffic management as well as to facilitate incident response.

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

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

4.2.2 Partnership

The Interstate 5 Union Pacific Redding to Anderson Six Lane and Multi-Modal Food Hub Project enjoys broad support with no known opposition (See Section 2.2 of this narrative and the eighteen letters of support included in Attachment "Letters of Support"). The project benefits discussed throughout this proposal are confirmed by numerous letters of support, not only from governmental entities, but also from private industry, trade organizations, and economic



ITS Infrastructure (Existing & Planned)

²⁵ SRTA, October 2013

development supporters. What's more, the local support is more than talk – it is backed by partnership financial commitments for more than half the project need. Indeed, a total of \$16,443,000, or 18.5% of the project cost has been dedicated to this project by SRTA and local agencies through the STIP and local traffic impact fees.

Such contributions do not include many more investments that will be made over time as a result of this project, including but not limited to local traffic circulation improvements, and industrial, commercial, residential, and mixed-use infill and redevelopment projects.

Sample Support Quotes

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

Brian Dahle

BRIAN DAHLE
Assemblyman, 1st District

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

Steven R. Sibilsky

Steven R. Sibilsky
Chairman – Steering Committee

The interchange is an important element to a comprehensive economic development strategy that will redevelop several hundred acres of heavy industrial property to support job creation efforts for the City of Anderson and Shasta County.

Sincerely,

Mark Lascelles

Mark Lascelles
President



BROAD SUPPORT AND EXTENSIVE PUBLIC PARTICIPATION

TIGER Project: Interstate 5/Union Pacific Redding to Anderson Six Lane and Multi-modal Food Hub Project

Letters of Support

Metropolitan Planning Organization (MPO)

1. Shasta Regional Transportation Agency – SRTA

City/County/State Agencies

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

U.S. Congress and California Legislature

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

Private Industry TIGER Project Area

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

Economic Development/Jobs Interests

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

North State Regional Transportation Agencies

18. North State Super Region (Sixteen California Counties)

Public Involvement

Fix Five Partnership



- Eleven City Council Meetings
- Four Board of Supervisors Meetings
- Six SRTA Board Meetings
- Five Public Hearings
- Joint Televised Forum
- Seven Business Group Meetings

Transportation Improvement Programs

- Five FSTIP Hearings
- Six FTIP Hearings

Transportation Plans

- Metropolitan Improvement Plan
- Regional Transportation Plan

NEPA

- Two Public Open Houses

Section 5. Benefit-Cost Analysis

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

A Benefit Cost Analysis has been completed on the I-5 transportation component of the project, with both 3% and 7% discount rates, and resulted in Benefit-to-Cost ratios of 3.2 and 2.1, respectively, providing an 11.5% return on investment over 7 years in both cases. Any number over 1.0 is considered a positive result, the higher the better. However, these ratios include only the transportation component and the associated benefits resulting from a reduction greenhouse gas emissions.

Though the benefit-cost analysis demonstrates multiple benefits that the project would bring, it is important to remember the benefits are understated because the benefit-cost model currently has no methodology to factor in “what-if” scenarios related to the interstate structure supports not meeting clearance standards. The analysis created shows only the widening benefits from four- to six-lanes of the Interstate, not the benefit of a new structure in place of the South Anderson Overhead structure. In the event of an emergency, the I-5 mainline corridor would be shut down, leading to traffic delays, lost revenue due to reduced/curtailed goods movement, and public safety and local business issues associated with diverted interstate traffic on city streets not designed for such use.

Finally, the benefit-cost analysis does not take into account this project opening the door to further economic development—catalyzing investment and growth—within the vicinity of the City of Anderson, in southern Shasta County. While not factored into the benefit-cost calculations, as mentioned earlier, the North State Transportation for Economic Development Study projects an economic impact of just the state highway expansion, including increased output, value added and wages, to be between \$2.7 billion and \$10.2 billion between 2010 and 2040.²⁶ The Food Hub is also estimated to generate \$1M annually within 3 years.

