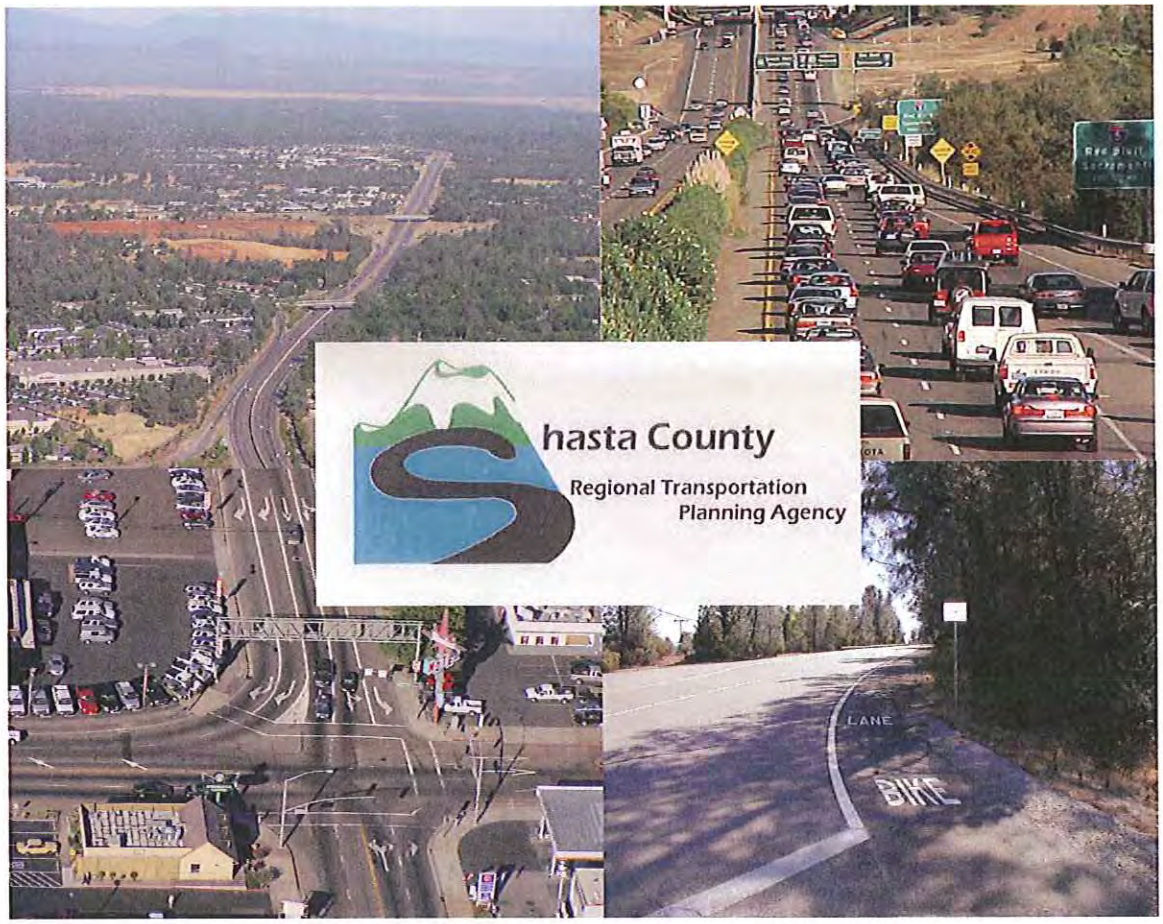
SHASTA COUNTY
2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Shasta County Regional Transportation Planning Agency
1855 Placer Street
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Website: www.scrtpa.org

Approved December 8, 2009

SHASTA COUNTY

2010
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

FOR

FISCAL YEARS 2010/11- 2014/15

DECEMBER 8, 2009

Prepared By:

The Shasta County Regional
Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

In Cooperation With:

City of Redding
City of Anderson
City of Shasta Lake
Shasta County
Redding Area Bus Authority
Caltrans District 2

The preparation of this Transportation Improvement Program was financed in part by a planning grant from the Federal Highway Administration

Shasta County
Regional Transportation Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
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Daniel S. Little, Executive Director

February 1, 2010

RPP 030110

Bimla Rhinehart, Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

Subject: Shasta County 2010 Regional Transportation Improvement Program

Dear Mrs. Rhinehart:

We have enclosed our 2010 Shasta County Regional Transportation Improvement Program (RTIP) adopted December 8, 2009. The 2010 RTIP consists of this cover letter, a summary table, project programming request sheets, and the Performance Report. The 2010 RTIP contains four projects. Each is summarized below:

- **Interstate 5 Widening in South Redding (PPNO 3331) – Design and Right-of-Way.** This would program $174,000 RIP and $336,000 IIP for PS&E, and $50,000 RIP for ROW. This $560,000 total programming request is fully offset by converting the existing "Dana to Downtown Landscaping" project from RIP non-TE funds to TE funds (see below).

  The project would add a median lane in each direction on a 6.5 mile stretch of I-5 from south of the Bonnyview Interchange in south Redding to north of the State Route 44 Interchange in central Redding. This segment of I-5 has long been the region's number one priority. This portion of I-5 moves considerable interregional traffic and goods. Accordingly, the project is a strong candidate for state and federal grants. We need to keep moving forward with the remaining project development components in order to secure these discretionary funds.

  The environmental work, funded by the CTC in the 2008 STIP, is complete. All work will be within the existing right-of-way. The total project cost is $26.506 million. The construction phase is placed outside the five-year STIP program due to insufficient county and ITIP shares. We hope to fully program the project in the 2012 STIP cycle with a 50% ITIP commitment. Better still, applications for construction funds are pending through the CMIA, TIGER, and federal reauthorization programs.

- **Dana to Downtown Landscaping (PPNO 6650Y) - Construction.** This would carryover $560,000 from the 2008 STIP for landscaping related to the Dana to Downtown Project. We propose changing the fund source from RIP and IIP non-TE to RIP TE since this is a non-motorized project with NEPA clearance. This fund source change frees up non-TE capacity for PPNO 3331 above.

- **East Redding Bike Lanes Phase 2 (PPNO 2490) - Construction.** This would program $2.294 million in TE funds in FY 11-12 for construction of the final phase of bike lanes in east Redding.

- **Planning, Programming, and Monitoring (2368) -** These funds are proposed to develop projects in various jurisdictions for future STIP programming. Shares are spread equally over the five-year program.

Once again, we urge your help in keeping the I-5 South Redding Six Lane Project moving forward while putting it in the best possible position to secure non-STIP funds.

