1) Return survey questionnaire to scott.forsythe@dot.ca.gov no later than Nov. 7th.
2) Disregard questions 1,2,3 that have strike through.
3) All responses **must not exceed 1500** characters including spaces.
4) Question #16: Include attached files (if any) in email transmittal. (I-5 TCR attachment)

PNRS SURVEY QUESTIONS:

Are you submitting a new project or is this a resubmittal of a project that was previously submitted? New project – answer yes/no: Yes

Resubmittal of previously submitted project. If you are resubmitting a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. Instead, please enter "no new information."

Default Question Block
1. In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

Do you have the authority to respond on behalf of your agency?

Block 2
In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

2. What type of agency do you represent?
Respondent types are based on eligible applicants as defined in SAFETEA-LU Section 1301as amended by MAP-21 Section 1120.

3. Please list the name, city, and state of the agency you represent.
Agency Name:
Agency Location:

4. In what state(s) or U.S. territory is the project located? (Select all that apply in the case of multistate or multijurisdictional projects.)
California
4a. In what county(s) is the project located? Shasta and Tehama

5. Based on your knowledge of the project and the following definition, is the project being submitted an eligible project? (Answering "No" to this question will result in your project being placed in TIER 3.)
Eligible project means any surface transportation project or set of integrated surface transportation projects closely related in the function they perform, eligible for Federal assistance under title 23, United States Code. Projects may include: public or private rail facilities providing benefits to highway users; surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports; and other activities eligible under such title.
Answer Yes or No: Yes

6. Project Title: Interstate 5 – California North State Smart Mobility Project

7. Project Description (limited to 1500 characters including spaces)
Please make sure the project description includes how the project is nationally or regionally significant, as required in MAP-21.Please indicate "no new information" if resubmitting a previously submitted project and the description has not changed.

From Corning north to Mountain Gate—north of Shasta Lake City, California—the Interstate 5 - California North State Smart Mobility Project is Title 23 eligible and is estimated to cost $785M. The project itself is a group of segments integrated along the Interstate 5 (I-5) corridor in northern California providing economic benefits in enhanced freight and people movement, decreased congestion, increased safety, application of new technology, and maintenance/protection of the environment.

I-5 spans the West Coast, originating at the nation’s busiest international border crossing at San Ysidro (San Diego), California, and culminating at Blaine, Washington near the Canadian border. I-5 connects all the major population centers of the western United States. This makes I-5 the nexus of international trade with the Pacific Rim, North America, and Latin America. I-5 also is listed in the Strategic Highway Network in the recognition of its importance to National Defense. It additionally has the federal designation of National Highway System-High Priority Corridor in recognition of its critical role in national commerce.

The I-5 California North State Smart Mobility Project provides a continuous six-lane widening of I-5 within the project boundaries (including addressing Union Pacific (UP) railroad overcrossings), incorporates operational improvements, and deploys Intelligent Transportation Systems (ITS) to improve safety, incident response, and real-time traveler information.

For the following questions, you must describe the project's national or regional significance. (limited to 1500 characters including spaces)

Please provide information in all relevant areas and if available, provide quantifiable information such as that obtained through preliminary engineering, benefit and cost analysis, etc. To be classified as a TIER 1 PNRS, information must be provided for Questions 8-14. Respondents will be given the opportunity to upload supporting documentation at the end the survey.
Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

8. Briefly describe how the project will significantly improve performance of the Federal-aid highway system nationally, or regionally. (limited to 1500 characters including spaces)
To the extent possible, please provide specific evidence or information about the ways this project (which may include non-highway projects) will positively change any performance-related features of the Federal -aid highway system - and the extent of that impact. Quantitative information is preferred.
Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Spanning the entire west coast of the continental United States, Interstate 5 is the only continuous north-south freeway west of the Mississippi that meets all the Primary Freight Network criteria in MAP-21. It runs from Mexico to Canada connecting west coast maritime ports. Additionally, the Union Pacific (UP) rail corridor, the most significant goods and people movement rail corridor in the west coast states, runs parallel to, and at times, under I -5. Traffic movement on I-5 and UP, 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 (Shasta Regional Transportation Agency Regional Travel Demand Model, 2014). Within the project boundaries, feasible alternative routes to these two significant people and goods movement mainlines are virtually non-existent to satisfy goods and people flows if service is interrupted. The Interstate 5 – California North State Smart Mobility Project would implement various improvements to I-5 within the northern Sacramento Valley to: a) enhance the economic benefits of the corridor for both goods movement and commuters; b) improve safety and congestion; and c) apply smart technology applications—all significantly improving the performance of the Federal-aid highway system, as well as increasing the regional, interregional, and interstate performance of the travel corridor.

9. Briefly describe how the project will generate national economic benefits that reasonably exceed the costs of the project, including increased access to jobs, labor, and other critical economic inputs. (limited to 1500 characters including spaces)
To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility or non-highway project) to positive changes in the national economy. Quantitative information is preferred.
Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

In 2010 dollars, almost $4B alone was exported from I-5 to counties directly adjacent to the north state—from Southern Oregon, to the Reno-Washoe region of Nevada, to the Sacramento Valley region, to the San-Francisco Bay area (North State Transportation Economic Development Study, 2013). Conversely, $3.3B moves into the project area from the very same regions. This does not include commodity flows to the many other domestic and overseas markets the corridor services. Although close to $800M in cost, the project benefits will far exceed the input as various parts of the corridor are used heavily for interstate, interregional, and intraregional purposes. According to the AAADT (Truck) on California State Highway System, average truck percentages in 2005 ranged from 12 to 30% along the I-5 corridor.

