



December 15, 2016

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

Dear Secretary Foxx:

The city of Anderson, the California Department of Transportation (Caltrans), the cities of Redding and Shasta Lake, and the county of Shasta appreciate the funding opportunity provided by the United States Department of Transportation's (USDOT) Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies 2017 (FASTLANE2017) grant program and are pleased to jointly submit the Interstate (I) 5 Redding to Anderson Six-Lane Project (Project) for funding consideration. Due to the national and regional significance of this project, we encourage the USDOT to award the \$58.76 million in requested funds to support the completion of the corridor, and the critical replacement of the South Anderson Overhead.

The \$102.60 million Project will replace a substandard railroad grade separation, as well as increase from 4- to 6-lanes I-5 for 8.9 miles. The region has already invested in, and upgraded the interstate on the project bookends. The Project will significantly improve the efficiency and reliability of both truck and rail access on the primary commerce corridor in California. The Project brings \$43.84 million to the table, a compendium of local (\$17.74) and State (\$26.10) funding. For a rural area, it is a significant investment.

Additionally, the Project is anticipated to create over 1,300 jobs over the three-year construction period, with an anticipated employment benefit of \$102.600 million. In an economically-depressed region, benefits like this investment are rarely seen. The Project will actively promote your Ladders of Opportunity, as well as stabilize west coast freight movement for decades to come.

The city of Anderson will serve as the lead applicant. As a co-applicant, Caltrans will be the implementing and delivering agency. The county of Shasta and the cities of Redding and Shasta Lake are also co-applicants. Each jurisdiction has a vested interest in the I-5 corridor as it bisects or runs adjacent to each. Both the city of Anderson and the county of Shasta bring funds to the table to help complete this significant project.

The Project is of great national and regional importance and we respectfully request your favorable FASTLANE 2017 grant funding consideration.

Sincerely,

JEFF KISER  
City Manager, Anderson

MALCOLM DOUGHERTY  
Director, Caltrans

for PATRICK J. MINTURN  
Director, Shasta County Public Works

BRIAN CRANE  
Director, City of Redding Public Works

JOHN DUCKETT  
City Manager, Shasta Lake

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

Shasta County, Northern California, Congressional District 1  
Highway, Bridge and Rail Capital Project: Rural Area  
Large Project  
FASTLANE Request: \$58,760,000  
December 2016



**Lead Applicant: Jeff Kiser**  
**City Manager/Public Works Director**  
**City of Anderson (Local Government)**



**1887 Howard Street**  
**Anderson, CA 96007**  
**(530)378-6636**

[jkiser@ci.anderson.ca.us](mailto:jkiser@ci.anderson.ca.us)

**Co-Applicants: County of Shasta, City of Redding, City of Shasta Lake, and Caltrans**  
**See Attachment "Cover Letter"**



### Cover Page Information Chart

|                                                                                                                                                                                                                                       |                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name                                                                                                                                                                                                                          | Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)                                                                                                                      |
| Was a FASTLANE application for this project submitted previously?                                                                                                                                                                     | Partially, but not wholly. Project is significantly different enough to say "No."                                                                                                 |
| If yes, what was the name of the project in the previous application?                                                                                                                                                                 |                                                                                                                                                                                   |
| Previously Incurred Project Cost                                                                                                                                                                                                      | \$3,899,000                                                                                                                                                                       |
| Future Eligible Project Cost                                                                                                                                                                                                          | \$98,705,000                                                                                                                                                                      |
| Total Project Cost                                                                                                                                                                                                                    | \$102,604,000                                                                                                                                                                     |
| Total Federal Funding (including FASTLANE)                                                                                                                                                                                            | \$58,760,000                                                                                                                                                                      |
| Are matching funds restricted to a specific component? If so, which one?                                                                                                                                                              | No                                                                                                                                                                                |
| Is the project or a portion of the project currently located on a National Highway Freight Network?                                                                                                                                   | Yes                                                                                                                                                                               |
| Is the project or a portion of the project located on the National Highway System?                                                                                                                                                    | Yes                                                                                                                                                                               |
| <ul style="list-style-type: none"> <li>Does the project add capacity to the Interstate system?</li> <li>Is the project in a national scenic area?</li> </ul>                                                                          | Yes<br>No                                                                                                                                                                         |
| Do the project components include a railway-highway grade crossing or grade separation project? <ul style="list-style-type: none"> <li>If so, please include grade crossing ID.</li> </ul>                                            | Yes – South Anderson Overhead 2 bridges: 06-0098L and 06-0098R                                                                                                                    |
| Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports) or intermodal facility?                                | Yes                                                                                                                                                                               |
| If answered yes to either of the two component questions above, how much of requested FASTLANE funds will be spent on each of these project components?                                                                               | \$53.89M for RR HWY Grade Separation                                                                                                                                              |
| State(s) in which project is located?                                                                                                                                                                                                 | California                                                                                                                                                                        |
| Small or large project?                                                                                                                                                                                                               | Large                                                                                                                                                                             |
| Urbanized area in which project is located, if applicable?                                                                                                                                                                            | Redding                                                                                                                                                                           |
| Population of Urbanized Area?                                                                                                                                                                                                         | <200,000                                                                                                                                                                          |
| Is the project currently programmed in the: <ul style="list-style-type: none"> <li>TIP</li> <li>STIP</li> <li>MPO Long Range Transportation Plan</li> <li>State Long Range Transportation Plan</li> <li>State Freight Plan</li> </ul> | <ul style="list-style-type: none"> <li>TIP – Partial Project</li> <li>STIP – Partial Project</li> <li>MPO LRTP - Yes</li> <li>State LRTP - Yes</li> <li>State FP - Yes</li> </ul> |

**FASTLANE 2016**  
**Interstate 5 Redding to Anderson**  
**Six-Lane Project (I-5 RASL)**  
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**I. Project Description:** The City of Anderson, as lead applicant with co-applicants of the county of Shasta, city of Redding and city of Shasta Lake and the California Department of Transportation (Caltrans), is pleased to present this FASTLANE grant proposal for the Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL). The proposal will replace the fifty-year-old, substandard, Interstate 5 (I-5) overcrossing of 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 safety concerns, but also sparking community revitalization. The improvements will open up other transportation investments in the area, serving an adjacent, recently annexed brownfield area that is slated for redevelopment. (See Map 1: Site Map in “Maps” Attachment)

The total rural project cost is \$102,604,000 of which \$43,844,000 has been leveraged through the project partnership between the city, the county, the Shasta Regional Transportation Agency (SRTA) and Caltrans. The FASTLANE request is for \$58,760,000, or 57% 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, regional shares from the State Transportation Improvement Program (STIP), and State Highway Operation and Protection Program (SHOPP) funding.

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. Within the city of Anderson, UP veers off its parallel course and runs under I-5 at the southern portion of the project site. The trains travel at high speeds between a narrow gap of twelve unfortified interstate bridge supports that do not meet minimum safety clearances (See Map 2: Accident Data in “Maps” Attachment).

**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 intersect<sup>1</sup>.** Traffic at the I-5/UP overcrossing 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 years<sup>2</sup>.



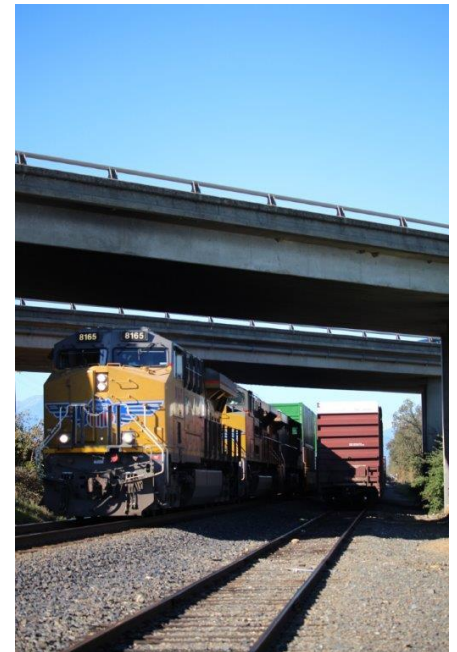
This portion of I-5 was planned, designed, and built in the 1960s and the facility has aged beyond its design life. Efficient traffic operations on this portion of Interstate 5 are diminished by five existing interchanges that are in close proximity to each other. Interstate 5 was constructed in the mid-1960s with one full interchange and four partial interchanges all within

<sup>1</sup> SRTA, from the Shasta Regional Travel Demand Model, 2014

<sup>2</sup> SRTA, from the Shasta Regional Travel Demand Model, 2014

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 precarious transect where I-5 and a major rail line meet at the gateway to California's most northerly metropolitan area. The structure is vulnerable to failure as it does not meet even the minimum vertical and horizontal clearance requirements from the rail. A train derailment or protruding item from rail car would cause structural failure. The supports are not reinforced for a train strike. Train derailments and truck-related collisions are all-too-common in the region. The backbone rail and interstate network connecting all west coasts states could be lost in an instant. If that was not bad enough, due to this substandard overpass and insufficient funding to replace it with an upgrade, 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 creates community challenges that go beyond the obvious safety concerns. **There are three challenges or “disconnects” in all.** Each of the three challenges, along with how the FASTLANE 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 10,000<sup>3</sup> residents. Anderson lies at the southern gateway to the Redding metropolitan area. **The I-5/UP overcrossing remains the biggest impediment to a larger set of planned transportation improvements intended to connect people to jobs, education, and services.** The I-5/UP overcrossing adjoins the Deschutes Road Interchange to the south. This area, in particular, was especially hard by hit 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 3: Economically Distressed Area of “Maps” Attachment).

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

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<sup>3</sup> Attachment “Maps”, Map 3, Economically Distressed Area

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 I-5/UP overcrossing 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 bridge over the UP rail line be widened to accommodate the on-ramps and off-ramps of the Deschutes Road Interchange. UP requires that the bridge be replaced to meet minimum safety 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.**

**FASTLANE Reconnect:** The Deschutes Road Interchange will better connect residents to employment and services in Anderson. It cannot be completed until the I-5 RASL Project has been completed. Local governments have created a partnership to leverage most of the needed funds. A FASTLANE 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 **FASTLANE 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 substandard I-5/UP overcrossing **obstructs several planned transportation investments** – located to the north, south, east, and west – **from connecting in middle.** (See Map 4: Freeway Expansion Projects of "Maps" Attachment) SRTA, as the federally designated Metropolitan Planning Organization (MPO), has been working for 20 years on a series of mainline and



interchange projects to improve connections on either side of I-5 and the UP line to promote Ladders of Opportunity. While SRTA and the local agencies have been successful on most fronts, the substandard interstate overcrossing 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.**

**FASTLANE Reconnect:** The FASTLANE 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 overcrossing 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 overcrossing will also allow planned double-tracking of the UP line. **The FASTLANE 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.

**Disconnect #3: Safety and System Reliability** - The I-5/UP overcrossing was designed with light supports that have no railroad crash walls to protect the bridge 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 overcrossing fails to meet even the minimum safety 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 bridge support in 2014 just north of Anderson in Shasta County (See Safety Section). This bridge was more modern and damage was minor; however, this served as a wakeup call at the older Anderson overcrossing where safety clearances are worse, other safeguards are non-existent, and people and businesses surround the area. Caltrans estimates that a new 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 bridge replacement under a disaster declaration scenario.**



*Union Pacific derailment at Interstate 5 in Shasta*

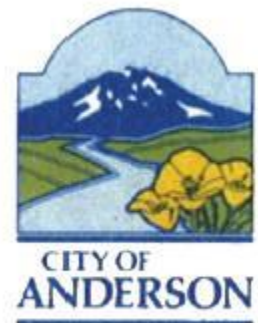
**FASTLANE Reconnect:** The FASTLANE project will meet or exceed the highest standards for horizontal and vertical safety clearances and **virtually eliminate the risk of a catastrophic event**. The bridge will be raised and lengthened, raising the highway profile 10 feet higher than exists today, which would increase the railroad clearance by eight inches, which would restore minimum clearance. Retaining walls will be installed on either side of the rail right-of-way. The proposed new bridge will be 3-span with supports meeting the railroads minimum horizontal clearances while allowing for a future track. **The investment is an insurance policy that could save the state**

and UP untold hundreds of millions in injury and settlement cost, while also replacing a 50+ year-old bridge with one that has a longer design life.

**II. Project Location:** I-5 RASL spans the length of I-5 from PM R11.7 in Redding south to PM R3.8 in Anderson. The I-5/UP overcrossing is at 40.441507 Latitude and -122.287842 Longitude (See Map 5: Project Location of “Maps” Attachment). 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. Please see the Attachment “Areas Affected by Project”.

### III. Project Parties:

Project Lead Applicant and Co-Applicants: The City of Anderson is the lead applicant, with co-applicant status from the county of Shasta, the city of Redding, the city of Shasta Lake, and the California Department of Transportation (Caltrans) (See Attachment: “Cover Letter”). Anderson City Manager Jeff Kiser has been part of the management team for over seven years since 2009, serving as Director of Public Works, Director of Community Services, and Assistant City Manager. Prior to coming to Anderson, Mr. Kiser worked for Omni-Means Engineering as project manager specializing in construction management. He also has 15 years of service with the California Department of Transportation; his last several years were served as Caltrans Maintenance Manager. Mr. Kiser has a Bachelor’s Degree in Organizational Communications from California State University, Sacramento, and is an International City/County Management Association Credentialed Manager.



For the co-applicants, Director Patrick Minturn leads the county of Shasta Public Works Department team, while Director Brian Crane oversees the city of Redding Public Works Department. Mr. John Duckett is the city of Shasta Lake city manager. Each of these jurisdictions has a vested interest in the I-5 corridor in Shasta County and the corridor bisects or is adjacent to each. The county of Shasta joins the city of Anderson in contributing local funding to the project.



If awarded a FASTLANE grant, Caltrans would be the implementing agency. Caltrans has successfully managed California’s roads, highways, railways, heliports and other transportation infrastructure for over 100 years. Dave Moore, the Caltrans District 2 Director, will provide the overall management



of the project. Dave Moore was named District 2 Director in 2016. As District Director, he is responsible for planning and delivering transportation improvement projects in the seven counties (Tehama, Shasta, Trinity, Siskiyou, Modoc, Lassen and Plumas) that make up District 2. He also oversees the maintenance and operations of more than 4,000 lane miles of highways in the second largest geographic district in California. Prior to his appointment, Moore was the District 2 Deputy District Director for Planning and Local Assistance. In that role, he oversaw federal and state transportation funds administered by the 40 local and regional transportation agencies and 10 federally recognized Tribes within the district. Moore is a registered engineer and holds a Bachelor of Science degree in civil engineering from the University of California, Davis and a master's certificate in project management from The George Washington University.

Project Partner:

The Shasta Regional Transportation Agency (SRTA) is the designated Metropolitan Planning Organization for the Shasta region, and the state designated Regional Transportation Planning Agency. SRTA brings \$16.711 million to the table for this project from regional shares from the State Transportation Improvement Program (STIP), as well as \$333 thousand of previously expended funding. SRTA's Board of Directors is comprised of locally-elected representatives from the cities, county and the public transit operator within Shasta County.



Project Supporters: The project enjoys wide-spread support from diverse interests. Sixteen letters of support to Secretary Foxx are attached<sup>4</sup>, a combination of ones provided for FASTLANE 2016, several updates, and several new letters. The support letters are included in the Attachment "Support Letters".

I-5 RASL enjoys broad support with no known opposition. The project benefits discussed throughout this proposal are confirmed by not only governmental entities, but also private industry, trade organizations, and economic development supporters.

Delivering Agency: As the project is on the federal interstate system, a FASTLANE funding award to the I-5 RASL 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. Additional information regarding Caltrans is included immediately above under the "Project Lead Applicant and Co-Applicant" section.