If you have any questions, please contact me at 530-245-6819 or email dlittle@co.shasta.ca.us.

Sincerely,

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

DSL/jac

Enclosures: Shasta County 2010 RTIP

c: Randell Iwasaki, Caltrans Director
John Bulinski, District 2 Director
Rachel Falsetti, Chief, Division of Transportation Programming

Shasta County 2010 RTIP (Proposed)

Note - Values are in thousands

	FY10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	2010 RTIP/STIP Total	Beyond *	Total
RTIP Program								
S.Redding Interstate 5 Widening (Env. (08-09), (Design and Con)	$174					$174	$ 10,853	$11,027
(ROW)	$50					$50		$50
Dana to Downtown Landscaping (TE) (Con)	$560					$560		$560
E. Redding Bike Lanes Phase 2 (TE) (Con)		$2,294				$2,294		$2,294
Planning Programming and Monitoring (PPM)	$245	$245	$244	$244	$244	$1,222		$1,222
Total	**$1,029**	**$2,539**	**$244**	**$244**	**$244**	**$4,300**	**$10,853**	**$15,153**

ITIP Program								
S.Redding Interstate 5 Widening (Con) **	$336					$336	$ 13,898	$14,234
Total	**$336**					**$336**	**$ 13,898**	**$ 14,234**

* Insufficient funds are available in this RTIP cycle and are placed outside of five year program. Funds may be brought forward in 2012 RTIP cycle.

** SCRTPA intent is that ITIP funds 50% of total project.

PROJECT NOMINATION SHEETS

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09) *General Instructions*

☐ New Project	☑ Amendment (Existing Project)			Date: 12/09/09
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**
2	4C401	3331		

County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element
SHA	5	Shasta County RTPA	Shasta	CO

Project Title

South Redding I-5 6-lane

PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address
R11.0	R17.5	Phil Baker	(530)225-3180	phil_baker@dot.ca.gov

Location, Project Limits, Description, Scope of Work, Legislative Description

Near Redding, from north of Smith Road overcrossing to north of Route 5/299 separation. Add a median lane and widen structures.

Component	Implementing Agency	Reimbursements
PA&ED	Caltrans	
PS&E		
Right of Way		
Construction		

Legislative Districts

Assembly:	2	Senate:	4
Congressional:	2		

Purpose and Need

On Route 5 from south of Bechelli-Churn Creek overcrossing to north of the Hilltop overcrossing. Add a median lane northbound and southbound. Widen East Cypress Avenue undercrossing left and right to accomodate a 12-foot lane and 10-foot shoulder.

Project Benefits

Improve regional and interregional mobility, connectivity and goods movement. Improve operations and safety by reducing traffic conbestion northbound and southbound.

Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				07/01/08
Circulate Draft Environmental Document	Document Type	N/A		
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				10/01/09
Begin Design (PS&E) Phase				
End Design Phase (Ready to List for Advertisement Milestone)				
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/09/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	3331		4C401
Project Title:	South Redding I-5 6-lane			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)	1,195							1,195	Caltrans
PS&E					3,476			3,476	
R/W SUP (CT)					317			317	
CON SUP (CT)					3,333			3,333	
R/W									
CON					35,436			35,436	
TOTAL	1,195				42,562			43,757	
Proposed Total Project Cost									
E&P (PA&ED)	1,195							1,195	
PS&E		510						510	
R/W SUP (CT)		50						50	
CON SUP (CT)							2,475	2,475	
R/W									
CON							22,276	22,276	
TOTAL	1,195	560					24,751	26,506	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	1,195							1,195	Shasta County RTPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,195							1,195	
Proposed Funding									Notes
E&P (PA&ED)	1,195							1,195	$224 RIPK from Dana to Downtown Landscape (PPNO 6650Y) for PS&E and R/W Support
PS&E		174						174	
R/W SUP (CT)		50						50	
CON SUP (CT)									
R/W									
CON									
TOTAL	1,195	224						1,419	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding									FUTURE
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E					3,476			3,476	
R/W SUP (CT)					317			317	
CON SUP (CT)					3,333			3,333	
R/W									
CON					35,436			35,436	
TOTAL					42,562			42,562	
Proposed Funding									Notes
E&P (PA&ED)									$10,853 RIP/$13,898 IIP Future Need
PS&E									
R/W SUP (CT)									
CON SUP (CT)							2,475	2,475	
R/W									
CON							22,276	22,276	
TOTAL							24,751	24,751	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/09/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	3331		4C401
Project Title:	South Redding I-5 6-lane			

Fund No. 3:									**Program Code**
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									**Notes**
E&P (PA&ED)									$336K IIP from Dana to Downtown Landscape (PPNO 6650Y) for PS&E
PS&E		336						336	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		336						336	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/09/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	3331		4C401
Project Title:	South Redding I-5 6-lane			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)	1,195							1,195	Caltrans
PS&E					3,476			3,476	
R/W SUP (CT)					317			317	
CON SUP (CT)					3,333			3,333	
R/W									
CON					35,436			35,436	
TOTAL	1,195				42,562			43,757	
Net Change									
E&P (PA&ED)									
PS&E		510			-3,476			-2,966	
R/W SUP (CT)		50			-317			-267	
CON SUP (CT)					-3,333		2,475	-858	
R/W									
CON					-35,436		22,276	-13,160	
TOTAL		560			-42,562		24,751	-17,251	
Proposed New Result									
E&P (PA&ED)	1,195							1,195	
PS&E		510						510	
R/W SUP (CT)		50						50	
CON SUP (CT)							2,475	2,475	
R/W									
CON							22,276	22,276	
TOTAL	1,195	560					24,751	26,506	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	1,195							1,195	Shasta County RTPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,195							1,195	
Change									Notes
E&P (PA&ED)									
PS&E		174						174	
R/W SUP (CT)		50						50	
CON SUP (CT)									
R/W									
CON									
TOTAL		224						224	
Proposed Funding									
E&P (PA&ED)	1,195							1,195	
PS&E		174						174	
R/W SUP (CT)		50						50	
CON SUP (CT)									
R/W									
CON									
TOTAL	1,195	224						1,419	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/09/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	3331		4C401
Project Title:	South Redding I-5 6-lane			