²⁶ North State Transportation for Economic Development Study (2013), Exhibit 80, p132.

Section 6. Project Readiness and Schedule

6.1 Technical Feasibility

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

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

The existing four-lane facility will be widened from the Deschutes interchange to the north of the Smith Road Overcrossing to provide an additional 12-foot lane and 10-foot shoulder in each direction in the median. The South Anderson Overhead structure will be replaced with a new structure meeting the railroad's minimum horizontal and vertical clearances. The existing roadway profile will be raised approximately 10-feet to meet railroad clearance standards for the new overhead. Existing lanes between Deschutes Road and Anderson Creek will be reconstructed at the new profile grade and a concrete median barrier will be installed. From Anderson Creek to north of Smith Road, the median will be widened for the new lanes and shoulder. The structures at Deschutes Road, Anderson Creek, Ball Ferry Road, North Street, and Tormey Drain will be widened in the median. The remaining five structures will have typical single stage construction.

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

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

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

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

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

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

6.2 Financial Feasibility

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

Table 1

Interstate 5 Union Pacific Redding to Anderson Six Lane and Multi-Modal Food Hub Funding Plan (x\$1,000)						
Phase	Match Funds			Grant Funds		Totals
	STIP	State, Local, Other	% of Total	TIGER Request	% of Total	
Planning	\$0	\$156	0.2%	\$0	0.0%	\$156
Environmental	\$0	\$334	0.4%	\$100	0.1%	\$434
Design and Permits	\$3,140	\$0	3.5%	\$3,650	4.1%	\$6,790
Right of Way	\$141	\$0	0.2%	\$120	0.1%	\$261
Construction	\$12,122	\$19,777	36.0%	\$49,000	55.3%	\$80,899
Subtotals	\$35,670		40.3%	\$52,870	59.7%	
Total Project Cost						\$88,540

SRTA funds are from the STIP. The STIP is legislated, under California Senate Bill 45 (1997), give emphasis to “Regional Choice” projects, thereby providing local agencies, through the Metropolitan Planning Organization, SRTA, the benefit of determining the priority of where their funds are allocated within their region. SRTA has committed \$15,403,000 from the STIP and \$490,000 in local funds, while the City of Anderson and Shasta County have committed another \$700,000 collectively in local traffic impact fees should the TIGER grant be approved.

SRTA will provide funding through regional gas tax shares (STIP) apportioned by the state. These are typically state funds but the project is proceeding with all needed federal clearances. If federal funds are used, federal-approved toll credits would apply to meet match requirements. Project approval and environmental document approval (National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)) have been met and design work is 75% complete

\$12.122 million is currently reserved for 2019/20 construction of a segment of the I-5 UP RASL Project to the north of the South Anderson Overhead section. This represents all SRTA funds and **twelve years of accumulated shares**.

6.3 Project Schedule

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

Table 8

Interstate 5 Union Pacific Redding to Anderson Six Lane and Multi-Modal Food Hub									
Project Schedule									
Project Milestones	December 2011	December 2012	December 2015	March 2018	February 2018	August 2018	October 2018	January 2019	January 2023
Project Study Report Approved									
Begin Design Phase									
NEPA (Revised) Complete									
Begin Right Of Way Phase									
Design (Revised) Complete									
Right-of-Way Acquisitions Complete									
Funds Obligated									
Begin Advertisement									
Begin Construction									
End Construction									

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

6.4 Required Approvals

6.4.1 Environmental Permits and Review²⁷

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

²⁷ Attachment "Environmental", includes March 8, 2013 Caltrans District 2 NEPA Categorical Exclusion and CEQA Initial Study/Negative Declaration for the entire Redding to Anderson 6-Lane Project.

6.4.2 Legislative Approvals

No legislative approvals are required for the proposed project. The project has received legislative support through the U.S. House of Representatives and the California State Assembly (Letters of support are attached).²⁸.