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<sup>4</sup> See FASTLANE Attachment "Support Letters"

**IV. Grant Funds and Sources/Uses of Project Funds:** The city of Anderson respectfully requests **FASTLANE funds in the amount of \$58.760 million, or 57% of the total project cost.** Caltrans – the delivering agency – has included a 15% capital construction cost contingency.

| I-5 RASL Funding Plan (thousands) |                      |                 |                 |                    |
|-----------------------------------|----------------------|-----------------|-----------------|--------------------|
| Phase                             | Subtotal             | Funded          | Grant Request   | % of Total Project |
| Planning                          | \$240                | \$230           | \$10            | .20                |
| PA&ED                             | \$433                | \$333           | \$100           | .40                |
| PS&E                              | \$7,216              | \$4,216         | \$3,000         | 7.0                |
| R/W Support                       | \$90                 | \$60            | \$30            | .09                |
| Con Support                       | \$7,500              | \$2,200         | \$5,300         | 7.3                |
| R/W Cap                           | \$403                | \$83            | \$320           | .39                |
| Con Cap                           | \$86,722             | \$36,722        | \$50,000        | 84.5               |
| <b>Total</b>                      | <b>\$102,604,000</b> | <b>\$43,844</b> | <b>\$58,760</b> | <b>100%</b>        |

The \$43,844,000 of matching funds (spent and promised) for this project demonstrates the importance of this project while showing the cooperation and partnerships between local, regional and State agencies. The Shasta Regional Transportation Agency (SRTA) has committed \$17,044,000 of Regional Improvement Program and local funds, while Caltrans will contribute \$26.100M. The City of Anderson has committed \$500,000 and Shasta County has committed \$200,000. See Attachment “Project Cost Estimate”.

**SRTA funds are essentially local funds.** They are intended to benefit local agencies like the county of Shasta, and the cities of Anderson, Redding and Shasta Lake who are members of the Metropolitan Planning Organization. Over and above the SRTA contribution, Anderson and Shasta County have committed **another \$700,000 collectively in local traffic impact fees should the FASTLANE grant be approved.**

\$12.122 million is currently reserved for 2019/20 construction on the northern phase of this project. This represents all SRTA funds and over **twelve years of accumulated shares.** **Without the FASTLANE grant, Caltrans, SRTA, and the locals will be forced to abandon any consideration of the southern project phase, as this phase is financially the most significant due to the South Anderson Overhead of the UP line.**

**V. Cost Effectiveness:** 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 FASTLANE parameters.

**The Benefit-Cost Analysis completed on the I-5 transportation component of the project, with both 3% and 7% discount rates, resulted in Benefit-to-Cost ratios of 3.6 and 2.4, respectively, providing a 12.1% return on investment over eight years in both cases.** Any number over one is considered a positive result—the higher, the better.

Additionally, the Transportation Economic Branch of the Caltrans Division of Transportation Planning estimates that the project would generate approximately 1,334 jobs over the three-year construction period, bringing a net employment benefit of \$102.6M with the project.<sup>5</sup>



Though the benefit-cost analysis demonstrates multiple benefits that the project would bring, it is important to remember that benefits are understated because the state's benefit-cost model currently has no methodology to factor in "what-if" scenarios related to the interstate bridge supports not meeting safety standards. The analysis created shows only the widening benefits from four- to six-lanes of the Interstate, not the benefit of virtually eliminating the chance of a catastrophic accident involving the I-5 and UP mainline corridors. In such a scenario, the I-5 mainline corridor would be shut down, leading to huge 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. Additionally, the value associated with loss of life, liability, and personal or property injury, cannot be modeled.

Also, the benefit-cost analysis does not take into account this project opening the door to further economic development—catalyzing investment and growth—within the city of Anderson vicinity, in southern Shasta County. See the Attachment "Benefit Cost Analysis" for more specific information.

Furthermore, located adjacent to the project site is California's second largest biomass electricity generation plant. Some of the project adjacent properties are on hold for development since the Deschutes Road western roundabout requires new freeway on- and off-

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<sup>5</sup> Caltrans Division of Transportation Planning, Transportation Economic Branch (December 8, 2016): approximately 13 jobs per each \$1M project investment, with each job valued at \$76,900.

ramps in order to proceed. Any potential redevelopment within the southern project vicinity will stimulate a potentially substantial power demand for the biomass facility. As these biomass facilities were almost put out of business earlier this year, the project and its stimulated economic development will not only save jobs and continue clean energy production, but also prevent catastrophic wildfires by consuming fuel which otherwise would remain at risk on the forest floor. In the fourth year of severe drought in California, with an estimated 40% tree mortality in the Sierra Nevadas, an investment in the project will provide continued job and environmental stability.

## **VI. Project Readiness:**

a) 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 FASTLANE Grant, following the project schedule. There is no expectation of project implementation delay. Considering the significance of a FASTLANE award to the ability of the project to be moved forward, any potential implementation delay will be afforded top priority for resolution.

A Project Study Report (PSR) was completed in December of 2011 that studied joining 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. Three different build alternatives were identified, each adding 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 commenced in August of 2011. The VA team studied the various alternatives and concluded that widening to the median provided the best assured value for the project.

The existing four-lane facility will be widened from the Deschutes OC 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 will be replaced with a new structure meeting the railroad's minimum horizontal and vertical clearances. The existing roadway profile will be raised approximately 8-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 cable median barrier will be installed. From Anderson Creek to north of Smith Road, the median will be widened for the new lanes and shoulder. Bridges at Deschutes Road, Anderson Creek, Ball Ferry Road, North Street, and Tormey Drain will be widened in the median. The remaining five bridges will have typical single stage construction. (See Preliminary Design in "Maps" Attachment)

The project is being developed according to Caltrans Highway Design Manual standards. The existing nonstandard stopping sight distance along I-5 will be upgraded to current standards. Roadway cross slopes will be improved to current standards.

The project is currently in the design phase, whereas 75% of the design has been completed. The existing ground surface data has been collected and is being used in the development of the proposed design. The project has been modeled using Civil 3D design software to determine grading limits and earthwork quantities. Drainage design work has been completed. A hydrology study was completed to determine drainage patterns, and existing and projected design flows. Appropriate water quality features have 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 determined for the new structure.

The 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 is 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 15% contingency.

Caltrans has worked closely with UP and has already completed an agreement on design. Caltrans will also coordinate with the City of Anderson to ensure that the new interstate bridge facilitates plans to complete the Deschutes Road Interchange. Engineering and design estimates will be made available to the FASTLANE Team from Caltrans, District 2, upon request<sup>6</sup>. Early and close coordination will be Caltrans' mainstay for this project.

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<sup>6</sup> Caltrans District 2 contact: Engineer John Martin at 530-225-3476, or [john.martin@dot.ca.gov](mailto:john.martin@dot.ca.gov), or Robert Nixon at 530-225-2787 ([robert.nixon@dot.ca.gov](mailto:robert.nixon@dot.ca.gov)).

**Project Funding:**

| <b>I-5 RASL Funding Plan (thousands)</b> |                      |                 |                      |                           |
|------------------------------------------|----------------------|-----------------|----------------------|---------------------------|
| <b>Phase</b>                             | <b>SubTotal</b>      | <b>Funded</b>   | <b>Grant Request</b> | <b>% of Total Project</b> |
| Planning                                 | \$240                | \$23060         | \$10                 | .20                       |
| PA&ED                                    | \$433                | \$333           | \$100                | .40                       |
| PS&E                                     | \$7,216              | \$4,216         | \$3,000              | 7.0                       |
| R/W Support                              | \$90                 | \$60            | \$30                 | .09                       |
| Con Support                              | \$7,500              | \$2,200         | \$5,300              | 7.3                       |
| R/W Cap                                  | \$403                | \$83            | \$320                | .39                       |
| Con Cap                                  | \$86,722             | \$36,722        | \$50,000             | 84.5                      |
| <b>Total</b>                             | <b>\$102,604,000</b> | <b>\$43,844</b> | <b>\$58,760</b>      | <b>100%</b>               |

SRTA funds are essentially local funds. They are intended to benefit local agencies like the cities of Anderson, Redding, Shasta Lake and Shasta County who are members of the Metropolitan Planning Organization. SRTA will contribute \$17,044,000 while Anderson and Shasta County have committed another \$700,000 collectively in local traffic impact fees should the FASTLANE grant be approved. See Attachment "Project Cost Estimate".

SRTA will provide funding through regional gas tax shares apportioned by the state. These are typically state funds but the project is proceeding with all needed federal clearances. \$3.899 million has already been obligated for NEPA, and design work is 75% complete

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

**Statement of Work:** The Statement of Work (SOW) will consist of the main tasks listed, below. For additional subtasks and a more detail on these tasks, see the Attachment "Statement of Work".

Task 1: Project Approval and Environmental Document (PA&ED)

Task 2: Plans, Specifications and Estimate (PS&E)

Task 3: Right of Way

Task 4: Construction

b) I-5 RASL 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 (see footnote for potential exception):

| <b>Project Schedule</b>                                                                               |             |             |             |             |             |             |             |             |             |             |             |             |
|-------------------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                                                                                                       | Jan<br>2017 | Mar<br>2017 | Jun<br>2017 | Oct<br>2017 | Jun<br>2019 | Jul<br>2019 | Aug<br>2019 | Sep<br>2019 | Nov<br>2019 | Dec<br>2019 | Apr<br>2020 | Nov<br>2022 |
| Project Study Report Approved                                                                         | Complete    |             |             |             |             |             |             |             |             |             |             |             |
| Pre NHSP Preliminary Engineering                                                                      | X           |             |             |             |             |             |             |             |             |             |             |             |
| Allocate/obligate NHSP, & STIP funds for Preliminary Engineering and Environmental studies, if needed |             | X           |             |             |             |             |             |             |             |             |             |             |
| Revised NEPA/CEQA and Project Report                                                                  |             |             | X           |             |             |             |             |             |             |             |             |             |
| Allocate/obligate NSHP, STIP funds for Design Engineering                                             |             |             |             | X           |             |             |             |             |             |             |             |             |
| Allocate Obligate NSHP, STIP funds for R/W support and R/W capital                                    |             |             |             | X           |             |             |             |             |             |             |             |             |
| Right of Way Acquisition (R/W cert)                                                                   |             |             |             |             |             |             |             | X           |             |             |             |             |
| Relocate utilities                                                                                    |             |             |             |             |             |             | X           |             |             |             |             |             |
| Rail Road Approvals                                                                                   |             |             |             |             |             |             |             | X           |             |             |             |             |
| Environmental Permits obtained                                                                        |             |             |             |             | X           |             |             |             |             |             |             |             |
| Local funds obtained through Coop                                                                     |             |             |             |             | X           |             |             |             |             |             |             |             |
| Completion of Demonstration Project                                                                   |             |             |             |             | X           |             |             |             |             |             |             |             |
| Approvals of Plans Specs and Estimates (incl FHWA approvals)                                          |             |             |             |             |             | X           |             |             |             |             |             |             |
| Allocation/obligate of STIP NHSP Construction monies                                                  |             |             |             |             |             |             |             |             | X           |             |             |             |
| Advertise                                                                                             |             |             |             |             |             |             |             |             |             | X           |             |             |
| Start Construction                                                                                    |             |             |             |             |             |             |             |             |             |             | X           |             |
| End Construction                                                                                      |             |             |             |             |             |             |             |             |             |             |             | X           |

*Construction will begin in April 2020 and is expected to require three full construction seasons due to the scope of the project. The project will have construction completed by November 2022. This schedule is predicated on the current programming of Regional Improvement Program funds within the State Transportation Improvement Program. These funds were delayed two years recently in response to the state transportation fiscal crisis. If awarded FASTLANE funding, the project construction schedule will be advanced.*

c) Required Approvals:

*i.) Environmental Permits and Reviews:*

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

**Public Involvement:** A public open house for the Draft Environmental Document (DED) was held on the 13<sup>th</sup> of February, 2013 at the Shasta Outlets in Anderson. Project displays were presented and project staff was on hand to answer questions for the citizens that attended. The general public that attended the open house were in support of the project.

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

*ii. State and Local Approvals:*

No legislative approvals are required for the proposed project. The project has received legislative support through the U.S. House of Representatives and the California State Assembly, per Attachment “Support Letters”<sup>7</sup>. There will be no required local approvals.

This project will require the following permits for in water work at the Anderson Creek Bridge:

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<sup>7</sup> Attachment “Support Letters”

- Section 401 Water Quality Certification is required from the Regional Water Quality Control Board.
- A Nationwide Section 404 permit is required from the US Army Corps of Engineers.
- Streambed Alteration Agreement (1602 permit) is required from the Department of Fish and Wildlife.
- Central Valley Flood Protection Board permit is required.

*iii. State and Local Planning:*

The project is included in the 2015 Regional Transportation Plan for Shasta County<sup>8</sup> prepared by the project partner: the Shasta Regional Transportation Agency (SRTA). The cumulative project was outlined in a Caltrans Project Study Report approved December 15, 2011. The grant application lead applicant, the city of Anderson, is joined by the following co-applicants: cities of Redding and Shasta Lake, the county of Shasta, and Caltrans. 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 2007 General Plan<sup>9</sup>. This project is consistent with the findings and recommendations from the 2013 North State Transportation for Economic Development Study<sup>10</sup>, from which relevant data and analysis is provided above.

*iv. Assessment of Project Risks and Mitigation Strategies:*

The greatest risk the project faces is not receiving the remainder of FASTLANE funding needed to make the project tenable. Other than this funding issue, there is unlikely any other potential risk as UP has already 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 RASL project to the north of the UP Overcrossing section. This represents all SRTA funds and **twelve years of accumulated shares.**

## **VII. Merit Criteria:**

### **a) Economic Outcomes**

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 that transports products valued at

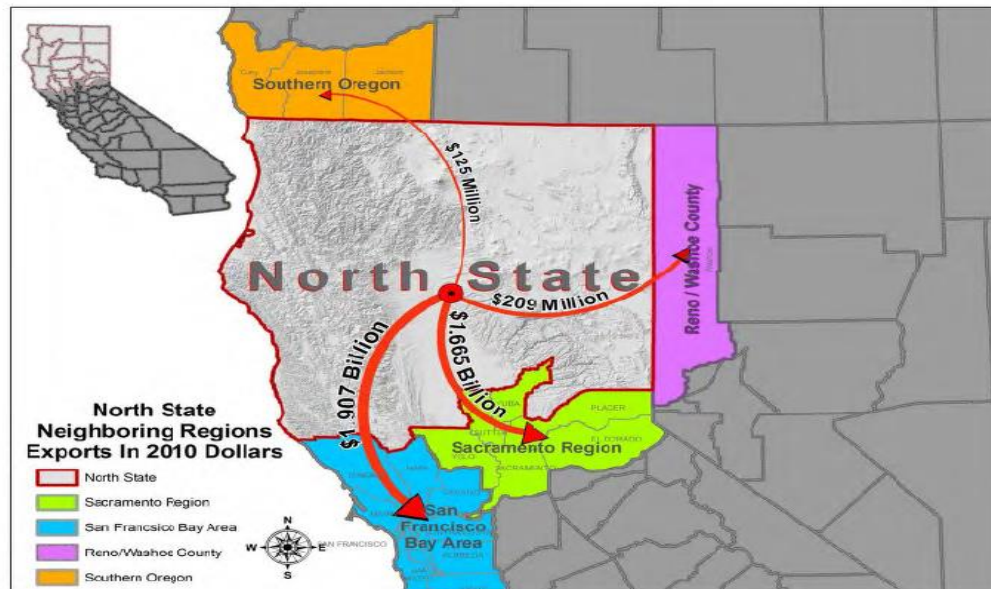
<sup>8</sup> Shasta Regional Transportation Agency RTP available at <http://www.srta.ca.gov/142/Regional-Transportation-Plan>.

<sup>9</sup> City of Anderson General Plan available at [http://www.ci.anderson.ca.us/departments/kristen\\_development\\_services\\_and\\_building\\_departments/index.php](http://www.ci.anderson.ca.us/departments/kristen_development_services_and_building_departments/index.php)

<sup>10</sup> Shasta Regional Transportation Agency NSTEDS available at <http://www.srta.ca.gov/140/Transportation-Economic-Development-Stud>.