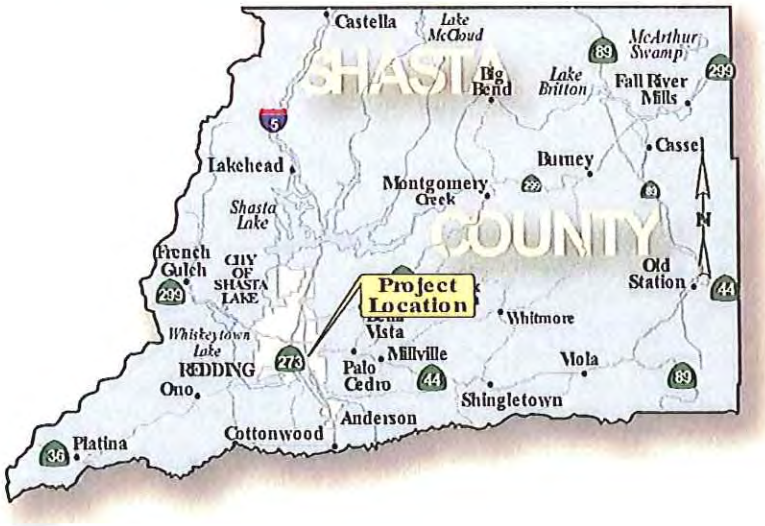
Fund No. 2:	Future Need - Future Funds (NO-FUND)								**Program Code**
Existing Funding									FUTURE
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E					3,476			3,476	
R/W SUP (CT)					317			317	
CON SUP (CT)					3,333			3,333	
R/W									
CON					35,436			35,436	
TOTAL					42,562			42,562	
Change									**Notes**
E&P (PA&ED)									
PS&E					-3,476			-3,476	
R/W SUP (CT)					-317			-317	
CON SUP (CT)					-3,333		2,475	-858	
R/W									
CON					-35,436		22,276	-13,160	
TOTAL					-42,562		24,751	-17,811	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)							2,475	2,475	
R/W									
CON							22,276	22,276	
TOTAL							24,751	24,751	

Fund No. 3:									**Program Code**
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									**Notes**
E&P (PA&ED)									
PS&E		336						336	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		336						336	
Proposed Funding									
E&P (PA&ED)									
PS&E		336						336	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		336						336	

02-SHA-5 PM 11.0/17.5
02-185-4C401K
PPNO 3331
February 2008

In Shasta County in and near Redding from 0.1 mi north of Smith Road Overcrossing to 0.6 mi south of Twin View Blvd Undercrossing

(Widen Interstate 5 in South Redding To 6 Lanes)



STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

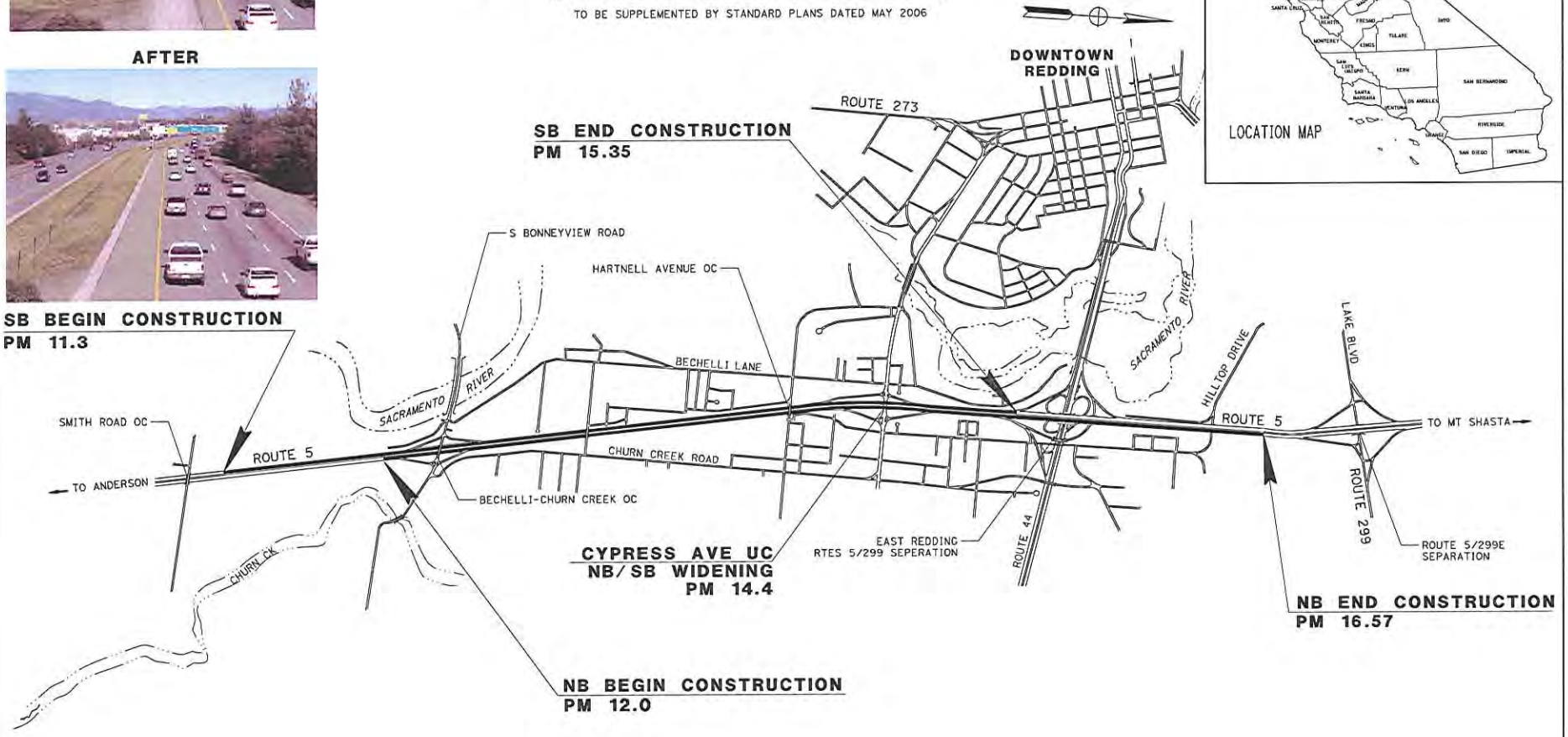
STATE HIGHWAY

IN SHASTA COUNTY IN AND NEAR REDDING FROM 0.1 NORTH OF SMITH ROAD OVERCROSSING TO 0.2 MILE NORTH OF ROUTE 5/299 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

BEFORE

AFTER



NO SCALE

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09) *General Instructions*

☐ New Project	☑ Amendment (Existing Project)			Date:	11/12/09
Caltrans District	**EA**	**PPNO**	**MPO ID**		**TCRP No.**
2	32804	6650Y			

County	**Route/Corridor**	**Project Sponsor/Lead Agency**	**MPO**	**Element**
SHA	44	Caltrans	Shasta	CO

Project Title

Dana to Downtown Landscape

PM Bk	**PM Ahd**	**Project Mgr/Contact**	**Phone**	**E-mail Address**
0.3	1.8	Phil Baker	(530)225-3180	

Location, Project Limits, Description, Scope of Work, Legislative Description

In Redding, on Route 5 from East St. to 0.5 km east of the Sacramento River Bridge, and from .5km south to .2 km north of Route 5/44 separation. Install irrigation and landscaping.