6.4.3 State and Local Planning

The project is included in the 2015 Shasta County Regional Transportation Plan²⁹, prepared by SRTA. The cumulative project was outlined in a Caltrans Project Study Report approved December 15, 2011. The city of Anderson, Shasta County and SRTA are partners with Caltrans on the project. Caltrans will be responsible for approval of the construction documents. Plans for the continued economic development of the city of Anderson, and its sphere of influence, are included in the City of Anderson General Plan³⁰. This project is consistent with the findings and recommendations from the North State Transportation for Economic Development Study (2013), from which relevant data and analysis is provided above.

6.5 Assessment of Project Risks and Mitigation Strategies

The greatest risk the project faces is not receiving the remainder of funding required to make the project tenable. Other than this funding issue, there is unlikely any other potential risk as UP has conceptually agreed to the design. NEPA and CEQA are complete and no Right of Way is needed. \$12.122 million is currently reserved for 2019/20 construction of a segment of the I-5 UP RASL Project to the north of the South Anderson Overhead section. This represents all SRTA funds and **twelve years of accumulated shares**

Section 7. Certifications

7.1 Federal Wage Rate Certification

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

7.2 Financial Capability and Grant Management

SRTA is financially sound and able to manage multiple federal, state, and local grants. SRTA's financial condition and ability to manage grants is best reported by its June 30, 2014 audited

²⁸ Section 2 of this narrative, as well as Attachment "Letters of Support"

²⁹ Shasta Regional Transportation Agency RTP available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

³⁰ City of Anderson General Plan available at http://www.ci.anderson.ca.us/departments/kristen_development_services_and_building_departments/index.php

financial statements³¹. However, as the project is on the federal Interstate system, SRTA anticipates that Caltrans will be the delivering entity.

7.3 Long-Range Plan Consistency

The project is included in the 2010 Shasta County Regional Transportation Plan³², prepared by the project applicant: the Shasta Regional Transportation Agency (SRTA). The project is also included in the SRTA 2015 Regional Transportation Plan.³³ Plans for the continued economic development of the city of Anderson, and its sphere of influence, are included in the City of Anderson General Plan³⁴.

³¹ SRTA's June 30, 2014 audited financial statements are available: <http://www.srta.ca.gov/237/Fiscal-Reports>

³² Shasta Regional Transportation Agency RTP available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

³³ Ibid.

³⁴ City of Anderson General Plan available at http://www.ci.anderson.ca.us/departments/kristen_development_services_and_building_departments/index.php

Section 8. Applicant' Signatures

Primary Applicant Signature



Dave Moore, Director 2 Director
California Department of Transportation

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DISTRICT 2 DIRECTOR

1657 RIVERSIDE DRIVE

REDDING, CA 96001

PHONE (916) 654-6130

FAX (916) 653-5776

TTY 711

www.dot.ca.gov



Serious Drought.
Serious drought.
Help save water!

April 28, 2016

Re: Federal Wage Rate Certification for Caltrans District 2 TIGER VIII 2016 Grant Application

This certifies that the California Department of Transportation will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code, as required by the *Consolidated and Further Continuing Appropriations Act, 2016*, for a TIGER VIII funding award.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Moore".

DAVE MOORE
Director 2 Director



TIGER 2016 Project Information - Please complete all fields.