\$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 \$1.5B and \$5.7B in additional output, between \$800M and 2.8B in value added and between \$400M and 1.5B in wages.<sup>11</sup>

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



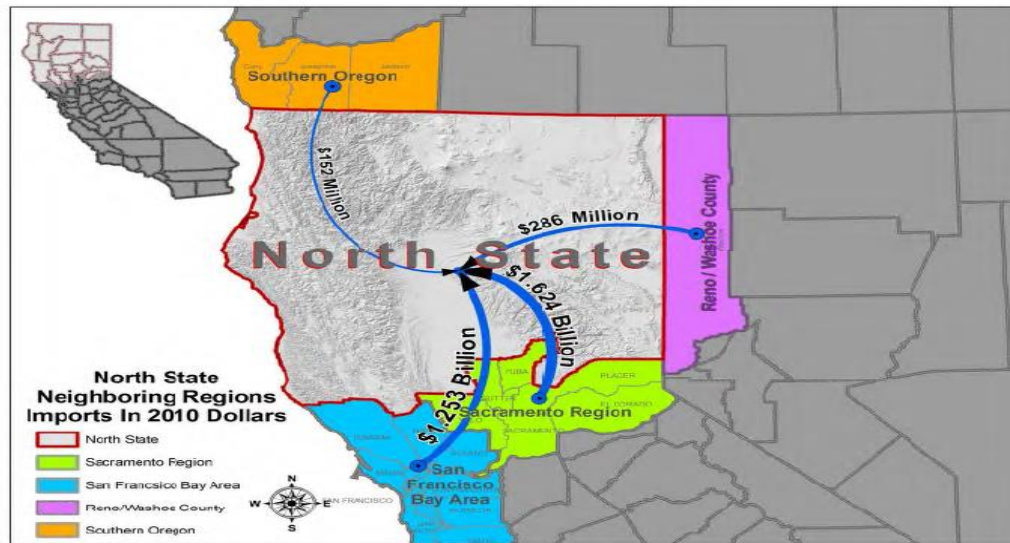
Source: Combination of FAF and IMPLAN data in LEAP tool

Figure 1 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 no economical way to transport products to market. For the same reason, large tracts of prime agriculture land are lying fallow.

<sup>11</sup> 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 Neighboring Regional Markets to the North State, 2010, NSTEDS, 2013



*Source: Combination of FAF and IMPLAN data in LEAP tool*

**Figure 2 Value of Commodity Shipments Inbound**

A FASTLANE investment in the I-5 RASL will enable private and public sector partners to move forward with planning and investment in the North State. 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 costs<sup>12</sup>. I-5 RASL 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 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.

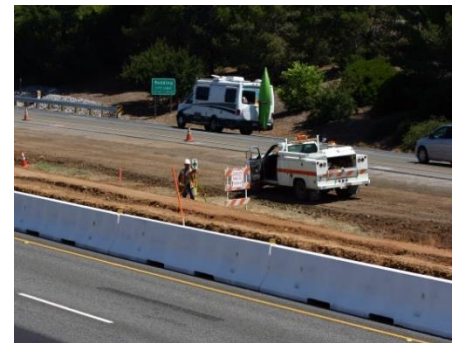
<sup>12</sup> North State Transportation for Economic Development Study (NSTEDS), SRTA, 2013, <http://www.srta.ca.gov/140/Transportation-Economic-Development-Stud>

**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 sustainable communities strategy<sup>13</sup>. The property is situated at the junction of I-5 and the UP rail line.

**Timely Investment:** Along with delivery market access to the San Francisco Bay Area and the Sacramento Region for various commodities, 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 bridge over the railroad is not replaced by 2030, for example, daily vehicle hours of delay will increase by nearly 55 percent<sup>14</sup>.

I-5 is unique in the North State in that no economically viable alternate route exists. If the I-5 overcrossing at the project location were destroyed or damaged in a catastrophic event, in addition to the potential loss of life, the general population and businesses relying on the timely transport of goods would incur crippling delays<sup>15</sup>. The resultant daily vehicle hours of delay from a bridge catastrophe are equivalent to the lost productivity of a 500+ full-time workforce.



*South Redding Six-Lane Construction, 2011.*

**Fueling Development:** This project will immediately create jobs in the construction industry while the bridges are built and the travel lanes added. **According to Caltrans’ Transportation Economic Branch (December, 2016), based on the project size and investment, it will create or support 442 jobs per year and add approximately \$34 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 \$400M and \$1.6B between 2010 and 2040.<sup>16</sup>

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

<sup>13</sup> SRTA 2015 Regional Transportation Plan, June, 2015, <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

<sup>14</sup> SRTA, from the Shasta Regional Travel Demand Model, 2014

<sup>15</sup> SRTA, from the Shasta Regional Travel Demand Model, 2014

<sup>16</sup> Ibid

lumber mill parcel. UP is currently active in the region and runs through Redding, connecting Shasta County with 23 western states.

The project will provide traffic-carrying capacity to support the development of an industrial job center. **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 **veterans**<sup>17</sup>, where the **median household income** is \$44,396<sup>18</sup> or 70% of the national median, and where 6.4% of the labor force remains **unemployed**<sup>19</sup>.

#### b) Mobility Outcomes

The South Anderson Overhead 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 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 Bakersfield<sup>20</sup>, 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 needs<sup>21</sup> and wider areas for worker safety.

Caltrans, in partnership with the local jurisdictions and SRTA 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 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 and 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.

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<sup>17</sup> Table S2101 of the American Community Survey (2008-2012), available at: <http://factfinder2.census.gov>

<sup>18</sup> Table DP03 of the American Community Survey (2008-2012), available at: <http://factfinder2.census.gov>

<sup>19</sup> State of California, Employment Development Department, October 2016 data, November 18, 2016: [http://www.calmis.ca.gov/file/1fmonth/redd\\$pds.pdf](http://www.calmis.ca.gov/file/1fmonth/redd$pds.pdf).

<sup>20</sup> California State Rail Plan, 2013

<sup>21</sup> Ibid.

However, without additional funding the I-5 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

**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              | <b>128%</b>    |

**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 vulnerabilities.** FASTLANE funding will enable Caltrans, in partnership with the local jurisdictions and 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.

#### c) Safety Outcomes

A train collision with the I-5 bridge over the UP rail line not only halts traveler and freight movement in the area, it also means lost commerce, and the potential for serious injuries and loss of life. I-5 RASL will remove a major vulnerability to a nationally-sensitive freight corridor and the local community. The new bridge meets all rail safety 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:

- Non-compliant horizontal and vertical railroad clearances (see table below)
- Trains travel at high speeds in rural areas
- The transport of hazardous materials along both the I-5 and UP corridors (see Hazardous Materials Section)
- History of train accidents and I-5 truck accidents near the project site

#### 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'            |

Train derailments occur with less frequency than vehicle/truck collisions on the Interstate. However, given that the I-5 overpass is **non-compliant** with UP minimum clearances, and the cost and danger associated with a catastrophe, the Shasta region wants to **eliminate the possibility of a train/bridge collision 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 1975<sup>22</sup>. An alarming 11 percent of those derailments have occurred **within three miles of the project site**.



Figure 3 Union Pacific train derailment highway bridge collapse, Missouri, 2013.



Figure 4 Union Pacific Train Derailment at I-5 in Shasta County, 2014.

**Data on Derailments near Project Site (Derived from Federal Railroad Administration website, 2016. Statistics based on 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%                                                    |

<sup>22</sup> 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 city<sup>23</sup>. In the infamous Cantara Spill that 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.

**Derailment and Hazardous Materials Data (Derived from Federal Railroad Administration website, 2016. 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. In this 2016 year, an estimated **150 million barrels of crude oil** is projected to enter the state by rail<sup>24</sup>. All western rail lines can expect to be impacted, including the UP line through this project. As the project rail overcrossing does not even meet minimum safety clearances, this I-5 RASL proposal addresses safety deficiencies of the railroad overcrossing, particularly in the context of derailments of trains carrying highly volatile materials, like crude oil.

Construction of a new interstate bridge that meets UP clearance standards **greatly reduces the unintended release of hazardous materials**.

On I-5, there have been 137 crashes within the I-5 RASL project area from 2005 to 2015. Twenty-two percent of these involved heavy trucks, many of which transport hazardous materials.

**Worker Safety:** Construction of the I-5 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.



<sup>23</sup> Shasta County Hazard Mitigation Plan, 2011

<sup>24</sup> Record Searchlight, "Crude-Carrying Rail Cars Need to be Reined In", May 17, 2015.

#### d) Community and Environmental Outcomes

**Quality of Life:** I-5 RASL 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 substandard I-5/UP crossing, are too monumental for locals to tackle alone without federal assistance. FASTLANE grant funds, when combined with local and state 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 industries<sup>25</sup>.
- The I-5 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 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 properties<sup>26</sup>.
- **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 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 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 industry** 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 transportation infrastructure capacity necessary to transport bio-fuel inputs and outputs in a commercially viable manner.

**Environmental Sustainability:** The I-5 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 RASL Project would serve this area planned for brownfield clean up, so that

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<sup>25</sup> See Map 3, Economically Distressed Area

<sup>26</sup> SRTA 2015 Regional Transportation Plan, June 2015, <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

this well-situated property may be reused rather than lie economically fallow for decades to come.

- The 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 high risk to trains passing under the I-5 overpass that impedes on the trains' clearances<sup>27</sup>.
- Funding this project opens opportunities to move forward with other projects that benefit the environment. For example, one project in the construction queue is a roundabout offering a safer junction for cyclists and pedestrians accessing 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 caused by substandard interstate bridge support clearances from rail operations. The new bridge 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 existing structure along with bridge replacement, providing horizontal and vertical clearances will require amending the documentation; however, 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.

#### **VIII. Other Review Criteria:**

##### **a) Partnership and 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 most 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.**

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<sup>27</sup> Shasta County Hazard Mitigation Plan, 2011



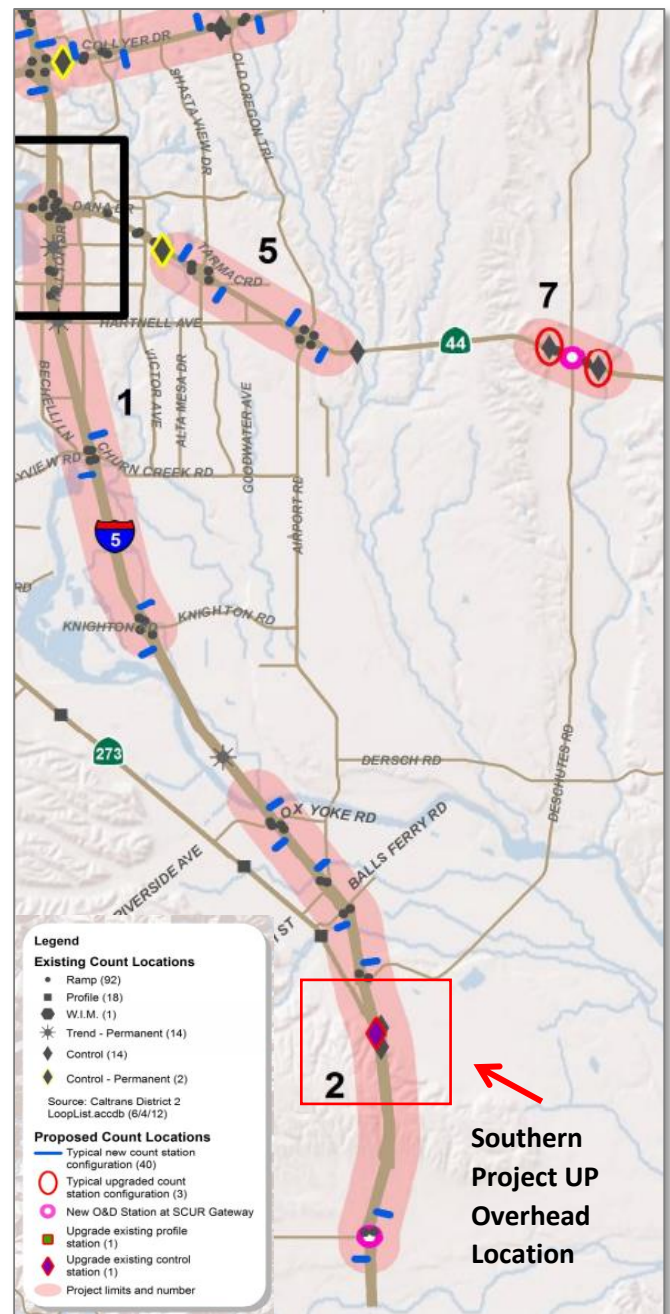
From a design perspective, the southern portion of the proposed project is supported by improved interstate access (including a new northbound I-5 off ramp at Deschutes Road) as well as **innovative local circulation improvements** in the form a new roundabout. In addition to providing much needed access 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)<sup>28</sup>, 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.

**Partnership:** The Interstate 5 Redding to Anderson Six-Lane Project enjoys broad support with no known opposition (see the 16 letters of support included in Attachment "Support Letters"). 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.



**ITS Infrastructure (Existing & Planned)**

<sup>28</sup> SRTA, October 2013

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.

**b) Cost Share**

See Section IV. Grant Funds and Sources/Uses of Funds for more specific information about cost sharing and funding stability and dependableness. Also see Attachment “Project Cost Estimate”.

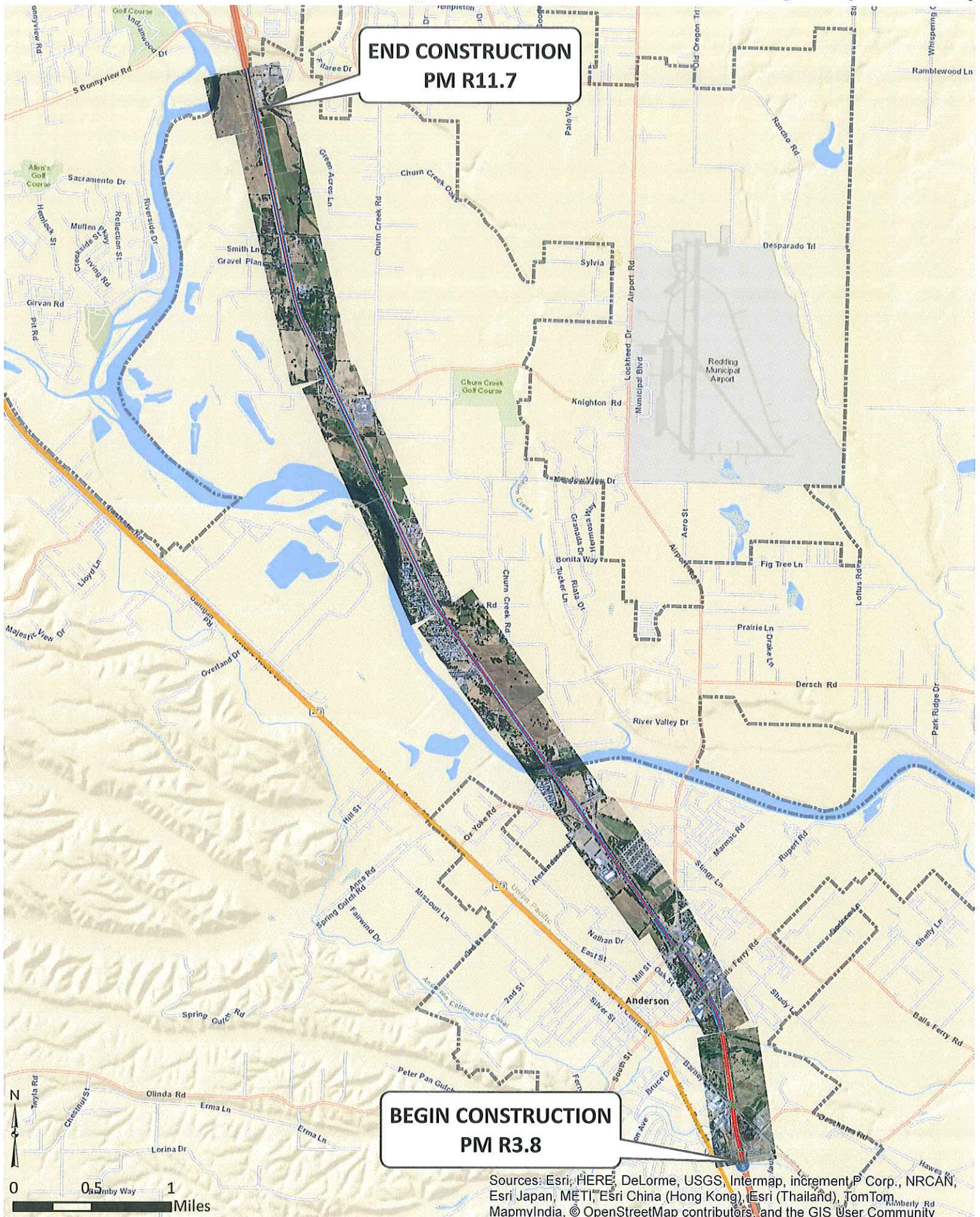
**IX. Large/Small Project Requirements:**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>1. Does the project generate national or regional economic, mobility, or safety benefits?</i><br/>Yes, please see above Section VII. Merit Criteria of this grant narrative for information on economic, mobility and safety outcomes.</p>                                                                                                                                                                                                                                                                                                                                  |
| <p><i>2. Is the project cost effective?</i><br/>Yes, the project is very cost effective. Please see Section V. Cost Effectiveness of this grant narrative and Attachment “Benefit Cost Analysis”.</p>                                                                                                                                                                                                                                                                                                                                                                             |
| <p><i>3. Does the project contribute to one or more of the National Goals listed under 23 USC 150 (and shown below)?</i></p> <ul style="list-style-type: none"> <li>- <i>Safety</i></li> <li>- <i>Infrastructure Condition</i></li> <li>- <i>Congestion Reduction</i></li> <li>- <i>System Reliability</i></li> <li>- <i>Freight Movement and Economic Vitality</i></li> <li>- <i>Environmental Sustainability</i></li> <li>- <i>Reduced Project Delivery Delays</i></li> </ul> <p>Yes, please see above Section VII. Merit Criteria for information on multiple above goals.</p> |
| <p><i>4. Is the project based on the results of preliminary engineering?</i><br/>Yes, preliminary engineering for the project has been completed. NEPA and CEQA clearance is documented. Please see Attachment “Environmental Documentation”.</p>                                                                                                                                                                                                                                                                                                                                 |
| <p><i>5. With respect to non-federal funding commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</i><br/>Yes, stable and dependable funding sources are available for the project. Please see Section IV. Grant Funds and Sources/Uses of Funds within this grant narrative.</p> <p><i>5b. Are the contingency amounts available to cover unanticipated cost increases?</i><br/>Yes, a built-in 15% contingency has been included for this purpose. Please see Section</p>         |