Component	**Implementing Agency**	**Reimbursements**
PA&ED	Caltrans	
PS&E	Caltrans	
Right of Way		
Construction	Caltrans	

Legislative Districts

Assembly:		**Senate:**	
Congressional:			

Purpose and Need

Enhancement and protection of the landscape for the traveling public within the corridor. Project will enance the visual character of the corridor along the bikeway and bridge, provides for vegetation management.

Project Benefits

Preserves the vegetation and enhances the design elements of the bridge and bikepath construction.

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				06/01/09
Circulate Draft Environmental Document	**Document Type**	CE		
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				07/15/09
Begin Design (PS&E) Phase				07/15/09
End Design Phase (Ready to List for Advertisement Milestone)				08/02/09
Begin Right of Way Phase				07/15/09
End Right of Way Phase (Right of Way Certification Milestone)				06/07/10
Begin Construction Phase (Contract Award Milestone)				01/10/11
End Construction Phase (Construction Contract Acceptance Milestone)				01/09/12
Begin Closeout Phase				01/09/12
End Closeout Phase (Closeout Report)				01/05/15

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	6650Y		32804
Project Title:	Dana to Downtown Landscape			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)	4							4	Caltrans
PS&E	80							80	Caltrans
R/W SUP (CT)									
CON SUP (CT)		60						60	
R/W									
CON		500						500	Caltrans
TOTAL	84	560						644	
Proposed Total Project Cost									
E&P (PA&ED)	4							4	
PS&E	80							80	
R/W SUP (CT)									
CON SUP (CT)		36						36	
R/W									
CON		300						300	
TOTAL	84	336						420	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	1							1	Shasta County RTPA
PS&E	32							32	
R/W SUP (CT)									
CON SUP (CT)		24						24	
R/W									
CON		200						200	
TOTAL	33	224						257	
Proposed Funding									Notes
E&P (PA&ED)	1							1	
PS&E	32							32	
R/W SUP (CT)									
CON SUP (CT)		-24						-24	
R/W									
CON		-200						-200	
TOTAL	33	-224						-191	

Fund No. 2:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.025.700
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	3							3	Caltrans
PS&E	48							48	
R/W SUP (CT)									
CON SUP (CT)		36						36	
R/W									
CON		300						300	
TOTAL	51	336						387	
Proposed Funding									Notes
E&P (PA&ED)	3							3	
PS&E	48							48	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	51							51	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	6650Y		32804
Project Title:	Dana to Downtown Landscape			

Fund No. 3:									**Program Code**
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									**Notes**
E&P (PA&ED)									$560 RIP - TE Previously programmed
PS&E									
R/W SUP (CT)									
CON SUP (CT)		60						60	
R/W									
CON		500						500	
TOTAL		560						560	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	6650Y		32804
Project Title:	Dana to Downtown Landscape			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)	4							4	Caltrans
PS&E	80							80	Caltrans
R/W SUP (CT)									
CON SUP (CT)		60						60	
R/W									
CON		500						500	Caltrans
TOTAL	84	560						644	
Net Change									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		-24						-24	
R/W									
CON		-200						-200	
TOTAL		-224						-224	
Proposed New Result									
E&P (PA&ED)	4							4	
PS&E	80							80	
R/W SUP (CT)									
CON SUP (CT)		36						36	
R/W									
CON		300						300	
TOTAL	84	336						420	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	1							1	Shasta County RTPA
PS&E	32							32	
R/W SUP (CT)									
CON SUP (CT)		24						24	
R/W									
CON		200						200	
TOTAL	33	224						257	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		-48						-48	
R/W									
CON		-400						-400	
TOTAL		-448						-448	
Proposed Funding									
E&P (PA&ED)	1							1	
PS&E	32							32	
R/W SUP (CT)									
CON SUP (CT)		-24						-24	
R/W									
CON		-200						-200	
TOTAL	33	-224						-191	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	6650Y		32804
Project Title:	Dana to Downtown Landscape			

Fund No. 2:	IIP - State Cash (ST-CASH)								**Program Code**
Existing Funding									20.XX.025.700
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)	3							3	Caltrans
PS&E	48							48	
R/W SUP (CT)									
CON SUP (CT)		36						36	
R/W									
CON		300						300	
TOTAL	51	336						387	
Change									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		-36						-36	
R/W									
CON		-300						-300	
TOTAL		-336						-336	
Proposed Funding									
E&P (PA&ED)	3							3	
PS&E	48							48	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	51							51	

Fund No. 3:									**Program Code**
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		60						60	
R/W									
CON		500						500	
TOTAL		560						560	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		60						60	
R/W									
CON		500						500	
TOTAL		560						560	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09) *General Instructions*

☐ New Project ☑ Amendment (Existing Project)				Date: 11/12/09
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**
2		2490		

County	**Route/Corridor**	**Project Sponsor/Lead Agency**	**MPO**	**Element**
SHA		Shasta County	Shasta	LA

Project Title

East Redding Bike Lanes Phase 2

PM Bk	**PM Ahd**	**Project Mgr/Contact**	**Phone**	**E-mail Address**
		Mark Ciancio	(530)225-5102	

Location, Project Limits, Description, Scope of Work, Legislative Description

Near Redding, at Simpson College, Shasta College, Columbia Elementary School, and Big Dreams Sports Complex thru the Old Oregon trail corridor. Construct bike route.

Component	**Implementing Agency**	**Reimbursements**
PA&ED		
PS&E		
Right of Way		
Construction	Shasta County	

Legislative Districts

Assembly:	2	**Senate:**	4
Congressional:	2		

Purpose and Need

This 3.5 miles segment will provide bike lanes along the Old Oregon Trail between Columbia School and Route 299. Completing a safe bicycle and pedestrian route to the schools along the Old Oregon Trail Corridor.