****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE
TO AVOID COMPROMISING FORM INTEGRITY****



Field Name	Response	Instructions
Project Name	Interstate 5 Union Pacific Redding to Anderson Six-Lane Project and Multi-Modal Food Hub	Enter a concise descriptive title for the project. This will need to be the same title used in the Grants.gov SF-424 submission, as well as the application narrative.
Project Description	Replace the functionally obsolete I-5 UP Overhead near Anderson, widen I-5 from 4 to 6 lanes for 8 miles between Anderson and Redding, and incorporate a multi-modal food hub demonstration project.	Describe the project in plain English terms that would be generally understood by the public, using no more than 100 words . For example, "The project will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z" or "the TIGER Grant will fund construction activities for streetcar service from location X to location Y." Please do not describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Rural	Identify whether the project is located in a rural or Urbanized Area (UA), using the drop-down menu, according to the 2010 Census Urban Area designation. Updated lists of UAs are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ . Urban Clusters (UCs) are rural areas for the purposes of the TIGER Discretionary Grants program. For more information on urban and rural designations, refer to Section C.3.ii of the Notice of Funding Opportunity for the TIGER Discretionary Grants program.
Urbanized Area	N/A	If you have identified the project as located in a 2010 Census designated Urbanized Area, please provide the name of the Urbanized Area. If you have identified the project as located in a rural area, please type "N/A."
Project Type	Road - Road/Rail Crossing	Identify the "Primary" and "Secondary" project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions. If the drop-down does not appear, please type in your "Primary" project type.



TIGER 2016 Project Information - Please complete all fields.

****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE
TO AVOID COMPROMISING FORM INTEGRITY****



Primary Project Location Zip Code	96007	Identify the <u>5-digit zip code of the project location</u> . If the project is located in multiple zip codes, please identify the most centrally located zip code.
Project Previously Submitted?	Yes - More than once	Identify whether the project was submitted in a prior TIGER round, and if so, whether it was submitted more than once, using the drop-down menu.
Prior TIGER Funds Awarded to Project?	No	Identify <u>whether the project has previously received TIGER funding</u> , and if so, whether that funding was through a planning or capital grant, using the drop-down menu.
TIGER Request	\$52,870,000	Enter the total amount of funds requested for this project from TIGER in this application. [Maximum entry \$100,000,000, minimum urban entry \$5,000,000, minimum rural entry \$1,000,000]
Total Project Cost	\$88,540,000	Enter the total cost of the project.
Total Federal Funding	\$52,870,000	Enter the amount of funds committed to the project from ALL federal sources <u>including the proposed TIGER amount</u> . [Minimum urban entry \$5,000,000; minimum rural entry \$1,000,000]
Total Non-Federal Funding	\$35,670,000	Enter the amount of funds committed to the project from non-federal sources.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a federally recognized tribal government.
Tribal Benefits?	Yes - Direct tribal benefits	If the applicant is not a federally recognized tribal government, is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.



TIGER 2016 Project Information - Please complete all fields.

****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE
TO AVOID COMPROMISING FORM INTEGRITY****



NSFHP/FASTLANE Application?	Yes	Select "Yes" from the drop-down menu if this project is also being submitted to the Nationally Significant Freight and Highway Projects Program (also known as FASTLANE).
------------------------------------	-----	---

District: 2

PROJECT: 3% - SHA-5-Lane Add of North Xing t Bechell-Churn Creek-PM R3.8-R11.7

EA: 02-4C402
PPNO: 3445

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$85.1
Life-Cycle Benefits (mil. \$)	\$271.3
Net Present Value (mil. \$)	\$186.1

Benefit / Cost Ratio: 3.2

Rate of Return on Investment: 11.5%

Payback Period: 7 years

ITEMIZED BENEFITS (mil. \$)

Average Annual Total Over
20 Years

Travel Time Savings	\$3.7	\$73.8
Veh. Op. Cost Savings	-\$0.1	-\$1.6
Accident Cost Savings	\$10.0	\$199.5
Emission Cost Savings	-\$0.0	-\$0.4
TOTAL BENEFITS	\$13.6	\$271.3

Person-Hours of Time Saved	28,564	571,281
CO ₂ Emissions Saved (tons)	-511	-10,225
CO ₂ Emissions Saved (mil. \$)	-\$0.0	-\$0.3

Should benefit-cost results include:

1) Induced Travel? (y/n)

Y

Default = Y

2) Vehicle Operating Costs? (y/n)

Y

Default = Y

3) Accident Costs? (y/n)