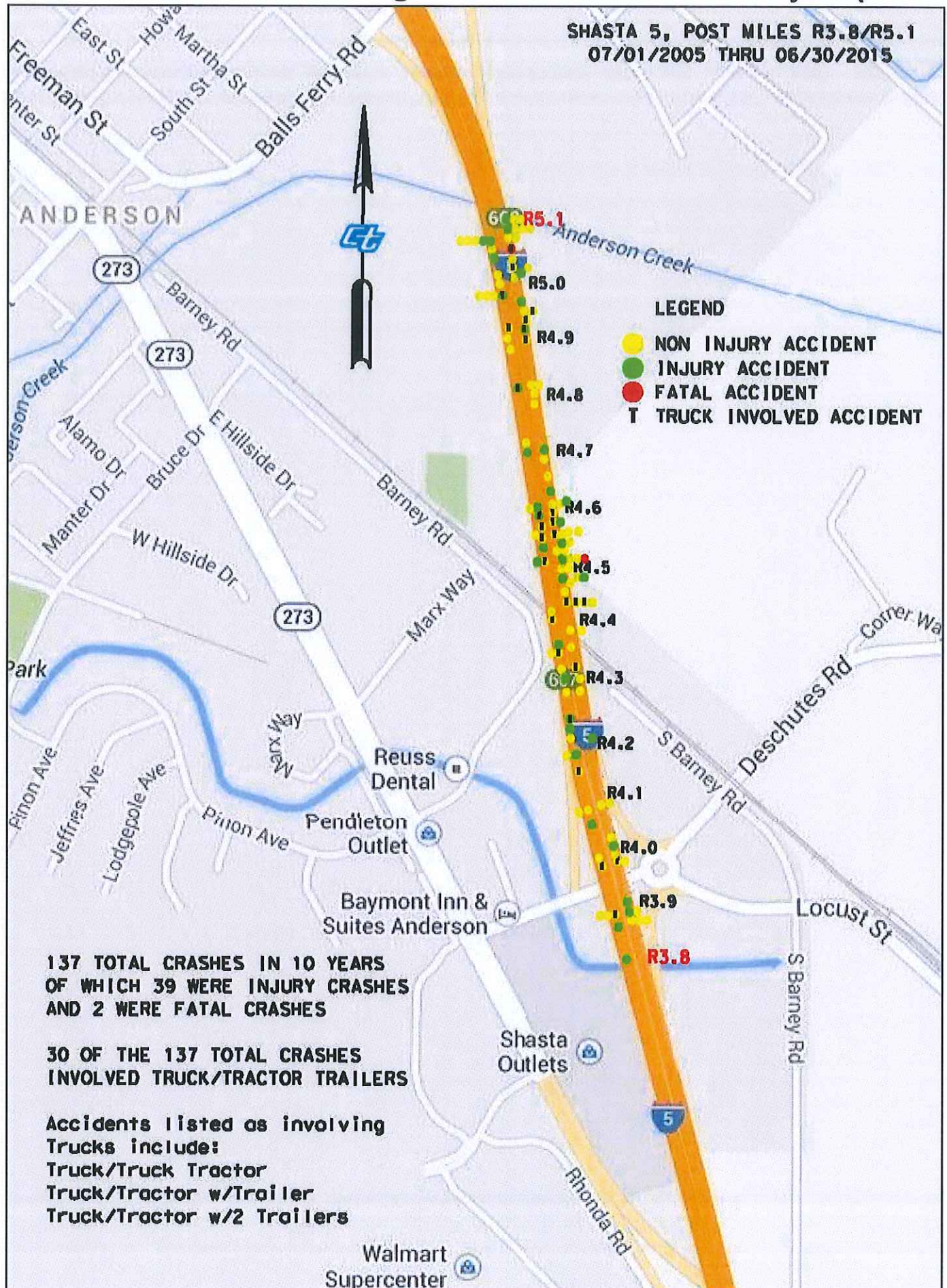
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IV. Grant Funds and Sources/Uses of Funds within this grant narrative.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p data-bbox="240 266 1429 340">6. <i>Is it the case that the project cannot be easily and efficiently completed without other federal funding or financial assistance available to the project sponsor?</i></p> <p data-bbox="289 350 1429 466">This project will not be easily and efficiently completed without this FASTLANE or other federal assistance. Please see Section IV. Grant Funds and Sources/Uses of Project Funds of the grant narrative for more information.</p>                                                                                                                                                                             |
| <p data-bbox="240 497 1429 571">7. <i>Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?</i></p> <p data-bbox="289 581 1429 777">Yes, please see Section VIb. Project Readiness, Project Schedule. The current project schedule is predicated on existing state programming of Regional Improvement Program funds. Programming of these funds was delayed two years by the state of California's transportation funding crisis. In the event FASTLANE funds are awarded to this proposal, the project construction schedule will be escalated to meet this criterion.</p> |

