

STAFF REPORT



MEETING DATE: December 12, 2017
SUBJECT: Correspondence
AGENDA ITEM: 5-5
STAFF CONTACT: Amy Lindsey, Executive Assistant

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING/OUTGOING CORRESPONDENCE

Date	From	Subject
10/9/17	Shasta Regional Transportation Agency (SRTA)	Fiscal Year 2017-18 Funding Plan for Clean Transportation Incentives
10/9/- 10/12/17	• City of Shasta Lake • City of Redding, Department of Public Works • Shasta County Department of Public Works • Assembly Republican Leader, Brian Dahle • Greg Watkins, Chair, SRTA • North State Super Region • City of Anderson • United States Congressman, Doug LaMalfa • Executive Director, Dan Little, SRTA	Support Letters: Tiger Grant - Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)
10/12/17	Malcom Dougherty, Director, Caltrans – Greg Watkins, Chair, SRTA – Jeff Kiser, City Manager, Anderson – Patrick Minturn, Director, Shasta County Public Works	Tiger Grant -Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) Submittal Cover Letter
10/23/17	Wade Hobbs, U.S. Department of Transportation, Federal Highway Administration	SRTA MPO 2017 FTIP/FSTIP Amendment No. 5
11/17/17	San Joaquin Joint Powers Authority	San Joaquin Joint Powers Authority Staff Report

Daniel S. Little, AICP, Executive Director



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E-Mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

October 9, 2017

California Air Resources Board
Mobile Source Control Division
Attn: Mr. Andrew Panson
1001 I Street
Sacramento, CA 95814

Subject: Fiscal Year 2017-2018 Funding Plan for Clean Transportation Incentives

Dear Mr. Panson:

The Shasta Regional Transportation Agency (SRTA) appreciates the opportunity to comment on the discussion draft of the California Air Resources Board's (CARB) fiscal year 2017-2018 funding plan for Clean Transportation Incentives. While this plan will help to improve air quality and provide needed investments in zero- and near zero-emission vehicles and technology, some investments could be enhanced to expand opportunities for participation by rural and small-urban communities and regions. SRTA provides the following comments for consideration:

1. Expand role of Metropolitan Planning Organizations (MPO) in CARB's Clean Transportation Incentives Programs.

As indicated in the title of the program, this funding plan focuses on the transportation sector. While CARB closely coordinates with local air quality districts, air quality districts **are not directly responsible** for developing, tracking and reporting on transportation sector emissions or for planning for ways to reduce emissions. Under Senate Bill (SB) 375 CARB and MPOs must develop greenhouse gas (GHG) reduction targets to help meet California's AB 32 GHG goal of reducing transportation emissions 80% below 1990 levels by 2050. MPOs are required to develop Sustainable Communities Strategies, as part of the Regional Transportation Plan (RTP), which identifies strategies for how the region can meet GHG reduction targets.

SRTA suggests that CARB include MPO specific outreach with each investment plan to ensure the program helps to meet state and regional SB 375 goals. SRTA also suggests that CARB consider how to provide MPOs direct funding through the Clean Transportation Incentives

program. For example, CARB could set aside 5% of the Cap-and-Trade auction proceeds for MPOs and make them available by formula.

2. Expand Zero-Emission Transit Bus Voucher Amounts to Consider Coach Buses in Proposed HVIP Change to Adjust Voucher Amounts for New Zero-Emission Vehicles.

Table I-17: Zero-Emission Transit Bus Voucher Amounts does not take into consideration that battery-electric coach style buses – often used for longer distance, intercity travel – have a higher cost because of the need for higher battery capacities. A long-range, battery-electric coach bus has a higher price (\$900,000 - \$1 million) like an articulating bus, not the \$700,000 - \$800,000 range of a low floor bus of the same length. Like an articulating bus, “...Additional funding is needed to help offset the substantial incremental cost. Increased funding from HVIP will reduce incremental cost; thus, making the purchase of the” coach style battery-electric bus a more feasible option for long distance, intercity bus service. SRTA suggests that CARB include a separate category for long-range, coach style buses, with funding amounts like those for articulating buses to more accurately fund incremental cost. SRTA provides the following suggested edits to Table I-17 (page I-93):