Project Benefits

This Project promotes walking and biking along the Old Oregon Trail corridor between SR 44 and SR 299. by separating motorized and non-motorized traffic, the project will offer safe access between neighborhoods and to the schools mentioned above.

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		Underway
End Design Phase (Ready to List for Advertisement Milestone)		11/30/10
Begin Right of Way Phase		Underway
End Right of Way Phase (Right of Way Certification Milestone)		02/28/11
Begin Construction Phase (Contract Award Milestone)		03/01/11
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/11
Begin Closeout Phase		11/01/11
End Closeout Phase (Closeout Report)		03/01/12

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	2490		
Project Title:	East Redding Bike Lanes Phase 2			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,752					1,752	Shasta County
TOTAL			1,752					1,752	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			562					562	
TOTAL			562					562	

Fund No. 1:	RIP - STP Enhancements (STPE)								Program Code
Existing Funding									20.30.600.731
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Shasta County RTPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,752					1,752	
TOTAL			1,752					1,752	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-1,732					-1,732	
TOTAL			-1,732					-1,732	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									RIP TE 11-12
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,294					2,294	
TOTAL			2,294					2,294	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	2490		
Project Title:	East Redding Bike Lanes Phase 2			

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,752					1,752	Shasta County
TOTAL			1,752					1,752	
Net Change									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-1,190					-1,190	
TOTAL			-1,190					-1,190	
Proposed New Result									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			562					562	
TOTAL			562					562	

Fund No. 1:	RIP - STP Enhancements (STPE)								Program Code
Existing Funding									20.30.600.731
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Shasta County RTPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,752					1,752	
TOTAL			1,752					1,752	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-3,484					-3,484	
TOTAL			-3,484					-3,484	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-1,732					-1,732	
TOTAL			-1,732					-1,732	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

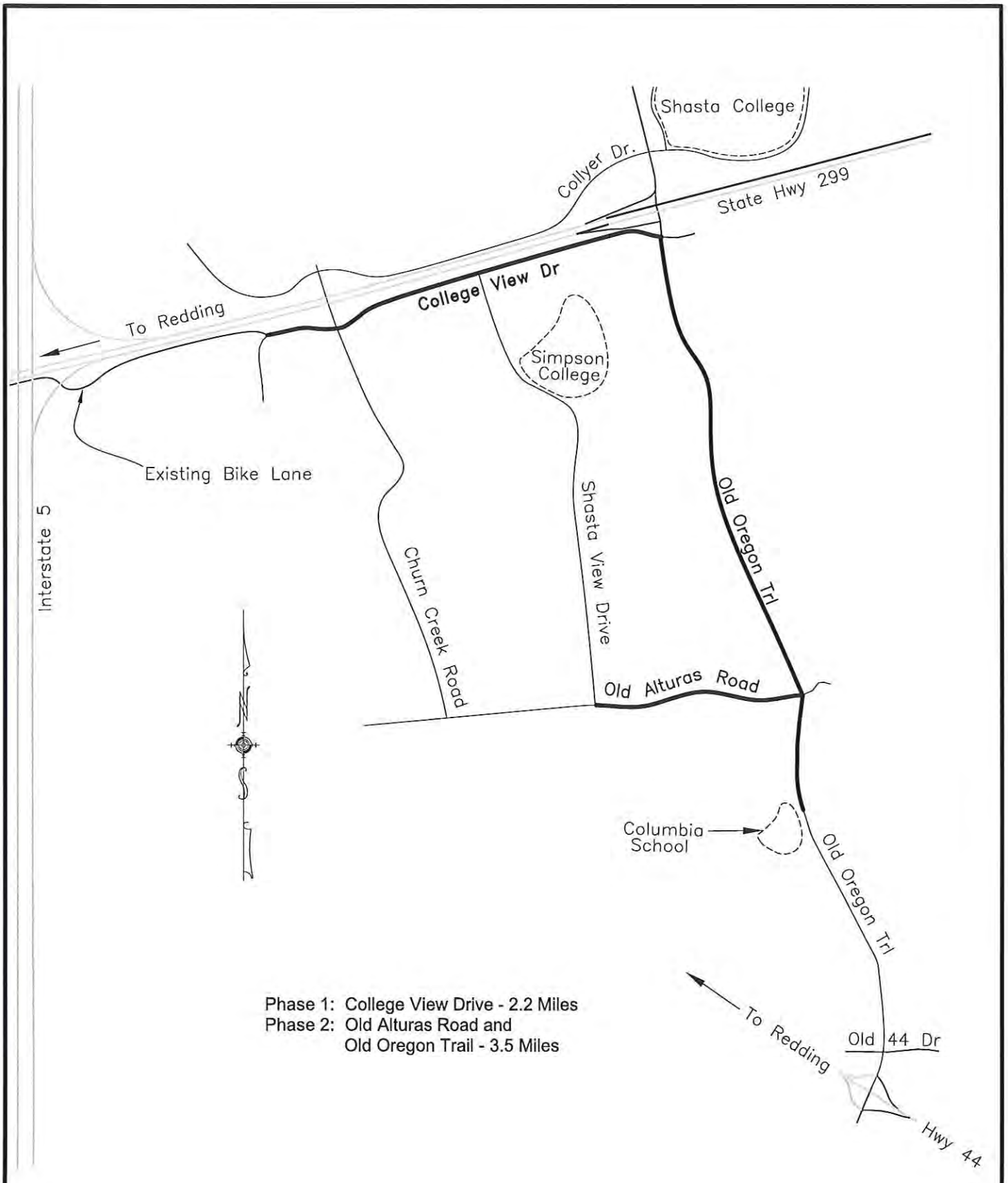
PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	2490		
Project Title:	East Redding Bike Lanes Phase 2			

Fund No. 2:									**Program Code**
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,294					2,294	
TOTAL			2,294					2,294	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,294					2,294	
TOTAL			2,294					2,294	



East Redding Bike Lanes

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09) *General Instructions*

☐ New Project ☑ Amendment (Existing Project)				Date: 11/12/09
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**
2		2368		

County	**Route/Corridor**	**Project Sponsor/Lead Agency**	**MPO**	**Element**
SHA		Shasta County RTPA	Shasta	LA

Project Title

Planning, Programming and Monitoring

PM Bk	**PM Ahd**	**Project Mgr/Contact**	**Phone**	**E-mail Address**
		Sue Crowe	(530)245-6826	scrowe@co.shasta.ca.us

Location, Project Limits, Description, Scope of Work, Legislative Description

Planning, Programming and Monitoring

Component	**Implementing Agency**	**Reimbursements**
PA&ED		
PS&E		
Right of Way		
Construction	Shasta County RTPA	

Legislative Districts

Assembly:	2	**Senate:**	4
Congressional:	2		

Purpose and Need

Planning, Programming, and Monitoring of STIP projects per Section 21 of STIP Guidelines.