Beyond the goods movement value and truck counts, the I-5 corridor project enhances the people movement value of the corridor for access to jobs, housing, education, shopping, recreation, etc. I-5 is also the primary support network for tourism. With two national parks/recreation areas, numerous lakes and rivers, and an abundance of trails within the project vicinity, this trunk section of I-5 is critical to the region's economy—as well as the interregional and interstate economies as it feeds other recreational opportunities throughout the Pacific Coast, Oregon and Nevada.

10. Briefly describe how the project will reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight. (limited to 1500 characters including spaces)

To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in current or expected congestion, such as reduced demand on the Federal-aid highway system due to improvement o modal alternatives including transit service and intercity passenger rail, or increased use of intelligent transportation systems, and the extent of that impact. Quantitative information is preferred. If congestion is not an issue this project will address, please indicate that, as well as any related level of service issues (e.g., reliability, accessibility) that may be affected positively by this project.
Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

In 2010, various segments of the project corridor were forecast to perform at LOS B to LOS E considering AADT. The same is forecast for peak period LOS, with the exception of a greater quantity of segments will function at LOS E—particularly in Shasta County. In 2030, congestion is forecast to be ranging from C to F for AADT, while it will primarily be LOS F for peak period travel. The project corridor is 70 miles in length; therefore, there is much variation in congestion measurements for the project proposal as reported in the I-5 Transportation Concept Report (Caltrans, District 2 – 2008). Importantly, the I-5 TCR prioritized corridor segments for upgrade (operational improvements and widening) while also adding Intelligent Transportation System (ITS) enhancements—improvements anticipated to increase the capacity of the system, better spread travel demand through the provision of real-time traveler information, and inform users of alternate routes during unexpected incident closures.

11. Briefly describe how the project will improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities. (limited to 1500 characters including spaces)

To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in safety for the region or nation. Quantitative information is preferred. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

According to the I-5 Transportation Concept Report (Caltrans District 2, 2008), collisions on I-5 occur 50% more than the state average for similar freeway segments. Increases in travel lanes within the project segment will provide increased collision avoidance room. The installation of ramp metering for the new on-ramps will provide a moderated influx of travelers onto the corridor. Additionally, the deployment of ITS technologies has proven to reduce traffic accidents through real-time information, highway advisory notification, changeable message signs, and other ITS methods. Notably, the I-5 project corridor includes a significantly substandard Union Pacific (UP) Railroad overcrossing for both minimum vertical and horizontal clearances of the rail lines. The project segment that includes this overcrossing has highest priority for improvement implementation in the corridor, and its implementation would eliminate the potential for a catastrophic incident at the project site. There have been 56 rail derailments in Shasta County since records were kept in 1975 (Federal Railroad Administration, Office of Safety Analysis, Accident Reports, April, 2014). Many of the derailments have occurred within the overall project, with an alarming 11 percent of those derailments having occurred within three miles of this I-5 overcrossing.

12. What percentage of this project will be funded by non-Federal funds? (please only enter a number, DO NOT enter the percent sign)

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

20

13. Please describe the level of non-Federal funding sources to construct, maintain, and operate the infrastructure facility. Include a description of key stakeholders you anticipate providing financial support for this project. (limited to 1500 characters including spaces)

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Over $157M of non-federal funding will be provided for construction of the project. Maintenance and operation of the project, after completion of the various segments, will be continuously addressed with funds from the state highway account and any other funding sources that may become available in the future. Key stakeholders providing financial support for this project include Caltrans, the Shasta Regional Transportation Agency(MPO), the Tehama County Transportation Commission (RTPA), the counties of Shasta and Tehama, and the cities of Corning, Red Bluff, Anderson, Redding, and Shasta Lake. With the continued operational decline of I-5 within the project boundaries over time, it would not be unexpected to see private sector involvement/contribution to the project in the years to come—particularly considering how much the operational degradation of I-5 will impact the financial bottom line of many companies that rely on the corridor for their business lifeblood.

14. What is the estimated total project cost? (Please only enter a number, DO NOT enter a dollar sign)

To be considered a PNRS-eligible project, the total project cost must be at least $500M or 50 percent of the amount of Federal highway assistance funds apportioned to the State in which the project is located. See PNRS Table for a listing of the amount of Federal highway assistance funds per state.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

785,259,000

15. Please provide your contact information.

Name: John Bulinski
Agency: Caltrans
Phone: 530-225-3477
Email: john_bulinski@dot.ca.gov

16. Please upload any information that would help to support your survey response. If you have multiple files please combine them into one zip file. All common file types (i.e., PDF, Word, Excel, PPT) are accepted. The maximum file size that can be uploaded is 16MB.

If the supporting documents are not able to be loaded into survey tool, send directly to: PNRSSurvey@dot.gov. Documents sent by email must have the same project title as listed in question six on the survey. Any project-related video offered to satisfy the questions in this survey must have hard copy documentation to support the video. Please do not upload any files if you are resubmitting a previously submitted project and you do not have any new supporting files to add.

In order for a project to be classified as TIER 1 or 2, it is strongly recommended that you upload supporting information.

CT D2 to provide upload of I-5 TCR with transmittal to HQ System Planning.