Table I-17: Zero-Emission Transit Bus Voucher Amounts

Bus Length and Bus Type	Base Vehicle Incentive		
	1 to 100 vehicles		>100 vehicles
	Outside DAC	In a DAC or Low-Income Census Tract	
20 ft. - 24 ft.	\$ 80,000	\$ 90,000	\$ 35,000
25 ft. - 29 ft.	\$ 90,000	\$ 100,000	\$ 40,000
30 ft. - 39 ft.	\$ 95,000	\$ 110,000	\$ 45,000
40 ft. - 59 ft.	\$ 150,000	\$ 165,000	\$ 70,500
Long-range coach style bus	\$ 175,000	\$ 190,000	\$ 82,250
≥ 60 ft. Zero-Emission Battery- Electric Articulating Transit Bus	\$ 175,000	\$ 190,000	\$ 82,250
≥ 40 ft. Hydrogen Fuel-cell Electric Bus	\$ 300,000	\$ 315,000	\$ 142,500

3. Expand Enhanced Fleet Modernization Program (EFMP) and Plus-Up program to include rural and small-urban regions.

The EFMP incentives are designed to provide funding to lower-income consumers who may desire to replace their older vehicles with a new or used hybrid, plug-in or all-electric vehicles. As indicated in the funding plan, this program is currently only available in the San Joaquin

Valley and South Coast air quality districts with expansions planned in FY 2017-18 to include air districts in the Bay Area, Sacramento, and San Diego regions. These investments focus primarily on larger urbanized regions and do not equitably distribute funding opportunities across the state.

As indicated in the investment plan, approximately \$30 million in FY 2016-17 funding is being carried over into FY 2017-18 due to the programs in existing areas not anticipated to exhaust awarded funds. SRTA suggests CARB reach out to some of the smaller air districts or transportation agencies, to consider developing pilot projects in those regions. These regions have many low-income consumers who would benefit greatly from this program. For instance, CARB could work with air quality and/or transportation agencies to develop a pilot program with up to \$2 million in funding for the entire 16-county North State Super Region.

4. Expand Eligibility for the Clean Mobility Options for Disadvantaged Communities Program.

CARB is providing up to \$17 million in funding for the Clean Mobility Options for Disadvantaged Communities program. This program is designed to provide car-sharing opportunities for low-income individuals, with a focus on encouraging the use of zero-emission or near zero-emission vehicles. Approximately \$12 million of program funding is proposed for small, simple car-sharing projects serving disadvantaged communities. CARB should expand this program to also include low-income communities, not just disadvantaged communities, to support the goals of SB 1275 and SB 350. This would provide the opportunity for projects in rural and small-urban communities who otherwise face insurmountable funding obstacles.

If you have any questions, please contact senior planner Jennifer Pollom by phone at (530) 262-6195 or by email at jpollom@srta.ca.gov, or senior planner Sean Tiedgen by phone at (530) 262-6185 or by email at stiedgen@srta.ca.gov.

Sincerely,



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

DLS/SMT/JP

City of Shasta Lake

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



October 9, 2017

Elaine Lan Chao, 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 Ms. Chao,

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

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

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

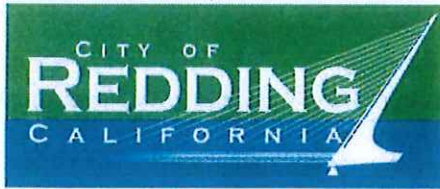
It is well known within the region that the proposed location of this project represents a major impediment for truck traffic that impacts the City of Shasta Lake as well as rail traffic for material sent by rail from within the City to the south. The proposed improvements to vertical and horizontal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

I request your consideration in approving this funding request.

Sincerely,

John N. Duckett, Jr.
City Manager

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



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

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**PUBLIC WORKS
ENGINEERING DIVISION**

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October 9, 2017

G-100-070/G-030-110

Ms. Elaine Lan Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Chao:

This letter is in support of the State of California-Department of Transportation (Caltrans) and Shasta Regional Transportation Agency's (SRTA) application for a 2017 TIGER grant funding for the Interstate 5 Redding to Anderson 6-Lane/UPRR Overhead Project in Shasta County.