Project Benefits

Development of STIP projects in Shasta County.

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	2368		

Project Title: Planning, Programming and Monitoring

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	365	365	365				2,213	Shasta County RTPA
TOTAL	1,118	365	365	365				2,213	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	245	245	244	244	244		2,340	
TOTAL	1,118	245	245	244	244	244		2,340	

Fund No. 1: RIP - State Cash (ST-CASH)

Program Code: 20.30.600.670

Existing Funding								
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON	1,118	365	365	365				2,213
TOTAL	1,118	365	365	365				2,213
Proposed Funding								
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON	1,118	245	245	244	244	244		2,340
TOTAL	1,118	245	245	244	244	244		2,340

Funding Agency: Shasta County RTPA

$250 CON voted 07/01/02
$69 CON voted 09/07/06
$70 CON voted 11/08/07
$364 CON voted 08/28/08

Notes: STIP-RIP. PPM Funding agency: Shasta County RTPA

Fund No. 2:

Program Code:

Existing Funding								
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								
Proposed Funding								
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 11/12/09

County	CT District	PPNO	TCRP Project No.	EA
SHA	2	2368		

Project Title: Planning, Programming and Monitoring

Existing Total Project Cost									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	365	365	365				2,213	Shasta County RTPA
TOTAL	1,118	365	365	365				2,213	
Net Change									
E&P (PA&ED)									$250 CON voted 07/01/02
PS&E									$69 CON voted 09/07/06
R/W SUP (CT)									$70 CON voted 11/08/07
CON SUP (CT)									$364 CON voted 08/28/08
R/W									
CON		-120	-120	-121	244	244		127	
TOTAL		-120	-120	-121	244	244		127	
Proposed New Result									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	245	245	244	244	244		2,340	
TOTAL	1,118	245	245	244	244	244		2,340	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.30.600.670
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Shasta County RTPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	365	365	365				2,213	
TOTAL	1,118	365	365	365				2,213	
Change									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		-120	-120	-121	244	244		127	
TOTAL		-120	-120	-121	244	244		127	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,118	245	245	244	244	244		2,340	
TOTAL	1,118	245	245	244	244	244		2,340	

PERFORMANCE AND COST-EFFECTIVENESS REPORT

SHASTA COUNTY 2010 RTIP
PERFORMANCE AND COST – EFFECTIVENESS REPORT
Shasta County Regional Transportation Planning Agency
December 8, 2009

Introduction

2010 RTIP

Part A

Attachment 1 on the following page is from the 2010 STIP Augmentation Guidelines dated October 14, 2009. It attempts to quantify the projected impact of the projects included in the 2010 RTIP, in terms of the performance measures listed in Section III of the Guidelines at the system wide level. Attachment 1 was reviewed and compared to the performance measures for the highway and local street system in the 2004 Regional Transportation Plan (RTP). Those measures are contained in the RTP in appendix I and are included as an exhibit in this report.

Part A was completed for the indicator "Safety". All other indicators were N/A due to lack of reliable and consistent data sets at this point in time. It should be noted that the Regional Travel Demand Forecasting Model will be used during the Regional Transportation Plan (RTP) update and will be used in the future to supply system level baseline data, the data is not available at this time.

Consistent with the intent of the Guidance on this subject, a qualitative review of each project was completed in Part B using the RTP Appendix I Highway and Street Performance Measures and STIP prioritization process where appropriate.

It should be noted that each project recommend for funding is consistent with the RTP and have been reviewed and ranked regionally in light of criteria presented as appendix E STIP Project Selection that is attached to this report. The process to rank local projects utilized a consistent modeling approach that included model runs from the Regional Travel Demand Forecasting Model and outputs from the Caltrans Benefit/Cost Model. Categories of review included Travel Time and Safety, Congestion Relief, Community Benefit, Regional Significance, and Air Quality. Projects in the STIP before this period were selected based upon committee review.

Shasta RTPA agrees that the intent of measurements at the project level is desirable and will address improving performance measures during the update to the RTP and working with its Caltrans and local partners to gather and documenting the performance measures base information.

Attachment 1

Part A:

Complete Part A.

Use the following to indicate quantitatively how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP). If any of the performance measures in Part A do not reflect the goals contained in an RTP/ITSP or if an RTIP/ITIP does not contain goals that are measurable by the performance measures contained within, simply state "not applicable (na)" for each indicator or each performance measure (where appropriate).

Performance Indicators and Measures

Indicator	Relation to STIP Sec 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities / Vehicle Miles Traveled (VMT)	35/1,393	Decrease
	2			Fatal Collisions / VMT	29/1,393	Decrease
	2			Injury Collisions / VMT	429/1,393	Decrease
	2	Transit	Mode	Fatalities / Passenger Miles		
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year		
	1			Average Peak Period Travel Time		
	1			Average Non-Peak Period Travel Time		
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route		
Reliability	1	Roadway	Corridor	Travel Time Variability		
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late		
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips		
	7			Average Daily Vehicle Trips (ADT)		
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks		
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7	Transit	Mode	Passengers per Vehicle Revenue Hour		
	7			Passengers per Vehicle Revenue Mile		
	7			Passenger Mile per Train Mile (Intercity Rail)		
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
	3			Percentage of Distressed Lane Miles		
	3			Percentage of Roadway at Given RI Levels		
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return		

*Level:
Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system
Region - Region or county commission that is responsible for RTIP submittal
Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

TABLE A
Performance Indicators, Measures and Definitions
(Page 1 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Definition/Indication
		Mode	Level*	Measures	
Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)	Indicates the ratio of the number of fatalities to the number of vehicle miles traveled.
	2			Fatal Collisions / VMT	Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled.
	2			Injury Collisions / VMT	Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled.
	2	Transit	Mode	Fatalities / Passenger Miles	Indicates the ratio of the number of fatalities to the number of passenger miles traveled.
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.
	1			Average Peak Period Travel Time	Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
	1			Average Non-Peak Period Travel Time	Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.	Indicates the accessibility of transit service.
Reliability	1	Roadway	Corridor	Travel Time Variability	Indicates the difference between expected travel time and actual travel time.
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	These measures indicate the ability of transit service operators to meet customers' reliability expectations.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

TABLE A
Performance Indicators, Measures and Definitions
(Page 2 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	Indicates the utilization of the transportation system by all vehicles.
	7			Average Daily Vehicle Trips	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Indicates the utilization of the transportation system by people.
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Indicates the utilization of the transportation system by trucks.
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.
	7			Passengers per Vehicle Revenue Mile	
	7			Passenger Mile per Train Mile (Intercity Rail)	
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).
				Percentage of Distressed Lane Miles	
				Percentage of Roadway at Given IRI Levels	Indicates roadway smoothness.
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return	Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

The STIP guidance indicates the following; If Part A alone is insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, complete Part B. The following chapter explains the process used in Part B for the Shasta 2010 RTIP.