# MAP 1: Site Map

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

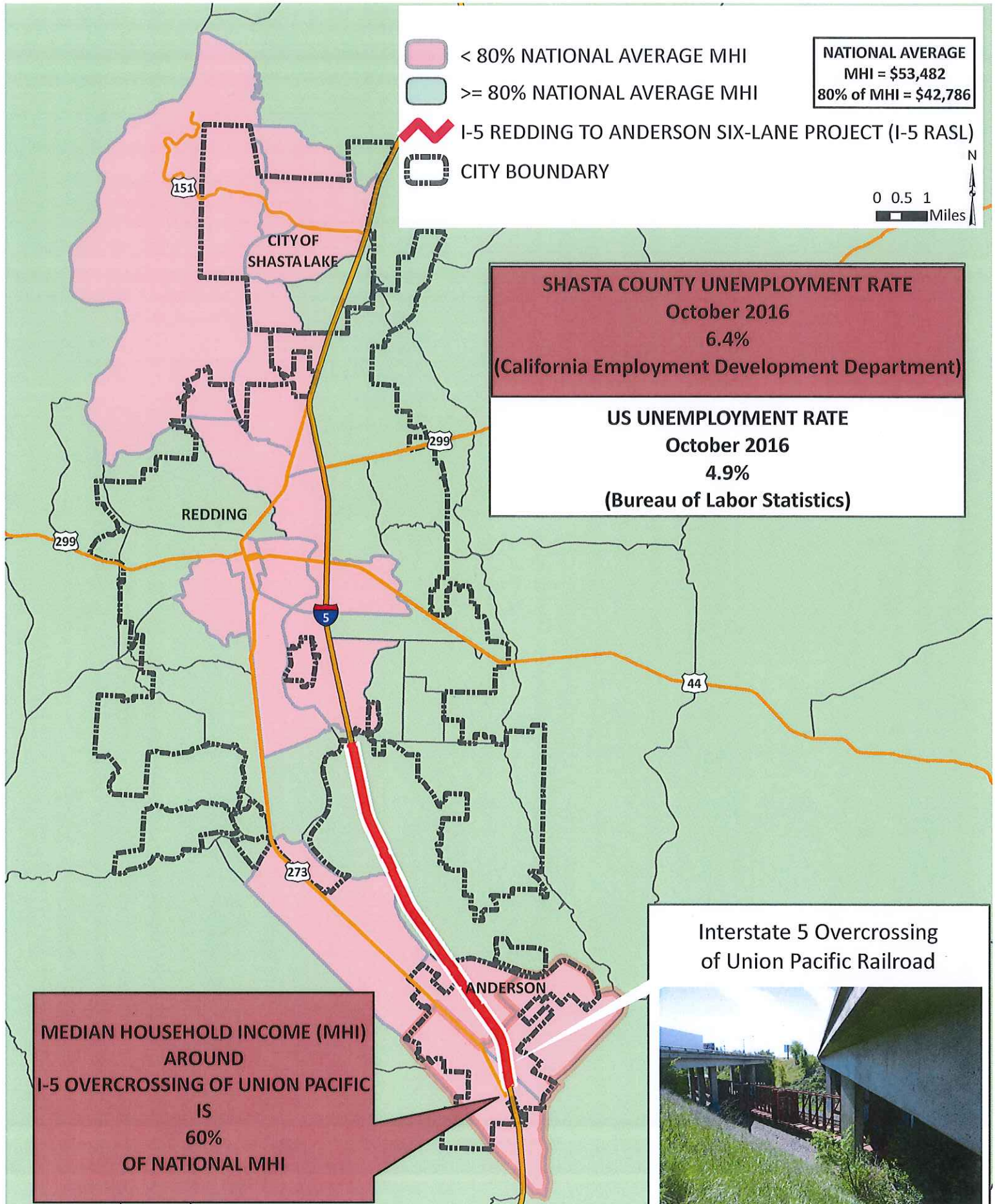


**PROJECT: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)**



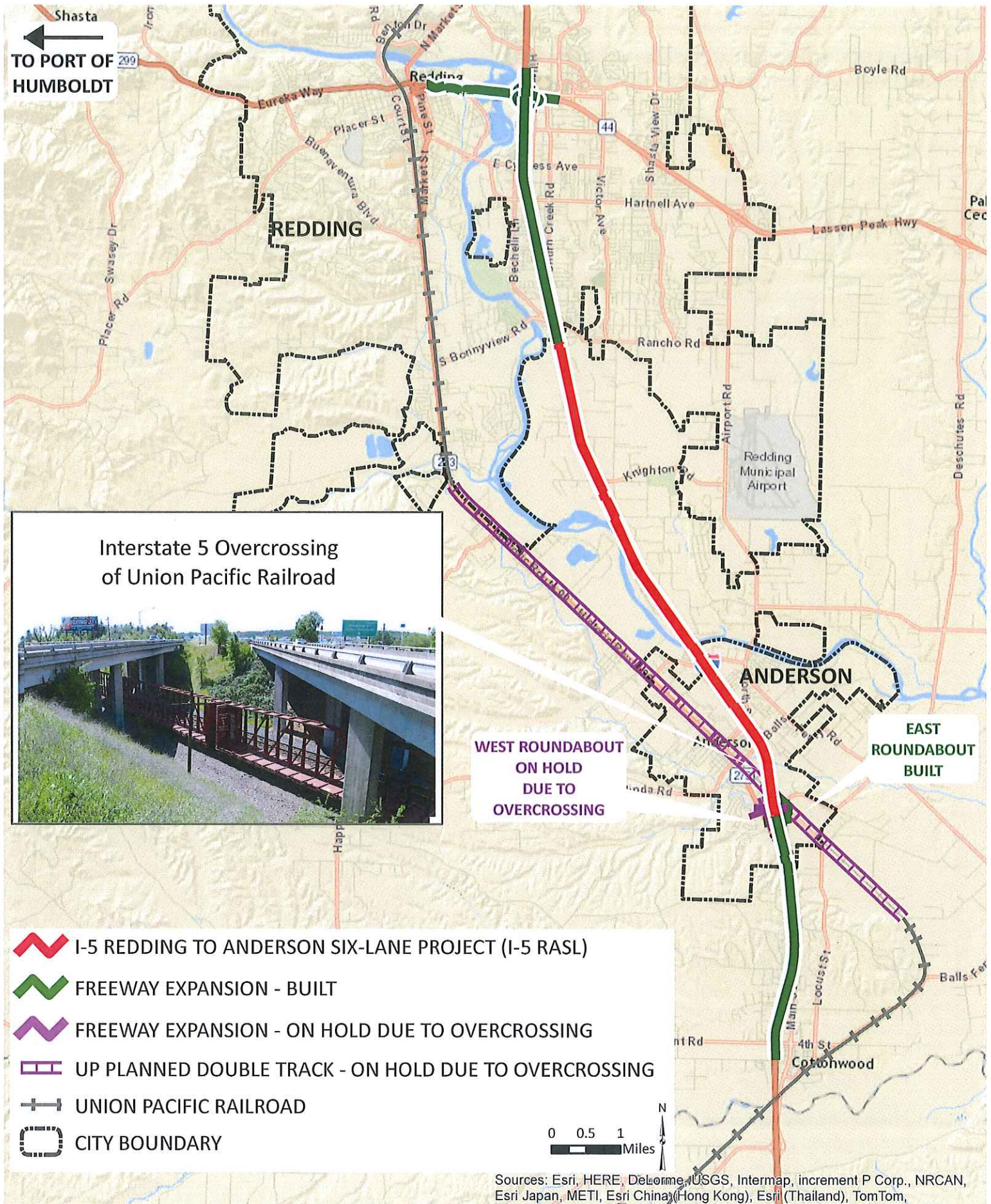
# MAP 3: Economically Distressed Area

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



## MAP 4: Freeway Expansion Project

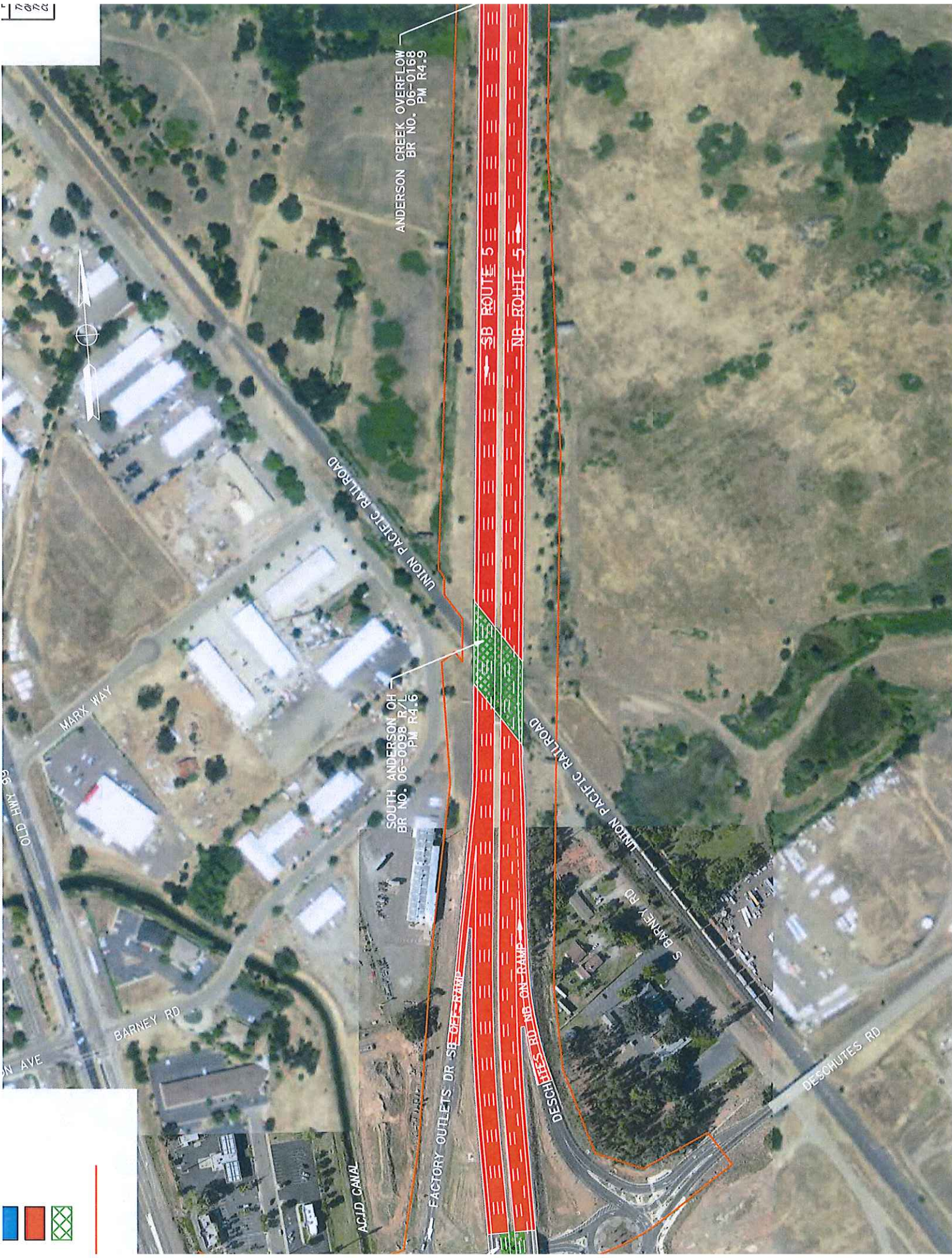
### PROJECT: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

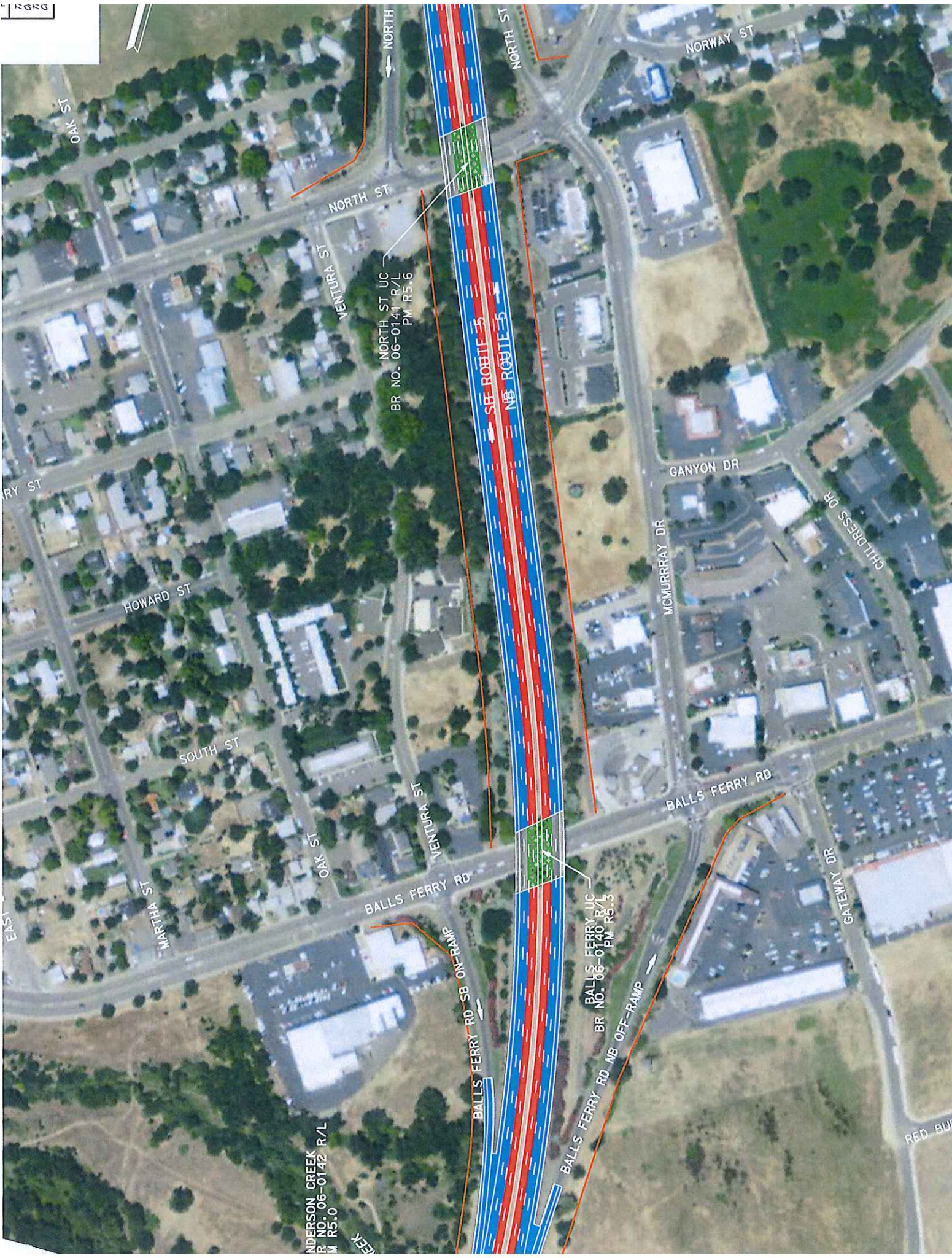


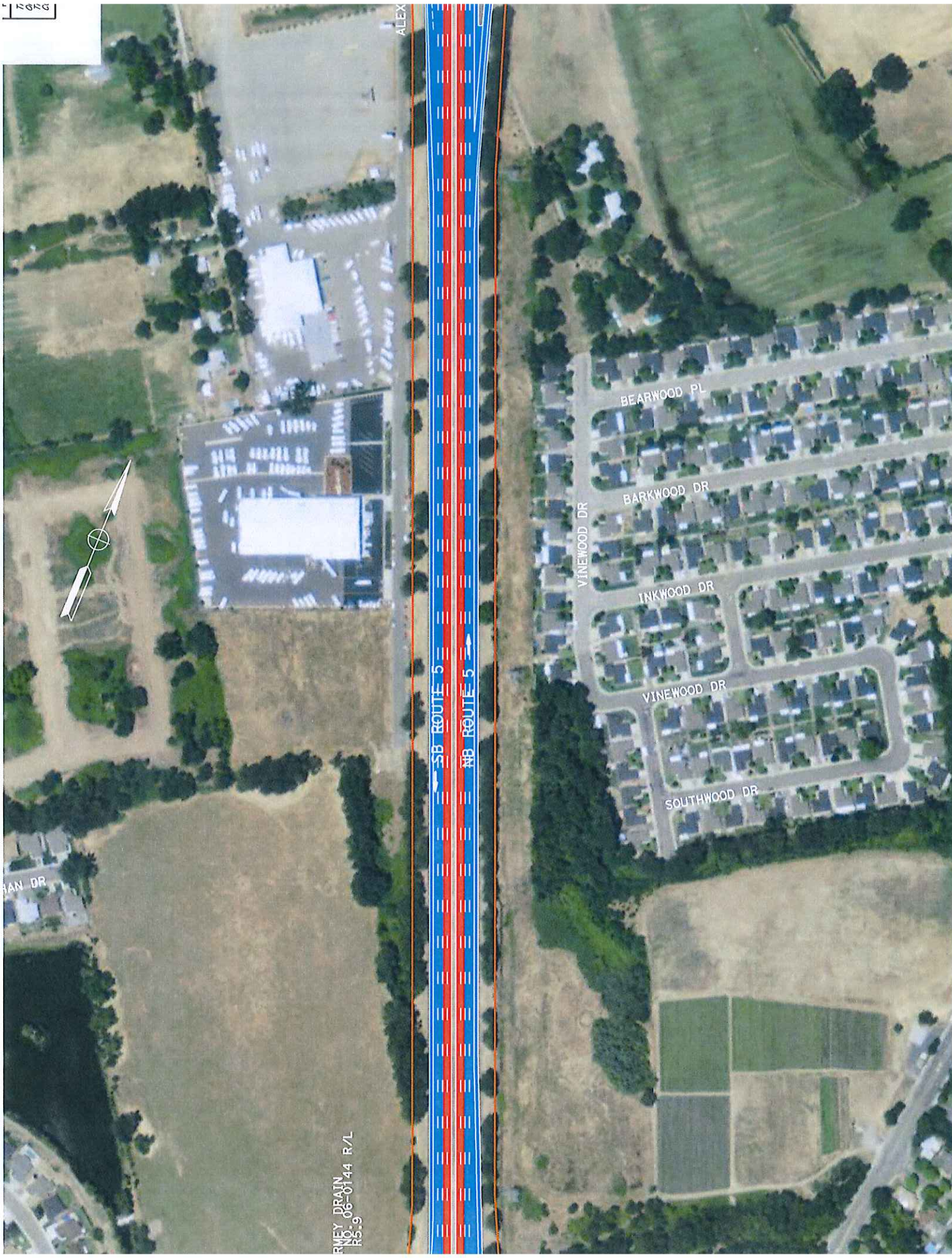
**MAP 5: Project Location**  
**PROJECT: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)**

**MAP 5: Project Location**  
**PROJECT: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)**









ALEX

SB ROUTE 5

NB ROUTE 5

BEARWOOD PL

BARKWOOD DR

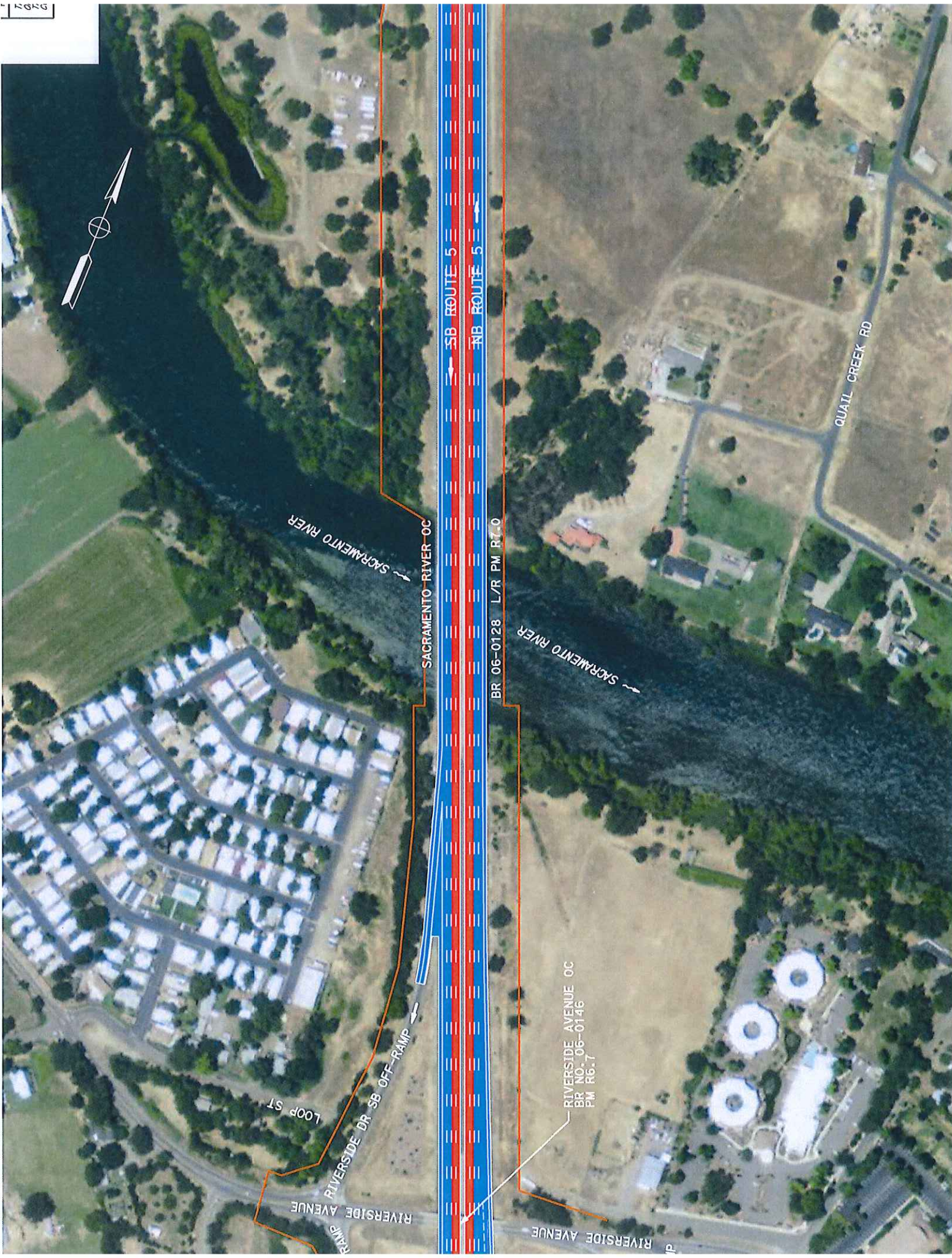
INKWOOD DR

VINEWOOD DR

SOUTHWOOD DR

HAN DR

RMVY DRAIN  
R2.9 06-0144 R/L



SACRAMENTO RIVER

SACRAMENTO RIVER

QUAIL CREEK RD

LOOP ST

RIVERSIDE DR SB OFF-RAMP

RIVERSIDE AVENUE

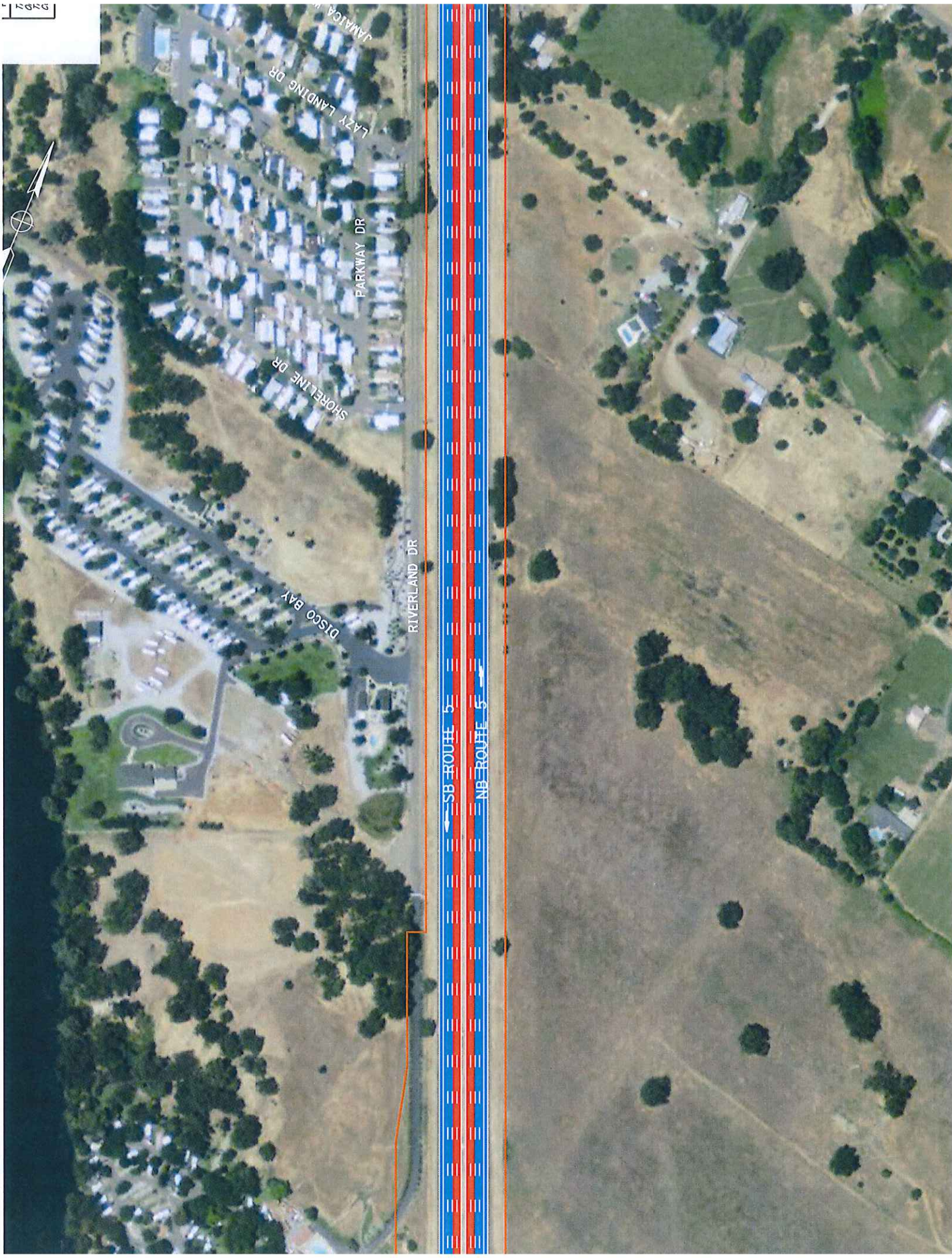
RIVERSIDE AVENUE OC  
BR NO. 06-0146  
PM RG. 7