Y

Default = Y

4) Vehicle Emissions? (y/n)

Y

Default = Y

includes value for CO₂e

District: 2

PROJECT: 7% - SHA-5-Lane Add Of North Xing to Bechell-Churn Creek_PM R3.8/R11.7

EA: 02-4C402
PPNO: 3445

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$81.4
Life-Cycle Benefits (mil. \$)	\$170.0
Net Present Value (mil. \$)	\$88.7

Benefit / Cost Ratio: 2.1

Rate of Return on Investment: 11.5%

Payback Period: 7 years

ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years
Travel Time Savings	\$2.4	\$48.2
Veh. Op. Cost Savings	-\$0.0	-\$0.8
Accident Cost Savings	\$6.1	\$122.8
Emission Cost Savings	-\$0.0	-\$0.2
TOTAL BENEFITS	\$8.5	\$170.0
Person-Hours of Time Saved	28,564	571,281
CO ₂ Emissions Saved (tons)	-511	-10,225
CO ₂ Emissions Saved (mil. \$)	-\$0.0	-\$0.2

Should benefit-cost results include:

1) Induced Travel? (y/n)

Y

Default = Y

2) Vehicle Operating Costs? (y/n)

Y

Default = Y

3) Accident Costs? (y/n)

Y

Default = Y

4) Vehicle Emissions? (y/n)

Y

Default = Y

includes value for CO₂e



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

Daniel S. Little, Executive Director

April 26, 2016

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

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

Dear Secretary Foxx:

The Shasta Regional Transportation Agency (SRTA) is pleased to sponsor a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to widen a section of Interstate 5 severely impacted by long-haul trucks. An essential component of the project is to replace an unsafe overcrossing of the Union Pacific Railroad (UPR).

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

The current overcrossing does not meet even the minimum vertical and horizontal clearance standards needed for safe operations and expansion of the UPR line. Train derailments are frequent in our region – A UPR train struck an Interstate 5 bridge support in 2014 just north of the project site. Interstate 5 bridge supports at the project site are in harm's way. A catastrophic structural failure on Interstate 5 would instantaneously halt interstate travel, truck, and rail freight/passenger traffic in one fell swoop.

While addressing a vulnerable pinch-point in the nation's goods movement system, the project also includes an innovative multimodal food hub planning proposal. The food hub would provide opportunities to efficiently ship fresh locally generated goods to the national and global marketplace while creating local jobs.

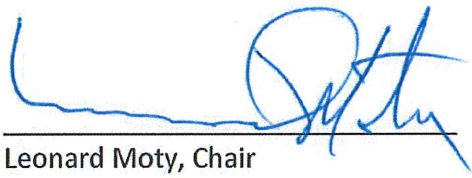
Locally, the proposed project has innovatively brought together non-traditional partners to ensure its success in an area that is ripe for, and has begun, economic redevelopment. Nationally, the project maintains the integrity of the I-5 and UPR corridors.

Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) and Multi-Modal Food Hub
April 26, 2016
Page 2

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

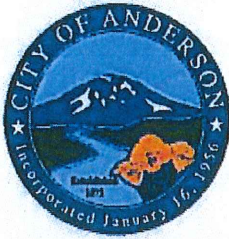
Please feel free to contact myself, or Executive Director Dan Little, if you have questions.

Sincerely,



Leonard Moty, Chair
Shasta Regional Transportation Agency (MPO)

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



April 26, 2016

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

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

Dear Secretary Foxx:

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

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

Office of Mayor
1887 Howard Street
Anderson, CA 96007

www.ci.anderson.ca.us

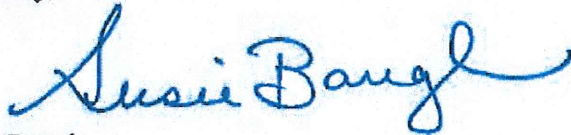
Phone: (530) 378-6646
Fax: (530) 378-6648

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

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

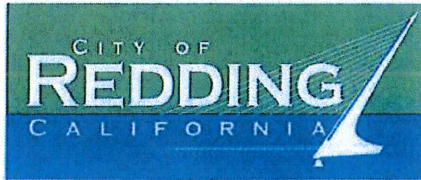
The City of Anderson appreciates the opportunity to apply for this TIGER grant and is excited for the opportunities that lie ahead.