Part B

The RTIP guidance indicates that the following information should be provided.

1. List your performance measures. See RTP Appendixes E & I and 2004 RTP
2. Provide a qualitative and/or quantitative analysis. See description within each project detailed below, where available project level has been provided.
3. State reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific. See reasons within the project description.
4. Identify any and all deficiencies encountered in as much detail as possible. See identification within each project description if data was available.

The below information reconciles the Shasta RTP and its Appendixes E and I to the STIP Guidelines and/or provides linkage to where the data may reside. Based upon the current state of the practice by the RTPA a number of Part A metrics can be calculated at the project level due to the process used to prioritized STIP funding assumptions in the RTP.

1. Safety – Roadway and Transit

Per Part A Guidance	Per RTPA Current Practice
Fatalities /Vehicle Miles Traveled (VMT)	RTP Table 5-5, Appendix E #1, Appendix I – page 2
Fatal Collisions / VMT	RTP Table 5-5, Appendix E #1, Appendix I – page 2
Injury Collisions / VMT	RTP Table 5-5, Appendix E #1, Appendix I – page 2
Fatalities / Passenger Miles	RABA Annual Report

2. Mobility - Roadway

Per Part A Guidance	Per RTPA Current Practice
Passenger Hour of Delay/Year	Appendix I, Mobility/Accessibility
Average Peak Period Travel Time	Appendix I, Mobility/Accessibility
Average Non-Peak Period Travel Time	Appendix I, Mobility/Accessibility

3. Accessibility – Transit

Per Part A Guidance	Per RTPA Current Practice
% Of Population within ¼ mile of a rail or bus route	None at this time, will work with RABA to determine this metric

4. Reliability – Roadway and Transit

Per Part A Guidance	Per RTPA Current Practice
Road – Travel Time Variability	Appendix I, System Reliability for selected routes
Transit - % of vehicles that arrive at their scheduled destination no more than 5 minutes late	None at this time, will work with RABA to determine this metric

5. Productivity – Roadway Vehicles and People, Trucks and Transit

Per Part A Guidance	Per RTPA Current Practice
Avg. Peak Period Vehicle Trips	HPMS if applicable, Special Studies
Avg. Daily Vehicle Trips	HPMS if applicable, Special Studies
Avg. Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Not done
Avg. Daily Vehicle Trips Multiplied by the Occupancy Rate	Not done
Percentage of Avg. Daily trips that are 5+ axles Trucks.	HPMS if applicable, Special Studies
Avg. Daily Vehicles that are 5+ axle Trucks	HPMS if applicable, Special Studies
Passenger per Vehicle Revenue Hour	State Controllers Report - system wide
Passenger per Vehicle Revenue Mile	State Controllers Report - system wide
Passenger Mile per Train Mile	Not done

6. System Preservation – Roadway

Per Part A Guidance	Per RTPA Current Practice
Total Number of Distressed Lane Miles	Local Pavement Mgt Systems Only 2 of 4 jurisdictions have PMS systems
Percentage of Distressed Lane Miles	Local Pavement Mgt Systems Only 2 of 4 jurisdictions have PMS systems
Percentage of Roadway at Given IRI Levels	Not currently aware of local Caltrans procedures

7. Return on Investment/Lifecycle Cost – Project Level performed using Caltrans Benefit Cost Model, process defined in the 2004 RTP Appendix E STIP PROJECT SELECTION, item # 1.

APPENDIX I

Highway and Local Street System Performance Measures

Outcome	Performance Measure	Indicator(s)	Data Source(s)
System Reliability	1) State highways, county roads and local street closures and/or delays due to construction, road repairs, utility installation, and roadside maintenance that exceed 30 minutes. 2) Travel time between selected origins and destinations on key Shasta county corridors. Needed for calibration of traffic model and assessing how proposed future transportation investments affect travel time for users of various modes.	1) Traffic flow delay: for occasional roadway closures of temporary nature, a time delay of twenty minutes or less would be the goal. For roadway closures of an extended nature, detour routes and/or traffic management programs shall be implemented that do not increase travel time by more than thirty minutes. 2) Travel time benchmarks will be developed for up to six routes to determine average time on corridors between significant intersections. A) Hwy 273 to I-5 via South Bonnyview. B) I-5, Gas Point to SR151, measured at each interchange. C) Hwy 44 from Hilltop on ramp to Shasta View off ramp. D) Cypress from Pine Street to Churn Creek. E) Shasta County Courthouse to Mt Shasta Mall via Lake Blvd F) Hwy 273 from Bonnyview Rd to Deschutes Rd.	1) Caltrans, District 02 construction and maintenance traffic control plan reports and filings. Caltrans, District 02 incident management response reports and CHP incident reports; Shasta County Sheriffs Department, DOT reports; local agency records. and traffic surveillance reports from all law enforcement agencies 2) SCRTPA staff and/or traffic engineering will conduct travel time studies and document on an annual basis. The indicator will be used to assess travel time and be useful in future analysis of plans and their affect on access to desired locations.

Outcome	Performance Measure	Indicator(s)	Data Source(s)
Safety/ Security	1) Document and Improve Traffic Accident Rates for the Backbone and Local Street System for roadway segments that exceed the statewide average accident rate (for comparable facility type) by more than 25% to the statewide average rate or lower.	1) Track number of motor vehicle accidents of all categories (fatalities, injuries, property damage) per million vehicle miles over three year plan period.	1) Accident statistics from Caltrans, District 02, Safety Division; Accident reports and cumulative statistics from Police Departments and California Highway Patrol accident data; statewide traffic accident data reports; programmed safety projects in triennial STIP process.
Mobility/ Accessibility	1) Traffic flow on roadway segments and congestion/delay at key intersections measured at peak hour time periods and total 24-hour time period. Level of Service determinations for the selected roadway segments and intersections will be based on Caltrans and Local Agency criteria	1) Level of Service (LOS) estimated for selected roadway segments, using appropriate planning level methodology and intersection LOS values for selected inter-sections. Changes in LOS values can be used to evaluate traffic flow conditions. A goal of LOS C for roadway segments and LOS D for intersections as minimum levels for PM peak hour performance will be maintained.	1) Results of the baseline analysis of roadway segments compared with traffic volumes at end of RTP update time frame. The analysis will use selected ground counts, and applicable LOS methodology and software.
Sustainability/System Preservation	1) Pavement Condition for selected segments and routes of the local roadway system. The postponement of needed maintenance results in deterioration of pavement surface and increased cost of repair. Pavement condition is only one measure of roadway system quality.	1) Pavement Condition updates from local database and track progress in improving overall pavement quality.	1) Pavement Management System (PMS) Report and report updates from consultant and/or local agency sources.