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

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

Sincerely,

Brian Crane
Director of Public Works

c: Dan Little, Executive Director
Shasta Regional Transportation Agency



Shasta County

DEPARTMENT OF PUBLIC WORKS

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

October 9, 2017

FSH 090003

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

Subject: **Interstate 5 Project**

Dear Secretary Chao:

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

1. **Safety and Mobility.** Interstate 5 and the UPRR connect the West Coast. Substandard structures and clearances aggravate the number and severity of incidents along both lines. .
2. **Major Project.** Applicable design standards will require raising the vertical profile of the freeway. The bridge needs to clear-span the railroad corridor. The cost estimate is \$108 million.
3. **Resource Limitations.** Existing state and federal funding silos do not address this type of project. Local agencies have cobbled together some funds but the project remains out of reach.

The existing overcrossing impairs safety and mobility. The TIGER program is intended to provide a capstone to address such deficiencies. Shasta County lends its full support.

Sincerely,

Patrick J. Minturn, Director

PJM/ldr

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

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Assembly
California Legislature



BRIAN DAHLE
ASSEMBLY REPUBLICAN LEADER
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E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Oct. 9, 2017

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

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

Dear Secretary Chao:

I write to express my strong support for the California Department of Transportation's application for a U.S. Department of Transportation TIGER grant to widen Interstate 5 and replace the Union Pacific Railroad overcrossing. Caltrans has worked for years with the Shasta Regional Transportation Agency and the local jurisdictions in Shasta County to expand I-5 to six lanes to meet expected freight growth, and improve 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 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 foster the redevelopment of a property near the project site 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
Assembly Republican Leader



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Daniel S. Little, Executive Director

October 10, 2017

Elaine Lan Chao, 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 Chao:

The Shasta Regional Transportation Agency (SRTA) is pleased to be a co-applicant for a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to widen a section of Interstate 5 severely impacted by heavy-duty trucks and to replace an unsafe overcrossing of the Union Pacific Railroad (UPR). This project is located in rural northern California, a location that is a linchpin for west coast goods movement.

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

The current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service. Train derailments are frequent in our region – A UPR train struck an Interstate 5 bridge support in 2014 just north of the project site. Interstate 5 bridge supports at the project site are in harm's way. A catastrophic structural failure on Interstate 5 would instantaneously halt Interstate travel, truck, and rail traffic in one fell swoop.

The lack of a new overcrossing is delaying other transportation investments within the project vicinity due to limitations of the existing overcrossing. The proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success in an area that is ripe for, and has begun, economic redevelopment, as well as maintain the continued integrity of the I-5 corridor.

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

October 10, 2017

Page 2

TIGER holds the key to mitigate a major transportation catastrophe while allowing the rural north state, as well as state, 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.

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

Sincerely,



Greg Watkins, Chair

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



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

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Ivan Garcia, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

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 Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

October 10, 2017

Elaine Lan Chao, Secretary

U.S. Department of Transportation

1200 New Jersey Avenue, SE

W 12-140

Washington, DC 20590

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

Dear Secretary Foxx:

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

I-5 and UPRR are critical to the nation's economy as the primary north-south goods movement corridor and rail freight provider in the west. Additionally, the I-5 corridor is crucial to connecting people to employment, education and other services such as rural area connections requisite to the continued support of the economic advancement of the North State.

Within the project's boundaries, the current UPRR Overcrossing, near the city of Anderson, does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR 1-5 Corridor Line. The lack of a new overcrossing is also delaying other transportation investments within the project vicinity.

The proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success in an area that is ripe for, and has begun, economic re-development, as well as maintain the continued integrity of the 1-5 corridor.

One of the first products of our rural coalition was an economic study of our super-region. Among the many things we have in common in far northern California is that economy has been historically based on timber, mining, other extractive industries, as well as agriculture and recreation. With timber

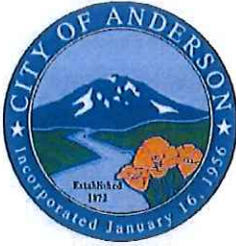
production in drastic decline and agriculture impacted by a historic drought, our economic base is in serious need of diversification and expansion. The economic opportunities to be brought about by removing obstacles to freight movement will provide an impetus for industrial investment in an area well suited such development.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ivan Garcia". The signature is fluid and cursive, with the first name "Ivan" and last name "Garcia" clearly distinguishable.

Ivan Garcia, Chair
North State Super Region



October 10, 2017

Ms. Elaine Lan Chao, 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 Lan Chao:

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

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

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

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

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

Sincerely,



Jeff Kiser
City Manager
City of Anderson

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

DOUG LaMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON AGRICULTURE

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

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

October 11, 2017

The Honorable Elaine Chao, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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<http://lamalfa.house.gov>

Re: Interstate 5 Redding to Anderson Six-Lane and Union Pacific Railroad Overcrossings TIGER Grant

Dear Secretary Chao:

I strongly support the application by the California Department of Transportation for TIGER grant funding to complete the Interstate 5 Anderson to Redding Six-Lane Project (I-5 RASL) in rural northern California. Not only would this project improve interstate goods movement along the primary north-south artery on the west coast, stimulating economic development, but will also address existing hazards caused by the substandard I-5 overcrossings of heavily-used railroad tracks. As the success of the project will have positive impacts on the delivery and safety of goods movement and private travel for the entire west coast, it deserves your positive consideration.

While much of the I-5 RASL project has been completed, a significant portion has not yet been upgraded due to the need to replace two overcrossings over Union Pacific Railroad tracks. The existing overcrossings fail to meet minimum height or width standards, creating a potentially devastating hazard to west coast goods movement and travel. Should a derailment occur, or simply a shifting overhanging load, one or both overcrossings could be damaged beyond repair. Such an accident could simultaneously cut both the primary interstate and rail line providing north-south travel and goods movement on the west coast, the effects of which would be economically devastating.

As the potential negative impacts of failing to address this hazard are regional in scope, and nearly all other sources of funding are subject to rigid requirements that preclude use for this specific project, it is imperative that the federal government assist in preventing such an accident. I respectfully request you join me, Caltrans, and co-applicants the Shasta Regional Transportation Agency, the city of Anderson, and the county of Shasta, in supporting this grant application and giving it your fullest consideration.

Sincerely,


Doug LaMalfa
Member of Congress



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Daniel S. Little, Executive Director

October 11, 2017

Barry Tippen, City Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Support for City of Redding South Bonnyview Intersection for TIGER funding

As the designated Metropolitan Planning Organization for the Shasta Region, Shasta Regional Transportation Agency (SRTA) is pleased to support the City of Redding's application for TIGER funds needed to complete the Interstate 5 South Bonnyview Interchange.

The project supports efforts by SRTA and the California Department of Transportation to enhance capacity and reliable traffic flow on mainline Interstate 5. If funded, the project will become the new southern gateway to the city; support development at region's premier shovel-ready business park; and improve access between Interstate 5 and the State Route 299 corridor. The project is also consistent with the Regional Transportation Plan and Sustainable Communities Strategy, in that the new interchange will support mixed-use development in one of the region's next strategic growth Areas and features complete streets design.

Thank you for your careful consideration of the Redding South Bonnyveiw Intersection for TIGER funding.

Sincerely,

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

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



October 12, 2017

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

Dear Secretary Chao:

The California Department of Transportation (Caltrans), the Shasta Regional Transportation Agency (SRTA), the city of Anderson, and the county of Shasta appreciate the funding opportunity provided by the U.S. Department of Transportation's Transportation Investments Generating Economic Recovery (TIGER) Grant Program and are pleased to jointly submit the Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) for funding consideration. Due to the national and regional significance of this project, we urge USDOT to award the full \$25.0 million in requested TIGER funds to support completion of the \$108.788 million I-5 RASL project, including the critical replacement of the South Anderson Union Pacific Railroad Overhead.

The I-5 RASL project will replace a substandard railroad grade separation (South Anderson Overhead), as well as increase from four to six lanes I-5 for 4.0 miles. The region has already invested in, and upgraded the interstate on the project bookends. I-5 RASL will significantly improve the efficiency and reliability of both truck and rail access on California's primary north/south corridor. This project brings \$83.788 million to the table, a compendium of local (\$5.276 million) and state (\$78.512 million) 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 \$102.6 million. In an economically-depressed region, benefits like this investment are rarely seen. The project will actively promote economic competitiveness, as well as stabilize west coast freight movement for decades to come.

Caltrans will serve as the lead applicant and deliver the project. SRTA, the city of Anderson, and the county of Shasta are also co-applicants. Each agency has a vested interest in the I-5 corridor, including financial contributions.

Interstate 5 Anderson to Redding Six-Lane Project
October 12, 2017
Page 2

This project is of great national and regional importance, serving as the backbone of west coast trade. We respectfully request your favorable TIGER consideration.

Sincerely,

MALCOLM DOUGHERTY
Director, Caltrans

A handwritten signature in blue ink, appearing to read "Jeff Kiser", with a long horizontal flourish extending to the right.

JEFF KISER
City Manager, Anderson

A handwritten signature in blue ink, appearing to read "Greg Watkins", with a long horizontal flourish extending to the right.

GREG WATKINS
Chair, SRTA

A handwritten signature in blue ink, appearing to read "Patrick J. Minturn", with a long horizontal flourish extending to the right.

PATRICK J. MINTURN
Director, Shasta County Public Works



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

October 23, 2017

650 Capitol Mall, Suite 4-100
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In Reply Refer To:
HAD-CA

Mr. Bruce de Terra
Chief, Division of Transportation Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 5

Dear Mr. de Terra:

We have completed our review of Amendment No. 5 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated September 26, 2017. Amendment No. 5 to the SRTA 2017 FTIP was approved on September 15, 2017 by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment modifies two previously programmed State Highway Operations and Protection Program (SHOPP) grouped project listings and one previously programmed individual project listing for social services transit.

Pursuant to the *December 15, 2014, Memorandum of Understanding between the Federal Highway Administration (FHWA), California Division, and the Federal Transit Administration (FTA), Region IX*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No.5, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "Fixing America's Surface Transportation Act" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air

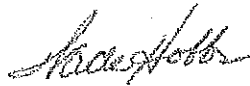
Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

We are approving this amendment with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Jerome Wiggins of the FTA Region IX Office at (415) 734- 9575, or by email at Jerome.Wiggins@dot.gov; or Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration



Wade Hobbs
Statewide Transportation Coordinator
Federal Highway Administration

SAN JOAQUIN JOINT POWERS AUTHORITY

November 17, 2017

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute a Memorandum of Understanding with the Shasta Regional Transportation Agency to Provide Operating Support to Shasta Regional Transportation Agency for a Planned Express Bus Service between Redding and Sacramento

Background:

The 2017 SJJPA Business Plan Update includes discussion of the possibility of working with the Shasta Regional Transportation Agency (SRTA) on a re-working of bus service between Sacramento and Redding. At the July 28, 2017 SJJPA Board Meeting, SRTA presented plans for the development of an all-electric express bus service between Redding and Sacramento via the I-5 corridor, as well as details on their intention to submit a TIRCP application to provide capital funds for this new service. Since then, SRTA has further developed their vision for this express bus, which is now envisioned to be the core trunk line in a larger network of buses in Northern California called the "North State Intercity Bus" service (see attached map). SRTA is partnering with other local transit agencies to coordinate this bus network.

SJJPA and SRTA see an opportunity to form a partnership that would allow Amtrak passengers currently traveling on Amtrak Thruway buses from Sacramento to Red Bluff or Redding to utilize the new SRTA express bus instead. Correspondingly, SJJPA staff is currently investigating the potential for terminating Amtrak Thruway Bus Route 3 in Chico to save on operation costs, which could enable SJJPA to financially support SRTA's proposed express bus service. SJJPA financial support would greatly assist SRTA on its TIRCP application. Note that any funding support provided by SJJPA would start in the second year of the operation of the express bus service due to Perata Law restrictions.

SJJPA will work to ensure San Joaquins passengers have seamless access/ticketing on the new SRTA express bus. The express bus service is envisioned to allow San Joaquins passengers to book tickets on SRTA's new bus service through Amtrak. Additionally, the service would provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor.

SJJPA is in the process of determining how much annual cost savings can be realized by truncating Thruway Bus Route 3 in Chico. SRTA is also developing an annual operating cost estimate for the express bus between Redding and Sacramento. Prior to the submittal of the SRTA's TIRCP application, SJJPA and SRTA need to determine how much operating support SJJPA would provide to the express bus and how it will be calculated and to formalize in a Memorandum of Understanding (MOU) for inclusion in the application. As part of a MOU, parameters for the express bus service as it relates to the San Joaquins would be included, such as where the connection point would be, how long buses would wait for late trains, and how passengers who miss the bus (due to late trains) would be accommodated.

Fiscal Impact:

A portion of the operating saving from reducing the length of Thruway Bus Route 3 would be applied to operating support to SRTA's North State Express Bus Service. The amount of this support is still being determined.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute a Memorandum of Understanding with the Shasta Regional Transportation Agency to Provide Operating Support to Shasta Regional Transportation Agency for a Planned Express Bus Service between Redding and Sacramento.

North State Intercity Bus

Schematic Transit Service Map