Sincerely,



Susie Baugh
Mayor
City of Anderson

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



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

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

OFFICE OF THE CITY COUNCIL

MISSY MCARTHUR, MAYOR

BRENT WEAVER, VICE MAYOR

KRISTEN SCHREDER, MAYOR PRO TEMPORE

FRANCIE SULLIVAN, COUNCIL MEMBER

GARY CADD, COUNCIL MEMBER

April 26, 2016

G-100-070/G-030-110

530.225.4447

530.225.4463 FAX

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 State of California-Department of Transportation (Caltrans) and Shasta Regional Transportation Agency's (SRTA) application for a 2016 TIGER grant funding for the Interstate 5 Redding to Anderson 6-Lane/UPRR Overhead Project in Shasta County.

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

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

Sincerely,

Missy McArthur
Mayor

c: Dan Little, Executive Director
Shasta Regional Transportation Agency



City of Shasta Lake

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



April 18, 2016

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

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

Dear Mr. Foxx,

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

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

Additionally, the grant proposal incorporates the Far Northern California Consolidated Goods & Freight Hub Study which will incorporate planning for Alternative and Renewable Fuels Infrastructures and an Agricultural Goods Movement Demonstration Project into the proposed project. These improvements will open up other transportation investments in the area, serving an adjacent, recently annexed city of Anderson brownfield area that is slated for redevelopment.

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

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

I request your consideration in approving this funding request.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. N. Duckett, Jr.", with a stylized flourish at the end.

John N. Duckett, Jr.
City Manager

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



Shasta County

DEPARTMENT OF PUBLIC WORKS

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

April 19, 2016

FSH 090003

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

Subject: **Interstate 5 Project**

Dear Secretary Foxx:

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

1. **Safety and Mobility.** Interstate 5 and the UPRR connect the West Coast. Substandard structures and clearances aggravate the number and severity of incidents along both lines.
2. **Major Project.** Applicable design standards will require raising the vertical profile of the freeway. The bridge needs to clear-span the railroad corridor. The cost estimate is \$30 million.
3. **Resource Limitations.** Existing state and federal funding silos do not address this type of project. Local agencies have cobbled together some funds but the project remains out of reach.

The existing overcrossing impairs safety and mobility. The TIGER program is intended to provide a capstone to address such deficiencies. The grant proposal incorporates the Far Northern California Consolidated Goods & Freight Hub Study. This study will plan for Renewable Fuels and an Agricultural Goods Movement Demonstration Project. Shasta County lends its full support.

Sincerely,



Patrick J. Minturn, Director

PJM/ldr

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

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON AGRICULTURE

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

WASHINGTON OFFICE:
506 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TEL: (202) 225-3076
FAX: (202) 226-0852

OROVILLE DISTRICT OFFICE:
1453 DOWNER STREET
SUITE A
OROVILLE, CA 95965
TEL: (530) 534-7100
FAX: (530) 534-7800

REDDING DISTRICT OFFICE:
2885 CHURN CREEK ROAD
SUITE C
REDDING, CA 96002
TEL: (530) 223-5898
FAX: (530) 223-5897

<http://lamalfa.house.gov>

April 7, 2016

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). The TIGER grant would be used towards the total project costs of replacing the Interstate 5 Bridge over the Union Pacific Railroad in Anderson, California.

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 you need additional information or assistance please contact my District Director, Lisa Mara, at 530-878-5035.