Attachment 2
Approved December 18, 2007
by Shasta County RTPA Board

RTIP Project Selection Principles

1. **Project consistency with Regional Transportation Plan (RTP).** The Board approved a prioritized list of needed projects over 20 years as part of the RTP. State and Federal rules require that all projects are consistent with our RTP.

2. **Project ability to leverage new funds for the region.** To stretch limited RTIP dollars, other funds need to be leveraged, including Interregional Transportation Improvement Program (ITIP) funds from 25% of the STIP, local funds, state grants, federal earmarks, and State Highway Operation and Protection Program (SHOPP) dollars.

3. **Regional congestion-relief benefit.** Projects that serve wide-spread regional traffic needs — as opposed to projects that serve localized areas or individual development projects — should have priority. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and Caltrans. Also, since most other transportation funds are committed to maintenance, RTIP funds should be reserved for capacity-increasing improvements.

4. **Full project funding likely.** There is little sense in expending resources or tying up programming capacity in a specific project if full project funding cannot be demonstrated.

5. **Appropriateness of using STIP funds where project is eligible for funds through other programs.** A project or portion of a project more appropriately funded through other eligible programs should be pursued accordingly. Examples include projects eligible under bridge, safety, or rehabilitation programs.

6. **Local agency funding contribution to regional needs identified in the RTP.** To some degree, all local agencies contribute locally raised revenue to regional needs identified in the RTP. Examples currently include local revenue programs for regional interchanges and major arterials. Priority should be given to projects where there is local funding participation in regional projects.

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Flex your power!
Be energy efficient!

November 19, 2009

Daniel S. Little, Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

Similar to previous State Transportation Improvement Program (STIP) cycles, the 2010 STIP guidelines reference that the California Department of Transportation (Department) has a responsibility to identify State highway needs to the appropriate regional agencies. In particular the guidelines state:

> *The Department may nominate or recommend State highway improvement projects for inclusion in the RTIP for programming from the county share. The department should also identify any additional State highway improvement needs within the region that could be programmed within 3 years beyond the end of the current STIP period. These programming recommendations and this identification of State highway improvement needs should be provided to the regional agency at least 90 days prior to the due date for submittal of the RTIP, ... The regional agency has the sole authority for deciding whether to accept the Department's STIP recommendations for programming in the RTIP. The Department should provide a copy or list of its RTIP recommendations and identification of additional State highway needs for each region to the Commission.*

This letter summarizes discussion to date concerning State highway needs in Shasta County and provides a summary list of project needs for consideration in future STIP programming cycles.

In our previous discussion on September 14, 2009, the Department provided a comprehensive list of needs on the State highway in Shasta County that was not constrained based on funding limitations or sources. We also discussed the funding limitations that exist in the STIP and the difficulty with smaller rural counties to fund large highway projects. As mentioned in those discussions, the Department's highest priority remains supporting State highway projects that are already fully or partially funded in the STIP. Shasta County RTPA currently has four projects funded on the State highway system. Two of these, the Dana to Downtown Project and a follow-up landscaping project are fully funded with no anticipated additional funding needs. The environmental component of the Buckhorn project is funded but the remaining need far exceeds available resources for several years. The Department is exploring different funding and phasing options. It is not anticipated that STIP Shares will be requested in the 2010 STIP Cycle.

The Department is concerned about the growing traffic demands on Interstate 5 and its impact on the State highway system in Shasta County. The Shasta RTPA has programmed the environmental phase on the South Redding Six Lane project that adds additional lanes in each direction on Interstate 5 from the Bonnyview Interchange through the State Route 44 Interchange (South Redding Six Lane project). The Department strongly supports the programming of the remaining components on this project, but is unable to contribute Interregional Improvement Program (IIP) funds at this time. This project would be considered one of the highest priorities for IIP funding in this part of the State if funds were available.

As mentioned above, the Department recognizes that STIP funding is very limited and very few projects will move forward under this program. We look forward to continued cooperation in prioritizing the transportation needs in Shasta County RTPA and seeking creative funding for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Dave Moore at (530) 225-3481 or me at the number above.

Sincerely,

Tim Huckabay
Deputy District Director, District 2
Division of Planning and Local Assistance

attachment

SHASTA COUNTY - Unmet State Highway Needs

DIST	COUNTY	ROUTE	PM	PROJECT NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	COMMENTS
2	SHA	44	L0.3/L1.8	Dana to Downtown Phase A & B	Replace bridge, construct Auditorium Drive overcrossing, construct eastbound and westbound auxiliary lanes, widen Continental Street under crossing.	6650	32803	Complete	Fully funded IIP/RIP/RIP TE. Construction scheduled for completion in 2012 or sooner.
2	SHA	44	L0.3/L1.8	Dana to Downtown Landscaping	Landscape and Plant establishment period.	6650Y	32804	Complete	Fully programmed in the 2008 STIP Cycle.
2	SHA	299	0.0/R7.4	Buckhorn Grade - Environmental Only	Realign Roadway.	0166A	27031	Complete	Funded RIP/IIP/HPP for Environmental Only. RIP funding from Shasta County, Trinity County, and Humboldt County. Project is being segmented to facilitate funding. PA&ED completed July 2009. Ultimate project need is $40-200 million.
2	SHA	5	R11.0/R17.5	South Redding 6 Lane	Add median lanes. Expand I-5 to 6-Lanes	3331	4C401	Complete	PA&ED programmed in the 2008 STIP Cycle. Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. The total project need is $28.3 million.
2	SHA	5		Riverside to Bonnyview 6-Lane	Add median lanes. Expand I-5 to 6-Lanes	3362	4C400	Initiated	Second most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. Anticipate exploring funding options in future STIP Cycles.
2	SHA	273		273 Bike Lanes	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	Anticipated to explore funding from Future TE Shares in the 2012 or 2014 Cycles.