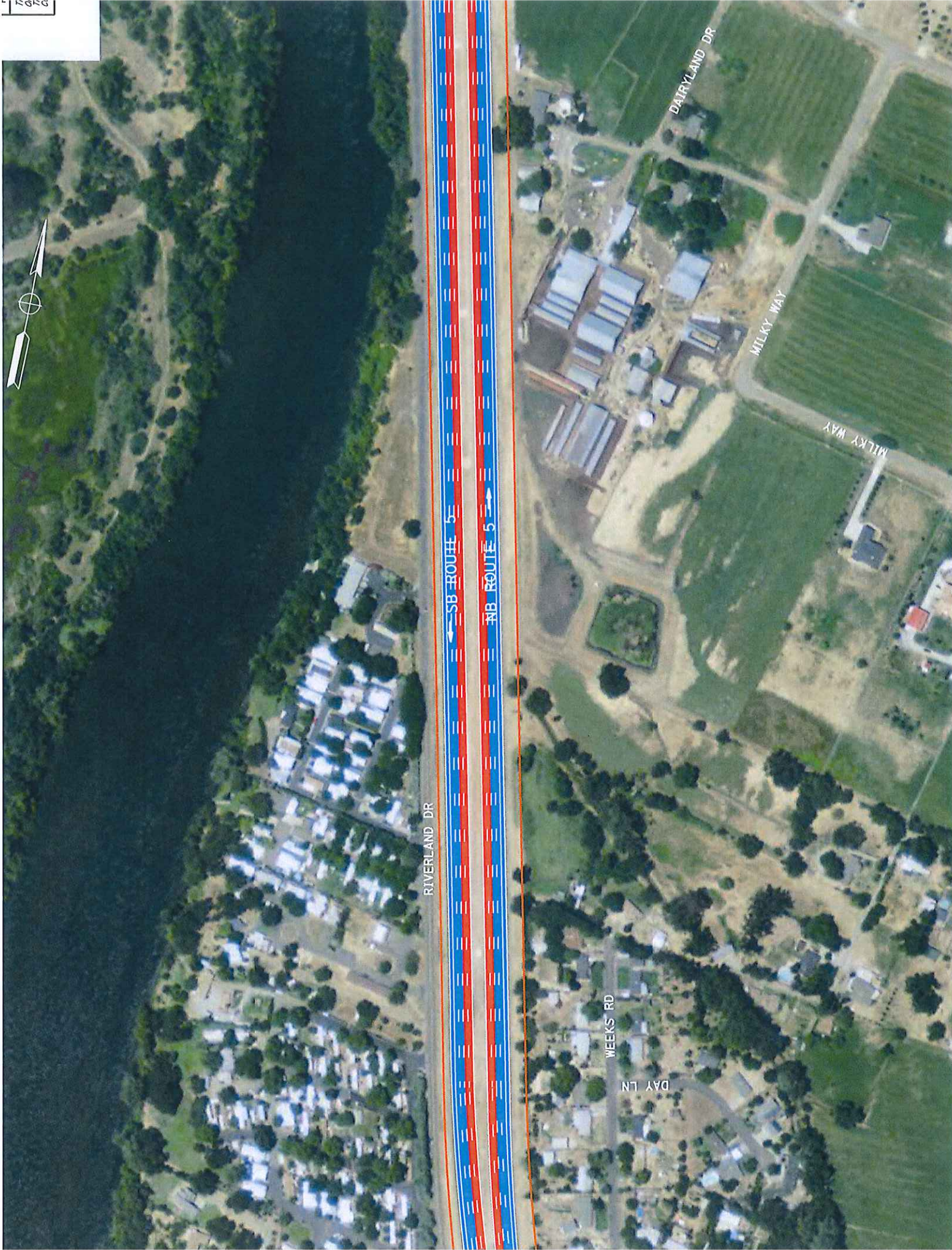
BR 06-0128 L/R PM R7.0

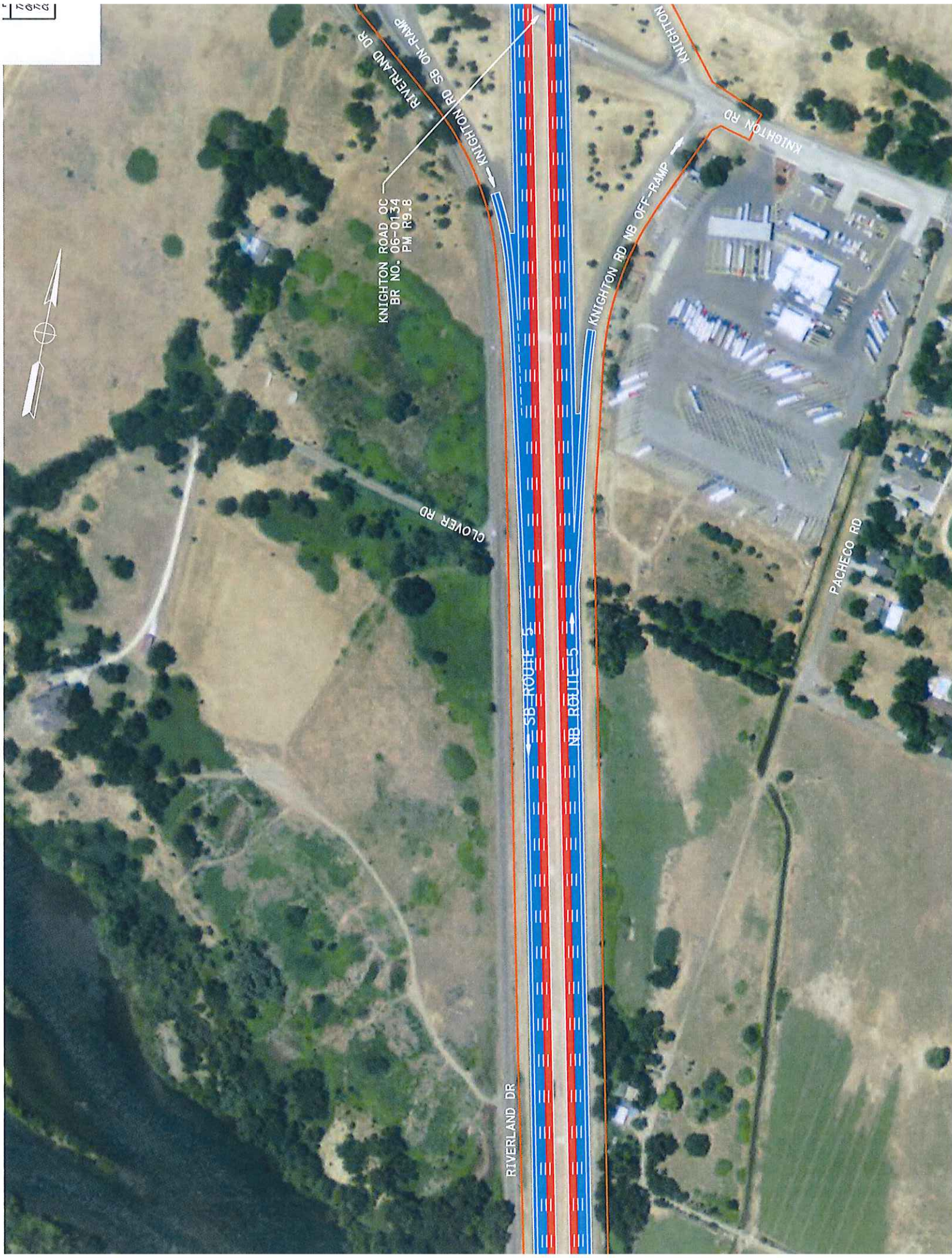
SB ROUTE 5

NB ROUTE 5

RIVERSIDE AVENUE







KNIGHTON ROAD OC  
BR NO. 06-0134  
PM R9.8

CLOVER RD

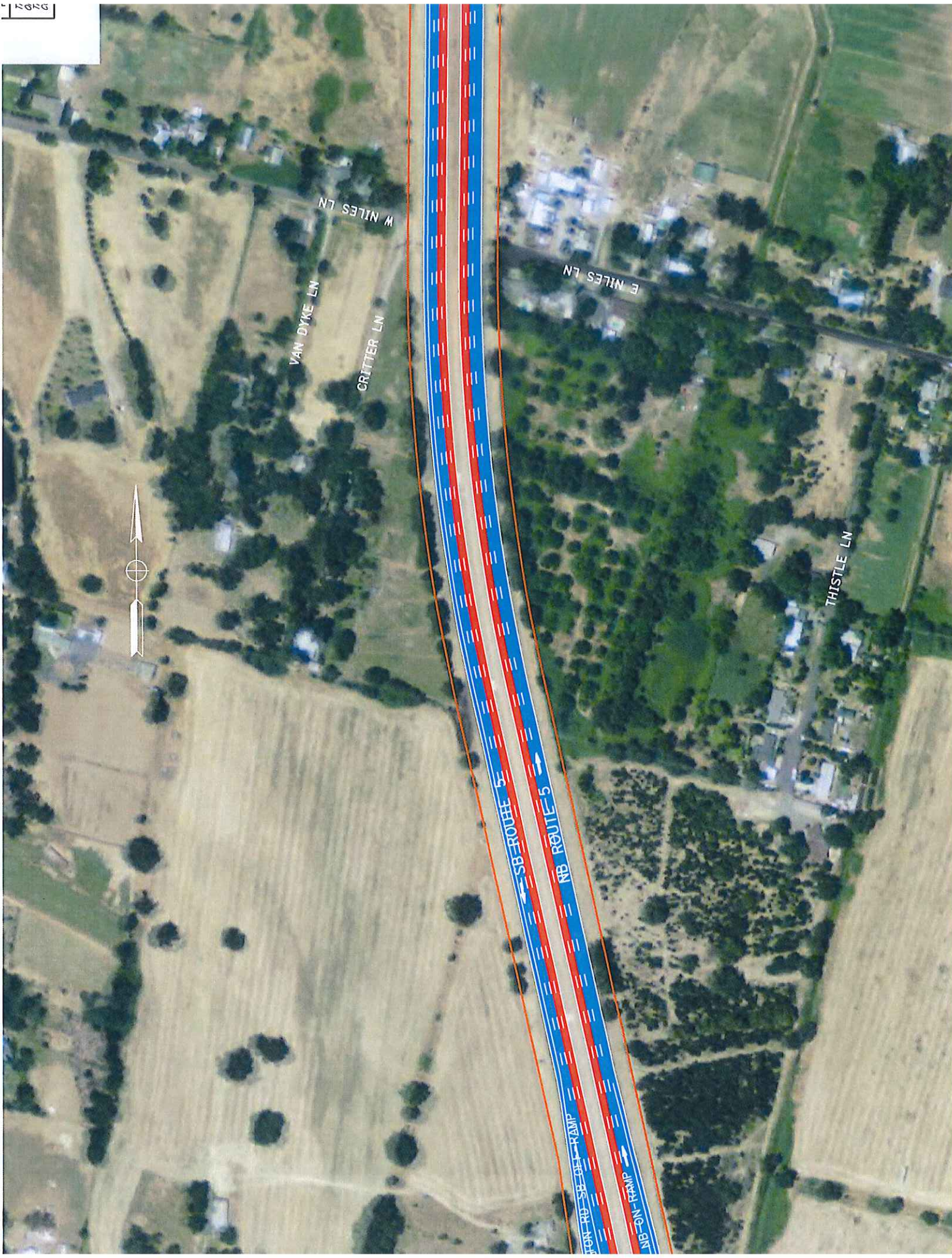
RIVERLAND DR

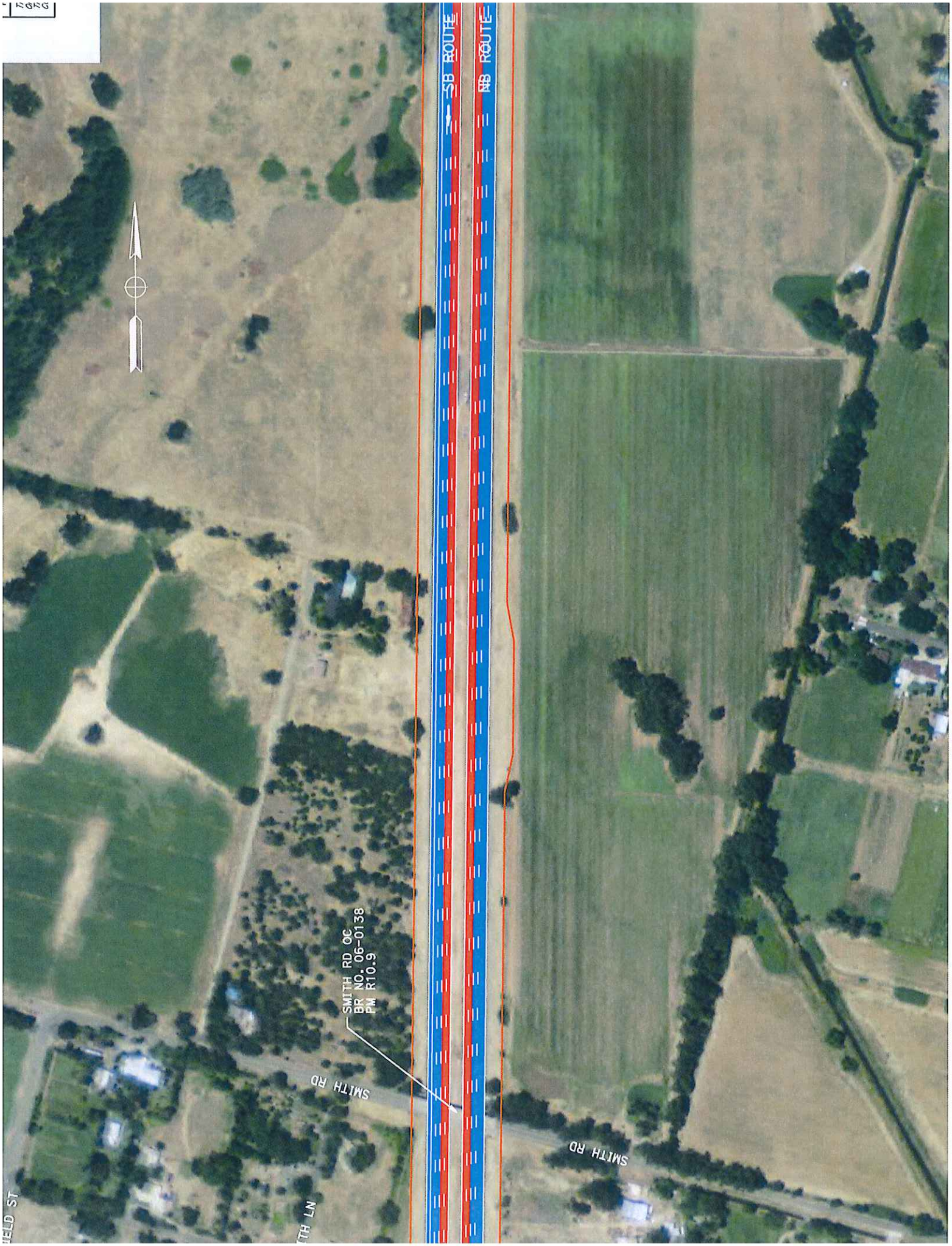
KNIGHTON RD NB OFF-RAMP

KNIGHTON

KNIGHTON RD

PACHECO RD



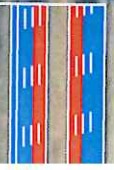




END CONSTRUCTION  
PM R11.7

SB ROUTE 5

NB ROUTE 5

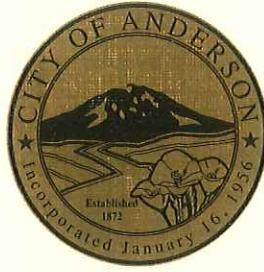


FASTLANE 2017

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

Areas Affected by Project

- US West Coast
- State of California
- County of Shasta
- City of Anderson
- City of Redding
- City of Shasta Lake



---

CITY OF OPPORTUNITY

**Jeffrey D. Kiser**  
*City Manager*

December 7, 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 and the City Council strongly support the City of Anderson's application to US Department of Transportation's (DOT) FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the I-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. Additionally, 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 are both 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.

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 FASTLANE 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 FASTLANE grant and is excited for the opportunities that lie ahead.

Sincerely,



Jeff Kiser  
City Manager  
City of Anderson

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

Letter of Support Placeholder:

**US Senator Dianne Feinstein (California)**

Per a December 14, 2016 email, Margaret (Maggie) Mattson of Senator Feinstein's office indicated that a support letter for the I-5 RASL project is underway, and will be forthcoming.

MARGARET MATTSON | *Special Assistant*

Office of Senator Dianne Feinstein

One Post Street, Suite 2450

San Francisco, California 94104

415.393.0707

[Website](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

Letter of Support Placeholder:

**US Senator Barbara Boxer (California)**

Per a December 14, 2016 email, Stacey Smith of Senator Boxer's office confirmed that a support letter for the I-5 RASL project is undergoing DC review, and will be forthcoming.

Stacey Smith

Deputy State Director

Office of U.S. Senator Barbara Boxer

501 I Street, Suite 7-600

Sacramento, CA 95814

Phone: (916) 448-2787

Fax: (202) 224-3865

[stacey\\_smith@boxer.senate.gov](mailto:stacey_smith@boxer.senate.gov)

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

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

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

Dear Secretary Foxx:

I am writing in support of the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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.

This project is needed to increase safety and to provide the area opportunity to attract businesses and enhance economic development in a region with disproportionately high unemployment rates. I appreciate your fair consideration of this request as this would bring much needed beneficial long-term outcomes for our region.

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

Sincerely,



DOUG LAMALFA  
Member of Congress

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

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: 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 to the U.S. Department of Transportation's FASTLANE program 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,

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

**BRIAN DAHLE**  
Assemblyman, 1<sup>st</sup> District



# 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

FSH 090003

December 6, 2016

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

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

Dear Secretary Foxx:

Shasta County strongly supports the USDOT FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program application to improve Interstate 5 (I-5) through our community.

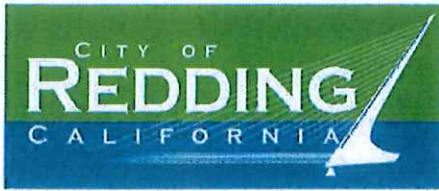
Local jurisdictions have been working with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to widen I-5 to six lanes in southern Shasta County. Improvements are necessary to move freight along the West Coast. They will also enhance access to regional employment and educational opportunities. The Anderson Union Pacific Railroad (UPRR) overcrossing is a particular bottleneck for both the freeway and the railroad. The current overcrossing does not meet vertical and horizontal clearance standards. A new overcrossing would greatly improve multimodal freight movement and mobility. Such corridor investments will ensure that I-5 and the UPRR continue to serve their critical functions locally and throughout the West Coast for decades and centuries to come and enjoy our full support.

Sincerely,

Patrick J. Minturn, Director

PJM/ldr

c: 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

**PUBLIC WORKS  
ENGINEERING DIVISION**

530.225.4170

530.245.7024

December 7, 2016

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

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

Dear Secretary Foxx:

The City of Redding (City) strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The City is a co-applicant of the FASTLANE application, joined by the other local jurisdictions in Shasta County, and Caltrans District 2.

The City has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans to advance six-lane I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities—Ladders of Opportunity. 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.

Our specific interest in the project is ensuring the short-term and long-term viability of I-5 and the railroad to and through Redding is met. Interstate 5 bisects the City of Redding and the community relies on efficient goods movement on I-5 to support the economy. In addition, Redding's rich history and ongoing reliance on the railroad makes the UPRR improvements critical to ensuring the north-south freight and passenger rail service needs to and through Redding are met. Further, as an economically depressed area the project construction and related labor and materials support needed from Redding and the surrounding area will be a significant shot in the arm for our City as it continues to struggle to recover from the global recession.

Mr. Anthony Foxx, Secretary

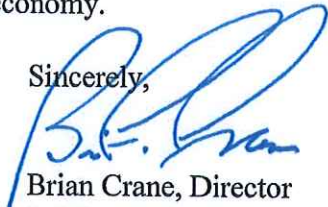
Page 2

December 7, 2016

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The City of Redding, in partnership with the City of Anderson, Shasta County, City of Shasta Lake, Caltrans-District 2, and the Shasta Regional Transportation Agency, looks forward to this project making a difference to west coast goods movement, on safe and efficient travel for two critical north-south transportation facilities, and with our local economy.

Sincerely,



Brian Crane, Director  
Public Works Department

BC:sm

L:\Correspondence\Brian\120716L-AF-USDOT-I-5\_6-Lane\_AndersonSupport.wpd

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

## City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive  
Shasta Lake, CA 96019  
Phone: 530-275-7400  
Fax: 530-275-7414  
Website: [www.cityofshastalake.org](http://www.cityofshastalake.org)



December 8, 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)

Dear Secretary Foxx,

City of Shasta Lake strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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 including the County of Shasta County, City of Anderson and City of Redding, 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.

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.

We support the USDOT's FASTLANE grant funding application for this project as no other Federal funding source is available for this project such as the Federal Highway Bridge Program, Federal Highway Safety Improvement Program, Federal Railroad Grade Separation Program, State Highway Operation and Protection Program as well as the FEMA Hazard Mitigation Program.

If you have any questions or need further information, please don't hesitate to contact me at 530-275-7427 or at [jduckett@cityofshastalake.org](mailto:jduckett@cityofshastalake.org).

Sincerely,

John N. Duckett, Jr.  
City Manager

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DISTRICT 2 DIRECTOR

1657 RIVERSIDE DRIVE

REDDING, CA 96001

PHONE (530) 225-3270

FAX (530) 225-2459

TTY 711

www.dot.ca.gov



*Serious Drought.  
Serious drought.  
Help save water!*

April 12, 2016

Executive Director Dan Little  
Shasta Regional Transportation Authority  
1255 East Street, Suite 202  
Redding, CA 96001

Dear Mr. Little:

The California Department of Transportation (Caltrans), District 2 supports the application of the Shasta Regional Transportation Authority (SRTA) to the United States Department of Transportation's Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE 2016) competitive grant program for the Redding to Anderson Six Lane (RASL) project.

The Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL Project) will widen I-5 from four to six-lanes, between the Cities of Redding and Anderson and will replace a hazardously substandard railroad overcrossing near the City of Anderson. The project has statewide benefits in moving goods through, and to/from, Northern California. More importantly, it has national ramifications as it is the only California corridor providing an expeditious link to Oregon and Washington from points south to Mexico.

The project also offers additional benefits and opportunities for partnerships between Caltrans, the City of Anderson, the City of Redding, the Shasta Regional Transportation Authority, Union Pacific Railroad, Shasta County, and private food distribution firms. Along with these partnerships the project will provide the ability to improve regional and national market competitiveness and promote middle class job-creation in an economically distressed region, thereby improving quality of life, incorporating innovation with local circulation improvements, ITS technologies, as well as incorporating a multimodal hub within the project's boundaries.

Caltrans District 2 is in full support of this project and will be the implementing agency. The project will provide for better services throughout the North State and the District recognizes the importance of constructing this project to serve the accessibility and growth of Northern California. The District is also committed to delivering all phases of project development and construction within the schedule allowed in the grant guidelines.

Sincerely,

A blue ink signature of Dave Moore, consisting of stylized cursive letters.

DAVE MOORE  
District 2 Director



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

**Daniel S. Little, Executive Director**

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December 14, 2016

The Honorable 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 Shasta Regional Transportation Agency (SRTA) emphatically endorses the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the:

- widening of Interstate 5 (I-5); and
- replacement of the substandard Anderson Union Pacific Railroad (UPRR) overcrossing.

Anderson, joined by co-applicants Caltrans, the county of Shasta, and the cities of Redding and Shasta Lake, has worked for years with SRTA and Caltrans to advance six-laning I-5 to meet expected freight and goods movement growth, as well as provide access to regional employment and educational opportunities—Ladders of Opportunity. Additionally, 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.

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

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

Sincerely,

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

Daniel S. Little, AICP, Executive Director

C: Jeff Kiser, City Manager, Anderson  
Dave Moore, Director, Caltrans District 2



# North State Super Region

1255 East Street, Suite 202, Redding, CA 96001  
(530) 262-6190 [nssr16@gmail.com](mailto:nssr16@gmail.com)  
[www.superregion.org](http://www.superregion.org)  
Lisa Davey-Bates, Chair

**Jon Clark**  
Butte County Assn. of Governments

**James Bell**  
Colusa County Transportation Comm.

**Tamera Leighton**  
Del Norte Local Transportation Comm.

**John Linhart**  
Glenn County Transportation Comm.

**Marcella Clem**  
Humboldt County Association of Govt.

**Lisa Davey-Bates**  
Lake Co City/Area Planning Council

**Larry Millar**  
Lassen County Transportation Comm.

**Phil Dow**  
Mendocino County Council of Governments

**Debbie Pedersen**  
Modoc County Transportation Comm.

**Daniel Landon**  
Nevada County Transportation Comm.

**Robert Perreault**  
Plumas County Transportation Comm.

**Daniel S. Little**  
Shasta County Transportation Agency/MPO

**Tim Beals**  
Sierra County Transportation Comm.

**Melissa Cummins**  
Siskiyou County Local Trans. Comm.

**Gary Antone**  
Tehama County Transportation Comm.

**Richard Tippet**  
Trinity County Transportation Comm.

April 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:

The North State Super Region strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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 I-5 corridor is crucial to connecting people to employment, education, and other services necessary to the continued support of the economic advancement of the north state. Shasta County and its neighboring counties are economically distressed to the point that per capita income has plummeted since the Great Recession and has yet to recover to pre-recession levels.

The proposed project, widening of the existing four-lane interstate to six lanes and replacement of the Anderson UPRR overcrossing, accomplishes two primary goals:

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

The proposed project will help spur economic redevelopment as well as maintain the continued integrity of the Interstate 5 corridor. Since this multi-modal project is not eligible for traditional funding sources, the application seeks the funding needed to advance the project's goals, without which the project would languish – likely for decades.

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

Sincerely,



Lisa Davey-Bates, Executive Director  
North State Super Region

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



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December 7, 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:

Roseburg Forest Products strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city is the lead applicant of the FASTLANE application, joined by the other local jurisdictions in Shasta County, and Caltrans District 2 as co-applicants.

The local jurisdictions have worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities—Ladders of Opportunity. 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.

In addition to large mill complex along I-5 in Weed, California, Roseburg own over 300-acres in this area that would greatly benefit from this infrastructure improvement and could be the deciding factor in adding more manufacturing to our California operations. We have provided support in the past for expanding I-5 in the southern part of Shasta County and look forward to your favorable consideration. If I can provide further information, I am available at 541-430-8623.

Sincerely,

W. E. Arne Hultgren  
California Resource Manager

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



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:

The Central Valley AgPLUS Manufacturing Consortium strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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.

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, hurting the Central Valley economy.

It is our pleasure to fully endorse the proposed project and we believe it is important to preemptively ease the ever increasing traffic issues in the area.

Sincerely,

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

Mike Dozier, Project Lead  
Central Valley AgPlus Manufacturing Consortium

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

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



P.O. Box 492794, Redding, CA 96049

April 8, 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:

Our organization, **Shasta VOICES**, a local private-sector business advocacy group with 1,077 members and supporters who live and work in the Shasta County area, **strongly supports** the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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 **the widening of I-5 to six lanes** 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.

**Shasta VOICES** has been advocating for a stable and sustainable economic future in the Shasta County area for the past 9 years. We have been participating in the public process with all jurisdictions during these 9 years as community partners, with the common goal of bringing much needed infrastructure improvements to our less than wealthy community, removing the major financial impediments that continue to hold us back rather than allowing us to move forward. We bring strong community input, outreach and education, and strong community support to this process.

Locally, the completion of this project would spur the creation of sustainable, living-wage jobs that are sorely needed for economic recovery in far Northern California. Not only will our local community benefit from the Anderson Six-Lane project, but **anyone** who drives this critical stretch of I-5 to safely move their freight, or simply themselves or their families, from all areas north or south through the entire State of California and beyond.

Thank you for your consideration in providing USDOT's FASTLANE funding for this highly deserving project in our community.

Sincerely,

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



April 8, 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:

Growing Local strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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.

Growing Local's 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.

Steve Sibilsky  
Steering Committee Chairman  
Growing Local

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



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 application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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.

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. This is highlighted by the fact that exporting agricultural products has become a significant portion of the local economy. I-5 is the cornerstone of that exporting, and any bottleneck would increase the time and cost of exporting local products making the region less competitive nationally and internationally.

Easing expected traffic flows is also imperative to increase retail trade between the two major retail and healthcare hubs of Northern California (Redding and Chico). 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

**REDDING TO ANDERSON SIX LANE (RASL) PROJECT (PM R3.8 to R11.7) (X 1,000)**

|                 | No Easy<br>Southern Portion |                    |       |               |          | Big Easy<br>Middle Portion  |         |          |      |               | Little Easy<br>Northern Portion |                      |          |          |                    | Total Project    |                  |               |             |           |
|-----------------|-----------------------------|--------------------|-------|---------------|----------|-----------------------------|---------|----------|------|---------------|---------------------------------|----------------------|----------|----------|--------------------|------------------|------------------|---------------|-------------|-----------|
|                 | PM R3.8 to R5.5             |                    |       |               |          | 02-4C404<br>PM R5.0 to R7.0 |         |          |      |               | 02-4C403<br>PM R6.2 to R11.7    |                      |          |          |                    | PM R3.8 to R11.7 |                  |               | Total Cost  |           |
|                 | STATE                       | Other              |       | Grant Request | Total    | RIP EXP <sup>7</sup>        | RIP ETC | STATE    |      | Grant Request | Total                           | RIP EXP <sup>7</sup> |          | RIP ETC  | STATE <sup>3</sup> | Total            | Non Grant        | Grant Request | Grant Match |           |
| PHASE           |                             |                    |       |               |          |                             |         |          |      |               |                                 |                      |          |          |                    |                  |                  |               |             |           |
| Planning        |                             | <sup>1</sup> \$230 |       | \$10          | \$240    |                             |         |          |      |               | \$0                             |                      |          |          |                    | \$0              | \$230            | \$10          | 0           | \$240     |
| PA&ED           |                             |                    |       | \$100         | \$100    | \$166 <sup>5</sup>          |         |          |      |               | \$166                           | \$167 <sup>5</sup>   |          |          |                    | \$167            | \$333            | \$100         |             | \$433     |
| PS&E            |                             |                    | 8.0%  | \$3,000       | \$3,000  | \$2,526                     | \$756   |          |      |               | \$3,282                         | \$763                |          | \$171    |                    | \$934            | \$3,289          | \$3,000       | \$927       | \$7,216   |
| R/W Sup         |                             |                    |       | \$30          | \$30     | \$11                        | \$39    |          |      |               | \$50                            | \$9                  |          | \$1      |                    | \$10             | \$20             | \$30          | \$40        | \$90      |
| Con Sup         |                             |                    | 10.6% | \$4,000       | \$4,000  |                             |         |          | 9.0% | \$1,300       | \$1,300                         |                      | 8.5%     |          | \$2,200            | \$2,200          | <sup>6</sup> \$0 | \$5,300       | \$2,200     | \$7,500   |
| R/W Cap         |                             |                    |       | \$320         | \$320    | \$22                        | \$56    |          |      |               | \$78                            | \$5                  |          | \$1      |                    | \$6              | \$26             | \$320         | \$57        | \$403     |
| Con Cap         | \$8,500                     | <sup>4</sup> \$700 |       | \$37,000      | \$46,200 |                             |         | \$1,500  |      | \$13,000      | \$14,500                        |                      |          | \$12,122 | \$13,900           | \$26,022         |                  | \$50,000      | \$36,722    | \$86,722  |
| Non Grant       |                             | \$230              |       |               |          | \$2,725                     |         |          |      |               |                                 | \$944                |          |          |                    |                  | \$3,898          |               | 39946       | \$102,604 |
| Grant Match     | \$8,500                     | \$700              |       |               |          |                             | \$851   | \$1,500  |      |               |                                 |                      | \$12,295 | \$16,100 |                    |                  |                  |               | \$39,946    |           |
| Grant Request   |                             |                    |       | \$44,460      |          |                             |         |          |      | \$14,300      |                                 |                      |          |          |                    |                  |                  | \$58,760      |             |           |
| Total           |                             |                    |       |               |          |                             |         |          |      |               |                                 |                      |          |          |                    |                  | 40.47%           | 59.53%        |             |           |
| Total =         |                             |                    |       | \$53,890      |          |                             |         | \$19,376 |      |               |                                 |                      |          | \$29,339 |                    |                  | \$102,604        |               |             | \$102,604 |
| SRTA RIP =      |                             |                    |       |               |          | \$2,559                     | \$851   |          |      |               |                                 | \$777                | \$12,295 | =        | \$16,481           | 16%              |                  |               |             |           |
| STATE =         | \$8,500                     |                    |       |               |          |                             |         | \$1,500  |      |               |                                 |                      |          | =        | \$26,100           | 25%              |                  |               |             |           |
| LOCAL & SRTA=   |                             | \$930              |       |               |          | \$166                       |         |          |      |               |                                 | \$167                |          | =        | \$1,263            | 1%               |                  |               |             |           |
| Grant Request = |                             |                    |       | \$44,460      |          |                             |         |          |      | \$14,300      |                                 |                      |          | =        | \$58,760           | 57%              |                  |               |             |           |

1 - K Phase money spent on 4c402 (Parent RASL)

3 - STATE money to be amended into 16 SHOPP

4 - \$0.5M from City of Anderson

4 - \$0.2M from Shasta County

5 - Local funds

6- STIP construction support to be added to construction capital

7- EXP contains expenditures from 4c402 (Parent RASL)

MATCH

local match \$700

RIP match \$13,146

STATE match \$26,100

total \$39,946

total

\$102,604

Northern \$29,339  
Middle \$19,376  
Southern \$53,890  
Cottonwood H. \$13,999.842  
South Redding 6 \$22,554.258  
\$139,159

District:

2

EA: 4c403  
PPNO: 3445A

PROJECT: SHA-5-Redding to Anderson 6 Lanes\_Reliability PM R3.8\_R11.7 Discount Rates 3%

3

## INVESTMENT ANALYSIS SUMMARY RESULTS

|                               |         |
|-------------------------------|---------|
| Life-Cycle Costs (mil. \$)    | \$100.0 |
| Life-Cycle Benefits (mil. \$) | \$359.5 |
| Net Present Value (mil. \$)   | \$259.6 |
| Benefit / Cost Ratio:         | 3.6     |
| Rate of Return on Investment: | 12.1%   |
| Payback Period:               | 8 years |

| ITEMIZED BENEFITS (mil. \$)               | Average Annual | Total Over 20 Years |
|-------------------------------------------|----------------|---------------------|
| Travel Time Savings                       | \$6.3          | \$126.5             |
| Veh. Op. Cost Savings                     | -\$0.1         | -\$1.7              |
| Accident Cost Savings                     | \$11.8         | \$235.1             |
| Emission Cost Savings                     | -\$0.0         | -\$0.5              |
| <b>TOTAL BENEFITS</b>                     | <b>\$18.0</b>  | <b>\$359.5</b>      |
| Person-Hours of Time Saved                | 28,391         | 567,822             |
| CO <sub>2</sub> Emissions Saved (tons)    | -509           | -10,181             |
| CO <sub>2</sub> Emissions Saved (mil. \$) | -\$0.0         | -\$0.4              |

### 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)  
includes value for CO<sub>2</sub>e  

Y  
Default = Y

District:

2

PROJECT:

SHA-5-Redding to Anderson 6 Lanes PM R3.8\_R11.7 Discount Rates 7%

EA:

4c403

PPNO:

3445A

3

## INVESTMENT ANALYSIS

### SUMMARY RESULTS

Life-Cycle Costs (mil. \$) \$96.9  
Life-Cycle Benefits (mil. \$) \$230.0  
Net Present Value (mil. \$) \$133.1

Benefit / Cost Ratio: 2.4

Rate of Return on Investment: 12.1%

Payback Period: 8 years

#### ITEMIZED BENEFITS (mil. \$)

|                       | Average Annual | Total Over 20 Years |
|-----------------------|----------------|---------------------|
| Travel Time Savings   | \$4.1          | \$81.0              |
| Veh. Op. Cost Savings | -\$0.0         | -\$0.9              |
| Accident Cost Savings | \$7.5          | \$150.1             |
| Emission Cost Savings | -\$0.0         | -\$0.2              |
| <b>TOTAL BENEFITS</b> | <b>\$11.5</b>  | <b>\$230.0</b>      |

|                                           |        |         |
|-------------------------------------------|--------|---------|
| Person-Hours of Time Saved                | 28,391 | 567,822 |
| CO <sub>2</sub> Emissions Saved (tons)    | -509   | -10,181 |
| CO <sub>2</sub> 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 CO<sub>2e</sub>

The California Benefit/Cost Model (Cal-B/C) reports travel time savings as a function of traffic volume and speed improvements. Within recent years, analytical techniques for transportation travel time savings has become more robust. The Federal Highway Administration has published a tool that analyzes "reliability," known as the C11 – Reliability Analysis Tool. This tool analyzes recurring (frequency) and incident (duration) delays. Furthermore, this tool has the capabilities to breakdown reliability benefits specifically for commercial vehicles and the results are applicable to the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program efforts.

The input factors for Cal-B/C can be transferred or converted to meet the Reliability Tool's input needs. These factors include a time horizon, highway type, segment improvement distance, number of lanes, free flow speed, traffic count and growth, truck rate, auto operating costs, and incident frequency rates. After inputting these factors, the reported Year 1 and Year 20 results from the Reliability Tool were annualized by horizon years and discounted by 7% and 3% to convert into Cal-B/C's format. These annualized results were lumped together with Cal-B/C's travel time savings results. Thus, the results identified in the summary table are an aggregation of the Cal-B/C and the Reliability Tool results.

# I-5 RASL STATEMENT OF WORK

## **Task 1: Project Approval and Environmental Document (PA&ED)**

**Task 1.1:** Perform Preliminary Engineering Studies and Draft Project Report: **COMPLETE**

**Task 1.2:** Perform Environmental Studies and Prepare Draft Environmental Document:  
**COMPLETE**

**Task 1.3:** Circulate Draft Environmental Document and Select Preferred Project Alternative:  
**COMPLETE**

**Task 1.4:** Prepare and Approve Project Report and Final Environmental Document:  
**COMPLETE**

| <i><b>Deliverable</b></i>    | <b>Documentation</b>       |
|------------------------------|----------------------------|
| Final Environmental Document | Document - <b>COMPLETE</b> |
| Final Project Report         | Document – <b>COMPLETE</b> |

## **Task 2: Plans, Specifications and Estimate (PS&E)**

**Task 2.1:** Prepare Base Maps and Plan Sheets for PS&E Development: Work during PS&E development involved in the preparation of geometric base maps and functional base plan sheets, including review of existing project information, gathering appropriate mapping, and conducting additional studies.

**Task 2.2:** Obtain Permits, Licenses Agreements, and Certifications (PLACs) during PS&E Component: Work conducted during Project Phase 1 (PS&E Component) involved in identifying and obtaining necessary permits and agreements for project construction.

**Task 2.3:** Prepare Draft PS&E: Work involved in the preparation and review of draft roadway plans, specifications and estimates. Includes roadway design and preparation of functional PS&Es. Also includes incorporation of the Draft Structures PS&E into Draft District PS&E.

**Task 2.4:** Draft Structures PS&E: Work involved in the development of Draft Structures Plans, Specifications, and Estimate.

**Task 2.5:** Final Structures PS&E Package: Work involved in addressing comments from the District and DES Office Engineer for the Draft Structures PS&E (SPS&E) and incorporating them into the final Structures PS&E package. This task also includes the compiling of the Structure Resident Engineer's (RE) Pending File.

**Task 2.6:** Circulate, Review and Prepare Final District PS&E Package: Work involved in the circulation and review of the Draft District PS&E package. Includes addressing review comments and preparing the Final District PS&E package.

**Task 2.7:** Contract Bid Document Ready to List: Work involved in the preparation of draft contract bid documents. Completion of this activity is the finalized submittal package to DES-OE for advertisement.

**Task 2.8:** Awarded and Approved Construction Contract: Work involved in the advertisement, bid opening, award, and approval of a construction contract.

| <b><i>Deliverable</i></b> | <b>Documentation</b>      |
|---------------------------|---------------------------|
| Final PS&E Package        | PS&E Package              |
| Construction Contract     | Awarded/Approved Contract |

### **Task 3: Right of Way**

**Task 3.1:** Utility Relocation: All work involved in the protection, removal and relocation of utility facilities necessary to clear and certify Right of Way. Includes coordination with utility companies, review of utility plans, establishing liability, Federal Highway Administration (FHWA) Authorization and processing payments per utility agreements.

**Task 3.2:** Perform Right of Way Engineering: Right of Way Engineering work performed in advance of appraisal and acquisition activities. Includes preparing appraisal maps.

**Task 3.3:** Obtain Right of Way Interest for Project Right of Way Certification: Work involved in assuring that the State has legal and physical possession and right to enter on all land for the project necessary for deliverance of the Right of Way Certification.

**Task 3.4:** Post Right of Way Certification Work: Work involved in assuring that all Right of Way deliverables are completed after the project has been certified.

**Task 3.5:** Final Right of Way Engineering: Work that is normally performed after construction of the project is complete and accepted by the Resident Engineer. Work involved is normally the monumentation of the right of way, relinquishments and vacations, preparation of right of way record maps, and preparation of deed packages for excess land transactions.

| <b><i>Deliverable</i></b>      | <b>Documentation</b>                                                                                                         |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Relocated or Removed Utilities | Utility Joint Use Agreements                                                                                                 |
| Final Right of Way Engineering | <ul style="list-style-type: none"> <li>• Filed Monumentation Record of Survey</li> <li>• Right of Way Record Maps</li> </ul> |

#### **Task 4: Construction**

**Task 4.1:** Construction Engineering and Contract Administration: Work involved in the construction of a project. Work includes performing construction surveying and staking, contract administration, construction inspection, quality assurance of materials, regulatory compliance and technical support. The end product of this activity is the acceptance of the construction contract.

**Task 4.2:** Administration of Permits, License, Agreements, and Certifications (PLACs) and Environment Stewardship: Work involved in the administration of permits, licenses, agreements, and certifications (PLACs), as well as other environmental stewardship responsibilities, during the construction of a project. Work includes ensuring compliance with PLACs, responding to alleged violations, updating environmental commitment records (ECR), technical support or guidance on PLACs from other support functions, updating PLACs, and the monitoring of environmental commitments during construction. The end product of this activity is the acceptance of the construction contract.

**Task 4.3:** Change Order Administration: Work involved in preparing and administering change orders.

**Task 4.4:** Resolve Contract Claims: Work involved in the documentation and resolution of contract disputes and claims.

**Task 4.5:** Accept Contract/Prepare Final Construction Estimate and Final Report: Work involved in the acceptance and final documentation of a construction contract.

| <b><i>Deliverable</i></b>      | <b>Documentation</b> |
|--------------------------------|----------------------|
| Accepted Construction Contract | Contract             |
| Construction                   | End of Project       |

# NEPA/CEQA RE-VALIDATION FORM

|                                             |                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DIST./CO./RTE.                              | 02/SHA/5                                                                                                                                                                                                                                                                                                                                      |
| PM/PM                                       | R2.0/R12.2                                                                                                                                                                                                                                                                                                                                    |
| E.A. or Fed-Aid Project No.                 | 02-4C402                                                                                                                                                                                                                                                                                                                                      |
| Other Project No. (specify)                 | 02-4C403 and 02-4C404                                                                                                                                                                                                                                                                                                                         |
| PROJECT TITLE                               | Redding to Anderson Six Lane                                                                                                                                                                                                                                                                                                                  |
| ENVIRONMENTAL APPROVAL TYPE                 | Negative Declaration/Categorical Exclusion                                                                                                                                                                                                                                                                                                    |
| DATE APPROVED                               | 3/8/13                                                                                                                                                                                                                                                                                                                                        |
| REASON FOR CONSULTATION<br>(23 CFR 771.129) | Check reason for consultation:<br><input type="checkbox"/> Project proceeding to next major federal approval<br><input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements<br><input type="checkbox"/> 3-year timeline (EIS only)<br><input type="checkbox"/> N/A (Re-Validation for CEQA only) |
| DESCRIPTION OF CHANGED CONDITIONS           | Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.                                                                                                                                                    |

## NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- ☐ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☒ The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☒
- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- Supplemental environmental document is needed. Yes ☐ No ☐
- New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: \_\_\_\_\_)

## CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

## CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- ☐ Original document remains valid. No further documentation is necessary.
- ☒ Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☐ prepared and is ☒ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- ☐ Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- ☐ Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR:)
- ☐ The CE is no longer valid. New CE is needed. Yes ☐ No ☐

## CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

*Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.*

***Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment***

Though not a major scope change a number of design modifications have been proposed after the original environmental approvals which warranted documentation through revalidation. The structures carrying I-5 over the railroad at the southern end of the project limits are being redesigned to clear span the majority of the railroad right of way. New environmental study limits mapping was submitted and studied to include the redesigned structures, retaining walls, potential access roads, overhead signs, d minor ramp improvements, and associated work. The additional work would not cause any significant impacts to the environment or trigger any additional mitigation above what was described in the original environmental approvals.

The original environmental approvals described that the project construction could be phased. The original project which was all included in EA 02-4C402 has been split into two "child" EA projects numbered EA 02-4C403 (PM R9.2/R11.7) and EA 02-4C404 (PM R5.5/R9.7). This revalidation covers the entire limits of the original project even though it has now split into two new EAs.

With the additional analysis included in the project file, the original environmental approvals remain valid.

***Changes in environmental setting, e.g., new development affecting traffic or air quality;***

None.

***Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.***

None.

***Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.***

None.

***Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.***

None.

***Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.***

None.