Sincerely,



DOUG LAMALFA
Member of Congress

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

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

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

Assembly
California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR: ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
VICE CHAIR: NATURAL RESOURCES
PRIVACY AND CONSUMER PROTECTION
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

April 6, 2016

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

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

Dear Secretary Foxx:

I write to express my strong support for the City of Anderson's application for a U.S. Department of Transportation's TIGER grant to widen Interstate 5 and replace the Union Pacific Railroad overcrossing. The city, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency and Caltrans District 2 to expand I-5 to six lanes to meet expected freight growth, as well as access to regional employment and educational opportunities. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the Union Pacific's I-5 Corridor Line — a critical corridor for West Coast goods movement and Amtrak passenger service.

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

Thank you for your consideration of this critical project.

Sincerely,

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 19, 2016

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

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

Dear Secretary Foxx:

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

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

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

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

Sincerely,

Arne Hultgren
California Resource Manager

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



Wheelabrator Shasta Energy Co. Inc.

A Waste Management Company

20811 Industry Road
Anderson, CA 96007

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

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

Dear Secretary Foxx,

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

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

Best regards

Michael Burt
Regional VP -- Western Region
Wheelabrator Technologies.



April 15, 2014

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

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

Dear Secretary Foxx:

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

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

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

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

Sincerely,

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

Debe Hopkins
Manager, Anderson Chamber of Commerce



April 12, 2016

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

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

Dear Secretary Foxx:

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

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

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

Sincerely,

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

Mike Dozier, Project Lead
Central Valley AgPlus Manufacturing Consortium

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

550 E Shaw Avenue,
Suite 230
Fresno, California 93710
559.278.0721 p
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Shasta EDC

April 22, 2016

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

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

Dear Secretary Foxx:

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

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

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

The interchange is an important element to a comprehensive economic development strategy that will redevelop several hundred acres of heavy industrial property to support job creation efforts for the City of Anderson and Shasta County.

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

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

Sincerely,

Tony Giovaniello, President

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



4/11/16

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

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

Dear Secretary Foxx:



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

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

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

Sincerely,

Dan Ripke, Director

Center for Economic Development at California State University, Chico

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



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April 17, 2014

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

Dear Secretary Foxx,

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

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

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

Sincerely,

Chris Handley
Tullis, Inc.
AGC Shasta District Board Chair





April 8, 2016

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

Dear Mr. Secretary,

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

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

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

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

Thanks you for giving this project your most serious consideration.

Sincerely,

Steven R. Sibilsky
Chairman – Steering Committee
Growing Local



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

April 8, 2016

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

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

Dear Mr. Foxx:

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

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Mary B. Machado".

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

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Phil Dow, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

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Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

April 25, 2016

Anthony Foxx, Secretary

U.S. Department of Transportation

Office of the Secretary

1200 New Jersey Ave., SE

Washington, DC 20590

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

Dear Secretary Foxx:

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

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

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

Additionally, the grant proposal incorporates the Far Northern California Consolidated Goods & Freight Hub Study which will incorporate planning for Alternative and Renewable Fuels Infrastructures and an Agricultural Goods Movement Demonstration Project.

The proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success in

an area that is ripe for, and has begun, economic re-development, as well as maintain the continued integrity of the I-5 corridor.

One of the first products of our rural coalition was an economic study of our super-region. Among the many things we have in common in far northern California is that economy has been historically based on timber, mining, other extractive industries, as well as agriculture and recreation. With timber production in drastic decline and agriculture impacted by a historic drought, our economic base is in serious need of diversification and expansion. The economic opportunities to be brought about by removing obstacles to freight movement will provide an impetus for industrial investment in an area well suited such development.

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

Sincerely,

A handwritten signature in blue ink that reads "Phillip J. Dow". The signature is fluid and cursive, with the first name "Phillip" and last name "Dow" clearly legible.

Phillip J. Dow, P.E., Chair
North State Super Region

cc: Malcolm Dougherty, Director California Department of Transportation
Dave Moore, Director, Caltrans, District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency