

Final Shasta 2021 Federal Transportation Improvement Program



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Shasta

2021 Federal Transportation Improvement Program

Federal Fiscal Years 2020/21 – 2023/24

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In cooperation/consultation with:

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Caltrans, District 2
Redding Area Bus Authority
Dignity Health Connected Living
Pit River Tribe
Redding Rancheria
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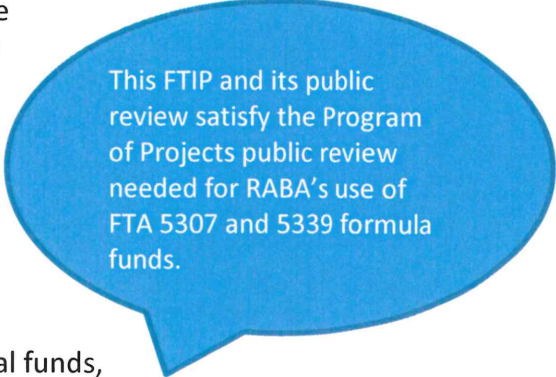
Acronym Guide

AB	Assembly Bill
(C)ARB	(California) Air Resources Board
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CON	Construction
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System (database)
DOT	Department of Transportation
EPA	Environmental Protection Agency
EPSP	Expedited Project Selection Procedures
FAST Act	"Fixing America's Surface Transportation" Federal Surface Transportation Authorization Act signed December 4, 2015
FHWA	Federal Highway Administration
FSTIP	Federal Statewide Transportation Improvement Program (statewide FTIP)
FTA	Federal Transit Administration
FTA 5303	Federal Transit Administration (Metropolitan Planning funds)
FTA 5307	Federal Transit Administration (Formula Capital & Operating Assistance)
FTA 5310	Federal Transit Administration (Capital Assistance for Mobility of Seniors and Individuals with Disabilities)
FTA 5311	Federal Transit Administration (Rural Areas Capital and Operating Assistance)
FTA 5339	Federal Transit Administration (Formula Bus and Bus Facilities Capital)
FY	Fiscal Year (July 1 through June 30)
FFY	Federal Fiscal Year (October 1 through September 30)
FTIP	Federal Transportation Improvement Program (regional programming document)
HBP	Highway Bridge Program
HES	Hazard Elimination Safety
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program(same as IIP)
LTF	Local Transportation Fund under the Transportation Development Act
MAP-21	"Moving Ahead for Progress in the 21 st Century" Federal Surface Transportation Authorization Act signed July 6, 2012
MPO	Metropolitan Planning Organization
NHS	National Highway System
OWP	Overall Work Program
PA & ED	Project Approval and Environmental Document
PDT	Project Development Team
PE	Preliminary Engineering
POP	Program of Projects (for FTA formula funds, e.g. Sections 5307 and 5339)
PM	Performance Measures
PM_{2.5} and PM₁₀	Particulate Matter, either under 2.5 or 10.0 microns in diameter or less

PPR	Project Programming Request
PS & E	Plans, Specifications and Estimates
PSR	Project Study Report
RABA	Redding Area Bus Authority
RTP	Regional Transportation Plan
RIP	Regional Improvement Program
ROW	Right of Way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
SB 1	Senate Bill 1 – The Road Repair and Accountability Act of 2017
SHOPP	State Highway Operation and Protection Program
SRTA	Shasta Regional Transportation Agency
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance under the Transportation Development Act
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDA	Transportation Development Act of 1971 (Mills-Alquist-Deddeh Act – SB 325)
TPM	Transportation Performance Management
USC	United States Code

Section 1 – Introduction and Overview

The U.S. Department of Transportation (DOT) has designated the Shasta Regional Transportation Agency (SRTA) as the Metropolitan Planning Organization (MPO) for Shasta County and its three incorporated cities—the cities of Anderson, Redding and Shasta Lake. As the MPO, SRTA is required to prepare a Federal Transportation Improvement Program (FTIP) every four years in accordance with Section 450.324 of the Metropolitan Transportation Planning regulations. The California Streets and Highways Code requires an update to the FTIP every two even years submitted before October 1. The FTIP must include all transportation-related projects with federal funding, or that are regionally significant. The FTIP outlines the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system.



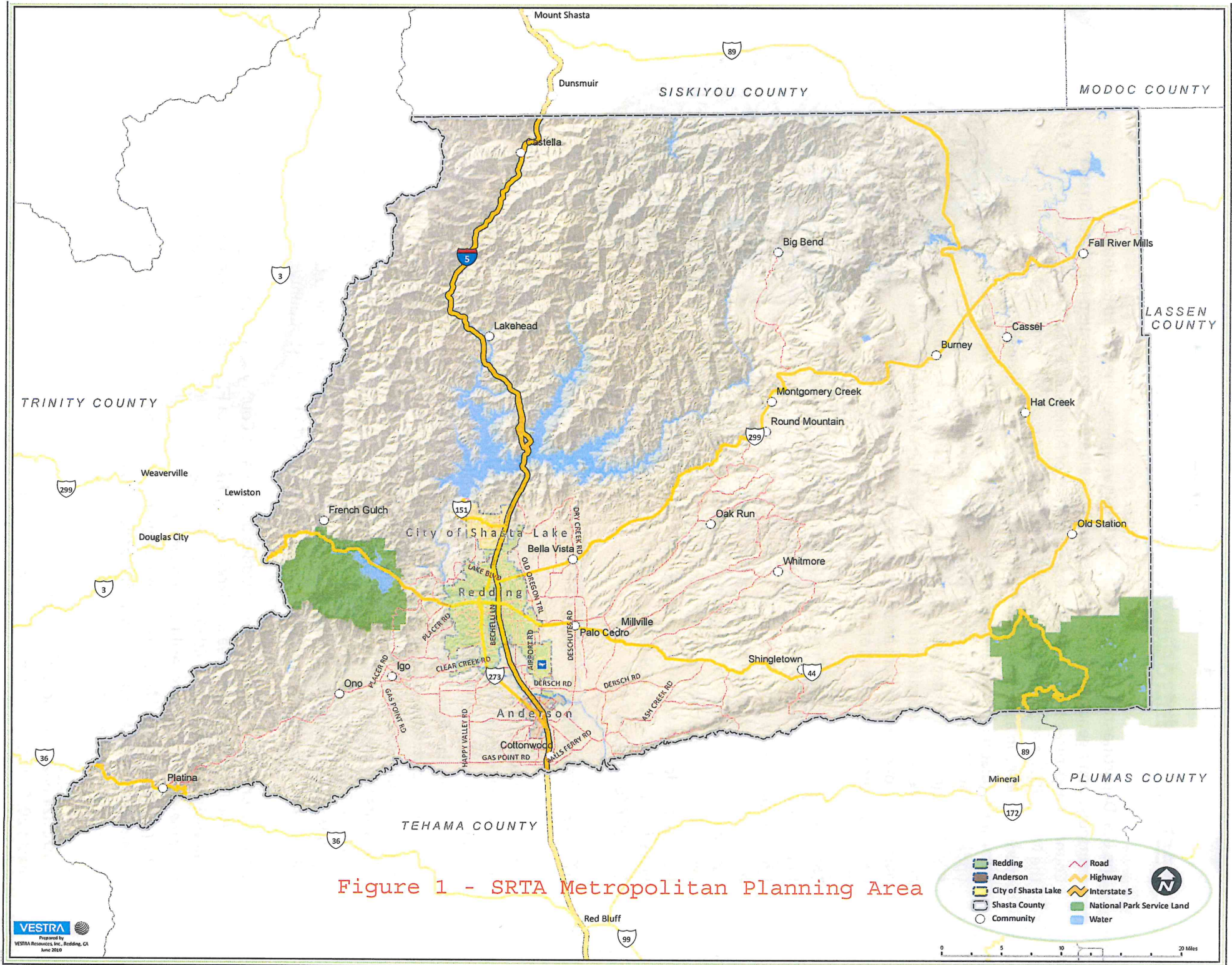
This FTIP and its public review satisfy the Program of Projects public review needed for RABA's use of FTA 5307 and 5339 formula funds.

The FTIP also serves as the Program of Projects (POP) for federal funds, including the Redding Area Bus Authority's (RABA's) use of Federal Transit Administration (FTA) Sections 5307 and 5339 formula funds for both operating and capital assistance. Public notification regarding the availability of the draft FTIP, including both the time established for public review and comment and the public hearing held for the document, satisfies both RABA's need to publicly notice POPs for FTA 5307 and 5339 funds. Appendix I includes the 5307 and 5339 POP for the 2021 FTIP.

FTIP Requirements

The FTIP is required to identify transportation projects with federal funding, or that are regionally significant, over the next four federal fiscal years (FFYs). Projects identified beyond the four-year cycle, as well as projects without any currently identified funding, are provided for information. Only projects with a dedicated funding are allowed in the first fiscal year, and projects in the second, third and fourth year are to have a firm funding commitment, or a reasonable expectation of funding availability. Appendix A was developed using the California Transportation Improvement Program System (CTIPS) database and represents the projects included in this FTIP. Appendix B shows tables of projects included under the FTIP grouped project listings—those FTIP projects for which one FTIP listing covers multiple projects under that category. Projects within the FTIP are required to be consistent with SRTA's long-range Regional Transportation Plan (RTP) for Shasta County.

SRTA's metropolitan planning area includes all of Shasta County as shown in Figure 1. Figure 2 shows the County's urban area at a larger scale. The Shasta FTIP is not subject to the conformity requirements of 40 Code of Federal Regulations (CFR) 93, as the region is in attainment for the federal, eight-hour ozone air quality standard. As such, the application of Transportation Control Measures does not apply. Additionally, Shasta County, located in the Sacramento Valley Air Basin, is classified under federal standards as either unclassified or attainment for other federal standards (Appendix C).



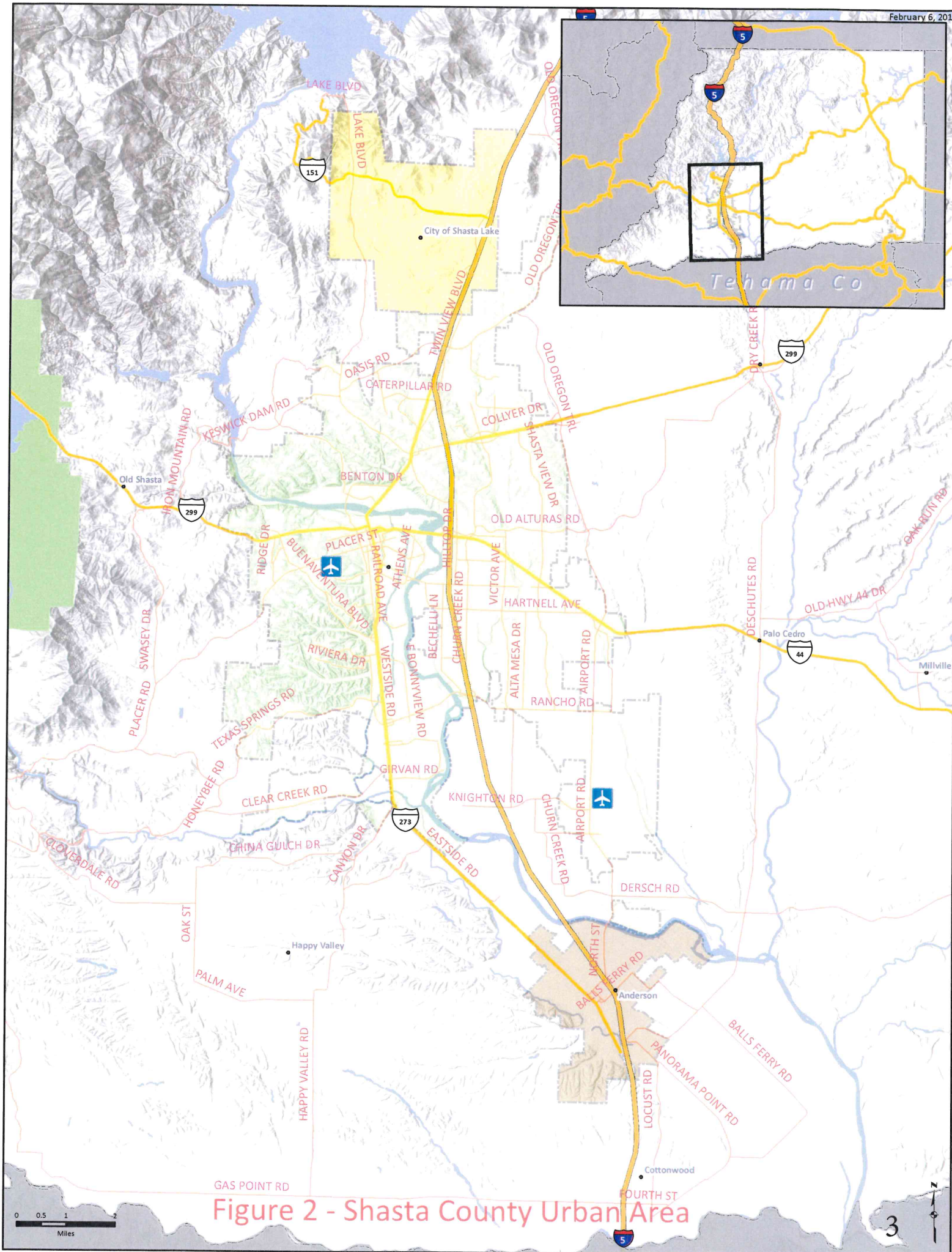


Figure 2 - Shasta County Urban Area

FTIP Development

Preparation of the FTIP, and its subsequent amendments, are based on input from the region's three cities (Anderson, Redding, and Shasta Lake), the county of Shasta, the California Department of Transportation (Caltrans), the Redding Area Bus Authority (RABA), SRTA's Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC), federally recognized tribal governments (the Pit River Tribe and Redding Rancheria), federal land management agencies, members of the general public, and various transportation-related interest groups.

Projects identified in the FTIP are consistent with the 2018 Regional Transportation Plan for Shasta County (RTP). The RTP is a long-range comprehensive transportation plan, which includes actions to promote future development of all transportation modes based on anticipated funding levels. The October 2018 RTP included a "sustainable communities strategies" (SCS) component in compliance with Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008. The SCS contains land use, housing and transportation strategies that will assist the region in meeting its greenhouse gas emission reduction targets.

Transportation Performance Management

The Federal transportation bill Fixing America's Surface Transportation (FAST Act) required MPOs to conduct performance-based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The RTPs are to include the performance measures and targets as well as a description of progress made towards the targets. In addition, the FTIP will provide a description on how investment in the FTIP will contribute towards achieving the transportation performance targets set in the RTP.

The Federal performance measures are split into three groupings under the title "Performance Management" (PM):

- PM 1: Safety
- PM 2: Transportation Asset Management
- PM 3: System Reliability, Freight, Congestion, and Air Quality

Preparation of the FTIP is based on input from the region's three cities (Anderson, Redding, and Shasta Lake), the county of Shasta, the California Department of Transportation (Caltrans), the Redding Area Bus Authority (RABA), SRTA's Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC), federally recognized tribal governments (the Pit River Tribe and Redding Rancheria), federal agencies, members of the general public, and various transportation-related interest groups.

Projects identified in the FTIP are consistent with the 2018 Regional Transportation Plan for Shasta County (RTP). The RTP is a long-range comprehensive transportation plan, which includes actions to promote future development of all transportation modes based on

anticipated funding levels. The June 2018 RTP included a “sustainable communities strategies” (SCS) component in compliance with Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008. The SCS contains land use, housing and transportation strategies that will assist the region in meeting its greenhouse gas emission reduction targets.

The projects programmed within the FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of federal performance targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in this 2021 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Documentation of how this 2021 Shasta FTIP supports the Federal performance measures is included in Appendix J.

Public Involvement and Interagency Consultation

The FTIP has been developed pursuant to SRTA’s 2019 Shasta Participation and Partnership Plan (Title VI). It may be reviewed on the SRTA website at

<https://www.srta.ca.gov/DocumentCenter/View/4946/2019-Shasta-Participation-and-Partnership-Plan-Title-VI>.



The FTIP is derived from projects included in the RTP, transit development plans, the Regional Transportation Improvement Program (RTIP), the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and various local assistance-related planning processes—all of which involve extensive public outreach including agency agendas, public hearings, working groups, and advertised comment periods.

Environmental Justice

Executive Order 12898 of February 11, 1994 requires that agencies receiving federal dollars shall, to the greatest extent possible, administer and implement their programs, policies, and activities that affect human health or the environment so as to avoid “disproportionately high and adverse human health or environmental effects” on minority and low-income populations. SRTA, and its partner agencies, address Environmental Justice (EJ) throughout the transportation planning and programming process—primarily through public outreach and interagency consultation. The public participation process outlined in the SRTA Participation and Partnership Plan (Title VI), as discussed above, is followed in the development of SRTA plans and programs, affording all segments of the population opportunity to provide input on the development of them.

Status of Projects from the 2019 FTIP

The 2019 FTIP, which began in the 2018/19 federal fiscal year (FFY), included a number of transportation projects and programs that have been authorized, obligated and constructed/implemented. Those projects or project phases that are not expected to be obligated by March 1, 2021, are included in this 2021 FTIP. Previously obligated projects for the last three federal fiscal years (FFYs 2017-18, 2018-19, and 2019-20) for which information was available are included in Appendix E.

Exchange of Federal Funds for State-Only Funds

As the urbanized population of the Shasta region is under 200,000, SRTA is eligible to participate in a Caltrans program to exchange federal Regional Surface Transportation Program (RSTP) funds for state funds. Exchanging federal funds for state dollars allows greater flexibility on smaller-scale street and road projects, and projects under Article 19 of the State Constitution. Another example of a federal grant source many times offered by using state funds for projects under one million dollars is the Active Transportation Program.

Amendment and Project Selection Procedures

Under Section 2 - Amendment and Project Selection Procedures of this FTIP, procedures for the amendment of the FTIP, as well as procedures for the selection and priority of projects, are outlined. This section discusses both administrative modifications and formal amendments, and also includes discussion of Expedited Project Selection Procedures (EPSP).

Action Element

As discussed in Section 3 - Action Element, the FTIP is organized by projects listed either individually as line items or combined into grouped project listings of similar air quality conformity exempt projects. Each entry includes a summary of the transportation expenditures by fund type. Identified projects have been produced in the California Transportation Improvement Program System (CTIPS) database (Appendix A).



These projects are to be implemented by the cities, county, Caltrans, RABA and other public and private agencies that maintain, operate, and improve the transportation system in the Shasta region. Appendix B includes specific project information in tables for grouped project listings from Appendix A.

Financial Element

As discussed in Section 4 - Financial Element, the FTIP Financial Element (Appendix F) is a four-year summary of transportation expenditures and revenues for Shasta County beginning in the 2020/21 federal fiscal year (FFY). Based on the program revenues and expenditures for the applicable FTIP funding programs, Shasta County's anticipated federal fund expenditures match, or are under, the anticipated revenues—thus satisfying the requirements for the FTIP to be financially constrained. Where required, local matching funds are identified and included in the total cost of the program.

Section 2 – Amendment and Project Selection Procedures

Delegated Authority for FTIP Administrative Modifications and Formal Amendments

In the event that a project in the FTIP needs to be modified, such as to include a change in description, scope, funding or schedule, or to add a new project, SRTA has developed a process that will be used for both formal and administrative amendments consistent with standard Caltrans amendment procedures.

Administrative Modifications: The 2021 FTIP includes a project amendment procedure to allow streamlined amendments if changes are sufficiently minor to qualify as an administrative modification under standard Caltrans amendment procedures. In this case, the amendment may be processed through an administrative modification, in lieu of a formal amendment. During the past 2019 FTIP cycle, the Caltrans amendment procedures were further modified to allow all grouped project listings amendments, regardless of programming size or substance, to use administrative modification procedures, as long as the grouped project listings do not include Federal Transit Administration formula funds.

On January 9, 2012, SRTA received delegated authority by Caltrans to approve administrative modifications to the Federal State Transportation Improvement Program (FSTIP) (Appendix G). As the SRTA Board of Directors previously provided delegation authority to the executive director for these administrative modifications, the Caltrans delegation effectively gives the SRTA executive director authority to approve administrative modifications, allowing for faster programming and project delivery for minor project changes.

Formal Amendments: In addition to administrative modifications, the SRTA executive director is able to approve formal amendments through authority delegated by the SRTA Board of Directors. Upon approval of the formal amendment, the executive director forwards the amendment to Caltrans for review and recommendation of approval to the U.S. Department of

Transportation. This authority was delegated to the SRTA executive director December 10, 2013 through Resolution 13-14 (Appendix H). The criteria under which the SRTA executive director may approve formal amendments are:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements will continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

Amendment Procedures: New Projects

Proponent agencies may propose new projects for inclusion in the FTIP after the document is adopted. In many cases, these new projects are minor safety, emergency, or maintenance projects for which funds can be made available after FTIP adoption. SRTA uses the following procedures to amend such projects, as necessary, into the FTIP:

- The proponent agency will notify the FTIP coordinator of the need to include the new project in the FTIP. This notification shall include the project description, component costs by year, proposed funding source, and anticipated date of construction advertisement or contract execution.
- SRTA shall determine if the proponent agency's request to add a project to the FTIP is fiscally constrained. If so, SRTA would either:
 - Administratively modify the FTIP to add or adjust projects that meet the administrative modification requirements; or
 - Prepare a formal amendment to the FTIP for projects:
 - whose cost change exceeds 40% of the total project cost (or \$10 million) for individually-listed projects;
 - whose scope has changed; or

RESOLUTION



RESOLUTION NUMBER:	13-14
SUBJECT:	Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

WHEREAS, the Shasta Regional Transportation Agency (SRTA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County pursuant to U.S.C. Section 134(a) and (g); and

WHEREAS, Title 23 Code of Federal Regulations, Part 450 requires the preparation and adoption of a four-year Federal Transportation Improvement Program (FTIP) by the MPO to become part of the Federal-Statewide Transportation Improvement Program (FSTIP); and

WHEREAS, in order to be consistent with the State Transportation Improvement Program (STIP), the FTIP must be updated every two years; and

WHEREAS, SRTA is responsible for preparing and processing administrative modifications and formal amendments to the FTIP; and

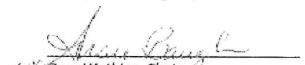
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

WHEREAS, the meeting schedule of the SRTA Board of Directors can make it difficult to bring forward formal FTIP amendments in a timely manner.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency delegates authority from the SRTA Board of Directors to the executive director to approve formal amendments to the FTIP under the following criteria:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements would continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

PASSED AND ADOPTED this 10th day of December, 2013, by the Shasta Regional Transportation Agency.


 Greg Watkins, Chair
 Shasta Regional Transportation Agency

- that are a new addition to the FTIP, either stand-alone or grouped project listing.

Administrative Modification and Formal Amendment Procedures

To change the description, funding, and schedule information for projects in the FTIP, SRTA uses the following procedures:

- Agencies notify SRTA in writing (email acceptable) of the need to modify or amend a project in the FTIP. This notification shall indicate the changes needed in the project description, estimated cost, proposed funding sources, anticipated date of construction advertisement, or the anticipated date that the project will be open to the public.
- The SRTA FTIP coordinator will either administratively modify or formally amend the FTIP to make project changes that meet financial constraint as well as to substitute one funding source for another.
- The SRTA FTIP coordinator will ensure that modifications and/or amendments are posted to the SRTA website for access by the board of directors, agency members, partner agencies and the public.

Project Selection Procedures and Project Priorities

The FTIP identifies projects to be implemented using Title 23 and 49 transportation funds. Within the FTIP, projects that are identified in the first year constitute an “agreed to” list of projects for project selection purposes and no further project selection action is required by the SRTA. If, however, Caltrans or local agencies wish to proceed with a project earlier than the year it is programmed in the FTIP, federal planning regulations require that a project selection procedure be developed and used to advance projects that are ready to proceed earlier than anticipated.

The following priorities are established for projects that are shown in the 2021 FTIP:

- All projects shown in federal fiscal year (FFY) 2020/21 in the FTIP Action Element shall have first priority.
- All projects shown in FFY 2021/22 in the FTIP Action Element shall have second priority.
- All projects shown in FFY 2022/23 in the FTIP Action Element shall have third priority.
- All projects shown in FFY 2023/24 in the FTIP Action Element shall have fourth priority.

SRTA and project sponsors shall work to implement projects in the 2021 FTIP in the priority order shown, and will advance additional projects as financial resources allow.

Expedited Project Selection Procedures (EPSP)

Title 23 CFR Part 450 allows for the movement of projects within the four-year element of the FTIP, subject to procedures agreed to by the cooperating agencies. This section is to certify that SRTA, as the MPO, has a process in place consistent with Expedited Project Selection Procedures.

Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures. SRTA and the state have selected all of the projects in the first four years of the FTIP based on the project selection procedures below. It has been agreed by all member agencies represented by SRTA and Caltrans per 23 CFR 450.330(c) that all projects within the first four years of the FTIP may be advanced within the four-year element of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of EPSP outlined below.

Title 23: Highways
PART 450—PLANNING ASSISTANCE AND STANDARDS
Subpart C—Metropolitan Transportation Planning and Programming

§450.330 Project selection from the TIP.

(a) Once a TIP that meets the requirements of 23 U.S.C. 134(j), 49 U.S.C. 5303(j), and §450.324 has been developed and approved, the first year of the TIP shall constitute an “agreed to” list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects, except where the appropriated Federal funds available to the metropolitan planning area are significantly less than the authorized amounts or where there are significant shifting of projects between years. In this case, a revised “agreed to” list of projects shall be jointly developed by the MPO, the State, and the public transportation operator(s) if requested by the MPO, the State, or the public transportation operator(s). If the State or public transportation operator(s) wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State, and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third, or fourth years of the TIP.

(b) In metropolitan areas not designated as TMAs, projects to be implemented using title 23 U.S.C. funds (other than Federal Lands Highway program projects) or funds under title 49 U.S.C. Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved metropolitan TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(c) In areas designated as TMAs, all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) shall be selected by the MPO in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO, from the approved TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(d) Except as provided in §450.324(c) and §450.328(f), projects not included in the federally approved STIP shall not be eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53.

(e) In nonattainment and maintenance areas, priority shall be given to the timely implementation of TCMs contained in the applicable SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93).

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to STIP amendments approved by the California Transportation Commission (CTC). SRTA and Caltrans agree that the State Highway Operation and Protection Program (SHOPP) program manager may advance or delay projects within the four-year element of the FTIP without amendment to the FTIP/FSTIP, subject to notification to SRTA. Caltrans Division of Local Assistance has implemented a project selection process to produce a four-year FTIP listing of projects for the Highway Bridge Program (HBP). This process was developed in cooperation with the implementing agencies, FHWA, MPOs, and the HBP advisory committee. SRTA and Caltrans agree that the Caltrans Division of Local Assistance may move projects on the HBP list within the four-year cycle without amending the FTIP/FSTIP subject to consultation with the implementing agencies and SRTA.

Advancement and Selection Procedures

To advance projects shown in the later years of the FTIP into earlier years, SRTA uses the following procedures:

- Project sponsors will notify the SRTA FTIP coordinator of the need to advance a project or project component that is identified in the 2021 FTIP.
- The SRTA FTIP coordinator will determine if sufficient financial capacity exists in the FTIP to advance the project into an earlier year. If sufficient financial capacity does not exist, the SRTA FTIP coordinator shall give the project sponsor the opportunity to identify a project listed in the FTIP within its jurisdiction that may be delayed in order to allow the other project to advance. SRTA will also survey other jurisdictions to determine any project delays warranting a delay in programming which could allow advancement of the project. If such substitution is not possible, then the SRTA FTIP coordinator shall advise the project sponsor that the project advancement is not feasible.
- If sufficient financial capacity does exist, the SRTA FTIP coordinator shall make changes to the 2021 FTIP to advance projects that meet financial constraint. EPSP allow for the movement of projects within the four-year element of the FTIP. The following state-managed programs may be managed with EPSP: all transit programs; SHOPP; Highway Bridge Program (HBP); Active Transportation Program (ATP); Safe Routes to School (SRTS); Highway-Railroad Grade Separation Program; High Risk Rural Roads Program (HR3); Minor Program; and the Highway Safety Improvement Program (HSIP). The following MPO-managed programs may be managed with EPSP: STIP; FTA; Regional Surface Transportation Program (RSTP); and any other applicable program.
- Consultation for transit projects will be coordinated with RABA and/or FTA before the implementation of EPSP procedures.

Section 3 – Action Element: Project and Grouped Project Listings

The tables in Appendix A have been developed using CTIPS, representing programming for the FTIP period FFYs 2020/21 through 2023/24. Projects are listed either individually or in groups. Grouped projects are non-capacity increasing and categorized by project type such as bridge replacement, adding shoulders or bike lanes, state highway maintenance or operations, safety improvements, and transit activities. Support tables for grouped project listings are included as Appendix B.



Funding is shown by fund type, phase and year. Project phases are preliminary engineering (PE), including environmental review, right of way (ROW), and construction (CON). Certain projects, such as transit operations, purchase of vehicles, and grouped listings, show construction dollars only. This is because many projects do not require PE or ROW and, in the case of grouped projects, PE and ROW funding needs are sporadic and varied due to multiple projects.

Section 4 – Financial Element

Financial Plans and Financial Constraint

A financial plan is the mechanism for demonstrating financial constraint in the metropolitan transportation planning and programming process. Financial constraint means that there will be sufficient funds to implement proposed improvements, and to operate and maintain the entire system, by comparing costs with available financial resources. Federal agencies are responsible for making a financial constraint determination of the Federal State Transportation Improvement Program (FSTIP), while the state and MPOs are required to demonstrate financial constraint at the FTIP level.

Financial constraint of this FTIP is demonstrated in Appendix F with separate tables delineating “Revenue” (Table 1), followed by “Programmed” (Table 2), and then a comparison of “Revenues vs. Programmed” (Table 3). These tables summarize the revenues anticipated over the four-year period versus a summary of projects programmed. Specific project funding information may be found in the CTIPS project printouts in Appendix A.

FTIP Programming Fund Sources

[State Transportation Improvement Program \(STIP\)](#): The CTC developed the 2020 STIP Fund Estimate to define the financial capacity to program STIP projects utilizing state and federal funds.

STIP projects include Regional Improvement Program (RIP) projects selected by SRTA and Interregional Improvement Program (IIP) projects selected by Caltrans and the CTC. The STIP is a five-year program and is fiscally constrained by year on a statewide basis.

There are currently no IIP funds committed to STIP projects within the Shasta region. For the four-year FTIP cycle 2020/21—2023/24, the programming amounts for the region are:

STIP: RIP Total	\$ 3,997,000
STIP: IIP Total	\$ 0

[Road Repair and Accountability Act of 2017 – SB 1](#): Passed by the California Legislature and signed by the governor in 2017, Senate Bill 1 provides new revenues and programs to various projects throughout the state. SRTA received a \$65.7 million award under the Trade Corridor Enhancement Program (TCEP) SB 1 funding for the Interstate 5 – Redding to Anderson Six-Lane (I-5 RASL) Project in May 2018. This project is well underway, and no FTIP listing is needed for the project as the funds have been fully obligated. SRTA and Caltrans, District 2 just received a \$1.873 million TCEP award in December 2020 for the Interstate 5 – Fix 5 Cascade Gateway Project just north of Redding for engineering and right of way support uses.

TCEP: State Share	\$ 1,209,000
TCEP: Local Share	\$ 664,000

[State Highway Operation and Protection Program \(SHOPP\)](#): Caltrans provided SRTA with programmed funding for the four-year period of the FTIP through the 2020 SHOPP. The funding programmed by Caltrans is shown throughout the FTIP as various lump sum listings, since the work performed under the SHOPP is non-capacity increasing—involving maintenance and operation of the state highway system. Available SHOPP funds total:

SHOPP	\$103,189,000
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[Federal Transit Administration \(FTA\)](#): SRTA, in coordination with Caltrans, and RABA—the administrator for the public mass transit system in Shasta County—is responsible for preparing the projected funding to be used in the FTIP. For the purposes of the FTIP, SRTA and RABA are using historical trends as the basis for estimating FTA capital and operating funds. The following figures (based on formula funds and estimates) are anticipated to be available for the four-year period of the FTIP:

Section 5307 – Urbanized Area Formula	\$10,071,000
Section 5310 – Mobility of Seniors and Individuals with Disabilities	Unknown, as awards are discretionary
Section 5311 – Rural Area Formula	\$ 1,407,000
Section 5311(f) – Intercity Bus Program	\$ 600,000

Section 5339 – Bus and Bus Facilities Formula	\$ 928,000
Section 5339 (c) – Low or No Emission Vehicle	\$ 0
Total FTA	\$13,006,000

Section 5307 funds are based on historical trends for RABA's operating and capital improvement program. As FTA Section 5310 funds are competitive, SRTA has not made a projection for receipt. Section 5311 apportionments have been relatively stable, and all of these funds are reasonably expected to be available for transit operations or other transit-related activities in rural areas. Section 5311(f) funds are competitively awarded for intercity bus service. Section 5339 funds are formula funds apportioned through Caltrans. Section 5339(c) funds are discretionary; although there was a recent award of this fund source, no funds are currently programmed in the 2021 FTIP. The 2021 FTIP does not include Corona Virus Aid, Relief and Economic Security (CARES) Act funding, or other potential COVID-19 relief funds, as the funds are not required to be FTIP-listed.

Highway Bridge Program (HBP): HBP funds are not apportioned to regions and, as such, Caltrans develops a constrained statewide list of local HBP projects for each four-year cycle. Consistent with this listing, local lump sum projects in Shasta County are programmed in the FTIP totaling:

HBP – Local	\$2,521,000
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Federal Highway Non-Discretionary Programs: Projects of this type fall can include grant awards from the following programs: High Risk Rural Roads (HR3), the Highway Safety Improvement Program (HSIP), and the Highway Improvement Program (HIP). The following figures are estimated to be available for the four-year period of the FTIP:

HRRR (HR3) – not currently included in FTIP	\$ 0
HSIP	\$ 6,271,000
Highway Improvement Program (HIP) – not currently included in FTIP	\$ 0

Active Transportation Program (ATP): On September 26, 2013, Governor Jerry Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation. The ATP consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to encourage increased use of active modes of transportation.

ATP	\$ 6,740,000
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Non-Federal Revenues: The purpose of identifying these revenue sources is to document the funding that will be used as the match requirement for the federal funds identified above. Some local agencies use TDA (specifically Local Transportation Funds) for “advance construction” whereby local funds are used in advance of federal obligation and reimbursement to occur at a later date. Programmed non-federal funds are as follows:

Transit Fare Revenue	\$ 2,777,000
State Bond Funds for Transit	\$ 929,000
Low Carbon Transit Operations (LCTOP)	\$ 130,000
Public Transportation Account (PTA)	\$ 200,000
Transportation Development Act (TDA)	\$ 42,976,000
Non-Federal Total	\$ 60,018,000

The non-federal funds sources above represent only the amounts contributing to projects listed in the FTIP and not all non-federal funding sources available. Additional sources of non-federal revenue available for transportation projects in Shasta may be found in Table 1: Revenue, of Appendix F.

Financial Guidelines to Identify Cost to Maintain and Operate the System of Federal Aid Facilities

Federal regulations require the FTIP to identify costs for maintaining and operating the system of federal-aid facilities. SRTA's basis for the calculations of operations and maintenance needs, analysis of revenues dedicated for projects included in the FTIP, and plans to address shortfalls are described in the following section.

Operations and Maintenance Costs:

In the financial element of SRTA's 2018 RTP, unfunded or deferred maintenance for the region is summarized in Table 28. The unfunded total represents the local needs for roadway networks in the region and uses a 1.012 growth factor.

Figure 3

Federal Aid Facilities Maintenance and Rehabilitation Expense and Unfunded or Deferred Maintenance

Jurisdiction	Estimated Current Total Maintenance/Rehab	Estimated Current Year Available Funding for Maintenance/Rehab	Estimated Unfunded or Deferred Maintenance
Anderson	\$ 4,629,070	\$ 498,000	\$ 4,131,070
Redding	\$ 35,000,000	\$ 4,800,000	\$ 30,200,000
Shasta Lake	\$ 17,459,036	\$ 470,000	\$ 16,989,036
Shasta County	\$ 168,458,532	\$ 7,828,000	\$ 160,630,532
Total	\$ 225,546,638	\$13,596,000	\$ 211,950,638

Shasta County utilizes a Caltrans-maintained Pavement Management System (PMS) as a guide to determine where best to apply its maintenance dollars for resurfacing and overlays. The county generally focuses its overlays on major roads, with slurry, chip and cape seals primarily used for minor and residential roads. The county has also used asphalt rubber slurry seals and may try using asphalt rubber chip seals to improve durability at higher elevations where winter snow is prevalent.

Caltrans reported for SRTA's 2018 RTP that SHOPP-related project needs total approximately \$911.8 million. Just under one-half of the need (about \$454 million) is not expected to be met over the 20-year RTP period.

Local bridge construction needs total about \$184.198 million in the RTP's twenty-year horizon. For the short term, the current HBP programming for the four FTIP years is \$2.521 million—a minute amount of the projected 20-year need.

With a finding of no unmet transit needs, or a finding of unmet needs that are unreasonable to meet, Transportation Development Act (TDA) funding provides for other uses, including roadway maintenance in the cities and county. Approximately 65% (\$7.636 million) of the TDA coming to the Shasta region (\$11.813 million) in 2020/21 was projected for streets and roads purposes. The largest recipient of that amount is the city of Redding (\$4.08 million), with an expectation that just under \$2.450 million will be available for county streets and roads.

Efficient operation and maintenance of federal aid routes in other regions are often aided by sales tax measures that are earmarked for improvements to the streets and highway systems, and/or improving public transit and maintenance. Currently, passage of this type of measure in Shasta County is unlikely. SRTA has previously hosted a transportation forum and invited subject matter experts to present the pros and cons of self-help funded strategies. While the message was heard by the region's decision makers, support for new taxes is hard to gain. SRTA has set a policy to support state and federal levels to establish a broader funding base beyond fuel taxes to fund transportation. The recent passage of Senate Bill 1 – The Road Repair and Accountability Act of 2017 by the California State Legislature has replenished transportation planning and capital improvements with the increase in the state excise tax on gasoline and diesel, and the increase to vehicle registration fees. This legislation included a pot of funds specifically for jurisdictions that had adopted their own self-help funding.

Financial Uncertainties

This FTIP is based on reasonably anticipated revenue sources identified above. However, it is important to note that events such as economic downturns, disasters or other unforeseen events can shift funding away from transportation. Federal appropriations are conducted annually, as is California's annual budget. At the development of this 2021 FTIP, a COVID-19 pandemic underway over the last year has dramatically altered living, travel, and economics worldwide. The figures in the 2021 FTIP represent the best available information from the 2018 RTP and Winter 2020/21 for current programming information in the 2021 FTIP.

The FTIP is a living document that can, or may, be amended by the SRTA executive director or board of directors at any time. This flexibility is essential for the ability to deliver projects in a timely manner or to modify projects, as necessary, while keeping the public informed of these actions.

Final Escalation for Revenue and Cost

23 CFR Section 450.324(h) requires an inflation rate to reflect “year of expenditure dollars”. Year of expenditure dollars are subsumed into the project expenses for STIP, SHOPP, and other Caltrans-generated projects in the FTIP. To be conservative, most locally- and state-generated funds are held constant over the four active years of the FTIP; there are some exceptions like for assumptions of passenger fare revenue within the Redding Area Bus Authority’s Capital Plan and for the region’s Transportation Development Act funds.

Appendix A

California Transportation Improvement Program System (CTIPS) Project Printouts

Appendix A – Summary of Projects

FY 2020/21 to FY 2023/24 Shasta Federal Transportation Improvement Program

111-0000-0268	Downtown to Turtle Bay Non-Motorized	\$ 5,700,000	\$ 6,870,000	STIP funding estimate
111-0000-0269	Fix 5 Cascade Gateway (aka I-5 NR6L)	\$ 4,781,000	\$ 85,861,000	2/2020 INFRA estimate
111-0000-0281	Cottonwood Lasso Bike/Ped Project	\$ 494,000	\$ 12,671,475	8/28/2020 estimate
211-0000-0057	GP for Transit Operating Assistance	\$ 24,967,000	\$ 24,967,000	on-going annual
211-0000-0058	RABA Passenger Loading Facilities	\$ 600,000	\$ 600,000	for 22/23 only
211-0000-0059	RABA Capital Vehicles	\$ 3,667,000	\$ 3,667,000	
211-0000-0060	RABA Transit Capital	\$ 2,218,000	\$ 2,218,000	
211-0000-0074	GP for Bridge Rehab (SHOPP)	\$ -	\$ -	placeholder listing
211-0000-0075	GP for Safety - Collision Reduction	\$ 10,625,000	\$ 10,625,000	through 21/22 only
211-0000-0078	GP for Shoulder Improvements	\$ 85,307,000	\$ 85,307,000	
211-0000-0083	GP for Bridge Rehab HBP	\$ 2,724,000	\$ 40,081,000	through 24/25
211-0000-0093	GP for Safety - HSIP	\$ 7,638,000	\$ 7,638,000	no 22/23 programming
211-0000-0098	GP for Safety - SHOPP Mandates	\$ 3,450,000	\$ 3,450,000	21/22 only
211-0000-0108	GP for Safety - Minor Program	\$ 2,295,000	\$ 2,295,000	through 21/22 only
211-0000-0115	GP for Bicycle/Pedestrian	\$ 7,174,000	\$ 7,174,000	only 20/21
211-0000-0122	Social Services Transit	\$ -	\$ -	placeholder listing
211-0000-0124	GP for Emergency Repair - SHOPP	\$ 1,512,000	\$ 1,512,000	through 21/22 only

TOTAL \$ 163,647,000 \$ 298,931,475

GP = Grouped Project Listing (listing for multiple projects)

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO: 2368	EA:	CTIPS ID: 111-0000-0114	TITLE (DESCRIPTION): Planning, Programming and Monitoring (Planning, Programming and Monitoring)	MPO Aprv:
CT PROJECT ID: 0218000007			MPO ID.:		State Aprv:
COUNTY: Shasta County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Shasta County RTPA
PROJECT MANAGER: Jessica Carlson

PHONE: (530) 262-6193

EMAIL: jcarlson@srta.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	12/29/2020	KURLIE	Adoption - Carry Over	0	3,624,000		

* RIP - Funds for PPM - RIP

* Fund Source 1 of 1

* Fund Type: State Cash

* Funding Agency: Shasta County RTPA

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	3,005,000	146,000	146,000	146,000	57,000	124,000			3,624,000
Total:	3,005,000	146,000	146,000	146,000	57,000	124,000			3,624,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2020 STIP and 2019 FTIP through Admin Mod 13.

***** Version 29 - 10/26/2020 *****

CTC approved allocation of \$146k RIP CON FY 20/21 per Res FP-20-24 on 10/21/20. -ad

***** VERSION 28 - 04/08/2020 *****

***** RTIP VERSION 27 - 02/20/2020 *****

Adoption carry over per PPR 10/28/19. -ad

***** Version 27 - 10/14/2019 *****

CTC approved an allocation of \$95k RIP CONST FY 19/20 per Res FP-19-27 on 10/9/19. -ad

***** Version 26 - 01/22/2019 *****

CTC approved allocation of \$95k RIP CONST FY 18/19 per resolution FP-18-49 on 1/30/19. -ad

***** VERSION 25 - 04/05/2018 *****

***** RTIP VERSION 24 - 02/02/2018 *****

Adoption carryover. Prior 2018/19 \$190K programmed amount split between 2018/19 and 2019/20. - ad

***** Version 24 - 10/25/2017 *****

Technical Correction fixing the PID from 0217000134 to 0218000007. - aa

***** Version 23 - 06/28/2017 *****

CTC approved an allocation of \$190k RIP CON FY 17/18. - aa

***** Version 22 - 10/21/2016 *****

"CTC approves allocation of \$190k RIP con per resolution FP-16-10 on 10/19/2016. -ez

***** Version 21 - 05/31/16 *****

***** RTIP Version 1 - 01/04/2016 *****

Adoption carry over per 8/3/15 PPR. - aa

***** Version 20 - 12/09/2015 *****

CTC approved an allocation of \$147k RIP Con FY 15/16. - aa

***** Version 19 - 09/29/2014 *****

CTC approved an allocation of \$147k RIP CON FY 14/15 per Resolution FP-14-13. Old Project ID 0212000109. -gv

***** Version 18 - 03/25/2014 *****

CTC approved an allocation of \$147k RIP CON FY 13/14 under Project ID 0212000109 per Resolution FP-13-45. -gv

***** Version 17 - 03/24/14 *****

Adoption carry over per 2014 STIP Adoption Resolution G-14-06 and PPR 12/12/13. Decrease RIP CON FY 16/17 by \$32k and add \$190k to FY 17/18 and 18/19. - as

May need to re-carryover after allocation of 13/14 PPM. -ez

***** Version 16 - 08/20/2012 *****

CTC allocation of \$147k RIP CON FY 12/13. -as

***** Version 15 - 04/23/2012 *****

CTC approved an allocation of \$364k RIP CON FY 11/12. -gv

***** Version 14 - 04/12/12 *****

***** RTIP Version 1 - 12/02/2011 *****

Adoption carry over. -Increased funding for RIP CON in FY 12/13 thru 14/15 and added funding for 15/16 and 16/17. -gv/ez

***** Version 13 - 08/17/2010 *****

8/17/10 - CTC approves allocation of \$365k CON FY 10/11 per resolution FP-10-07 on 08/12/10. -ez

***** Version 12 - 06/15/10 *****

Add RIP CON funding per RTIP FY amounts per staff recs. db/ez

***** Version 11 - 12/14/09 *****

12/14/09 - CTC allocation of \$365k RIP CON FY09/10 per Resolution FP-09-17 on 12/10/09.-ez

***** Version 10 - 08/05/2008 *****

8/5/08 - CTC allocation of \$364K RIP CON FY08/09 per Resolution FP-08-07 on 8/28/08. THIS ALLOCATION MAY BE RESCINDED IN THE EVENT THAT THE 2008-09 BUDGET DOES NOT HAVE SUFFICIENT REVENUE TO FUND THE 2008 STIP. - mt

***** Version 9 - 06/13/08 *****

03/05/08-Adoption carry over; increased FY 08-09 RIP CON to \$364k, 09-10,10-11 RIP CON to 365k, added \$365k RIP CON FY 11-12 & 12-13-mt ***** Version 8 - 11/09/2007 *****

11/8/07 - CTC allocation of \$70K RIP CON in FY 07/08 per Resolution FP-07-34 on 11/8/07 - ny

***** Version 7 - 09/08/2006 *****

09/08/2006 - CTC allocation of \$69k CON for PPM, per resolution FP-06-22 on 09/07/06. -ez

***** Version 6 - 07/20/2006 *****

07/20/06 - CTC Technical Correction to G-06-03 adds \$65k CON to FY 08/09 and \$65k CON to FY 09/10, and \$66k CON to FY 10/11, per resolution G-06-10 on 07/20/06. -ez

***** Version 5 - 06/13/06 *****

5/19/06 - 2006 STIP Adoption Carryover, adding \$69k CON to FY 06/07 & \$70k CON to FY -07/08.

***** Version 4 - 08/05/04 *****

05/27/04 - Delete \$60k CON in FY 03/04 off the project. -cb

***** Version 3 - 07/23/2003 *****

07/23/03 CTC allocation of \$60k CON moved to pending allocation list. Revised EA. -rdj/cb

***** Version 2 - 08/28/2002 *****

08/28/2002 Delegated Allocation dated 07/01/2002 per resolution G-01-11 for CON \$250K. Loc Asst project number PPM036093(014).

05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002

***** Version 1 - 04/10/02 *****

04/16/02 - Approved for SOF. -cb

Project data transferred from 2002 RTIP.

***** Version 1 - 04/02/2002 *****

04/08/02 Funding verified per CTC adoption. -rdj

04/02/02 - 2002 STIP entered project. 2002 STIP project PPNO 2070 fully allocated. -cb

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO: 2560	EA: 111-0000-0233	CTIPS ID: 111-0000-0233	TITLE (DESCRIPTION): Diestelhorst to Downtown Non-Motorized Improvements (In Redding along Riverside Drive, Center Street and Division Streets and linking the Sacramento river Trail near the Lake Redding Bridge to the city of Redding downtown. Construct non-motorized transportation facilities and improvements including curb, gutter, and sidewalk, minor pavement widening and re-striping of travel lanes.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:		MPO ID.:			EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Shasta County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Redding, City of
PROJECT MANAGER: Chuck Aukland

PHONE: (530) 225-4170

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/08/2021	KURLIE	Adoption - Carry Over	0	2,134,000	40,000	464,000

* Local Funds - Locally Generated Funds		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Redding, City of	CON	100,000								100,000
	Total:	100,000								100,000

* RIP - Local Roads		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Shasta County RTPA	CON	400,000								400,000
	Total:	400,000								400,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	464,000								464,000
* Fund Type: Active Transportation Program (ATP)	RW	40,000								40,000
* Funding Agency: Redding, City of	CON	1,634,000								1,634,000
	Total:	2,138,000								2,138,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	464,000								464,000
	RW	40,000								40,000
	CON	2,134,000								2,134,000
	Total:	2,638,000								2,638,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. Project retained as informational placeholder, even though no programmed funding in active years, as project sponsor may secure additional funding. 2018 RTP Goals 3 and 4.

***** Version 2 - 09/04/2018 *****

Formal Amendment No. 1 per RSomers 7-24-2018 email moving programming from 17-18 to 18-19 and fund sources change from State Cash to STIP AC and from Other State to Other Federal.

***** Version 1 - 05/09/18 *****

Project data transferred from 2018 STIP. Project formerly in 2017 FTIP as CTIPS ID No. 211-0000-0110.

***** VERSION 3 - 04/05/2018 *****

***** RTIP VERSION 2 - 01/05/2018 *****

Adoption carryover and advance to FY 18/19. -ez

***** Version 2 - 05/31/16 *****

***** RTIP Version 1 - 01/04/2016 *****

Adoption carry over and delay Con until FY 19/20 per staff recs. Original 8/3/15 PPR. - aa/ez MPO Notes: Construction delayed from FY 2016/17 due to state transp funding crisis. MPO and project sponsor elect to advance 2019/20 RIP funding to match revised 18/19 ATP CON award if STIP funding capacity permits.

***** Version 1 - 03/24/14 *****

Adoption new project per 2014 STIP Adoption Resolution G-14-06 and PPR 12/12/13. -as

Changed to Local Assistance Element and updated programming code. -ez

Adjusted funding to original PPR submittal and Errata to CTC staff recs. -ez

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO: 2588	EA: 111-0000-0268	CTIPS ID: 111-0000-0268	TITLE (DESCRIPTION): Downtown to Turtle Bay Non-Motorized Improvements (In Redding, on Trinity Street from Center Street and along State Route 44 from Continental Street to Sundial Bridge Drive. The project will construct non-motorized improvements including a paved pedestrian and bicycle multi-use path linking downtown Redding with the Turtle Bay Exploration Park and trails leading to the eastside of Redding.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: 0219000109		MPO ID:.			
COUNTY: Shasta County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Redding, City of
PROJECT MANAGER: Chuck Aukland

PHONE: (530) 245-7156

EMAIL: caukland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Progr Con	Progr RW	PE
1	Active	01/08/2021	KURLIE	Adoption - Carry Over	0	5,600,000		1,270,000

*** Local Funds - Locally Generated Funds**

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON				5,500,000					5,500,000
* Funding Agency:	Total:				5,500,000					5,500,000

*** Local Funds - Locally Generated Funds**

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
	CON					100,000				100,000
* Funding Agency: Redding, City of	Total:					100,000				100,000

*** RIP - Local Roads**

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	1,170,000			100,000					1,270,000
* Fund Type: STIP Advance Construction	RW									
	CON									
* Funding Agency: Shasta County RTPA	Total:	1,170,000			100,000					1,270,000

Project Total:

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,170,000			100,000					1,270,000
	RW									
	CON				5,500,000	100,000				5,600,000
	Total:	1,170,000			5,600,000	100,000				6,870,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 3 and 4.

***** Version 2 - 04/22/20*****

Project data transferred from 2020 adopted STIP. Local funding commitments moved out to beyond 2019 FTIP active years.

***** Version 1 - 05/09/18 *****

Project data transferred from 2018 STIP. New SRTA RIP commitment.

***** VERSION 1 - 04/05/2018 *****

***** Version 1 - 02/02/2018 *****

New project per PPR 12/05/17 - ad

Delayed PS&E from FY 19/20 to FY 22/23 and added RIP Env of \$1,170 to FY 19/20 per Errata. -Is

ATP funds \$5,500 con

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 02	PPNO: 3597	EA: 0H920	CTIPS ID: 111-0000-0269	TITLE (DESCRIPTION): Fix 5 Cascade Gateway (aka I-5 North Redding Six Lane) (In Shasta County in Redding from 0.3 mile north of Cypress Avenue Overcrossing to 0.6 mile north of Oasis Road Overcrossing on Interstate 5: incorporate changeable/moveable lanes to enhance freight safety and mobility.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 0215000083			MPO ID.:		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Shasta County	ROUTE: 5		PM: R14.800 / N20.000		

IMPLEMENTING AGENCY: Shasta County RTPA
PROJECT MANAGER: Sean Shepard

PHONE: (530) 225-3530

EMAIL: sean.shepard@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/18/2021	KURLIE	Adoption - Carry Over	0		819,000	5,562,000

* RIP - Regional Improvement Program		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	1,600,000			2,227,000					3,827,000
* Fund Type: STIP Advance Construction	RW				681,000					681,000
* Funding Agency: Shasta County RTPA	CON									
	Total:	1,600,000			2,908,000					4,508,000

* State SB1 -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE				1,735,000					1,735,000
* Fund Type: Road Repair and Accountability Act of 2017	RW				138,000					138,000
* Funding Agency: Caltrans	CON									
	Total:				1,873,000					1,873,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,600,000			3,962,000					5,562,000
	RW				819,000					819,000
	CON									
	Total:	1,600,000			4,781,000					6,381,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. STIP funding altered 01-05-2021 with mutual consent of CT HQ and CT D2 to remove SHOPP funding in 22-23 not yet secured. TCEP state and local share December 2020 award added to final 2021 FTIP per CT D2 request. Project listed for initial PE and ROW support commitments, but not fully funded. Estimated total project cost of \$80-\$85 million.

2018 RTP Goals 1, 2 and 5.

***** Version 2 - 04/22/20*****

Project data transferred from 2020 STIP per CTC adoption. HIP funding from 2020 STIP not programmed. Additional RIP programming outside 2019 FTIP active years, so listing for information only.

***** Version 1 - 05/09/18 *****

Project data transferred from 2018 STIP based on new SRTA RIP commitment for PE (\$1.6M). Total estimated project cost: \$56.0 M per CT D2 WLonberg info 6-7-2018.

***** VERSION 1 - 04/05/2018 *****

***** Version 1 - 02/02/2018 *****

New project per PPR 12/05/17. ad

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO: 2604	EA:	CTIPS ID: 111-0000-0281	TITLE (DESCRIPTION): Cottonwood Lasso Bicycle/Pedestrian Project (In the unincorporated community of Cottonwood, develop a looping bicycle/pedestrian project connecting residents to key downtown Cottonwood attractions.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.:		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Shasta County RTPA
PROJECT MANAGER: John Heath

PHONE: (530) 245-6596

EMAIL: jheath@co.shasta.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	02/18/2021	KURLIE	Adoption - Carry Over	0			494,000

* RIP - Local Roads		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE				494,000					494,000
* Fund Type: State Cash	RW									
	CON									
* Funding Agency: Shasta County RTPA	Total:				494,000					494,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. Project not fully funded. Estimated total project cost is \$12,848,000. 2018 RTP Goals 3,4,6 and 7.

***** Version 1 - 04/22/20 *****

Project data transferred from 2020 STIP CTC adopted. RIP commitment for anticipated ATP award. RIP project programming in 2022/23, outside active FTIP years.

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0057	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-OPS		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Sean Tiedgen

PHONE: (530) 262-6185

EMAIL: stiedgen@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	105,598,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 9	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	12,200,000	1,500,000	1,500,000	1,500,000	1,500,000				18,200,000
* Funding Agency: Redding Area Bus Authority	Total:	12,200,000	1,500,000	1,500,000	1,500,000	1,500,000				18,200,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 9	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	4,534,000	339,000	347,000	356,000	365,000				5,941,000
* Funding Agency: Various Agencies	Total:	4,534,000	339,000	347,000	356,000	365,000				5,941,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 9	PE									
	RW									
* Fund Type: TDA	CON	58,423,000	2,436,000	2,814,000	3,883,000	4,007,000				71,563,000
* Funding Agency: Shasta County RTPA	Total:	58,423,000	2,436,000	2,814,000	3,883,000	4,007,000				71,563,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 9	PE									
	RW									
* Fund Type: Fare Revenues	CON	5,474,000	474,000	725,000	785,000	793,000				8,251,000
* Funding Agency: Redding Area Bus Authority	Total:	5,474,000	474,000	725,000	785,000	793,000				8,251,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 9	PE									
	RW									
* Fund Type: Intercity Bus - 5311-F	CON			600,000						600,000
* Funding Agency: Shasta County RTPA	Total:			600,000						600,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 9	PE									
	RW									
* Fund Type: Public Transportation Account	CON			200,000						200,000
* Funding Agency: Shasta County RTPA	Total:			200,000						200,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			485,000						485,000
* Funding Agency: Glenn County Transportation Commission	Total:			485,000						485,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE									
	RW									
* Fund Type: STA Transit Assist	CON			228,000						228,000
* Funding Agency: Shasta County	Total:			228,000						228,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			130,000						130,000
* Funding Agency: Tehama County Transportation Commission	Total:			130,000						130,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	80,631,000	4,749,000	7,029,000	6,524,000	6,665,000				105,598,000
	Total:	80,631,000	4,749,000	7,029,000	6,524,000	6,665,000				105,598,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.

***** Version 16 - 04/16/2020 *****

Updates RABA operating assistance to RABA 4-20-2020 approved budget.

***** Version 15 - 02/11/2020 *****

Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.

***** Version 13 - 07/18/2017 *****

Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.

***** Version 12 - 01/23/2017 *****

Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMinturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.

***** Version 9 - 07/08/2015 *****

Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.

***** Version 7 - 04/29/2014 *****

Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.

***** Version 6 - 09/23/2013 *****

Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).

NOTE: RTP ID = 4-1,2,13

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0058	TITLE (DESCRIPTION): RABA Passenger Loading Facilities (RABA capital improvements to transit passenger loading facilities.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-PSGR		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Construction of small passenger shelters.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: John Abshier

PHONE: (530) 225-4170

EMAIL: jabshier@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	2,484,000		

* FTA Funds -

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	679,000			480,000					1,159,000
* Funding Agency: Redding Area Bus Authority	Total:	679,000			480,000					1,159,000

* Local Funds -

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: TDA	CON	43,000								43,000
* Funding Agency: Shasta County RTPA	Total:	43,000								43,000

* State Bond -

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Public Transportation Modernization Improvement	CON	1,162,000			120,000					1,282,000
* Funding Agency: Redding Area Bus Authority	Total:	1,162,000			120,000					1,282,000

Project Total:

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,884,000			600,000					2,484,000
	Total:	1,884,000			600,000					2,484,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3 and 4.

***** Version 10 - 04/16/2020 *****

Per RABA approved 04-20-2020 budget. Alters match from TDA to Prop 1B.

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. Updated figures from RABA 4-Year TIP - April 2018. Informational year 2022-23 added from RABA long-term capital plan.

***** Version 8 - 07/26/2017 *****

Programming update of FTA 5307 funding per RABA June 2017 budget adoption.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. FY 16/17 PTMISEA programming dropped and FYs 18/19 and 19/20 FTA 5307-funded programming added per RABA June 2016 CIP.

***** DFTIP Version 2 - 09/02/2014 *****

Based on RABA 6-16-2014 approved CIP, per CAukland.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP. 14/15 information from RABA 14-15 estimated budget.

NOTE: RTP ID = 4-1,2,13

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Fare Revenue) (Purchase of new buses to replace existing fare revenue buses/vehicles or for minor expansions to the fleet.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-VEH		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: John Abshier

PHONE: (530) 225-4170

EMAIL: jabshier@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	18,668,000		

(Dollars in whole)

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,445,000	320,000		834,000	851,000				11,450,000
* Funding Agency: Redding Area Bus Authority	Total:	9,445,000	320,000		834,000	851,000				11,450,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE									
* Fund Type: TDA	RW									
	CON	1,746,000			273,000	279,000				2,298,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000			273,000	279,000				2,298,000

* State Bond -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,622,000	120,000	62,000						1,804,000
* Funding Agency: Redding Area Bus Authority	Total:	1,622,000	120,000	62,000						1,804,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	1,236,000	160,000	247,000	257,000	264,000				2,164,000
* Funding Agency: Redding Area Bus Authority	Total:	1,236,000	160,000	247,000	257,000	264,000				2,164,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 8	PE									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON	717,000								717,000
* Funding Agency: Redding Area Bus Authority	Total:	717,000								717,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE									
* Fund Type: California Heavy Duty Voucher Incentive Project (H)	RW									
	CON	105,000								105,000
* Funding Agency: Various Agencies	Total:	105,000								105,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: Private Funds	CON	30,000								30,000
* Funding Agency: Various Agencies	Total:	30,000								30,000
* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: City Funds	CON	100,000								100,000
* Funding Agency: Redding, City of	Total:	100,000								100,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	15,001,000	600,000	309,000	1,364,000	1,394,000				18,668,000
	Total:	15,001,000	600,000	309,000	1,364,000	1,394,000				18,668,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2020-21: 6 20-25 cut-aways, gas-fueled, with up to 16 seats. 2021-22: 3 vehicles like 2020-21. 2022-23: 3 vehicles like 2020-21 and 2 replacement buses (low sulfur diesel, 35-foot, 32 seats with 3 ADA positions). 2023-24: Same type and quantity as 2022-23. 2018 RTP Goals 3 and 4.

***** Version 15 - 04/16/2020 *****

Per RABA BOD approved 04-20-2020 budget. FTA 5307 in 2021-22 includes \$20K for revenue fare service vehicles grant administration.

***** Version 2 - 09/07/2018 *****

Per AMaggiore 9-7-2018 email to match FY 2018-19 FTA 5339 programming to fund availability--an overall reduction.

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. Updated figures from RABA 4-Year TIP - April 2018. FY 2018-19 vehicle quantities and specs: 1) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats; 2) 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats; and 3) one all-electric coach--see Version 12 below. FY 2020-21 vehicle specs: 1) 2 replacement buses,-- See specs under Version 11 below. FY 2021-22 vehicle specs: 5 paratransit vans per above specs. FY 2021-22 includes \$20K FTA 5307, no match, for grant administration.

***** Version 12 - 12/12/2017 *****

Programs FY 2017 Low-No Bus award to RABA for the purchase of an all-electric Proterra, 35-foot Catalyst E2 transit bus with fast-charge bus charging station and supporting infrastructure. Includes training of staff on operation and maintenance, as needed. Seats and ADA positions available upon agreement application.

***** Version 11 - 07/26/2017 *****

Replacement vehicle programming revisions per RABA June 2017 adopted budget. 2016-17 vehicle quantities and specs: 1) 1 replacement bus=low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats. 2017/18 quantities and specs: 4 replacement buses per above specs. FY 2018-19 quantities and specs: 4 paratransit vans per above specs and 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats. FY 2019-20 includes \$20K FTA 5307, no match, for grant administration.

***** Version 10 - 01/30/2017 *****

FFY FTA 5339 FFY 2013 and 2014 apportionments moved from "Prior" to 16/17. FTA 5339 FFY 2015 and 2016 apportionments moved from 16/17 to 17/18. \$10K of FFY 2013 and 2014 apportionment added to 17/18. 2016-17 and 2017-18 5339-funded vehicle quantities and specs: 1 each year replacement bus=low sulfur diesel, 35-foot, 32 seats with 3 ADA positions.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Amended with June 2016 RABA 5-year budget. Also adds FTA 5339 FY 2016/17 programming with assumed TDA 20% match. Each FY includes \$20K FTA 5307, no match, for grant administration. 2016-17 vehicle quantities and specs: 1) 1 replacement bus=low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats. 2017/18 quantities and specs: 3 paratransit vans per above specs and 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats. 2018-19 quantities and specs: 3 paratransit vans per above specs. 2019-20 quantities and specs: 4 paratransit vans per above specs and 2 replacement buses per above specs.

***** Version 8 - 04/02/2015 *****

Per RABA April 6, 2015 FTIP update per CAukland for FTA 5307 application submittal. Formal Amendment No. 3 advances capital programming into earlier yrs of FTIP. 2014-15 vehicle quantities and specs: 1) 3 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans = gas-fueled, 20-25 foot cutaways with up to 16 seats. 2016/17 and 2017/18 quantities and specs: 3 paratransit vans each FY per above specs. 2017-18: 2 replacement Burney vans, gas-fueled, 23-foot cutaways, 16 seats. FTA 5339- and PTMISEA-funded FY 2014-15 replacement bus--same specs as above.

***** DFTIP Version 2 - 09/04/2014 *****

Per 6-16-2014 RABA-approved CIP per CAukland. Vehicle quantities and specs: 1) 14-15: same 2 vans as below; 2) 15-16: 3 vans = gas-fueled, 20-25 foot cutaways with up to 16 seats; 3) 16-17: 3 vans, as per above and 2 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 4) 17-18: 1 replacement bus, same as above. 3 replacement vans, same as above. 2 replacement Burney vans, gas-fueled, 23-foot cutaways, 16 seats.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP. 14/15 estimate from RABA 14/15 estimated budget. 2 gas-fueled, 20-25 foot cutaways with up to 16 seat positions.

NOTE: RTP ID = 4-1,2,13

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0060	TITLE (DESCRIPTION): RABA Transit Capital (Transit agency purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS-CAP		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.
COUNTY: Shasta County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: John Abshier

PHONE: (530) 225-4170

EMAIL: jabshier@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	3,530,000		

* FTA Funds -

	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	697,000	384,000	194,000	980,000	28,000				2,283,000
* Funding Agency: Redding Area Bus Authority	Total:	697,000	384,000	194,000	980,000	28,000				2,283,000

* Local Funds -

	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	RW									
* Fund Type: Local Transportation Funds	CON	65,000			5,000					70,000
* Funding Agency: Shasta County RTPA	Total:	65,000			5,000					70,000

* State Bond -

	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	RW									
* Fund Type: Public Transportation Modernization Improvement	CON	550,000	336,000	44,000	240,000	7,000				1,177,000
* Funding Agency: Redding Area Bus Authority	Total:	550,000	336,000	44,000	240,000	7,000				1,177,000

Project Total:

	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	RW									
	CON	1,312,000	720,000	238,000	1,225,000	35,000				3,530,000
	Total:	1,312,000	720,000	238,000	1,225,000	35,000				3,530,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3 and 4.

***** Version 11 - 04/22/2020 *****

Per RABA BOD approved 04-20-2020 budget. Revises local match to Prop 1 B.

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. First four years of RABA Long-Term Capital Plan (April 2018) incorporated.

***** Version 9 - 07/25/2017 *****

Adjustments based on RABA June 2017 approved budget.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Amended with June 2016 RABA 5-year budget. 2016-17=security upgrades. 2017-18=computer equipment(\$32K), misc capital (\$25K), maintenance facility/equipment (\$50K), radio/ITS communication equipment (\$90K), security upgrades (\$153K), and transfer facilities (\$100K). 2018-19=radio/ITS equipment (\$100K). 2019-20=computer equipment (\$34K), support vehicles (\$76K), and misc capital (\$25K).

***** Version 7 - 04/02/2015 *****

Per 4-6-2015 revised transit FTIP per CAukland, advancing farebox and computer equipment from 15/16 to 14/15. 2014-15 includes replacing fleet farebox equipment with advanced, smart equipment (\$348K federal) and computer/server upgrades (\$24K federal). 15-16: \$20K federal misc capital. 17-18: \$46K federal for computer equipment and misc. capital.

***** DFTIP Version 2 - 09/02/2014 *****

Based on RABA 6-16-2014 approved CIP and transit TIP per CAukland, as adjusted 9-10-2014.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP. 14/15 data programmed from estimated 14/15 RABA budget.

NOTE: RTP ID = 4-1,2,13

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0074	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program (Various Locations. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CT-BRIDGE		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	(Dollars in whole) Prog Con	Prog RW	PE
1	Active	01/07/2021	KURLIE	Adoption - Carry Over	0	106,703,000		

* SHOPP - Bridge Preservation -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	106,703,000								106,703,000
	Total:	106,703,000								106,703,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, as amended with WLonnnberg instruction. Current project is for information only and retained for future programming use.

***** DFTIP Version 1 - 05/11/2018*****

Project data transferred from 2016 FTIP. Further modified with updated CT HQ Programming listing.

***** Version 19 - 04/28/2018 *****

Formal Amendment No. 9 per WLonnnberg 4-10-2017 email request. Combines two former projects (02-4G400 and 02-4G410) into one (02-4G41U), also adding \$2+M to project cost and advancing to 2018/19. Adds an I-5 O-Brien Undercrossing project (02-1H390) for \$3.7M. Increases 02-4G530 by \$50K.

***** Version 18 - 12/20/2017 *****

Administrative Modification No. 6 per WLonnnberg 11-8-2017 email request.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. WLonnnberg 7-20-2016 email 2016 SHOPP confirmation.

***** Version 15 - 04/01/2015 *****

Formal Amendment No. 3 project programming increase of \$12.605 M for I-5 Pit River Bridge project addition per WLonnnberg 3-13-2015 email request. 4-3-2015 WL email for \$2.32M increase for PCR revision for 020E090.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 13 - 04/29/2014 *****Per WLonnnberg 4-29-2014 email. Adds \$1.4M PE for for new Hat Creek Bridge near Old Station.

***** Version 12 - 07/16/2013 *****

No change to financing. Technical correction to amend polyester concrete overlays and repair joint seals description to 16, not 4, bridges: 06 0124; 06 0101; 06 155; 06 0161; 06 0154; 06 0162; 06 0130R; 06 0160; 06 0179; 02 0097; 02 0172; 02 0175R PM 63.65; 02 0173; 06 0015; 06 0158; 02 0175R PM 63.77

***** Version 11 - 06/25/2013 *****

Amendment 3 per WLonnnberg email 6/7/2013 to add polyester concrete overlays and repair joint seals to 4 bridges: 06 0179; 02 0097; 02 0172; 02 0175R

NOTE: RTP ID = 5-36,37,38

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0075	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements- SHOPP (Collision Reduction Program Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: CT-COL-RE		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Shasta County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<i>(Dollars in whole)</i>			
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>	
						96,251,000			

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	85,626,000	1,570,000	9,055,000						96,251,000
* Funding Agency: Caltrans	Total:	85,626,000	1,570,000	9,055,000						96,251,000

Comments:

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13, and amended with CT D2 10-29-2020 update. 2018 RTP Goals 1 and 2.
***** Version 26 - 06/15/2020 *****
Administrative Modification 12 per June 10, 2020 ABagde email request to add 2020 adopted SHOPP. No project changes, or additions/deletions within listing. Minor funding adjustments in years 2019/20 to 2021/22.
***** Version 25 - 04/03/2019 *****
Formal Amnd 5 per CClark 3-29-2019 email request to add SR 299 curve improvement project funding for EA 02-4H930.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. Amended with CT HQ Programming update.
***** Version 23 - 12/20/2017 *****
Administrative Modification No. 6 per WLonnnberg 11-8-2017 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. WLonnnberg 7-20-2016 email 2016 SHOPP confirmation.
***** Version 20 - 04/07/2015 *****
Formal amendment no. 3 per WLonnnberg 4-3-2015 email to increase 2014/15 and 2015/16 programming by \$3.121M for PCR adjustments for projects 02-4E890, 02-4F290, and 02-4G490.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 17 - 04/29/2014 *****Per WLonnnberg 4-29-2014 email: adds \$3.495M for 14/15 PE for projs: 02-4F780 and 02-4F510.
***** Version 16 - 09/23/2013 *****
W Lonnnberg 8/30/13 email to accelerate project (02-4E810) from 14/15 to 13/14: Improve worker safety at 12 locations in north state (3 in Shasta County) - \$5.5M. Additionally, add new project (02-4G490) to 15/16 per WL 9/27/13 email: on SR 44 near Viola, curve improvement from 1.5 to 1.1 miles w/o No. Battle Creek Reservoir Rd (\$2.58M). Toll credits anticipated.
***** Version 15 - 12/27/2012 *****
Amendment 1 2013 FTIP per wlonnnberg email 12/10/12 jrb
NOTE: RTP ID = 5-36,37,38,46

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0078	TITLE (DESCRIPTION): Grouped Projects for Shoulder Improvements - SHOPP Roadway Preservation Program (Projects are consistent with 40CFR Part 93.126 Exempt Table 2 categories - fencing, safety roadside rest areas)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CT-RW-PRE		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	(Dollars in whole) Prog Con	Prog RW	PE
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	263,467,000		

* SHOPP - Roadway Preservation -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	178,160,000	3,530,000	16,692,000	55,872,000	9,213,000				263,467,000
	Total:	178,160,000	3,530,000	16,692,000	55,872,000	9,213,000				263,467,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with CT D2 10-29-2020 update. 2018 RTP Goal 1.

***** Version 22 - 06/16/2020 *****

Administrative Modification 12 per 6-15-2020 WLonnnberg email request to amend for 2020 adopted SHOPP. Project 02-3H310 drops, adjusts programming for project 02-1H570, and adds projects 02-4H780, 02-3H680, and 02-4H050.

***** DFTIP Version 1 - 05/11/2018*****

Project data transferred from 2017 FTIP Formal Amendment No. 9 for which public review ended on 5-13-2018. Further amended with CT HQ Programming 2019 FSTIP update.

***** Version 20 - 04/27/2018 *****

Formal Amendment No. 9 per 4-10-2018 WLonnnberg email request. Adds \$16.1M of I-5 road preservation funding, including I-5 RASL components. Adds \$17.78M rehab and guardrail project for 21.4 lane miles on SR 299 to both west and east of Burney. Moves out SR 299 project at and near Shasta from Crystal Creek Road to Trinity Alley to future years. Advances \$3.2 million of I-5 RASL funding (02-3H730) from 2018/19 to 2017/18.

***** Version 19 - 03/14/2018 *****

Formal Amendment No. 8 per 3-12-2018 WLonnnberg email request to add \$18M SHOPP funds to the I-5 RASL project, including the Anderson Creek Bridge component. Modified project is 02-3H730. Concurrent FTIP amendment timing with pending CTC approval of Program Change Request, per CT HQ Programming authorization.

***** Version 18 - 12/27/2017 *****

Per 11-8-2017 WLonnnberg email request to cover cost increases on two existing projects and add new roadway rehab project on I-5 near Anderson from Route 5/273 separation to Sacramento River Bridge (R3.8/R7.0).

***** Version 2 - 08/14/2017 *****

Formal amendment No. 5 per 8-4-2017 WLonnnberg email adding new project (02-4G420) to program a Long Lead Project and modify an existing pavement project in the same location on SR299 in Whiskeytown NRA.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. WLonnnberg 7-20-2016 email update to 2016 SHOPP.

***** Version 15 - 12/16/2014 *****

Formal amendment No. 2 per 12-8-2014 WLonnnberg email adding new project (02-4G420) to rehab the pavement on SR273, various locations.

***** DFTIP Version 2 - 08/08/2014 *****

Amendment No. 1 per 6-26-2014 WLonnnberg email adding 1 new project (02-4E790) to replace overhead signs on I-5 in, and near, Redding.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 11 - 04/29/2014 ***** Adds \$7.15M in SHOPP AC for 14/15 PE for two new projects WLonnnberg 4-29-2014 email.

***** Version 10 - 09/23/2013 *****

W Lonnnberg 8/30/13 email for project acceleration from 14/15 to 13/14: SR 44 pavement rehab from 0.1 mi. e/o Cow Creek Br. to 0.1 mi. e/o Bear Creek Br. (02-4E430) - 14 lane miles (\$6.956M). Toll credits anticipated.

***** Version 9 - 12/28/2012 *****

Amendment 1 per email WLonnnberg 12/10/12. move 520 from 12/13 to 14/15. jrb

NOTE: RTP ID = 5-36,37,38,39

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0083	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes).)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: BRDGE-LUM		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.
COUNTY: Shasta County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	76,553,000		

* Local HBRR -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Various Agencies	CON	34,545,000	1,114,000	876,000		531,000	34,374,000			71,440,000
	Total:	34,545,000	1,114,000	876,000		531,000	34,374,000			71,440,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Various Agencies	CON	1,887,000	82,000	92,000		69,000	2,983,000			5,113,000
	Total:	1,887,000	82,000	92,000		69,000	2,983,000			5,113,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
* Funding Agency: Shasta County	CON	40,000	-40,000							
	Total:	40,000	-40,000							

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	36,472,000	1,156,000	968,000		600,000	37,357,000			76,553,000
	Total:	36,472,000	1,156,000	968,000		600,000	37,357,000			76,553,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.
***** Version 36 - 04/09/2020 *****
Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.
***** Version 35 - 11/05/2019 *****
Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.
***** Version 34 - 04/03/2019 *****
Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.
***** Version 33 - 03/07/2019 *****
Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.
***** Version 32 - 01/15/2019 *****
Per HBP 10-26-2018 update per ABagde 10-30-2018 email.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 30 - 04/30/2018 *****
Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).
***** Version 29 - 12/27/2017 *****
Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.
***** Version 28 - 12/07/2017 *****
Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.
***** Version 27 - 05/01/2017 *****
Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.
***** Version 26 - 01/23/2017 *****
Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP.
***** Version 24 - 04/10/2016 *****
Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.
***** Version 23 - 12/21/2015 *****
Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.
***** Version 22 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.
***** Version 21 - 12/16/2014 *****
Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.
***** Version 18 - 12/23/2013 *****
Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.
***** Version 17 - 06/14/2013 *****
NOTE: RTP ID = 5-40,41,42,43,44

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0093	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - HSIP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: GP - HSIP		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Shasta County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RICK SOMERS

PHONE: (530) 225-3015

EMAIL: richard.f.somers@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	29,975,000		

(Dollars in whole)

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	8,985,000		2,795,000		1,329,000				13,109,000
* Funding Agency: Redding, City of	Total:	8,985,000		2,795,000		1,329,000				13,109,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	2,412,000	333,000	570,000		178,000				3,493,000
* Funding Agency: Redding, City of	Total:	2,412,000	333,000	570,000		178,000				3,493,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	9,390,000	2,147,000							11,537,000
* Funding Agency: Shasta County	Total:	9,390,000	2,147,000							11,537,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	909,000	286,000							1,195,000
* Funding Agency: Shasta County	Total:	909,000	286,000							1,195,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	641,000								641,000
* Funding Agency: Shasta Lake, City of	Total:	641,000								641,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	22,337,000	2,766,000	3,365,000		1,507,000				29,975,000
	Total:	22,337,000	2,766,000	3,365,000		1,507,000				29,975,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. Upgraded with CT HQ HSIP listing of 12/15/2020. 2018 RTP Goals 1, 3 and 4.
***** Version 23 - 02/11/2020 *****
Administrative Mod No. 9 per RSomers email request and CT HQ approval (Jan 2020) of project cost increase to HSIP7-02-002.
***** Version 22 - 07/12/2019 *****
Formal Amnd No. 6 per ABagde 6-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 21 - 04/03/2019 *****
Formal Amnd No. 5 per ABagde 3-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 20 - 01/14/2019 *****
Formal Amend. No. 3 to 2019 FTIP per 12-14-19 ABagde email request for HSIP update.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. FYs 2020-21 and 2021-22 programming added per 3-29-2018 ABagde email of CT HQ HSIP update.
***** Version 18 - 04/27/2017 *****
Formal Amendment No. 3 per 3-24-2017 ABagde email request for HSIP update.
***** Version 17 - 12/20/2016 *****
Formal Amendment No. 2 to 2017 FTIP per 12/7/2016 ABagde email request for HSIP update.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. HQ-approved revisions per RSomers and JMeyer 8-23-16 and 7-28-2016 emails, respectively. Toll credits remain for Cycle 6.
***** Version 14 - 02/19/2016 *****
Formal Amendment No. 6 per 2-3-2016 ABagde email request for two city of Redding projects. Makes local funds adjustments for county of Shasta. Retains 100% toll credit for Cycle 6; otherwise, 10% nonfederal match.
***** Version 13 - 12/21/2015 *****
Formal Amendment No. 5 per 11-19-2015 LGreen email request. Retains 100% toll credit availability for Cycle 6; otherwise, 10% nonfederal match. City of Redding 6-02-001 and 6-02-002 modified further on 12-22-2015, and 12-31-2015 by RSomers with CLui HQ approval.
***** Version 12 - 07/14/2015 *****
Request from CT D2 Rick Somers to change HSIP6-02-001 to 100% federal funding and advance \$100,800 HSIP project funding from 2016/17 to 2014/15. Various total project cost and federal/local share increases to HSIP4-02-004, HSIP5-02-001, and HSIP6-02-002--all city of Redding.
***** Version 11 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email request. Provides 100% federal funding with toll credit use for Cycle 6 projects.
***** Version 10 - 12/16/2014 *****
Formal Amendment No. 2 per 12-5-2014 ABagde email requesting update. 10% nonfederal match included. Minor modification to EPA exempt category description to align with HSIP purpose.
***** DFTIP Version 2 - 08/08/2014 *****
Amendment No. 1 per 6-9-2014 ABagde email requesting 2015 FTIP inclusion. 10% nonfederal match by year included, as directed.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 7 - 01/29/2014 *****
Formal amendment #8 for 11-15-2013 HSIP project list update per ABagde 11-20-2013 email. kku
***** Version 6 - 06/14/2013 *****
Revised ammendment per direction from HQ. ET
***** Version 5 - 12/27/2012 *****
Amendment 1 to add HR3 projects per email Abhijit Bagde-10/29/12. jrb
NOTE: RTP ID = 5-41,51, 54, 55

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Mandates Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: GP-SI		
COUNTY: Shasta County	ROUTE: 273		PM: 14.900 / 16.200		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	18,542,000		

* SHOPP - Mandates -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	15,092,000		3,450,000						18,542,000
* Funding Agency: Caltrans	Total:	15,092,000		3,450,000						18,542,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with CT D2 10-29-2020 update. 2018 RTP Goal 1.

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. Amended with CT HQ Programming update.

***** Version 8 - 04/27/2017 *****

Amendment request per WLonnnberg 4-10-2017 email.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. WLonnnberg 7-20-2016 email update to 2016 SHOPP.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 5 - 04/29/2014 *****Per WLonnnberg 4-29-2014 email: Adds \$500K PE in 14/15 for 17/18 construction project 02-4F790, ADA infrastructure.

***** Version 4 - 09/23/2013 *****

WLonnnberg 8/26/13 email for project 02-4G480 addition in 13/14 year: SR 299 at Shasta from 0.1 mi. w/o French Alley to Red Bluff Rd.--construct sidewalks, curb ramps, retaining wall, and reconstruct roadway shoulder cross slope (\$3.0M). Toll credits anticipated. Additionally, project 02-3E800 partial delay from 12/13 to 14/15 (\$1.5M); existing \$4.82M in 14/15 remains.

NOTE: RTP ID = 5-36,37,46

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 02	PPNO: 02-4E270	EA: 211-0000-0108	CTIPS ID: 211-0000-0108	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing (and/or rehabilitation - Minor Program Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers, etc.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.:		
COUNTY: Shasta County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-4316

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	(Dollars in whole)						
						Prog Con	Prog RW	PE				
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	11,456,000						

* CT Minor Pgm. -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE											
	RW											
* Fund Type: SHOPP Advance Construction (AC)	CON			9,161,000	1,463,000	832,000						11,456,000
* Funding Agency: Caltrans	Total:			9,161,000	1,463,000	832,000						11,456,000

Comments:

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 1 and 7.
***** Version 14 - 07/16/2020 *****
Administrative Modification 13 per WLonnberg 7-10-2020 email request. Adds projects 4H690 and 0J440, and adds support costs to them, as well as to 2H620 and 0J430.
***** Version 13 - 06/16/2020 *****
Administrative Modification 12 per WLonnberg 6-15-2020 email request. Reconciles 2019/20 programming and adds new project 0J430 Near Hat Creek at Panorama Vista Point: ADA upgrades and parking lot paving.
***** Version 12 - 08/09/2019 *****
Per W. Lonnberg's 8/6/2019 email, add new project 2H970 and decrease cost for project 3H610.
***** Version 11 - 12/20/2018 *****
Per W. Lonnberg's 12/20/2018 email, add new project 2H620 and increase cost for project 3H610.
***** Version 2 - 09/04/2018 *****
Formal Amendment 1 per ABagde 7-6-2018 email of State Minor Program 2018-19 programming. Adds Project 2H730 In Redding at Hilltop Drive OC: Construct right turn lane.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 7 - 07/21/2017 *****Minor program additions per ABagde confirmation (7-13-2017) of minor program revisions requested by WLonnberg.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore information only.
***** Version 5 - 07/01/2015 *****
New State Minor Program FY 2015/16 \$2.617M programming per ABagde 7-1-2015 email request. EA-5 4G840 and 4G650.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP. Added 14/15 \$909K per WL email 5-15-2014 for new federalized project 4E270.
***** Version 2 - 07/16/2013 *****
Increases EA 4E270 from \$773K to \$860K per 6-24-2013 ABagde email re: 2013/14 minor program group listing.
***** Version 1 - 04/18/2013 *****
NOTE: RTP ID = 5-36,37,46

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0115	TITLE (DESCRIPTION): Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized). Also includes GP for Safety Improvements - SRTS projects.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: GP-ATP		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: DAN WAYNE

PHONE: (530) 262-6186

EMAIL: dwayne@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	20,620,000		1,247,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency: Redding, City of	CON	8,011,000	6,740,000							14,751,000
	Total:	8,011,000	6,740,000							14,751,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE	1,247,000								1,247,000
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Redding, City of	CON	1,306,000	434,000							1,740,000
	Total:	2,553,000	434,000							2,987,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency: Shasta County	CON	1,034,000								1,034,000
	Total:	1,034,000								1,034,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Shasta County RTPA	CON	190,000								190,000
	Total:	190,000								190,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 8	PE									
* Fund Type: Private Funds	RW									
* Funding Agency: Various Agencies	CON	70,000								70,000
	Total:	70,000								70,000

* CT Minor Pgm. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE									
* Fund Type: National Hwy System	RW									
* Funding Agency: Caltrans	CON	1,345,000								1,345,000
	Total:	1,345,000								1,345,000

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: Alternative Transportation in Parks and Public Land	CON	800,000								800,000
* Funding Agency: Caltrans	Total:	800,000								800,000
* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: Safe Routes to School (SRTS) Program	CON	690,000								690,000
* Funding Agency: Redding, City of	Total:	690,000								690,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,247,000								1,247,000
	RW									
	CON	13,446,000	7,174,000							20,620,000
	Total:	14,693,000	7,174,000							21,867,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 3 and 4.

***** Version 9 - 05/12/2020 *****

Adds city of Redding Bechelli and Loma Vista Active Transportation Corridor Improvements ATP award for 2020-21, as well as grant local match for PE and CON.

***** Version 8 - 10/02/2019 *****

Per 10/1/2019 RSomers email request. Brings in supplemental SRTS funding of \$227,400 in FY 2019/20 for city of Redding Bidwell Road Project.

***** Version 7 - 01/28/2019 *****

Per 11/9/2018 RSomers email, request to bring forward SRTS unobligated funds from 2017 FTIP for the city of Redding Bonneyview/Bidwell project.

***** Version 1 - 05/09/18 and Final 2019 FTIP *****

Project data transferred from 2016 FTIP. Will incorporate SRTS-funded future projects (formerly CTIPS No. 211-0000-0095). Under former 211-0000-0095, 2017 FTIP Formal Amnd 1 added City of Redding Bidwell Road SRTS project for construction of sidewalks and curb ramps, and installation of bike lanes. Former 2014/15 project now 2016/17. Also in the 2015 FTIP, Amendment No. 2 added SRTA/Shasta County HHSA August 2014 ATP award for SRTS project per ABagde 9-17-2014 programming email. Amendment No. 1 to 2015 FTIP made programming revisions per RSomers 7-17-2014 email. For the 2013 FTIP, included projects per 3/30/12 SRTS project list. For the 2011 FTIP, new cycle 3 SRTS award via letter 10-13-11. 2 new projects added.

***** Version 5 - 12/27/2017 *****

Additional CTC 10-18-2017 ATP Statewide Component Award (\$2.538M) for city of Redding West Street Area School Safety Improvements. Total project cost is \$3.196M.

***** Version 4 - 04/27/2017 *****

Per WLonberg 4-12-2017 email to add Middle Creek Trail Extension project to FTIP. Includes FTA Section 5320 funding (\$250K). 14-day interagency review produces CT D2 request (5-22-2017 KZolotoff email) to increase 5320 to \$800K.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Diestelhorst to Downtown Non-Motorized Improvements Project own listing 211-0000-0110; not in GP for Bicycle and Pedestrian.

***** Version 2 - 02/19/2016 *****

Formal Amendment No. 6 adds CTC-approved ATP Cycle 2 awards to the city of Redding (2) and county of Shasta (2) per 1-11-2016 ABagde email request.

***** Version 1 - 12/16/2014 *****

Formal Amendment No. 2 adds an ATP-funded, city of Redding Placer St. improvements award per 9-17-2014 ABagde email programming request.

Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Whole)

Transit System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0122	TITLE (DESCRIPTION): Social Services Transit (Vehicles, equipment and operating assistance to social service transit agencies providing service within Shasta County.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SSTRANSIT		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Sean Tiedgen

PHONE: (530) 262-6185

EMAIL: stiedgen@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	1,033,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
	CON	1,033,000								1,033,000
* Funding Agency: Various Agencies	Total:	1,033,000								1,033,000

Comments:

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. No current programming; therefore, project included for information only. 2018 RTP Goals 3 and 4.

***** Version 4 - 03/26/2020 *****

Adds FTA 5310 per CT HQ 02-27-2020 notification to program CTC prospective awards. Includes two new medium size buses for DHCL, with \$76,700 programmed for each which includes toll credit match of 20% (\$15,340).

***** Version 1 - 05/09/18 *****

Project data transferred from 2016 FTIP. No current programming; therefore, project included for information only. In the 2015 FTIP, the project was numbered 211-0000-0118. Formal Amendment No. 3 to the 2015 FTIP added FTA 5310 funding awards for Golden Umbrella Foster Grandparent (\$126,068) and Senior Companion (\$72,832) Programs per ABagde 3-23-2015 email. 100% federal funding with toll credits applied. Other subsequent amendment information below.

***** Version 2 - 08/23/2017 *****

Per 8-17-2017 Valarie Smith email for FTA Section 5310 small urban and rural final full award list. Programs two additional new vehicles at \$70K/each, 80/20 funding for: Dignity Health Connect Living (formerly known as Shasta Senior Nutrition Program (2, total 3 with prior version). Vehicles all are gasoline-powered, medium-sized buses accommodating 12 ambulatory passengers and two wheelchair pax.

***** Version 1 - 05/03/2017 *****

Per 5-3-2017 ABagde email programming request for FTA Section 5310 expected awards. New FTIP listing added (formerly CTIPS ID No. 211-0000-0118 in 2015 FTIP). Programs a total of three new vehicles at \$70K/each, 80/20 funding for: Paratransit Services (2) and Shasta Senior Nutrition Program (1). Vehicles all are gasoline-powered, medium-sized buses accommodating 12 ambulatory passengers and two wheelchair pax. Programs three years of operating assistance (\$530,302K - 50/50 funding) to Golden Umbrella for their Senior Mobility and Rural Transportation (SMART) Volunteer Driver Program. 100% federal funding with toll credits applies to all programming.

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0124	TITLE (DESCRIPTION): Grouped Projects for Emergency Repair - SHOPP Emergency Response Program (Various locations: repairs due to disasters or other emergencies) (Damage repair caused by unusual disasters and/or emergencies throughout various locations in Shasta County.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: ER-LUMP		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/10/2021	KURLIE	Adoption -	0	1,512,000		

* SHOPP - Emergency Response -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON		497,000	1,015,000						1,512,000
* Funding Agency:	Total:		497,000	1,015,000						1,512,000

Comments:

***** Version 1 - 12/10/2020 *****

New listing in 2021 FTIP based on WLonnnberg 12-07-2020 email request. CTIPS Project 1J720 on I-5 already constructed and not included. 2018 RTP Goal 1.

Appendix B

Grouped Project Listings

Shasta RTA Grouped Projects Listing for Safety Improvements - SHOPP (Collision Reduction Program) 2021 FSTIP
CTIPS No 211-0000-0075
(in \$000s)

Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Description	Work Description	PE	R/W	CONSTRUCTION	FY								TOTAL
									Prior	20/21	21/22	22/23	23/24	24/25	25/26	Future	
Caltrans	SHA-299-44.3/44.9	02-4H930	38 Collisions Reduced	In Shasta County near Ingot from 2.7 miles east of Seamans Gulch Road to 1.2 miles west of Du Bois Road.	Curve Improvement	\$2,600	\$510	\$8,825	\$1,310	\$1,570	\$9,055						\$11,935
Totals						\$2,600	\$510	\$8,825	\$1,310	\$1,570	\$9,055	\$0	\$0	\$0	\$0	\$0	\$11,935
								Fund Type	SHOPP AC	\$1,310	\$1,570	\$9,055	\$0	\$0	\$0	\$0	\$11,935
								Totals		\$1,310	\$1,570	\$9,055	\$0	\$0	\$0	\$0	\$11,935

Shasta RTA Grouped Projects Listing for Safety Improvements - SHOPP (Roadway Preservation Program) 2021 FSTIP

CTIPS No 211-0000-0078

(in \$000s)

[illegible]

2021 Shasta FTIP
CTIPS ID No: 211-0000-0083

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

11/6/2020, 8:06 AM

- Notes: 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:
- http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
- 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
- 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
- 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
- 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
- 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
- 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
- 8) Corrections to this report should be addressed to the District Local Assistance Engineer:
- <https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts>

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3730 BRIDGE NO. 06C0071, RAILROAD AVE OVER CANYON HOLLOW CREEK, 0.1 MI S CANYON CREEK RD. Replace two-lane bridge with two-lane bridge. (No added lane capacity).

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	412,212								412,212
R/W				41,000					41,000
CON								2,532,400	2,532,400
Total	412,212			41,000				2,532,400	2,985,612

Project #:
5068(038)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	364,931			36,297				2,241,934	2,643,162
Local Match	47,281			4,703				290,466	342,450
LSSRP Bond									
Local AC									
Total	412,212			41,000				2,532,400	2,985,612

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	364,931								364,931
Local Match	47,281								47,281
LSSRP Bond									
Local AC									
Total	412,212								412,212

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				36,297					36,297
Local Match				4,703					4,703
LSSRP Bond									
Local AC									
Total				41,000					41,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,241,934	2,241,934
Local Match								290,466	290,466
LSSRP Bond									
Local AC									
Total								2,532,400	2,532,400

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3732 BRIDGE NO. 06C0085, EASTSIDE RD OVER CANYON HOLLOW CREEK, 0.2 MI N HOSPITAL LANE. Replace bridge two-lane bridge with two-lane bridge. (No added lane capacity).

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	424,000								424,000
R/W				70,000					70,000
CON								2,189,200	2,189,200
Total	424,000			70,000				2,189,200	2,683,200
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	375,367			61,971				1,938,099	2,375,437
Local Match	48,633			8,029				251,101	307,763
LSSRP Bond									
Local AC									
Total	424,000			70,000				2,189,200	2,683,200
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	375,367								375,367
Local Match	48,633								48,633
LSSRP Bond									
Local AC									
Total	424,000								424,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				61,971					61,971
Local Match				8,029					8,029
LSSRP Bond									
Local AC									
Total				70,000					70,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,938,099	1,938,099
Local Match								251,101	251,101
LSSRP Bond									
Local AC									
Total								2,189,200	2,189,200

Project #:
5068(035)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3862 BRIDGE NO. 06C0104, OLD ALTURAS RD OVER CHURN CREEK, 1.5 MI W OLD OREGON TRAIL. Widen existing two-lane bridge to current standards with two-way left turn lane and sidewalks. (Rehabilitate, no added thru-traffic lane capacity.)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	680,545			240,455					921,000
R/W			45,455						45,455
CON								2,500,000	2,500,000
Total	680,545		45,455	240,455				2,500,000	3,466,455
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	602,486			253,116				2,213,250	3,068,853
Local Match	78,059		5,214	27,580				286,750	397,602
LSSRP Bond									
Local AC			40,241	-40,241					
Total	680,545		45,455	240,455				2,500,000	3,466,455
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	602,486			212,875					815,361
Local Match	78,059			27,580					105,639
LSSRP Bond									
Local AC									
Total	680,545			240,455					921,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				40,241					40,241
Local Match			5,214						5,214
LSSRP Bond									
Local AC			40,241	-40,241					
Total			45,455						45,455
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,213,250	2,213,250
Local Match								286,750	286,750
LSSRP Bond									
Local AC									
Total								2,500,000	2,500,000

Project #:
5068(045)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3728 BRIDGE NO. 06C0307, CANYON RD OVER A.C.I.D. CANAL, 0.2 MI SW OF SR 273. Replace two-lane bridge with two-lane bridge. (No added lane capacity)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	503,939								503,939
R/W				78,000					78,000
CON								1,960,400	1,960,400
Total	503,939			78,000				1,960,400	2,542,339
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	446,137			69,053				1,735,542	2,250,733
Local Match	57,802			8,947				224,858	291,606
LSSRP Bond									
Local AC									
Total	503,939			78,000				1,960,400	2,542,339
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	446,137								446,137
Local Match	57,802							0	57,802
LSSRP Bond									
Local AC									
Total	503,939								503,939
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				69,053					69,053
Local Match				8,947					8,947
LSSRP Bond									
Local AC									
Total				78,000					78,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,735,542	1,735,542
Local Match								224,858	224,858
LSSRP Bond									
Local AC									
Total								1,960,400	1,960,400

Project #: 5068(037)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3731 BRIDGE NO. 06C0335, EASTSIDE RD OVER OLNEY CREEK, 0.1 MI S BONNYVIEW RD. Replace two-lane bridge with two-lane bridge. (No added lane capacity).

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	438,850		120,150						559,000
R/W	68,000								68,000
CON			3,750,000						3,750,000
Total	506,850		3,870,150						4,377,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	448,714		3,426,244						3,874,958
Local Match	58,136		443,906						502,042
LSSRP Bond									
Local AC									
Total	506,850		3,870,150						4,377,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	388,514		106,369						494,883
Local Match	50,336		13,781						64,117
LSSRP Bond									
Local AC									
Total	438,850		120,150						559,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	60,200								60,200
Local Match	7,800								7,800
LSSRP Bond									
Local AC									
Total	68,000								68,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			3,319,875						3,319,875
Local Match			430,125						430,125
LSSRP Bond									
Local AC									
Total			3,750,000						3,750,000

Project #: 5068(036)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3690 BRIDGE NO. 06C0340, SACRAMENTO DR, OVER OLNEY CREEK, 0.5 MI E OF SH 273. Replace two-lane bridge with two-lane bridge. (No added lane capacity). 9/23/2010: Toll Credits used for PE & CON. 10/3/2013: Toll credits used for R/W.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	990,000								990,000
R/W					63,000				63,000
CON								3,780,000	3,780,000
Total	990,000				63,000			3,780,000	4,833,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	990,000				63,000			3,780,000	4,833,000
Local Match									
LSSRP Bond									
Local AC									
Total	990,000				63,000			3,780,000	4,833,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	990,000								990,000
Local Match									
LSSRP Bond									
Local AC									
Total	990,000								990,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					63,000				63,000
Local Match									
LSSRP Bond									
Local AC									
Total					63,000				63,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								3,780,000	3,780,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,780,000	3,780,000

Project #:

5068(034)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta
 Responsible Agency HBP-ID Project Description

Redding 3729 BRIDGE NO. 06C0341, GIRVAN RD OVER OLNEY CREEK, 0.6 MI E OF SH 273. Replace two-lane bridge with two-lane bridge. No added lane capacity.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	557,039				335,000				892,039
R/W					52,000				52,000
CON								2,405,000	2,405,000
Total	557,039				387,000			2,405,000	3,349,039
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	493,147				342,611			2,129,147	2,964,904
Local Match	63,892				44,389			275,854	384,135
LSSRP Bond									
Local AC									
Total	557,039				387,000			2,405,000	3,349,039
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	493,147				296,576				789,722
Local Match	63,892				38,425				102,317
LSSRP Bond									
Local AC									
Total	557,039				335,000				892,039
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					46,036				46,036
Local Match					5,964				5,964
LSSRP Bond									
Local AC									
Total					52,000				52,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,129,147	2,129,147
Local Match								275,854	275,854
LSSRP Bond									
Local AC									
Total								2,405,000	2,405,000

Project #:
 5068(039)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta
 Responsible Agency HBP-ID Project Description

Redding 3641 BRIDGE NO. 06C0344, SHARON AVE, OVER A.C.I.D. CANAL, 300' N/W RUSSELL ST. Replace one-lane bridge with two-lane bridge. No added traffic capacity. 9/15/2010: Toll Credits used for PE & CON. 10/3/2013: Toll credits used for R/W.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	295,006				90,000				385,006
R/W	36,000								36,000
CON			1,507,500	402,494					1,909,994
Total	331,006		1,507,500	402,494	90,000				2,331,000

Project #:
 5068(032)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	331,006		1,507,500	402,494	90,000				2,331,000
Local Match									
LSSRP Bond									
Local AC									
Total	331,006		1,507,500	402,494	90,000				2,331,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	295,006				90,000				385,006
Local Match									
LSSRP Bond									
Local AC									
Total	295,006				90,000				385,006

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	36,000								36,000
Local Match									
LSSRP Bond									
Local AC									
Total	36,000								36,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			1,507,500	402,494					1,909,994
Local Match									
LSSRP Bond									
Local AC									
Total			1,507,500	402,494					1,909,994

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 4332 BRIDGE NO. PM00137, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Redding. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE		152,000							152,000
R/W									
CON								426,000	426,000
Total		152,000						426,000	578,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		134,566						377,138	511,703
Local Match		17,434						48,862	66,297
LSSRP Bond									
Local AC									
Total		152,000						426,000	578,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		134,566							134,566
Local Match		17,434							17,434
LSSRP Bond									
Local AC									
Total		152,000							152,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								377,138	377,138
Local Match								48,862	48,862
LSSRP Bond									
Local AC									
Total								426,000	426,000

Project #:

5068(060)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3606 BRIDGE NO. 06C0024, LOWER GAS POINT RD OVER NORTH FORK COTTONWOOD CR, 0.5 MI N OF GAS PONT ROAD. Replace one lane bridge with two lane bridge. 9/16/2010: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	500,000								500,000
R/W	60,000								60,000
CON								1,946,000	1,946,000
Total	560,000							1,946,000	2,506,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	560,000							1,946,000	2,506,000
Local Match									
LSSRP Bond									
Local AC									
Total	560,000							1,946,000	2,506,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	500,000								500,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000								500,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	60,000								60,000
Local Match									
LSSRP Bond									
Local AC									
Total	60,000								60,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,946,000	1,946,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,946,000	1,946,000

Project #:
5906(104)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3349 BRIDGE NO. 06C0039, CASSEL-FALL RIV RD, OVER PIT RIVER, 0.3 MI SE SR 299 FALL RIV. Replace two lane bridge with two lane bridge.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	2,025,000								2,025,000
R/W	50,000				10,000				60,000
CON								5,661,000	5,661,000
Total	2,075,000				10,000			5,661,000	7,746,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	1,836,998				8,853			5,011,683	6,857,534
Local Match	238,003				1,147			649,317	888,466
LSSRP Bond									
Local AC									
Total	2,075,000				10,000			5,661,000	7,746,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	1,792,733								1,792,733
Local Match	232,268								232,268
LSSRP Bond									
Local AC									
Total	2,025,000								2,025,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	44,265				8,853				53,118
Local Match	5,735				1,147				6,882
LSSRP Bond									
Local AC									
Total	50,000				10,000				60,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								5,011,683	5,011,683
Local Match								649,317	649,317
LSSRP Bond									
Local AC									
Total								5,661,000	5,661,000

Project #:
5906(088)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3647 BRIDGE NO. 06C0178, FERN RD, OVER GLENDENNING CREEK, 0.3 MI N WHITMORE RD. Replace one-lane Bridge with two-lane Bridge.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	270,000			200,000					470,000
R/W				49,000					49,000
CON								1,400,000	1,400,000
Total	270,000			249,000				1,400,000	1,919,000

Project #:
5906(105)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	239,031			220,440				1,239,420	1,698,891
Local Match	30,969			28,560				160,580	220,109
LSSRP Bond									
Local AC									
Total	270,000			249,000				1,400,000	1,919,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	239,031			177,060					416,091
Local Match	30,969			22,940					53,909
LSSRP Bond									
Local AC									
Total	270,000			200,000					470,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				43,380					43,380
Local Match				5,620					5,620
LSSRP Bond									
Local AC									
Total				49,000					49,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,239,420	1,239,420
Local Match								160,580	160,580
LSSRP Bond									
Local AC									
Total								1,400,000	1,400,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4052 BRIDGE NO. 06C0183, GAS PT RD OVER NO NAME DITCH, 1.9 MI WEST OF I-5. Replace existing two-lane bridge with 2-lane bridge. Other federal funds are on this project and must be programmed in the FTIP.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	276,045								276,045
R/W	70,000								70,000
CON		935,627							935,627
Total	346,045	935,627							1,281,672
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	306,354		828,311						1,134,664
Local Match	39,691	107,316							147,008
LSSRP Bond									
Local AC		828,311	-828,311						
Total	346,045	935,627							1,281,672
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	244,383								244,383
Local Match	31,662								31,662
LSSRP Bond									
Local AC									
Total	276,045								276,045
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	61,971								61,971
Local Match	8,029								8,029
LSSRP Bond									
Local AC									
Total	70,000								70,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			828,311						828,311
Local Match		107,316							107,316
LSSRP Bond									
Local AC		828,311	-828,311						
Total		935,627							935,627

Project #:
5906(119)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3348 BRIDGE NO. 06C0209, SPRING CREEK RD, OVER FALL RIVER, 0.5 MI N OF MACARTHUR RD. Replace one lane bridge with two lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	520,000	700,000							1,220,000
R/W					10,000				10,000
CON								3,281,000	3,281,000
Total	520,000	700,000			10,000			3,281,000	4,511,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	460,356	619,710			10,000			3,281,000	4,371,066
Local Match	59,644	80,290							139,934
LSSRP Bond									
Local AC									
Total	520,000	700,000			10,000			3,281,000	4,511,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	460,356	619,710							1,080,066
Local Match	59,644	80,290							139,934
LSSRP Bond									
Local AC									
Total	520,000	700,000							1,220,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					10,000				10,000
Local Match									
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								3,281,000	3,281,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,281,000	3,281,000

Project #:
5906(087)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4053 BRIDGE NO. 06C0220, PARKVILLE RD OVER ASH CREEK, 3.4 MI S DERSCH RD. Replace existing 1 lane bridge with 2 lane bridge.
2/15/2013: Toll credits used for PE, R/W and CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	200,000								200,000
R/W				40,000					40,000
CON								1,040,000	1,040,000
Total	200,000			40,000				1,040,000	1,280,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	200,000			40,000				1,040,000	1,280,000
Local Match									
LSSRP Bond									
Local AC									
Total	200,000			40,000				1,040,000	1,280,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	200,000								200,000
Local Match									
LSSRP Bond									
Local AC									
Total	200,000								200,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				40,000					40,000
Local Match									
LSSRP Bond									
Local AC									
Total				40,000					40,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,040,000	1,040,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,040,000	1,040,000

Project #:
5906(117)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3864 BRIDGE NO. 06C0233, ASH CR RD OVER SACRAMENTO RIV OVERFLOW, 1.0 MI E BALLS FERRY RD. Replace two lane bridge with two lane bridge.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	210,000								210,000
R/W	40,000								40,000
CON								1,170,000	1,170,000
Total	250,000							1,170,000	1,420,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	221,325							1,035,801	1,257,126
Local Match	28,675							134,199	162,874
LSSRP Bond									
Local AC									
Total	250,000							1,170,000	1,420,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	185,913								185,913
Local Match	24,087								24,087
LSSRP Bond									
Local AC									
Total	210,000								210,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	35,412								35,412
Local Match	4,588								4,588
LSSRP Bond									
Local AC									
Total	40,000								40,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,035,801	1,035,801
Local Match								134,199	134,199
LSSRP Bond									
Local AC									
Total								1,170,000	1,170,000

Project #:
5906(111)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4521 BRIDGE NO. 06C0242, ASH CREEK ROAD OVER ANDERSON CREEK, 100 E BALLS FERRY RD. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE							600,000		600,000
R/W								60,000	60,000
CON								2,360,000	2,360,000
Total							600,000	2,420,000	3,020,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							531,180	2,142,426	2,673,606
Local Match							68,820	277,574	346,394
LSSRP Bond									
Local AC									
Total							600,000	2,420,000	3,020,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							531,180		531,180
Local Match							68,820		68,820
LSSRP Bond									
Local AC									
Total							600,000		600,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								53,118	53,118
Local Match								6,882	6,882
LSSRP Bond									
Local AC									
Total								60,000	60,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,089,308	2,089,308
Local Match								270,692	270,692
LSSRP Bond									
Local AC									
Total								2,360,000	2,360,000

Project #:

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4221 BRIDGE NO. 06C0263, BEAR MOUNTAIN ROAD OVER DEEP HOLE CREEK, 100 FT S/O BERNARD WAY. Replace 2-lane with 2-lane bridge on new alignment.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	236,500								236,500
R/W					30,000				30,000
CON								1,324,400	1,324,400
Total	236,500				30,000			1,324,400	1,590,900

Project #:
5906(124)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	209,373				26,559			1,172,491	1,408,424
Local Match	27,127				3,441			151,909	182,476
LSSRP Bond									
Local AC									
Total	236,500				30,000			1,324,400	1,590,900

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	209,373								209,373
Local Match	27,127								27,127
LSSRP Bond									
Local AC									
Total	236,500								236,500

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					26,559				26,559
Local Match					3,441				3,441
LSSRP Bond									
Local AC									
Total					30,000				30,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,172,491	1,172,491
Local Match								151,909	151,909
LSSRP Bond									
Local AC									
Total								1,324,400	1,324,400

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 3605 BRIDGE NO. 06C0348, SODA CREEK ROAD OVER SODA CREEK, 3.0 MI EAST OF I-5. Replace one lane bridge with two lane bridge
9/16/2010: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	320,000	115,000							435,000
R/W	40,000								40,000
CON								1,300,000	1,300,000
Total	360,000	115,000						1,300,000	1,775,000

Project #:
5906(106)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	360,000	115,000						1,300,000	1,775,000
Local Match									
LSSRP Bond									
Local AC									
Total	360,000	115,000						1,300,000	1,775,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	320,000	115,000							435,000
Local Match									
LSSRP Bond									
Local AC									
Total	320,000	115,000							435,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	40,000								40,000
Local Match									
LSSRP Bond									
Local AC									
Total	40,000								40,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,300,000	1,300,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,300,000	1,300,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta Lake 4222 BRIDGE NO. 06C0060, CASCADE BLVD OVER MOODY CREEK, 0.1 MI N SR 151. Replace 2-lane bridge. (No added lane capacity).

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	302,500			35,000	378,500				716,000
R/W									
CON								2,021,600	2,021,600
Total	302,500			35,000	378,500			2,021,600	2,737,600
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	267,803			30,986	335,086			1,789,722	2,423,597
Local Match	34,697			4,015	43,414			231,878	314,003
LSSRP Bond									
Local AC									
Total	302,500			35,000	378,500			2,021,600	2,737,600
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	267,803			30,986	335,086				633,875
Local Match	34,697			4,015	43,414				82,125
LSSRP Bond									
Local AC									
Total	302,500			35,000	378,500				716,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,789,722	1,789,722
Local Match								231,878	231,878
LSSRP Bond									
Local AC									
Total								2,021,600	2,021,600

Project #:
5474(015)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta Lake 4264 BRIDGE NO. PM00120, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Shasta Lake. See Caltrans Local Assistance HBP web site for backup list of bridges

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	16,000								16,000
R/W									
CON	80,000	1,275							81,275
Total	96,000	1,275							97,275
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	84,989	1,129							86,118
Local Match	11,011	146							11,157
LSSRP Bond									
Local AC									
Total	96,000	1,275							97,275
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	14,165								14,165
Local Match	1,835								1,835
LSSRP Bond									
Local AC									
Total	16,000								16,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	70,824	1,129							71,953
Local Match	9,176	146							9,322
LSSRP Bond									
Local AC									
Total	80,000	1,275							81,275

Project #:
5474(016)

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

MPO Summary: Shasta Regional Transportation Agency

Number of Projects: 21

Totals:

	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	8,798,018	870,404	5,762,054	1,114,357	876,109		531,180	34,373,653	52,325,776
Local Match	823,618	205,187	449,120	81,833	92,391		68,820	2,983,347	4,704,316
LSSRP Bond									
Local AC		828,311	-788,069	-40,241					
Total for all Phases	9,621,636	1,903,902	5,423,105	1,155,949	968,500		600,000	37,357,000	57,030,092

Shasta RTA Grouped Projects for Safety Improvements - SHOPP Mandates Program 2021 FSTIP
CTIPS No 211-0000-0098

(in \$000s)

(in \$000s)																	
Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Description	Work Description	PE	R/W	CONSTRUCTION	FY							TOTAL	
									Prior	20/21	21/22	22/23	23/24	24/25	25/26		Future
Caltrans	SHA-273-14.9/15.7	02-1H720	Install 19 curb ramps	In Shasta County in Redding from 0.1 mile north of South Redding Underpass to 0.1 mile north of California Street.	Construct Americans with Disabilities Act (ADA) compliant ramps and sidewalks.	\$1,200	\$1,152	\$3,450	\$2,352		\$3,450						\$5,802
Totals																	
Fund Type																	
									SHOPP AC	\$2,352	\$3,450						
									Totals	\$2,352	\$3,450					\$5,802	
																	\$5,802

Shasta RTA - Minor Grouped Projects Listing 2021 FSTIP

CTIPS No 211-0000-0108

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>EFIS</u>	<u>Prog Code</u>	<u>Estimated Construction State/Federal</u>	<u>Estimated Right of Way</u>	<u>Estimated Capital Outlay Support (Life of Project)</u>	<u>Total Project Cost (R/W+Con+Con Sup)</u>	<u>Fiscal Year</u>
2	Shasta	36	3.57	In Shasta County near Platina at Harrison Gulch Bridge. Construct Fish Passage	2H620	0216000154	201.110	\$315,000	\$17,000	\$500,000	\$832,000	21/22
2	Shasta	44	57.5	In Shasta County, near Hat Creek at Panorama Vista Point. Americans with Disabilities Act (ADA) upgrade and parking improvements.	0J430	0219000123	201.240	\$250,000	\$5,000	\$150,000	\$405,000	20/21
2	Shasta	151	0.000/4.950	In Shasta County, in and near Shasta Lake City at various locations from Shasta Dam to Rouge Road. Culvert rehabilitation.	4H690	0219000039	201.151	\$333,000	\$16,000	\$195,000	\$544,000	20/21
2	Shasta	5	R17.260	In Shasta County, in and near Redding on Route 5 at 0.1 mile north of Boulder Creek Bridge and on Route 299 at various locations from Ericson Way to 0.2 mile west of Nevada Trail. Culvert rehabilitation. Also on Sha-299-R24.400, R24.710, 29.140.	0J440	0219000124	201.151	\$314,000	\$5,000	\$195,000	\$514,000	20/21

Grouped Projects for Bicycle and Pedestrian Facilities in Shasta 2021 FTIP Back-Up List

CTIPS ID No. 211-0000-0115

Agency	County	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total by FFY
Redding	Shasta	Bechelli and Loma Vista Active Transportation Corridor Improvements	Construction of a mix of buffered bike lanes, separated bike lanes, sidewalks, accessible driveways, curb ramps, enhanced crossings with flashing beacons, pedestrian refuge islands and safety lighting, and landscaping.	2018/19 (Information only)	\$0	\$935,000	\$935,000
				2020/21	\$6,740,000	\$434,000	\$7,174,000
				Total	\$6,740,000	\$1,369,000	\$8,109,000

Shasta RTA Grouped Projects for Emergency Restoration - SHOPP 2021 FSTIP
CTIPS No 211-0000-0124

(in \$000s)

(in \$000s)																	
Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Location	Work Description	PE	R/W	CONSTRUCTION	FY							TOTAL	
									Prior	20/21	21/22	22/23	23/24	24/25	25/26		Future
Caltrans	SHA-299-1.0/1.6	02-0J680	Major Damage (Permanent Restoration)	In Shasta County, near Lewiston, from 0.8 mile east to 1.3 miles east of Hadley Peak Road.	Improve material disposal sites and construct culverts.	\$477	\$20	\$1,015		\$497	\$1,015					\$1,512	
Totals																	
Fund Type									SHOPP AC	\$0	\$497	\$1,015	\$0	\$0			\$1,512
									Totals	\$0	\$497	\$1,015	\$0	\$0			\$1,512

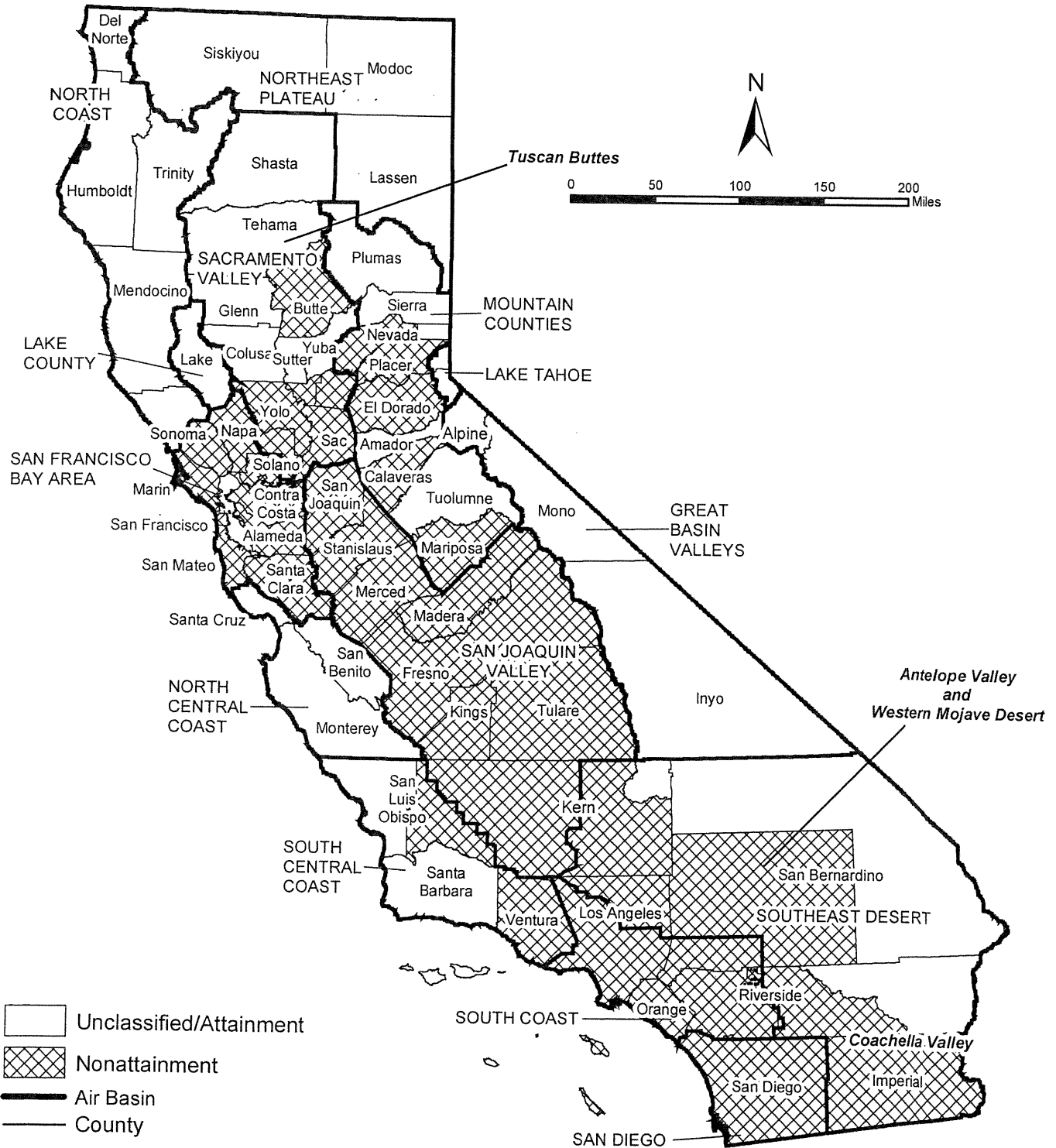
Appendix C

National Ambient Air Quality Standards Demonstrating Attainment or Unclassified Status of Shasta County*



As a result of Shasta County being in attainment for the federal 8-hour ozone air quality standard, SRTA's FTIP is not subject to a transportation conformity determination.

Area Designations for National Ambient Air Quality Standards 8-HOUR OZONE

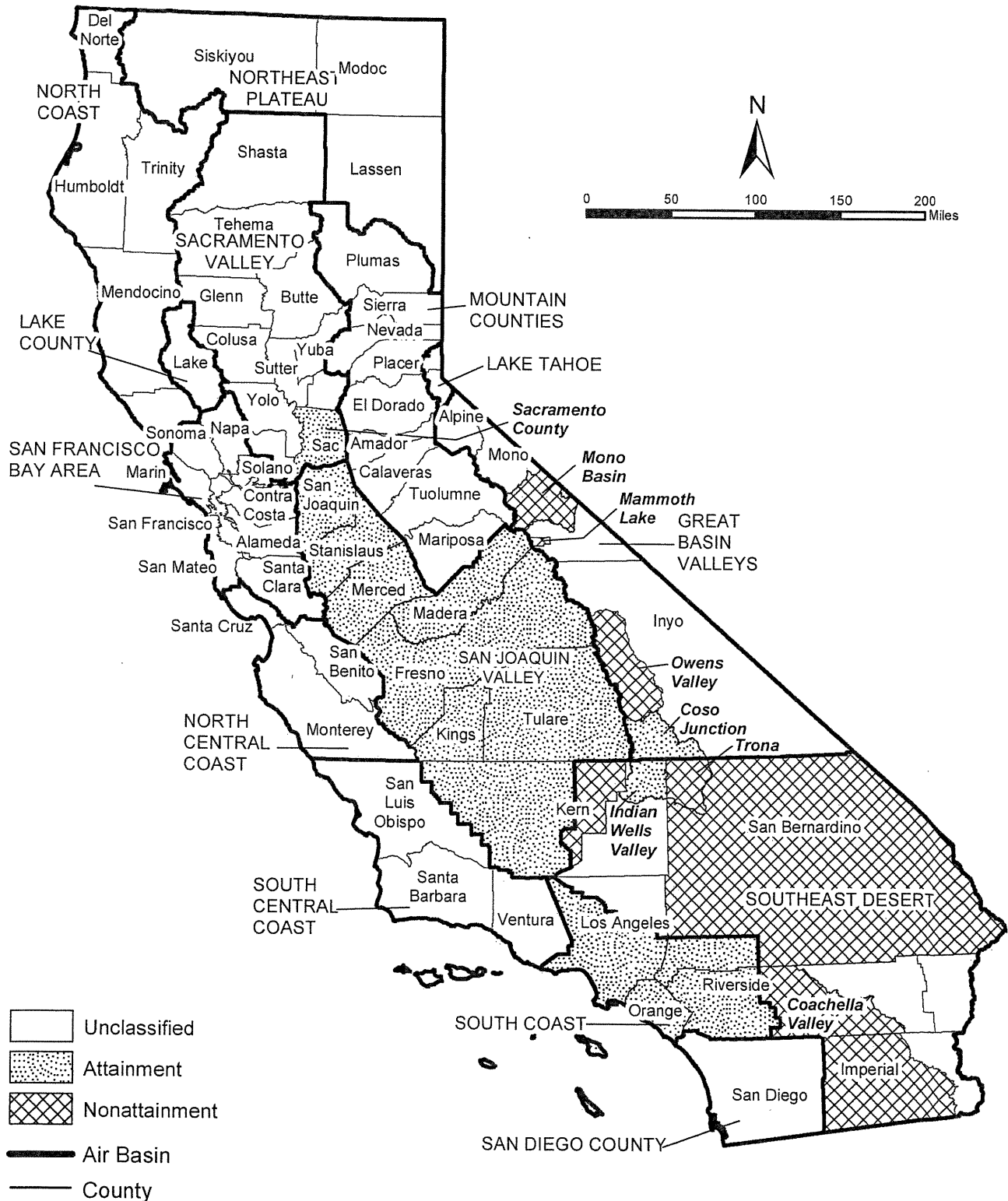


Area Designations for National Ambient Air Quality Standards PM_{2.5}



Area Designations for National Ambient Air Quality Standards

PM₁₀



Area Designations for National Ambient Air Quality Standards CARBON MONOXIDE



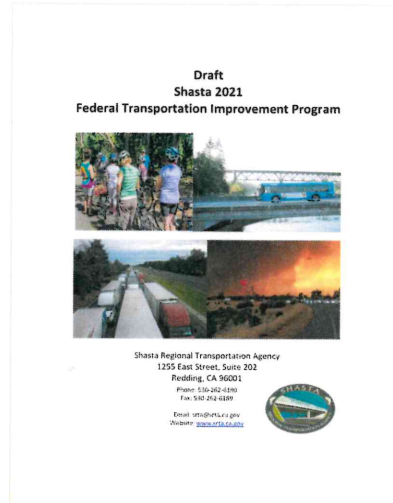
Appendix D

Public Involvement and Interagency Consultation

Posted on: January 14, 2021

Notice of Availability: Draft 2021 Shasta FTIP

The Draft 2021 Shasta FTIP is available for interagency and public review from January 14, 2021, to February 13, 2021. The FTIP includes projects for the maintenance, operation and improvement of the transportation system, and is a four-year, financially-constrained program of federally-funded projects--as well as projects of regional significance. The FTIP will be considered by the SRTA Board of Directors for approval at its meeting of February 23, 2021, at 3:00 p.m. A public hearing will be held. The public noticing, review, and hearing of the 2021 FTIP satisfy the Redding Area Bus Authority public review of a Program of Projects (POP) for the use of Federal Transit Administration Sections 5307 and 5339 formula funding.



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[Draft Shasta 2019 FTIP Formal Amendment No. 14 Notice of Availability](#)

Other News in Home

[Draft Shasta 2019 FTIP Formal Amendment No. 14 Notice of Availability](#)

Posted on: January 12, 2021



[FFY 2019-20 Shasta Region Federal Transportation Fund Use](#)

Posted on: December 28, 2020



Federal Transportation Improvement Program (FTIP)

Projects

The Shasta Regional Transportation Agency (SRTA) prepares a four-year program of planned transportation projects for the maintenance, operation, and construction of the Shasta transportation system. Typically, the projects included will either receive federal funds, or are regionally significant--despite the funding source. This comprehensive program of regionally significant surface transportation projects is developed in consultation with the public, as well as federal, state, city, county, tribal, and federal land management agency partners.

Draft 2021 Shasta FTIP

The [draft 2021 Shasta FTIP](#) is available for public review and interagency consultation from January 14, 2021 through February 13, 2021. The SRTA Board of Directors will consider the document for approval at its meeting of February 23, 2021, at 3:00 p.m. Consideration of the 2021 Shasta FTIP will include a public hearing. Please contact srta@srta.ca.gov for instructions on how to attend and provide comment for the hearing, as needed. For questions regarding the draft 2021 Shasta FTIP, please contact [Kathy Urlie](#).

Shasta 2019 FTIP

The [Shasta 2019 FTIP](#) was approved by the SRTA Board of Directors at its meeting of June 19, 2018. SRTA forwarded the document to Caltrans Headquarters Programming for incorporation into the Federal Statewide Transportation Improvement Program. [Federal approval](#) was received December 17, 2018. Questions or comments regarding the FTIP may be directed to Senior Transportation Planner [Kathy Urlie](#).

2019 FTIP Amendments

[Shasta 2019 FTIP Formal Amendment No. 14 \(01-12-2021\)](#)

Formal Amendment No. 14 introduces a new SHOPP Emergency Group project listing, and it updates the region's Highway Bridge Program and Highway Safety Improvement Program. Comments from the public are welcome between January 12, 2021 and January 26, 2021. Questions may be directed to [Keith Williams](#).

[Shasta 2019 FTIP Administrative Modification No. 13 \(07-16-2020\)](#)

One grouped project listing for safety projects under the minor program is revised with Administrative Modification No. 13. Within the listing, two projects are added, while support costs have been added to another two projects. SRTA approved the adjustments on July 16, 2020 with its delegated authority to approve administrative modifications.

[Shasta 2019 FTIP Administrative Modification No. 12 \(06-24-2020\)](#)

Administrative Modification No. 12 adjusts three grouped project listings for safety improvements for collision

Kathy Urlie

From: Kathy Urlie
Sent: Thursday, January 14, 2021 1:14 PM
To: bobliz@live.com; Dave Larabee (david_larabee@nps.gov); dave.moore@dot.ca.gov; Matt Baker; jkiser@ci.anderson.ca.us; Sarmiento, Alvin - FS; jackp@redding-rancheria.com; carrie@redding-rancheria.com; Jeff Tedder; Alfred Cathey; Shawn Ankeny; allenkost@sbcglobal.net; amy.dutschke@bia.gov; andersonchamberinfo@gmail.com; Anne Thomas (athomas@shastalivingstreets.org); 'Amy.Henderson@wildlife.ca.gov'; caukland@ci.redding.ca.us; 'jabshier@ci.redding.ca.us'; Cari.Anderson@arb.ca.gov; patricia@shastahistorical.org; ed@CRGibbs.com; exec@shasta.lafco.ca.gov; jake@reddingchamber.com; hhsa@co.shasta.ca.us; info@waterboards.ca.gov; jhyerkes@yahoo.com; 'Kendee Vance (kendee_vance@dot.ca.gov)'; rperry@westernshastarc.org; llarson@farnorthernrc.org; todd@shastaedc.org; rlind47033@aol.com; sharral@usbr.gov; shastalakechamber@gmail.com; syadon@caltrux.org; tina.brown@dignityhealth.org; virgil.akins@bia.gov; webmaster@consrv.ca.gov; Herb Quinn (herbquinn@gmail.com); Kelly Zolotoff (kelly.zolotoff@dot.ca.gov); athomas@shastalandtrust.org; Willis, Derek O@DOT (derek.willis@dot.ca.gov); Wendy Lonnberg (wendy.lonnberg@dot.ca.gov); Rick Somers; Fortner, Nicole@DOT; Kurt Lervold; Lima Huy; Abhijit Bagde (abhijit.bagde@dot.ca.gov); antonio.johnson@dot.gov; jerome.wiggins@dot.gov; James Triantafyllou; Linda Newton (linda.newton@dot.ca.gov); Vandiver, Corri; Quigley, Tamy D@DOT; De Terra, Bruce W@DOT; rwaters0424@gmail.com; Orr, Eric D@DOT (eric.orr@dot.ca.gov); michael_mcgraw@nps.gov; Mata, Jennifer; Dave Keltner (dave_keltner@nps.gov); josh.hoines@nps.gov; powell, jennifer - MMCR (jennifer.powell2@DignityHealth.org); Rios, Noemi C@DOT; Patrice Carroll (patrice_carroll@dot.ca.gov); drew.bohan@energy.ca.gov; teresa.favila@dot.ca.gov; John Waldrop (jwaldrop@co.shasta.ca.us); Clark, Cherie D@DOT (cherie.clark@dot.ca.gov); Nadin, Shelby (snadin@ci.redding.ca.us); Shepard, Sean E@DOT; Agnes Gonzalez (agnesgonzalez1010@gmail.com); Barbara Wolfen; 'Matley, Ted (FTA)' (Ted.Matley@dot.gov); Wadley, Staci - DHCL; Copland, Yujin; John Heath; Roberts, Matthew J CIV USARMY CESPK (USA); Estrada, Melissa (MESTRADA@ci.redding.ca.us); Russ Wenham
Cc: Keith Williams; Dan Little (dlittle@srta.ca.gov); Amy Lindsey
Subject: Notice of Availability: Draft Shasta 2021 FTIP

NOTICE OF AVAILABILITY
DRAFT SHASTA 2021
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Interested Parties/Partners:

In accordance with the Shasta Regional Transportation Agency (SRTA) Participation and Partnership Plan (Title VI), please be advised that SRTA's draft Shasta 2021 Federal Transportation Improvement Program (FTIP) is available beginning Thursday, January 14, 2021, through February 13, 2021, at midnight, for public review and comment. The draft FTIP is posted to SRTA's web site: <https://www.srta.ca.gov/156/Federal-Transportation-Improvement-Progr>. Please advise if you would like a hard copy mailed to you.

The FTIP is a four-year, financially-constrained program of federally-funded projects, as well as projects of regional significance. The FTIP includes projects for the maintenance, operation and improvement of the transportation system. The FTIP will be considered for approval by the SRTA Board of Directors at its February 23, 2021, meeting at 3:00 p.m., at which time a public hearing will be held.

During the COVID-19 Pandemic, all SRTA board members, SRTA staff, and interested parties will be attending the meeting remotely by telephone or videoconference. **Here are ways that you may participate in this SRTA meeting:**

Using the Zoom client on your computer, tablet, or

smartphone: Visit <https://us02web.zoom.us/j/84955985679> and enter passcode: 096882

How to connect instructions will also be available the day of the meeting on SRTA website homepage at www.srta.ca.gov.

Or telephone: Dial 1 (888) 788-0099 (toll free) and enter meeting ID: 849 5598 5679. If prompted for a passcode, enter 096882.

If you have technical difficulties, please call (530) 262-6190.

Submit public comments on this agenda item electronically before or during the meeting. Email your comments to questions@srta.ca.gov. Emailed comments will be accepted and read into the record during the meeting. If possible, please submit your comments prior to the agenda item being heard to ensure timely consideration. To be read into record, written comments should be 250 words or less. Submit public comments by U.S. Mail to Administrative Associate Amy Lindsey, to the address below, to arrive no later than 5:00 p.m., one day prior to the meeting.

As an interested party/partner, I encourage your early review and comment submittal by February 13, 2021, in order to better respond to revisions or comments you may have on the draft FTIP.

This notice, the ensuing newspaper public notices, the SRTA web posting, and the public hearing for the draft Shasta 2021 FTIP will satisfy the Redding Area Bus Authority's (RABA's) public review requirements for the Program of Projects (POP) for Federal Transit Administration (FTA) Sections 5307 and 5339 formula fund use.

Please do not hesitate to let me know if you have questions.

Best 2021 wishes to you all!

Thanks,

Kathy Urlie

Senior Transportation Planner

Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202

Redding, CA 96001

530-262-6194

kurlie@srta.ca.gov



Kathy Urlie

From: Kathy Urlie
Sent: Friday, January 15, 2021 1:57 PM
To: Anne Thomas; Christina Prospero; Dan Little (dlittle@srta.ca.gov); Del Lockwood; Diana Anderson; Elizabeth Duarte; Fonseca, Hallie J; Holly Leaf; John Abshier; John Heath; Kathleen Cravens; Kathy Grah (kathy_grah@dot.ca.gov); Kathy Urlie (kurlie@srta.ca.gov); Krikorian, Shannon - DHCL; McCollum, Stephanie; Melissa Estrada (mestrada@cityofredding.org); Michael Battles; Michael Harding (mharding@wecarealot.org); Patrick Geagan; Sharon Gatt; Shawn Ankeny; ssaechao@farnorthernrc.org; Steve Morgan (pamswm@aol.com); Steve Smith; susanmorriswilson@gmail.com; Theresa McCausland
Cc: Eamon Johnston; Sean Tiedgen; Amy Lindsey
Subject: Notice of Availability: Draft Shasta 2021 FTIP

Good Friday afternoon, SSTAC Members and Supporters – Please see the below notice of availability, if interested.

NOTICE OF AVAILABILITY
DRAFT SHASTA 2021
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Interested Parties/Partners:

In accordance with the Shasta Regional Transportation Agency (SRTA) Participation and Partnership Plan (Title VI), please be advised that SRTA's draft Shasta 2021 Federal Transportation Improvement Program (FTIP) is available beginning Thursday, January 14, 2021, through February 13, 2021, at midnight, for public review and comment. The draft FTIP is posted to SRTA's web site: <https://www.srta.ca.gov/156/Federal-Transportation-Improvement-Progr>. The file, due to the original size, is rather large, and takes a bit of extra time to download. It will continue to load in the background while you accomplish other tasks. Please advise if you would like a hard copy mailed to you.

The FTIP is a four-year, financially-constrained program of federally-funded projects, as well as projects of regional significance. The FTIP includes projects for the maintenance, operation and improvement of the transportation system. The FTIP will be considered for approval by the SRTA Board of Directors at its February 23, 2021, meeting at 3:00 p.m., at which time a public hearing will be held.

During the COVID-19 Pandemic, all SRTA board members, SRTA staff, and interested parties will be attending the meeting remotely by telephone or videoconference. **Here are ways that you may participate in this SRTA meeting:**

Using the Zoom client on your computer, tablet, or smartphone: Visit <https://us02web.zoom.us/j/84955985679> and enter passcode: 096882

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If you have technical difficulties, please call (530) 262-6190.

Submit public comments on this agenda item electronically before or during the meeting. Email your comments to questions@srta.ca.gov. Emailed comments will be accepted and read into the record during the meeting. If possible, please submit your comments prior to the agenda item being heard to ensure timely consideration. To be read into record, written comments should be 250 words or less. Submit public comments by U.S. Mail to Administrative Associate Amy Lindsey, to the address below, to arrive no later than 5:00 p.m., one day prior to the meeting.

As an interested party/partner, I encourage your early review and comment submittal by February 13, 2021, in order to better respond to revisions or comments you may have on the draft FTIP.

This notice, the ensuing newspaper public notices, the SRTA web posting, and the public hearing for the draft Shasta 2021 FTIP will satisfy the Redding Area Bus Authority's (RABA's) public review requirements for the Program of Projects (POP) for Federal Transit Administration (FTA) Sections 5307 and 5339 formula fund use.

Please do not hesitate to let me know if you have questions.

Best 2021 wishes to you all!

Thanks,

Kathy Urlie

Senior Transportation Planner
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
530-262-6194
kurlie@srta.ca.gov



**Notice of Availability
Draft Shasta 2021
Federal Transportation Improvement Program (FTIP)**

The Shasta Regional Transportation Agency (SRTA) is the Metropolitan Planning Organization (MPO) for Shasta County and its incorporated cities. As the MPO, SRTA is required to prepare an FTIP biennially. The purpose of the FTIP is to program all US Department of Transportation-funded, and regionally-significant, transportation projects. The FTIP is a four-year program of projects for the maintenance, operation and improvement of the transportation system. SRTA encourages agencies and the public to review and provide comments on the FTIP. The draft Shasta FTIP is available for review at <http://www.srta.ca.gov/>, or by mail upon request. Comments and questions may be directed to Senior Transportation Planner Kathy Urlie at the address below, or kurlie@srta.ca.gov. The comment period begins January 13, 2021, and ends February 12, 2021, at 5:00 p.m. Public notice of the FTIP availability and approval also satisfies the Redding Area Bus Authority's Program of Projects public notification requirements for Federal Transit Administration formula funding.

A public hearing, and approval of the FTIP, is scheduled for February 23, 2021, at the SRTA Board of Directors meeting at 3:00 p.m. During the COVID-19 Pandemic, all SRTA board members, SRTA staff, and interested parties will be attending the meeting remotely by telephone or videoconference. **Here are ways that you may participate in this SRTA meeting:**

Using the Zoom client on your computer, tablet, or smartphone: Visit <https://us02web.zoom.us/j/84955985679> and enter passcode: 096882

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If you have technical difficulties, please call (530) 262-6190.

Submit public comments on this agenda item electronically before or during the meeting. Email your comments to questions@srta.ca.gov. Emailed comments will be accepted and read into the record during the meeting. If possible, please submit your comments prior to the agenda item being heard to ensure timely consideration. To be read into record, written comments should be 250 words or less. Submit public comments by U.S. Mail to Administrative Associate Amy Lindsey, to the address below, to arrive no later than 5:00 p.m., one day prior to the meeting.

DANIEL S. LITTLE, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001
(530) 262-6190

If information is needed in another language, contact (530) 262-6190. Si se necesita información en español, llame (530) 262-6190.

Kathy Urlie

From: Kathy Urlie
Sent: Monday, January 18, 2021 9:02 AM
To: Russ Wenham
Cc: Matt Baker; Jeff Kiser; Dan Wayne; Jenn Pollom; Eamon Johnston; Dan Little (dlittle@srta.ca.gov); Amy Lindsey
Subject: RE: Notice of Availability: Draft Shasta 2021 FTIP

Good morning, Russ –

Thanks for your quick review of the Draft 2021 Shasta FTIP.

Per your comments below:

1. Yes, SRTA will revise the map to include the expanded Anderson CL. Thanks for pointing that out.
2. The maintenance/rehab information is from the 2018 Shasta RTP.

Please let me know if you have any additional questions or comments.

Kathy

From: Russ Wenham <rwenham@ci.anderson.ca.us>
Sent: Sunday, January 17, 2021 2:11 PM
To: Kathy Urlie <kurlie@srta.ca.gov>
Cc: Matt Baker <mbaker@ci.anderson.ca.us>; Jeff Kiser <jkiser@ci.anderson.ca.us>
Subject: RE: Notice of Availability: Draft Shasta 2021 FTIP

Kathy,

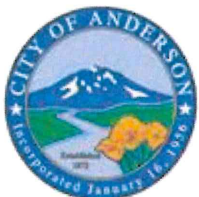
Thank you for the opportunity to review. ON behalf of the City of Anderson, I offer the following:

1. The mapping showing the Anderson City Limits is not correct. Several years ago, the City annexed a large area in the South Barney Road, Deschutes Road and Locust Road areas.
2. What is the source for the back-log in maint/rehab in the City of Anderson?

Russ

Russ Wenham

Director of Engineering and Development
1887 Howard Street 2nd Floor
Anderson, CA 96007
Phone: (530) 378.6643
Cell: (530) 953.6486
rwenham@ci.anderson.ca.us



Kathy Urlie

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Sent: Monday, February 01, 2021 9:35 AM
To: Kathy Urlie
Cc: Keith Williams; Lonnberg, Wendy L@DOT
Subject: Review Comments On SRTA's Draft 2021 FTIP

Hello Kathy,

A very happy New Year to you.

Thank you very much for providing us an opportunity to review SRTA's Draft 2021 FTIP. My compliments to you and SRTA staff for preparing an excellent document.

Please include response to the comments below when submitting final 2021 FTIP to Caltrans.

Let me know of any questions.

General Comments:

1. Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.
- addressed in p. 1 of 2021 FTIP

Financial Summary:

1. Highway Infrastructure Program (HIP): Please justify including revenues for FFYs 2021/22 and 2022/23.
- since funds are from prior years, revenues advanced to FY 2020/21 in 2021 FTIP

Project Listings:

1. CTIPS Id 11100000114: Verify planning projects (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.
2. CTIPS Id 11100000269: Please confirm if HIP funding is part of the project as shown below in 2020 STIP.

#1 response: Understood need to include in OWP, as they are. STIP RIP commitment to PPM included in 2021 FTIP for informational purposes.

#2 response: Project is Fix 5 Cascade Gateway to which SRTA BOD originally allocated HIP funding in the 2020 RTIP. After consultation w/ CT, District 2 and HQ, funding commitment removed.

Cottonwood Lasso

3. CTIPS Id 11100000281: When is construction for this project scheduled. Please include the total project cost. - Project has preliminary RIP commitment of \$494 K as placeholder for potential future funding, for time being. Project cost estimated at ~ \$12.7 - \$12.8 million.
4. CTIPS Id : Please confirm if STIP-RIP funding shown below in the amount of \$400,000, which has received CTC allocation has been obligated, if not then please program the funding in the 2021 FTIP with "STIP RIP - Prior" fund type.
- Project is Diestelhorst to Downtown non-motorized project. Both the STIP RIP funds (\$400K) and ATP funds (\$1.634 M) were allocated in 2019/20. The project remains in the FTIP as the project sponsor may secure additional funding.

Abhijit J. Bagde, P.E.

Senior Transportation Engineer

Division of Financial Programming

Office of Federal Programming and Data Management

(916) 654-3638

FAX: (916) 654-2738

Website <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

Kathy Urlie

From: Lonnborg, Wendy L@DOT <wendy.lonnborg@dot.ca.gov>
Sent: Tuesday, February 09, 2021 2:39 PM
To: Kathy Urlie; Keith Williams
Cc: Clark, Cherie D@DOT
Subject: FTIP Amendment 0H920 Fix 5
Attachments: 0H920 CTIPS.pdf; 0H920 FTIP.pdf

Can you please process an FTIP Amendment to reflect the TCEP funds on fix 5 that are shown in CTIPS in the STIP?

I have attached a copy of the CTIPS and FTIP printouts for yours use.

Thank You
Wendy Lonnborg, PE, PMP
District 2 Program Management
(530) 225-3416

2-16-2021 Addition of TCEP funding to final 2021 FTIP
approved by CT, HQ Division of Financial Programming.

State Transportation Improvement Program

Shasta County
Document Year 2020, Version Number 3
PPNO: 3597

(Dollars in Thousands)

DIST: 02	PPNO: 3597	EA: 0H920	CTIPS ID: 111-0000-0269	TCRP NO.:	TITLE (DESCRIPTION): Fix 5 Cascade Gateway (Overcrossing. Description: Provide standard vertical clearance over I-5 at the NB 273/NB 5 connector ramp. Provide improved vertical clearance under four structures at I-5 at Twin View Blvd and SR 299 crossings. Add a third mixed-flow through lane. Install high tension cable barrier and concrete barrier in the median as determined by the median width. Construct four auxiliary lanes. Widen seven bridges. Upgrade bridge rails on both sides. Place overhead signs, guide signs and warning signs as recommended by Traffic Operations. Remove and replace existing guardrail and end treatments.)	ELEMENT: Capital Outlay SPONSOR: Shasta County RTPA MPO: Shasta County RTPA CORRIDOR: PRJ MGR: Sean Shepard PHONE: (530) 225-3530 EMAIL: sean.shepard@dot.ca.gov	MPO ID: 11	LAW: 18
CT PROJECT ID: 0215000083								
COUNTY: Shasta County	ROUTE: 5	PM: R14.800 / R20.000						
ASSEMBLY: 1			IMPLEMENTING AGENCIES:	PAED Caltrans		RW Caltrans		
SENATE: 1				PSE Caltrans		CON Caltrans		
CONGRESS: 1								

Categories	Outputs/Outcomes	Unit	Total
Pavement (lane-miles)	Roadway lane mile(s) - new	Miles	7.6
Bridge/Tunnel	Modified/Reconstructed bridge(s)/tunnel(s)	SQFT	119522
Operational Improvements	Auxiliary lane(s)	Miles	5
TMS (Traffic Management Systems)	Close circuit television camera(s)	Each	1
Pavement (lane-miles)	Mainline shoulder(s) constructed	Miles	15.2
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	1.2

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
3	Official	12/02/2020	SDHILLON	Amendment - Cost/Scope/Sch. Change	G-20-77			64,640	742	1,600	5,162	77	8,014
2	Official	03/25/2020	SDHILLON	Adoption - Carry Over	G-20-29				631	1,600	3,334	50	
1	Official	03/21/2018	EZECHLIN	Adoption - New Project	G-18-16					1,600			

Fund Source 1 of 4 RIP	Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
			PS&E	1,600								1,600
			R/W SUP				2,227					2,227
			CON SUP				50					50
			R/W CON				631					631
			Total:	1,600			2,908					4,508

20.XX.075.600 - Regional Improvement Program
Fund Type
National Hwy System
Funding Agency
Shasta County RTPA

Fund Source 2 of 4 State SB1 TCEP	Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
			PS&E				1,071					1,071
			R/W SUP				27					27
			CON SUP									
			R/W CON				111					111
			Total:				1,209					1,209

20.XX.723.100 - Trade Corridors Enhancement Account - CO, LCO
- State Share
Fund Type
Trade Corridors Enhancement Account
Funding Agency
Caltrans

State Transportation Improvement Program

Shasta County
Document Year 2020, Version Number 3
PPNO: 3597
(Dollars in Thousands)

Fund Source 3 of 4 State SB1 TCEP

20.XX.723.200 - Trade Corridors
Enhancement Account - CO, LCO
- Local Share
Fund Type
Trade Corridors Enhancement
Account
Funding Agency
Caltrans

Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
				PS&E				664					664
				R/W SUP									
				CON SUP									
				R/W									
				CON									
				Total:				664					664

Fund Source 4 of 4 Future Need

FUTURE - Unfunded Need
Fund Type
Future Funds
Funding Agency

Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
				PS&E				1,200					1,200
				R/W SUP									
				CON SUP						8,014			8,014
				R/W									
				CON						64,640			64,640
				Total:				1,200		72,654			73,854

Project Total:

VOTE	TOTAL AMOUNT	PA&ED	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
PAED		PS&E	1,600								1,600
PSE		R/W SUP				5,162					5,162
RW		CON SUP				77					77
CON		R/W						8,014			8,014
R/W SUP		CON				742					742
CON SUP		Total:						64,640			64,640
			1,600			5,981		72,654			80,235

HQ Comments:

***** Version 3 - 01/28/2021 *****
CTC programmed TCEP funds. -ssd

***** VERSION 2 - 04/08/2020 *****

Via a backdoor entry, SHOPP funding shown in the RTIP and previously shown in CTIPS has been deleted since that scope of work is not approved by the CTC, as determined by HQ SHOPP. -ssd 12/05/2021.

***** RTIP VERSION 1 - 02/19/2020 *****

Adoption carry over per PPR 12/15/19. -ad

***** VERSION 1 - 04/05/2018 *****

***** Version 1 - 02/02/2018 *****

New project per PPR 12/05/17. ad

Appendix E

Summary of FFYs 2017-18, 2018-19, and 2019-20 Federally-Obligated Projects

Federal Fiscal Year 2017-18 Shasta County Federal Funds Obligation/De-obligation Report
(For the Period October 1, 2017 to September 30, 2018)

MPO Project #	State Project #	Description	Federal Funds Change	Project Status
State and Local Roads and Bicycle/Pedestrian Projects				
211-0000-0083	0200020170L	EASTSIDE RD @ OLNEY CREEK BR.# 06C0335: BRIDGE REPLACEMENT		
Not Applicable	0217000076L	SPRING GULCH BR (06C-0273) ON HAPPY VALLEY ROAD EAST OF: REPAIR GUARDRAIL & PERFORM TRAFFIC CONTROL	\$60,200.00	Active
Not Applicable	0215000070S	IN SHASTA CO, NEAR MONTGOMERY CREEK FROM 0.1 MI EAST TO 0.5 MI EAST OF WOODHILL DRIVE. EMERGENCY RELIEF - REPAIR SLIP-OUT	\$16,112.00	Closed
Not Applicable	0217000076L	SPRING GULCH BR (06C-0273) ON HAPPY VALLEY ROAD EAST OF - REPAIR GUARDRAIL & PERFORM TRAFFIC CONTROL	\$97.28	Closed
211-0000-0074	0200000016S	ON STATE ROUTE 5 IN SHA CO ABOUT 8 MI NORTH OF SHASTA LAKE CITY & NEAR LAKEHEAD FROM TURNABLE BAY OVERCROSSING TO BRIDGE. REPLACEMENT AND SEISMIC RETROFIT (TC)	-\$3,379.21	Closed
211-0000-0074	0200000016S	ON STATE ROUTE 5 IN SHASTA CO ABOUT 8 MI NORTH OF SHASTA LAKE CITY & NEAR LAKEHEAD FROM TURNABLE BAY OVERCROSSING TO BRIDGE. REPLACEMENT AND SEISMIC RETROFIT (TC)	\$3,523,209.00	Active
211-0000-0083	0200020233L	SACRAMENTO DRIVE @ OLNEY CREEK, BR.# 06C0340: REPLACE BRIDGE (TC)	\$4,508,179.48	Active
211-0000-0083	0200020234L	SHARON AVENUE AT ACID CANAL: REPLACEMENT (TC)	\$200,000.00	Active
211-0000-0083	0200020172L	WESTSIDE RD. -RAILROAD AVE. @ CANYON HOLLOW CREEK: BRIDGE REPLACEMENT	\$36,000.00	Active
211-0000-0083	0214000079L	ON GAS POINT RD AT NO NAME DITCH BR (06C-0183):BRIDGE REPLACEMENT	\$187,871.00	Active
211-0000-0083	0212000053L	ASH CREEK ROAD AT SACRAMENTO RIVER OVERFLOW, BRIDGE 06C0233: BRIDGE REPLACEMENT	\$61,971.00	Active
211-0000-0083	02918473L	INWOOD RD AT SOUTH FORK BEAR CRK BRIDGE, 1 MILE W OF PONDEROSA WAY, BR# 06C0210: BRIDGE REPLACEMENT (TC)	\$35,412.00	Active
211-0000-0083	0200020318S	ON STATE ROUTE 5 IN SHASTA COUNTY AT VARIOUS LOCATIONS. BRIDGE REHABILITATION (TC)	-\$0.26	Closed
211-0000-0075	0214000069S	IN SHASTA CO NEAR BURNEY FROM 1.0 MILE WEST OF HAT CREEK BRIDGE TO HAT CREEK BRIDGE: CURVE IMPROVEMENT (TC)	-\$1,025,224.65	Closed
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS BRIDGE RELATED - OTHER	\$14.90	Active
211-0000-0083	0213000013S	ON STATE ROUTE 5 IN SHASTA AND SISKIYOU COUNTIES AT VARIOUS LOCATIONS. POLYESTER CONCRETE OVERLAY (TC)	\$6,091.15	Active
211-0000-0075	0214000026S	ON STATE ROUTE 5 IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	-\$1,090,599.44	Active
211-0000-0078	0212000034S	ON STATE ROUTE 5 IN SHASTA CO IN & NEAR REDDING FROM .1 M SOUTH OF SMTH RD OVERCROSSING TO .1 M NORTH OF EAST REDDDING SEPARATION. UPGRADE AND REPLACE OVERHEAD SIGNS (TC)	\$1,884,894.87	Active
211-0000-0098	0200020165S	ON STATE ROUTE 273 IN SHASTA COUNTY IN REDDING FROM WYNDHAM LANE TO PARKVIEW AVENUE. CONSTRUCT & MODIFY ADA CURB RAMPS (TC)	-\$74,878.93	Closed
211-0000-0074	0200000016S	ON STATE ROUTE 5 IN SHASTA CO ABOUT 8 MI NORTH OF SHASTA LAKE CITY & NEAR LAKEHEAD FRM TURNABLE BAY OVERCROSSING TO BRIDGE. REPLACEMENT AND SEISMIC RETROFIT (TC)	-\$117,013.73	Active
211-0000-0075	0214000016S	ON STATE ROUTE 111 IN PLUMAS, SISKIYOU AND TRINITY COUNTIES AT VARIOUS LOCATIONS WIDEN, PAVE & INSTALL LIGHTING (CHAIN CONTRO)(TC)	\$1,047,000.00	Active
211-0000-0083	0200020261L	OLD FORTY-FOUR DRIVE @ OAK RUN CREEK, BRIDGE NO. 06C-0098: BRIDGE REPLACEMENT	-\$163,140.18	Closed
211-0000-0093	0214000160S	ON STATE ROUTE 44 IN SHASTA CO AT & NEAR SHINGLETOWN FROM BEAR CREEK BRIDGE TO SANDHOUSE RD: PLACE HMA, REPLACE AC SURFACING (TC)	\$108,094.00	Active
211-0000-0090	0215000097S	ON STATE ROUTE 89 AND 299 IN SHASTA COUNTY AT VARIOUS LOCATIONS: SEAL COAT (TC)	-\$124,032.90	Closed
211-0000-0115	0216000111L	OLD OREGON TRAIL AND SHASTA COLLEGE DRIVE: INSTALL BIKE LANES & IMPROVE INTERSECTIONS FOR NON-MOTORIZED USERS (TC)	-\$468,961.77	Closed
211-0000-0115	0216000112L	DESCHUTES ROAD SOUTH OF HWY 44 TO HILLSIDE DRIVE: CONSTRUCT PEDESTRIAN AND BIKE IMPROVEMENTS	\$84,000.00	Active
211-0000-0093	0213000111L	ON EAST CYPRESS AVE NEAR INTERSECTIONS WITH ROSEMARY AVE AND BEVERLY DRIVE: RAISED MEDIAN, PED MARKINGS, FLASHING BEACON.	\$377,000.00	Active
211-0000-0093	0213000112L	ON CHURN CREEK ROAD BETWEEN BODENHAMMER BLVD AND BOULDER CREEK BRIDGE: WIDEN TO TWO 11-FOOT LANES, CENTER DIVIDE, 6' SHOULDER	-\$46,539.36	Closed
211-0000-0119	0212000087S	ON STATE ROUTE 44 IN SHASTA CO NEAR OLD STATION FROM 0.7 MILE WEST OF SUGAR LOAF DRIVE TO SUGAR LOAF DR PLACE. FRICTION INCREASING PAVEMENT SURFACE (TC)	-\$0.01	Closed
211-0000-0119	0214000156S	ON STATE ROUTE 89 AND 97 IN SHASTA AND SISKIYOU COUNTIES AT VARIOUS LOCATIONS. INSTALL RUMBLE STRIPS	-\$179,683.43	Closed
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS BRIDGE RELATED - OTHER	-\$46,888.47	Active
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS BRIDGE RELATED - OTHER	\$48,365.40	Active
211-0000-0083	0200020169L	EASTSIDE RD @ CANYON HOLLOW CREEK BRIDGE REPLACEMENT	\$11,531.87	Active
211-0000-0083	0200020171L	CANYON RD @ ACID CANAL BRIDGE REPLACEMENT	\$198,307.00	Active
211-0000-0083	0200020173L	GIRVAN ROAD OVER OLNEY CREEK BR#06C0341: BRIDGE REPLACEMENT	\$269,077.00	Active
211-0000-0083	0200020261L	OLD FORTY-FOUR DRIVE @ OAK RUN CREEK, BRIDGE NO. 06C-0098: BRIDGE REPLACEMENT	\$316,086.00	Active
			\$1,967,252.00	Active

November 20, 2018

MPO Project #	State Project #	Description	Federal Funds Change	Project Status
211-0000-0083	0216000104L	CASSEL-FALL RIVER ROAD AT PIT RIVER BRIDGE 06C-0039: SCOUR COUNTER MEASURE		
211-0000-0083	0215000044L	CHURN CREEK BRIDGE ON PINE GROVE AVENUE BRIDGE: PREVENTIVE MAINTENANCE	-\$58,379.67	Active
211-0000-0074	0214000022S	ON STATE ROUTE 5 IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE FROM 0.2 MILE SOUTH TO 0.9 MILE NORTH OF PIT RIVER BRIDGE OVERHEAD. BRIDGE DECK MAINTENANCE (TC)	\$70,823.00	Active
211-0000-0074	0200000016S	ON STATE ROUTE 5 IN SHASTA CO ABOUT 8 MI NORTH OF SHASTA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OVERCROSSING TO BRIDGE. REPLACEMENT AND SEISMIC RETROFIT (TC)	\$9,563,000.00	Active
211-0000-0075	0214000026S	ON STATE ROUTE 5 IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	\$2,728,611.52	Active
211-0000-0083	02456894L	CASSEL FALL RIVER ROAD BRIDGE AT PIT RIVER: BRIDGE REPLACEMENT	\$1,472,005.13	Active
211-0000-0083	0214000079L	ON GAS POINT RD AT NO NAME DITCH BR (06C-0183): BRIDGE REPLACEMENT	\$44,265.00	Active
211-0000-0119	0217000047S	ON STATE ROUTE 151 IN SHASTA COUNTY IN SHASTA LAKE CITY FROM PANCAKE HILL DRIVE TO LOCUST AVENUE. PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC)	\$177,985.00	Active
211-0000-0119	0215000066S	ON STATE ROUTE 44 IN SHASTA COUNTY NEAR PALO CEDRO FROM CLOUGH CREEK BRIDGE TO 0.6 MILE WEST OF DESCHUTES ROAD UNDERCROSSING. CONSTRUCT INTERCHANGE (TC)	\$2,428,100.00	Active
211-0000-0083	0200020259L	LOWER GAS POINT RD AT NORTH FORK COTTONWOOD CREEK BR (06C-0024) BRIDGE REPLACEMENT (TC)	\$5,027,200.24	Active
211-0000-0083	0200020233L	SACRAMENTO DRIVE @ OLNEY CREEK, BR.# 06C0340 REPLACE BRIDGE (TC)	\$60,000.00	Active
211-0000-0078	0200020196S	ON STATE ROUTE 299 IN SHASTA COUNTY NEAR BURNEY FROM 0.2 MILE WEST OF SONOMA STREET TO 0.3 MILE WEST OF ROUTE 89. PULVERIZE PAVEMENT AND SHOULDER WIDENING (TC)	\$220,000.00	Active
211-0000-0090	0217000063S	ON STATE ROUTE 36 IN SHASTA AND TRINITY COUNTIES FROM TRINITY COUNTY LINE TO 0.4 MILE EAST OF HARRISON GULCH ROAD AND FROM HUMBOLDT COUNTY LINE TO 0.2 MILE EAST OF MAD RIVER ROAD. AC OVERLAY (TC)	\$8,676,400.00	Active
211-0000-0115	0216000124L	IN CITY OF REDDING ON QUARTZ HILL ROAD FROM TERRA NOVA DRIVE TO NORTH MARKET STREET. WIDEN ROADWAY FOR CLASS 2 BIKE LANES, SIDEWALK, ROAD DIET, ENHANCED PEDESTRIAN CROSSINGS, PROVIDE CONNECTIVITY TO PARK AND SCHOOL.	\$4,553,500.00	Active
211-0000-0123	0218000125S	ON STATE ROUTE 5 IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE SOUTH OF CHURN CREEK ROAD OVERCROSSING. WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$3,177,000.00	Active
211-0000-0093	0218000009L	ON CHURN CREEK ROAD BETWEEN HARTNELL AVENUE AND CYPRESS AVENUE, AND MARAGLIA STREET BETWEEN CHURN CREEK ROAD AND HILLTOP DRIVE. FILL IN SIDEWALK GAPS, CONSTRUCT ADA RAMPS, PROVIDE BICYCLE LANES, STREET LIGHTS, ENHANCED PEDESTRIAN CROSSWALKS WITH REFUGE ISLAND AND FLASHING BEACONS.	\$65,700,000.00	Active
211-0000-0093	0217000040L	VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE, INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE. UPGRADE EXISTING GUARDRAIL.	\$270,000.00	Active
211-0000-0093	0200000216S	ON STATE ROUTE: 299 IN SHASTA COUNTY ABOUT 17.3 MI WEST OF REDDING FROM 4.3 TO 5.5 MI EAST OF TRINITY COUNTY. CURVE IMPROVEMENT (TC)	\$84,000.00	Active
211-0000-0093	0214000100L	ON DESCHUTES RD BETWEEN BALLS FERRY RD AND BEATIE RD ROADWAY WIDENING - SAFETY	\$935,105.00	Active
211-0000-0093	0214000047L	GAS POINT ROAD BETWEEN MICHAEL STREET AND LUDWIG GULCH: SAFETY WIDENING	\$1,260,000.00	Active
211-0000-0093	0213000110L	ON OLINDA RD BETWEEN SAMMY AND GREENLEAF LANES: ROADWAY WIDENING	\$1,022,999.00	Active
211-0000-0108	0217000109S	ON STATE ROUTE: 5 AND 273 IN SHASTA COUNTY ON ROUTE 5 AT VARIOUS LOCATIONS FROM 0.4 MILE SOUTH OF JUNCTION OF ROUTE 273 TO 0.3 MILE NORTH OF PINE GROVE OVERCROSSING AND ON ROUTE 273 FROM ROUTE 5 TO 0.2 MILE SOUTH OF DESCHUTES ROAD. INSTALL GLARE FENCE (TC)	\$711,000.00	Active
211-0000-0093	0214000140L	ON OLD OREGON TRAIL BETWEEN MIDLAND ROAD AND BEAR MOUNTAIN ROAD: WIDEN SHOULDERS AND UPGRADE DRAINAGE (TC)	\$641,800.00	Active
211-0000-0075	0214000069S	IN SHASTA CO NEAR BURNEY FROM 1.0 MILE WEST OF HAT CREEK BRIDGE TO HAT CREEK BRIDGE: CURVE IMPROVEMENT (TC)	\$170,910.00	Active
211-0000-0075	0214000069S	IN SHASTA CO NEAR BURNEY FROM 1.0 MILE WEST OF HAT CREEK BRIDGE TO HAT CREEK BRIDGE: CURVE IMPROVEMENT AND TRUCK LANE (TC)	\$104.23	Active
211-0000-0078	0214000145S	ON STATE ROUTE 5 IN SHASTA, SISKIYOU, AND TEHAMA COUNTIES AT VARIOUS LOCATIONS. UPGRADE SIGNS TO RETRO-REFLECTIVE	-\$15,869.29	Closed
			-\$77,694.93	Active
Federal Fiscal Year 2017-18 Shasta Region State and Local Roads Project Total			\$120,449,287.84	

MPO Project #	State Project #	Description	Federal Funds Change	Project Status
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Transit-Related Projects

211-0000-0122	64AC18-00610	FY 2017/18 FTA Section 5310 Enhanced Mobility of Seniors & Persons with Disabilities Replacement Shuttles (3)	\$210,000.00	Closed
211-0000-0057	64B017-00511	FY 2016/17 FTA 5311 Operating Assistance for Burney Express	\$342,264.00	Closed
211-0000-0057	64B017-00511	FY 2016/17 FTA 5311 Operating Assistance for Burney Express	-\$72,662.81	Closed
211-0000-0057	64C018-00582	FY 2017/18 FTA 5311(f) Operating Assistance for Burney Express	\$84,664.00	Closed
211-0000-0057	CA-2018-097-00	FY 2017/18 FTA 5307 Operating Assistance for RABA	\$1,000,000.00	Closed

Federal Fiscal Year 2017-18 Shasta Region Transit-Related Projects Total **\$1,564,265.19**

FEDERAL FISCAL YEAR 2017-18 SHASTA REGION FEDERAL TRANSPORTATION PROJECTS TOTAL **\$122,013,553.03**

Note: Negative amounts are de-obligated, or disencumbered, funds--funds that were previously awarded, not used due to examples like cost underruns and/or time limit expiration, and formally relinquished.

Federal Fiscal Year (FFY) 2018-19 Shasta County Federal Funds Obligation/De-Obligation Report
(for the period October 1, 2018 to September 30, 2019)

MPO Project #	State Project #	Description	Fed Funds Change	Project Status
State and Local Streets, Roads and Highways Projects				
Not Applicable	0217000092S	ON STATE ROUTE 89 IN SHASTA AND SISKIYOU COS @ VARIOUS LOCATIONS: REPLACE FAILED CULVERT AND RECONSTRUCTION STRUCTURAL SECTION INCLUDING BASE AND HMA, RECONSTRUCT SHOULDERS AND DITCHES.	\$1,255,206.00	Active
Not Applicable	0219000057L	CARR FIRE FOOTPRINT WITHIN SHASTA COUNTY PERMANENT RESTORATION: GUARDRAIL REPAIR IN CARR FIRE FOOTPRINT	\$350,433.00	Active
Not Applicable	0219000059L	CARR FIRE FOOTPRINT WITHIN SHASTA COUNTY PERMANENT RESTORATION: ROADWAY SIGNS IN CARR FIRE FOOTPRINT	\$50,019.45	Active
211-0000-0083	02456884L	SPRING CREEK RD AT FALL RIVER (BR# 06C0209) BRIDGE REPLACEMENT	\$175,859.91	Active
211-0000-0047	02378904S	ON STATE ROUTE 5 IN SHA CO NR LAKEHEAD AT SACTO RIVER, BR#06-0089 (TC): REPLACE BRIDGE (TC) (from FY 2008/09)	-\$103,211,276.57	Active
211-0000-0083	0215000044L	CHURN CREEK BRIDGE (06C-0355) ON PINE GROVE AVENUE BRIDGE PREVENTIVE MAINTENANCE	-\$10,062.14	Closed
211-0000-0078	0200020284S	ON STATE ROUTE 44 IN SHA CO AT & NEAR PALO CEDRO FROM 0.1 M W OF STILLWATER CR BR TO 0.1 M E OF BE: PAVEMENT REHABILITATION (T	-\$734,494.28	Closed
211-0000-0083	0200020260L	SODA CREEK RD AT SODA CREEK BRIDGE BRIDGE REPLACEMENT (TC)	\$115,000.00	Active
211-0000-0093	0214000113L	DESHUTES ROAD BETWEEN BRUNDAGE ROAD AND BEATIE ROAD (PHASE 2) SHOULDER WIDENING	\$199,980.00	Active
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS BRIDGE RELATED - OTHER	-\$0.02	Closed
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS BRIDGE RELATED - OTHER	-\$343.36	Closed
211-0000-0091	0200020142S	ON INTERSTATE 5 IN SHASTA COUNTY NEAR DUNSMUIR AT CASTELLA VISTA POINT: CONSTRUCT VIEWING AREA (TC) (EA 0E400)	\$53,579.34	Closed
211-0000-0083	0216000104L	CASSEL-FALL RIVER ROAD AT PIT RIVER BRIDGE 06C-0039 SCOUR COUNTER MEASURE	-\$0.03	Closed
211-0000-0083	0215000044L	CHURN CREEK BRIDGE (06C-0355) ON PINE GROVE AVENUE BRIDGE PREVENTIVE MAINTENANCE	\$1,128.33	Closed
211-0000-0083	0219000017L	7 BRIDGES WITHIN THE CITY OF REDDING: 06C0033, 06C0057, 06C0106, 06C0334, 06C0352, 06C0090, AND 06C0336 BRIDGE PREVENTIVE MAINTENANCE - EROSION CONTROL	\$134,565.00	Active
111-0000-0269	0215000083S	INTERSTATE 5 IN SHASTA COUNTY IN REDDING FROM 0.3 MILE NORTH OF CYPRESS AVENUE OVERCROSSING TO 0.6 MILE NORTH OF OASIS ROAD OVERCROSSING: ENVIRONMENTAL FOR FIX 5 CASCADE GATEWAY PROJECT	\$1,465,120.00	Active
211-0000-0090	0218000094S	ON SR 89 IN SHASTA CO ABOUT 10 MILES N/O BURNEY FROM 0.3 MILE N/O CLARK CREEK ROAD TO LAKE BRITTON BRIDGE: AC OVERLAY	\$915,800.00	Active
211-0000-0078	0217000083S	SHASTA CO SR 299, AT AND NEAR SHASTA FROM 0.5 MILE W/O CRYSTAL CREEK RD TO TRINITY ALLEY: ROADWAY REHAB (TC)	\$9,240,000.00	Active
211-0000-0078	0200020160S	SHASTA CO SR 299, AT AND NEAR SHASTA FROM 0.5 MILE W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION	\$5,134,837.02	Active
211-0000-0078	0214000011S	ON STATE ROUTE 273 IN SHASTA COUNTY AT VARIOUS LOCATIONS: PAVEMENT REHABILITATION	\$876,400.00	Active
211-0000-0074	0212000071S	ON SR 89 IN SHASTA COUNTY NEAR OLD STATION FROM 0.3 MILE WEST TO 0.2 MILE EAST OF HAT CREEK BRIDGE: BRIDGE REPLACEMENT	\$4,104,800.00	Active
211-0000-0078	0200020160S	SHASTA CO SR 299, AT AND NEAR SHASTA FROM 0.5 MILE W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION	\$10,921,262.98	Active
211-0000-0078	0214000011S	ON STATE ROUTE 273 IN SHASTA COUNTY AT VARIOUS LOCATIONS: PAVEMENT REHABILITATION	\$9,890,600.00	Active
211-0000-0048	023705U4S	SHA CO STATE ROUTE 299 2.8 KM TO 1 KM W/O BUZZARD ROOST RD: REALIGN HIGHWAY (from FY 2006/07)	\$55,964.31	Active
211-0000-0083	02456884L	SPRING CREEK RD AT FALL RIVER (BR# 06C0209) BRIDGE REPLACEMENT	\$443,850.09	Active
211-0000-0078	0200020196S	SR 299 IN SHASTA CO NEAR BURNEY FROM 0.2 MILE W/O SONOMA ST TO 0.3 MILE W/O SR 89: PULVERIZE PAVEMENT & SHOULDER	\$273,000.00	Active
211-0000-0078	0200020196S	SR 299 IN SHASTA COUNTY NEAR BURNEY FROM 0.2 MILE W/O SONOMA STREET TO 0.3 MILE W/O SR 89: PULVERIZE PAVEMENT AND SHOULDER WIDENING (TC)	\$40,000.00	Active
211-0000-0093	0217000040L	VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL	\$28,000.00	Active
211-0000-0101	0218000125S	INTERSTATE 5 IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE S/O CHURN CREEK ROAD OVERCROSSING: WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$6,177,833.00	Active
211-0000-0093	0217000040L	VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL	\$76,353.00	Active
211-0000-0078	0214000145S	IN SHASTA, SISKIYOU, AND TEHAMA COUNTIES AT VARIOUS LOCATIONS: UPGRADE SIGNS TO RETRO-REFLECTIVE	\$14,928.05	Closed
Shasta Region FFY 2018-19 State and Local Street, Roads and Highways Projects Total			-\$51,961,656.92	

MPO Project #	State Project #	Description	Fed Funds Change	Project Status
Transit-Related Projects				
211-0000-0057	64BO19-00811	FY 2017/18 FTA Section 5311 Operating Assistance for Burney Express	\$374,921.00	Closed
211-0000-0057	64BO19-00811	FY 2017/18 FTA Section 5311 Operating Assistance for Burney Express	-\$30,140.25	Closed
211-0000-0057	64CO19-00893	FY 2018/19 FTA Section 5311(f) Operating Assistance for Burney Express	\$109,834.00	Closed
211-0000-0057	CA-2019-060-02	FY 2018/19 FTA Section 5307 Operating Assistance for Redding Area Bus Authority	\$1,500,000.00	Closed
		Shasta Region FFY 2018-19 Transit-Related Projects Total	\$1,954,614.75	
Bicycle and Pedestrian Projects				
211-0000-0093	0219000162L	NINE INTERSECTIONS WITHIN THE CITY OF REDDING: ENHANCED PEDESTRIAN CROSSINGS INCLUDING INSTALL RECTANGULAR RAPID FLASHING BEACONS AND TRAFFIC SIGNS, PAINT STRIPING AND PAVEMENT MARKINGS, AND CONSTRUCT PEDESTRIAN REFUGE ISLANDS AND CURB RAMPS	\$216,000.00	Active
111-0000-0233	0216000123L	DIESTELHORST BRIDGE TO DOWNTOWN VIA BENTON DR., RIVERSIDE DR., CENTER ST., AND DIVISION ST: NON-MOTORIZED BICYCLE AND PEDESTRIAN PATHWAYS AND CLASS II BICYCLE LANES, SIDEWALKS, LIGHTING, FLASHING BEACONS (TC)	\$356,000.00	Active
		Shasta Region FFY 2018-19 Bicycle and Pedestrian Projects Total	\$572,000.00	
		Federal Fiscal Year 2018-19 Shasta Region Federal Transportation Projects Total	-\$49,435,042.17	
Note: Negative amounts are de-obligated, or disencumbered, funds--funds that were previously awarded, not used due to examples like cost underruns and/or time limit expiration, and formally relinquished.				
Special Note:	02378904S	The \$103 million return from the I-5 Antlers Bridge Project is the difference between what the project was anticipated to cost in 2009 (\$235 million), and what the California Transportation Commission voted for the project, versus the \$132 million bid award for the project. Construction on the project was completed June 2019.		

Federal Fiscal Year (FFY) 2019-20 Shasta County Federal Funds Obligation/De-Obligation Report
(for the period October 1, 2019 to September 30, 2020)

MPO Project #	State Project #	Description	Fed Funds Change	Project Status
State and Local Streets, Roads and Highways Projects				
Emergency Relief (ER)	0217000133S	ON STATE ROUTE (SR) 299 IN SHASTA CO ABOUT 5MI W/O BURNEY AT VAR LOC FROM 1.3MI W/O MOOSE CAMP RD TO 4.1MI E/O CARBERRY FLAT RD: REPAIR PAVEMENT SECTIONS, INSTALL UNDERDRAIN SYSTEM, STABILIZE SLOPE FAILURE.	\$974,600.00	Active
N/A - ER	0217000133S	ON SR 299 IN SHASTA COUNTY ABOUT 5MI W/O BURNEY AT VAR LOC FROM 1.3MI W/O MOOSE CAMP RD TO 4.1MI E/O CARBERRY FLAT RD: REPAIR PAVEMENT SECTIONS, INSTALL UNDERDRAIN SYSTEM, STABILIZE SLOPE FAILURE.	-\$3,791.41	Active
N/A - ER	0218000030L	BIG BEND ROAD IN SHASTA CO - SITE #1: MP 7.65 ROARING CREEK, SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES.	\$59,917.42	Active
N/A - ER	0219000041L	BIG BEND RD PM 12.3 SITE #2. DAF # PMP-SHACO-002-0 REPAIR SLIDE ON ROADWAY WHICH CAUSED GUARDRAIL AND NORTHBOUND LANE TO SLIP-OUT. CON EO AS FORCE ACCOUNT. PE PR REGULAR FEDERAL AID PROJECT WITH PENDING APPROVAL OF TIME EXTENSION REQUEST.	\$51,821.59	Active
N/A - ER	0219000060L	ON GILMAN RD IN SHASTA CO, AT SEVERAL LOCATIONS FROM 0.7 TO 6.3 MILES E/O I-5: EMERGENCY OPENING RESTORE WASHED OUT SHOULDERS, PLACE ROCK SLOPE PROTECTION TO PROTECT REMAINING ROADWAY FILL, DIG OUT BURIED CULVERTS. PERMANENT RESTORATION TO REPLACE DAMAGED DROP INLETS AND RESTORE DRAINAGE DITCHES.	\$68,637.00	Active
N/A - ER	0219000091L	ON KESWICK DAM RD APPROXIMATELY 2,250 FEET W/O LAKE BLVD: PLACE BARRICADES AND CLOSE ROADWAY. REPLACE CULVERT, INSTALL HEADWALLS, PLACE ROCK SLOPE PROTECTION, PLACE & COMPACT AGGREGATE BASE & AC PAVING, REPLACE GUARDRAIL.	\$443,194.00	Active
N/A - ER	0219000025S	ON I-5 IN SHASTA AND SISKIYOU COS ON I-5 FROM 0.3 MILE SO FROM FAWNDALE OC TO 0.2 MILE S/O PIONEER BRIDGE OH AND ON SR 89 FROM 0.3 MILE S/O BROADWAY AVE TO I-5: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS.	\$10,221,800.00	Active
N/A - ER	0217000093S	ON SR 36 IN SHASTA AND TRINITY COS AT VARIOUS LOCATIONS: REPLACE CULVERTS, REPAIR ASSOCIATED DAMAGE AND REMOVE MULTIPLE SLIDES, PLACE RSP BUTTRESS.	\$2,291,800.00	Active
N/A - ER	0219000015S	ON SR 299 IN TRINITY AND SHASTA COS IN AND NEAR RDG FROM 0.1MI W/O TRINITY DAM BLVD TO SUNSET DR: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS.	\$7,553,921.47	Active
N/A - ER	0217000092S	IN SHASTA AND SISKIYOU COS AT VARIOUS LOCATIONS: REPLACE FAILED CULVERT AND RECONSTRUCTION STRUCTURAL SECTION INCLUDING BASE AND HMA, RECONSTRUCT SHOULDERS AND DITCHES.	-\$67,694.22	Closed
N/A - ER	0219000015S	ON SR 299 IN TRINITY AND SHASTA COUNTIES IN AND NEAR RDG FROM 0.1MI W/O OF TRINITY DAM BLVD TO SUNSET DR: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS.	\$8,474,038.53	Active
N/A - ER	0219000057L	CARR FIRE FOOTPRINT WITHIN SHASTA CO PERMANENT RESTORATION: GUARDRAIL REPAIR IN CARR FIRE FOOTPRINT WITHIN SHASTA CO	-\$96,165.55	Closed
N/A - ER	0219000015S	ON SR 299 IN TRINITY AND SHASTA COS AND NEAR RDG FROM 0.1MI W/O TRINITY DAM BLVD TO SUNSET DR: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS.	\$96,165.55	Active
N/A - ER	0219000059L	CARR FIRE FOOTPRINT WITHIN SHASTA CO: PERMANENT RESTORATION OF ROADWAY SIGNS IN CARR FIRE FOOTPRINT WITHIN SHASTA CO	-\$42,182.68	Closed
211-0000-0047	02378904S	ON I-5 IN SHA CO NR LAKEHEAD AT SACTO RVR, BR#06-0089 (TC): REPLACE BRIDGE (TC) (Antlers Bridge Project)	\$5,962,600.00	Active
211-0000-0108 & 211-0000-0075	021E10U4S	ON SR 299 IN SHA COUNTY ABOUT 17 MI W/OF REDDING FROM 2.5 TO 4.3 MI E/OF TRINITY CO LINE: INCREASE CURVE RADII, WIDEN SHOULDER (TC)	-\$177,194.02	Closed
211-0000-0078	0200000262S	IN SHASTA CO AT & NEAR BELLA VISTA FROM .3 MI E/O INTERMTN DR TO.3 MI W/OF BACKBONE: ROADWAY REHABILITATION(TC)	-\$202,271.11	Closed
211-0000-0093	0213000110L	ON OLINDA RD BETWEEN SAMMY AND GREENLEAF LANES: ROADWAY WIDENING	-\$0.02	Closed
211-0000-0078	0200000262S	IN SHASTA CO AT & NEAR BELLA VISTA FROM 0.3 MI E OF INTERMTN DR TO .3 M W/ OF BKBN: ROADWAY REHABILITATION (TC)	-\$496,981.04	Closed
211-0000-0078	0214000011S	ON SR 273 IN SHASTA CO AT VARIOUS LOCATIONS: PAVEMENT REHABILITATION	\$177,060.00	Active
211-0000-0074	0218000047S	ON I-5 IN SHASTA AND SISKIYOU COS ABOUT 7 MILES N/O POLLARD FLAT FROM 0.8 MI S/O TO 0.7 MILE N/O SIMS ROAD UNDERCROSSING AND FROM 0.6 MILE S/O CASTLE CRAGS DR UNDERCROSSING TO 0.2 MILE S/O SOUTH DUNSMUIR UC: REPLACE BRIDGE	\$13,777,155.00	Active
211-0000-0083	0200020170L	EASTSIDE ROAD AT OLNEY CREEK BR# 06C0335: BRIDGE REPLACEMENT	\$3,426,243.00	Active
211-0000-0078	0217000083S	IN SHASTA CO AT AND NEAR SHASTA FROM 0.5 MILE W/O CRYSTAL CREEK RD TO TRINITY ALLEY: ROADWAY REHABILITATION (TC)	-\$9,240,000.00	Withdrawn
211-0000-0074	0218000047S	ON I-5 IN SHASTA AND SISKIYOU COS ABOUT 7 MILES N/OF POLLARD FLAT FROM 0.8 MILE SO TO 0.7 MILE N/O SIMS RD UC AND FROM 0.6 MILE S/O CASTLE CRAGS DR UC TO 0.2 MILE S/O SOUTH DUNSMUIR UNDERCROSSING: REPLACE BRIDGE	\$5,449,145.00	Active
111-0000-0101	0218000125S	ON I-5 IN SHASTA CO IN AND NEAR ANDERSON FROM SR 5/273 SEPARATION TO 0.4 MILE S/O CHURN CREEK RD OVERCROSSING: WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$40,904,320.00	Active

MPO Project #	State Project #	Description	Fed Funds Change	Project Status
Bicycle and Pedestrian Projects				
N/A	0214000038L	GREAT SHASTA RAIL TRAIL ENGINEERING INSPECTIONS AND PLANNING (funded with National Scenic Byways monies)	-\$37,896.07	Closed
211-0000-0115	0213000073L	BIDWELL RD WEST SIDE, N BONNYVIEW RD NORTH SIDE TO E BONNYVIEW RD: CLASS II BIKE LANE, CURB, GUTTER, SIDEWALK	\$120,787.57	Active
211-0000-0115	0213000073L	BIDWELL RD WEST SIDE, N BONNYVIEW RD NORTH SIDE TO E BONNYVIEW RD: CLASS II BIKE LANE, CURB, GUTTER, SIDEWALK	\$61,169.32	Active
211-0000-0115	0213000073L	BIDWELL RD WEST SIDE, N BONNYVIEW RD NORTH SIDE TO E BONNYVIEW RD: CLASS II BIKE LANE, CURB, GUTTER, SIDEWALK	\$212,513.51	Active
211-0000-0115	0213000073L	BIDWELL RD WEST SIDE, N BONNYVIEW RD NORTH SIDE TO E BONNYVIEW RD: CLASS II BIKE LANE, CURB, GUTTER, SIDEWALK	\$221,609.35	Active
211-0000-0075	0214000003S	IN SHASTA CO AT SHASTA FROM 0.1 MILE W/O FRENCH ALLEY TO RED BLUFF RD: CONSTRUCT SIDEWALKS (TC)	-\$72,266.34	Closed
211-0000-0115	0213000073L	BIDWELL RD WEST SIDE, N BONNYVIEW RD NORTH SIDE TO E BONNYVIEW RD: CLASS II BIKE LANE, CURB, GUTTER, SIDEWALK	\$74,320.25	Active
111-0000-0110	0216000123L	DIESTELHORST BRIDGE TO DOWNTOWN VIA BENTON DR, RIVERSIDE DR, CENTER ST, AND DIVISION ST: NON-MOTORIZED BICYCLE AND PEDESTRIAN PATHWAYS AND CLASS II BICYCLE LANES, SIDEWALKS, LIGHTING, FLASHING BEACONS. (TC)	\$1,634,000.00	Active
211-0000-0115	0216000111L	OLD OREGON TRAIL AND SHASTA COLLEGE DRIVE: INSTALL BIKE LANES & IMPROVE INTERSECTIONS FOR NON-MOTORIZED USERS (TC)	\$451,000.00	Active
211-0000-0093	0216000121L	HARTNELL AVE BETWEEN CHURN CREEK RD AND VICTOR AVE: BICYCLE AND PEDESTRIAN IMPROVEMENTS	\$2,083,072.00	Active
Shasta Region FFY 2019-20 Bicycle and Pedestrian Projects Total			\$4,748,309.59	
Federal Fiscal Year 2019-20 Shasta Region Federal Transportation Projects Total			\$121,342,357.99	
Note: Negative amounts are de-obligated, or disencumbered, funds--funds that were previously awarded, not used due to examples like cost underruns and/or time limit expiration, and formally relinquished.				

Appendix F

Financial Element Summary

TABLE 1: REVENUE

Shasta Regional Transportation Agency
2021 Shasta Federal Transportation Improvement Program
(\$'s in 1,000)

	Funding Source/Program	NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax		\$16,538	\$16,704	\$16,870	\$17,039	\$67,151
	Gas Tax (Subventions to Cities)		\$4,588	\$4,634	\$4,680	\$4,727	\$18,629
	Gas Tax (Subventions to Counties)		\$11,950	\$12,070	\$12,190	\$12,312	\$46,522
	Other Local Funds		\$4,964	\$5,012	\$5,060	\$5,108	\$20,144
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees		\$2,416	\$2,465	\$2,514	\$2,564	\$9,959
	RSTP Exchange funds		\$2,548	\$2,547	\$2,546	\$2,544	\$10,185
	Transit		\$474	\$725	\$785	\$793	\$2,777
	Transit Fares		\$474	\$725	\$785	\$793	\$2,777
	Other (See Appendix 1)		\$10,042	\$9,932	\$14,173	\$8,829	\$42,976
	Local Total		\$32,018	\$32,373	\$36,888	\$31,769	\$133,048
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$7,060	\$31,044	\$55,872	\$9,213	\$103,189
	SHOPP		\$5,597	\$30,212	\$55,872	\$9,213	\$100,894
	SHOPP Prior						
	State Minor Program		\$1,463	\$832			\$2,295
	State Transportation Improvement Program (STIP) ¹		\$146	\$146	\$3,648	\$57	\$3,997
	STIP		\$146	\$146	\$3,648	\$57	\$3,997
	STIP Prior						
	State Bond		\$456	\$106	\$360	\$7	\$929
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$456	\$106	\$360	\$7	\$929
	Active Transportation Program (ATP) ¹		\$6,740				\$6,740
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$1,114	\$876		\$531	\$2,521
	Road Repair and Accountability Act of 2017 (SB1)				\$1,873		\$1,873
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)			\$228			\$228
	Other (See Appendix 3)			\$330			\$330
	State Total		\$15,516	\$32,730	\$61,753	\$9,808	\$119,807
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$2,204	\$1,694	\$3,794	\$2,379	\$10,071
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$339	\$347	\$356	\$365	\$1,407
	5311f - Intercity Bus			\$600			\$600
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$160	\$247	\$257	\$264	\$928
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
	Federal Transit Total		\$2,703	\$2,888	\$4,407	\$3,008	\$13,006
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program						
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$1,449				\$1,449
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,147	\$2,795		\$1,329	\$6,271
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP) - see above under Other Local						
	Other (see Appendix 5)						
	Federal Highway Total		\$3,596	\$2,795		\$1,329	\$7,720
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		\$6,299	\$5,683	\$4,407	\$4,337	\$20,726
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
	Innovative Financing Total						
REVENUE TOTAL			\$53,833	\$70,786	\$103,048	\$45,914	\$273,581

Financial Summary Notes:¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

Shasta Regional Transportation Agency
2021 Shasta Federal Transportation Improvement Program
(\$'s in 1,000)

Appendix 1 - Local Other					
Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
LTF	\$10,082	\$9,932	\$8,673	\$8,829	\$37,516
Local Funds AC	-\$40		\$5,500		\$5,460
Local Other Total	\$10,042	\$9,932	\$14,173	\$8,829	\$42,976

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Regional Other Total					

Appendix 3 - State Other					
State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
LCTOP		\$130			\$130
Public Transportation Account (PTA)		\$200			\$200
State Other Total		\$330			\$330

Appendix 4 - Federal Transit Other					
Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other					
Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Highway Other Total					

Appendix 6 - Federal Railroad Administration Other					
Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other					
Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Innovative Other Total					

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2021 Shasta Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$4,005	\$4,686	\$10,446	\$5,426	\$24,563
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$7,060	\$31,044	\$55,872	\$9,213	\$103,189
	SHOPP		\$5,597	\$30,212	\$55,872	\$9,213	\$100,894
	SHOPP Prior						
	State Minor Program		\$1,463	\$832			\$2,295
	State Transportation Improvement Program (STIP) ¹		\$146	\$146	\$3,648	\$57	\$3,997
	STIP		\$146	\$146	\$3,648	\$57	\$3,997
	STIP Prior						
	State Bond		\$456	\$106	\$360	\$7	\$929
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$456	\$106	\$360	\$7	\$929
	Active Transportation Program (ATP) ¹		\$6,740				\$6,740
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$1,114	\$876		\$531	\$2,521
	Road Repair and Accountability Act of 2017 (SB1)				\$1,873		\$1,873
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)			\$228			\$228
	Other (See Appendix B)			\$330			\$330
	State Total		\$15,516	\$32,730	\$61,753	\$9,808	\$119,807
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$2,204	\$1,694	\$3,794	\$2,379	\$10,071
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$339	\$347	\$356	\$365	\$1,407
	5311f - Intercity Bus			\$600			\$600
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$160	\$247	\$257	\$264	\$928
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$2,703	\$2,888	\$4,407	\$3,008	\$13,006
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program						
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,147	\$2,795		\$1,329	\$6,271
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Other (see Appendix D)						
	Federal Highway Total		\$2,147	\$2,795		\$1,329	\$6,271
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$4,850	\$5,683	\$4,407	\$4,337	\$19,277
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$24,371	\$43,099	\$76,606	\$19,571	\$163,647

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Shasta Regional Transportation Agency
2021 Shasta Federal Transportation Improvement Program
(\$'s in 1,000)

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TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2021 Shasta Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total	\$28,013	\$27,687	\$26,442	\$26,343	\$108,485
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program					
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)	\$1,449				\$1,449
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Other					
	Federal Highway Total	\$1,449				\$1,449
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$1,449				\$1,449
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$29,462	\$27,687	\$26,442	\$26,343	\$109,934

Appendix G

U.S. DOT and Caltrans Delegation Authority to SRTA for FTIP Administrative Modifications

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
P.O. Box 942873, MS-82
SACRAMENTO, CA 94273-0001
PHONE (916) 654-2983
FAX (916) 654-2738
TTY 711



*Flex your power!
Be energy efficient!*

January 9, 2012

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

Dear Mr. Little:

The California Department of Transportation (Caltrans) received the Shasta County Regional Transportation Planning Agency's (Shasta RTPA) request for delegated authority from Caltrans to approve Administrative Modifications to the Federal Statewide Transportation Improvement Program (FSTIP). The board action attached to your request indicates that the Executive Director is delegated the approval of Administrative Modifications for the Federal Transportation Improvement Program (FTIP) and the FSTIP. With the acknowledgement of your board action, Caltrans hereby delegates to Shasta RTPA the authority to approve Administrative Modifications to the FSTIP in accordance with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures dated June 3, 2011.

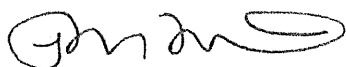
The following procedures apply to Shasta RTPA upon receiving Caltrans' delegation:

1. Prior to approving the FTIP/FSTIP administrative modifications, Shasta RTPA may consult with Caltrans on proposed changes.
2. Shasta RTPA may request Caltrans to provide a cursory review of the administrative modification prior to the Shasta RTPA's approval.
3. Shasta RTPA shall send copies of the approved administrative modifications to Caltrans, Federal Highway Administration, Federal Transit Administration, and other stakeholders. Caltrans will post the approved administrative modifications on the Division of Transportation Programming Website.
4. Caltrans will routinely review Shasta RTPA's approved administrative modifications and will reject changes that do not comply with the attached procedures. In such cases Shasta RTPA must correct all items of noncompliance.
5. Caltrans will withdraw its delegation from Shasta RTPA if it is found to be consistently noncompliant with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures.

Mr. Daniel Little
January 9, 2012
Page 2

Thank you for requesting this delegation that will undoubtedly streamline your region's programming process and thus expedite projects. My staff is looking forward to working with your staff to ensure a successful implementation of this delegation. If you have any questions, please call Muhaned Aljabiry at (916) 654-2983.

Sincerely,

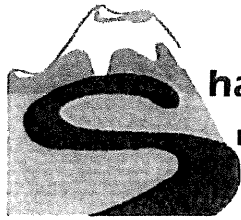
A handwritten signature in black ink, appearing to read 'Rachel Falsetti', with a stylized, cursive script.

RACHEL FALSETTI
Chief
Division of Transportation Programming

Enclosure

Mr. Daniel Little
January 9, 2012
Page 3

bc: Anne Jensen
Denix Anbiah
Fardad Falakfarsa
Federal Highway Administration
Federal Transit Administration
District FTIP Coordinators
District Local Assistance Engineers



Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

December 21, 2011

RPP 010013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 924874
Sacramento, CA 92474-0001

Attn: Kang Tang

Subject: Request for State Delegation of Federal Statewide Transportation Improvement Program (FSTIP) Administrative Modification Approval Authority

Dear Ms. Falsetti:

The Shasta County Regional Transportation Planning Agency (SCRTPA) is requesting Caltrans' delegation to approve administrative modifications to the FSTIP.

On October 25, 2011, the SCRTPA board took action to:

- 1) Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached Federal Transportation Improvement Program (FTIP)/the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
- 2) Authorize the executive director to approve future administrative modifications to the FTIP and FSTIP on behalf of the board.

The 2010 FTIP has been updated to be consistent with the new FSTIP/FTIP Administrative Modification and Amendment Procedures. The Public Participation Plan does not need to be updated; it is consistent with the new procedures.

Upon receipt of delegation authority from Caltrans, the SCRTPA executive director will approve all future administrative modifications to the FTIP and FSTIP. If you have any questions or would like to submit comments, please contact Anne Jensen, Assistant Planner, at ajensen@co.shasta.ca.us or (530) 225-5430.

Sincerely,

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

DSL/ACJ/jac

Attachments: Staff Report for October 25, 2011 Board Meeting
Resolution 11-15

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures
AGENDA ITEM:	4-3
STAFF CONTACT:	Anne Jensen

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, have recently revised administrative modification and amendment procedures to the 2010 Federal Transportation Improvement Program (FTIP). The revised procedures let MPO's undergo a delegation process allowing them to approve FTIP administrative modification amendments without the need for state or federal approval.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FTIP in accordance with the attached Federal Transportation Improvement Program (FTIP) / the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
2. Authorize the executive director to approve future administrative modifications to the FTIP upon receipt from Caltrans.

DISCUSSION:

The FTIP is a four-year program of projects showing where, when and how federal transportation funds are being spent in Shasta County, including those that the Shasta County Regional Transportation Planning Agency (SCRTPA) does not have programming discretion over. The FTIP must be financially constrained and programming expenditures must be balanced with estimated revenues.

Under this delegation, any FTIP amendment that meets the qualifications of an administrative modification could be approved by the executive director in lieu of state pre-approval. The board can expand approval authority after receiving the delegation from Caltrans. This would enable the SCRTPA to expedite the programming and project delivery process.

Delegation procedures are consistent with current state and federal programming procedures and the SCRTPA's public participation plan, and are currently being adopted as part of the 2010 FTIP.

ALTERNATIVES:

1. The board could choose not to accept the delegation authority over FTIP administrative modifications from Caltrans. This is not recommended as it increases review time by outside agencies.
2. The board could choose not to delegate the authority to the executive director. This is not recommended as the board does not currently approve administrative modifications because they are minor changes and do not require public review or comment.

OTHER AGENCY INVOLVEMENT:

The FHWA and FTA worked with Caltrans to simplify the programming procedures for California MPO's. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

No financing is required for the delegation process or future amendments; it is a procedural change only.

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

Daniel S. Little, AICP, Executive Director

Attachments: Resolution 11-15
2011 FSTIP/FTIP Administrative Modification and Amendment Procedures

RESOLUTION



RESOLUTION NUMBER:	11-15
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures

WHEREAS, the Shasta County Regional Transportation Planning Agency (SCRTPA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County; and

WHEREAS, Title 23 Code of Federal Regulations, Part 450 requires the preparation and adoption of a Federal Transportation Improvement Program (FTIP) by the MPO to become part of the Federal-Statewide Transportation Improvement Program (FSTIP); and

WHEREAS, the SCRTPA is responsible for preparing and processing administrative modifications and amendments to the FTIP; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, in consultation with the California Department of Transportation (Caltrans), has provided revised procedures for administrative modifications to the FSTIP to the governing board and subsequently the executive director of the SCRTPA (or designee); and

WHEREAS, the SCRTPA board identifies that it is appropriate, in addition to all former authorizing delegations, for approval of future FSTIP administrative modification actions to be delegated to the executive director of the SCRTPA (or designee).

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency:

1. Accepts delegation authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached FSTIP/FTIP Administrative Modifications and Amendments Procedures; and
2. Authorizes the executive director to approve administrative modifications to the FSTIP on behalf of the board.

PASSED AND ADOPTED this 25th day of October 2011, by the Shasta County Regional Transportation Planning Agency.

A handwritten signature in black ink, appearing to read 'Leonard Moty', written over a horizontal line.

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



U.S. Department
of Transportation
Federal Highway
Administration

Federal Highway Administration
California Division

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal - Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

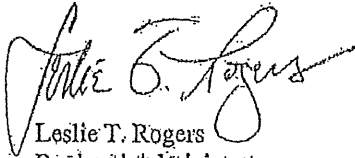
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.



If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Almee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation. See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change In Cost	% Change < or = 40%	Total Sum Increased Is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (RE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section II.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted BPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section II.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures;

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the RSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA, and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

Appendix H

SRTA Delegation Authority to Executive Director for Approval of Formal Amendments



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

Daniel S. Little, Executive Director

December 12, 2013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Attn: Muhaned Aljabiry

Subject: Shasta Regional Transportation Agency Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

Dear Ms. Falsetti: *Rachel*

At their meeting of December 10, 2013, the Shasta Regional Transportation Agency (SRTA) Board of Directors adopted attached Resolution Number 13-14 delegating authority to the SRTA executive director to approve Federal Transportation Improvement Program (FTIP) formal amendments.

The SRTA Board of Directors, in recognition that its meeting schedule can make it difficult to bring forward formal FTIP amendments in a timely manner, provided this delegation to the SRTA executive director under the following criteria:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements would continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

Please contact either senior planner Kathy Urlie (530-262-6194; kurlie@srta.ca.gov) or me (530-262-6191; dlittle@srta.ca.gov), if you have any questions or require additional information.

Sincerely,

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

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

DSL/KKU

Attachments:

- a) SRTA Resolution Number 13-14: Delegation of Authority to Executive Director to Approved Federal Transportation Improvement Program (FTIP) Formal Amendments
 - b) SRTA December 10, 2013 Agenda Item 5-4 Staff Report
- cc: Gwyn Reese, Caltrans Division of Transportation Programming
John Bulinski, Caltrans District 2 Director
Jeff Kiser, City of Anderson City Manager
Chuck Aukland, City of Redding Assistant Public Works Director
John Duckett, City of Shasta Lake City Manager
Scott Wahl, County of Shasta Deputy Public Works Director

RESOLUTION



RESOLUTION NUMBER:	13-14
SUBJECT:	Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

WHEREAS, the Shasta Regional Transportation Agency (SRTA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County pursuant to U.S.C. Section 134(a) and (g); and

WHEREAS, Title 23 Code of Federal Regulations, Part 450 requires the preparation and adoption of a four-year Federal Transportation Improvement Program (FTIP) by the MPO to become part of the Federal-Statewide Transportation Improvement Program (FSTIP); and

WHEREAS, in order to be consistent with the State Transportation Improvement Program (STIP), the FTIP must be updated every two years; and

WHEREAS, SRTA is responsible for preparing and processing administrative modifications and formal amendments to the FTIP; and

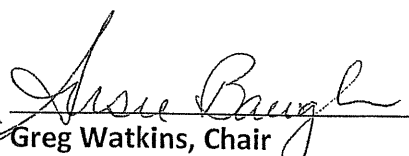
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

WHEREAS, the meeting schedule of the SRTA Board of Directors can make it difficult to bring forward formal FTIP amendments in a timely manner.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency delegates authority from the SRTA Board of Directors to the executive director to approve formal amendments to the FTIP under the following criteria:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements would continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

PASSED AND ADOPTED this 10th day of December, 2013, by the Shasta Regional Transportation Agency.


For **Greg Watkins, Chair**
Shasta Regional Transportation Agency

STAFF REPORT



MEETING DATE:	12/10/13
SUBJECT:	Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments
AGENDA ITEM:	5-4
STAFF CONTACT:	Kathy Urlie, Senior Transportation Planner

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, allow for Metropolitan Planning Organizations' (MPOs') board of directors to have a designee approve Federal Transportation Improvement Program (FTIP) formal amendments. This provision allows more timely access to project funds.

STAFF RECOMMENDATION:

It is recommended that the board of directors adopt Resolution Number 13-14 delegating authority to the executive director to approve formal FTIP amendments.

DISCUSSION:

The FTIP is a four-year program and schedule of projects for Shasta County. SRTA has no discretion to change most projects in the FTIP. For projects where SRTA has discretion, there is always a prior board of director's action to guide the programming. The FTIP must be financially constrained, meaning that programming expenditures must be balanced with estimated revenues. A project may not receive federal funds until it is correctly listed in the FTIP.

Due to the lengthy intervals between board of directors' meetings, timely formal FTIP amendments are sometimes not possible, resulting in project delays. Delegation of FTIP approval authority to the executive director would allow programming changes without waiting for a regularly scheduled board of directors meeting.

The executive director would continue to ensure that programming revisions are consistent with federal and state allocations and prior SRTA actions, and that all FTIP requirements are followed. Any FTIP formal amendments approved by the executive director would be summarized and included in the next SRTA Board of Directors agenda under correspondence.

In approving formal amendments, the executive director would adhere to SRTA's public participation process, including public notices. Should a member of the public or any agency request that a proposed amendment be heard by the board of directors, the executive director would agendize the amendment for the next meeting.

ALTERNATIVES:

The board of directors may choose not to delegate authority to the executive director for approval of FTIP formal amendments. On occasion, this would result in project delays.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Approval of the delegation will have no financial effect on the agency. It will result in more timely access to project funds for those agencies delivering transportation projects in the region.

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

Daniel S. Little, AICP, Executive Director

Attachment: Resolution Number 13-14: Delegation of Authority to Executive Director to Approve
Federal Transportation Improvement Program (FTIP) Formal Amendments

Appendix I

**Redding Area Bus
Authority**

**FTA Sections 5307 and
5339**

Program of Projects

Redding Area Bus Authority
2021 Shasta FTIP
Program of Projects (POP)

Federal Transit Administration Sections 5307 and 5339 Formula Funding

FTA 5307

Project	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total 5307	Total Project Cost
Operating Assistance	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000	\$23,324,000
Passenger Loading Improvements	\$0	\$0	\$480,000	\$0	\$480,000	\$600,000
5307 Capital Grant Administration	\$0	\$20,000	\$0	\$0	\$20,000	\$20,000
Paratransit Vans (see also 5339 below)	\$320,000 (4 Qty)	\$0	\$0	\$0	\$320,000	\$400,000
Bus Purchase	\$0	\$0	\$833,600 (2 Qty)	\$851,200 (2 Qty)	\$1,684,800	\$2,106,000
Computer Equipment	\$0	\$30,400	\$0	\$28,000	\$58,400	\$73,000
Support Vehicles	\$64,000	\$64,000	\$0	\$0	\$128,000	\$160,000
Property Acquisition	\$320,000	\$0	\$960,000	\$0	\$1,280,000	\$1,600,000
Miscellaneous Capital	\$0	\$80,000	\$20,000	\$0	\$100,000	\$125,000
Total	\$2,204,000	\$1,694,400	\$3,793,600	\$2,379,200	\$10,071,200	\$28,408,000

FTA 5339

Project	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total 5339	Total Project Cost
Bus Purchase	\$0	\$0	\$0	\$0	\$0	\$0
Paratransit Vans	\$160,000 (2 Qty)	\$247,200 (3 Qty)	\$256,800 (3 Qty)	\$264,000 (3 Qty)	\$928,000	\$1,160,000
Total	\$160,000	\$247,200	\$256,800	\$264,000	\$928,000	\$1,160,000

Fare revenue vehicle specifications are delineated in the comments section of the 2021 FTIP, CTIPS Project No. 211-0000-0059: RABA Capital Fare Revenue Vehicles.

Appendix J

Transportation System Performance Management

How the 2021 Shasta FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America’s Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups:

- PM 1: Safety

- PM 2: Transportation Asset Management

- PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance

metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the 2018 Shasta Regional Transportation Plan (RTP). The first RTIP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 Frequently Asked Questions (FAQs) page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Federal Performance Measures Metrics

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition
- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM (PM 3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

How SRTA Addresses Each Performance Management Group

TRANSPORTATION SYSTEM SAFETY (PM 1)

Below are the targets for PM 1. SRTA uses the state adopted PM1 performance targets.

Table 1 - Safety Performance Management (PM1): Fatalities and Injuries

	Data Source	5- Yr. Rolling Average Targets ¹		Percent Reduction Targets ¹	
		2018	2019	2018	2019
Number of Fatalities	FARS ²	3590.8	3445.4	7.69%	3%
Rate of Fatalities (per 100 million VMT)	FARS & HPMS ³	1.029	0.995	7.69%	3%
Number of Serious Injuries	SWITRS ⁴	12,823.4	12,688.1	1.5%	1.5%
Rate of Serious Injuries (per 100 million VMT)	SWITRS & HPMS	3.831	3.661	1.5%	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	3949.8	10%	3% for Fatalities and 1.5% for Serious Injuries

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component.

SRTA has three funding programs dedicated to improving safety.

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations and Protection Program (SHOPP) Collision Reduction, Mandates and Minor Program.

ATP

The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications promise to reduce fatalities and injuries. The program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

SHOPP Collision Reduction, Mandates and Minor Program

The SHOPP is the State Highway System's "fix-it-first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). All SHOPP projects are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though some new auxiliary lanes are eligible for SHOPP funding.

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 - Collision Severity Reduction

This program seeks to upgrade existing highway safety features within the roadbed's clear recovery area, resulting in reduced collisions and/or severity. Projects will include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected

collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide

A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. **The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$2.155 billion.** The SHOPP reserves \$3.12 billion for 201,010 safety improvements. The reserved amount will address future safety improvements as they are identified.

2020 SHOPP Mandates, Statewide

The SHOPP Mandates Program has \$525 million programmed, with \$68 million reserved for future improvements.

2020 SHOPP Minor Program, Statewide

The SHOPP Minor Program has \$1 billion reserved for future programming.

SRTA Programming for PM1

The following tables with applicable fund sources, demonstrate the Shasta Region's commitment to safety.

Table of Safety (PM 1) Programs and Projects in 2021 Shasta FTIP

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	\$ 31,012,390	\$ 29,381,000	18.35%	5
Other Projects (Not Primarily for Safety)	\$ 129,063,610	\$ 130,695,000	81.65%	14
Total	\$ 160,076,000	\$ 160,076,000	100.00%	19

The above table includes programming of projects that SRTA considers having a primary safety orientation.

Table of Safety (PM 1) Funding in 2021 Shasta FTIP

Fund	Total Project Funding	% of Total Project Funding	Program-Specific Funding in the 4-Year Element	% of the 4-Year Element	Number of Projects*	% of Number of Projects
ATP	\$ 7,174,000	94%	\$ 6,740,000	4%	1	5%
HSIP	\$ 7,468,390	84%	\$ 6,271,000	5%	1	5%
SHOPP – CR, Mandates & Minor	\$16,370,000	100%	\$ 16,370,000	10%	3	16%
Total Safety (ATP, HSIP, SHOPP)	\$31,012,390	95%	\$29,381,000	18%	5	26%

* Number of Projects - Each individual FTIP Grouped Project listing is considered one project.

2021 Shasta FTIP Safety Project Highlights

The 2021 Shasta FTIP has one project in each of the SHOPP Collision Reduction (CTIPS ID No. 211-0000-0075) and Mandates Programs (CTIPS ID No. 211-0000-0098), collectively totaling \$15.385 million. Additionally, there are four projects in the Minor Program (CTIPS ID No. 211-0000-0108) totaling \$2.295 million. Under Bicycle/Pedestrian Projects funded with Active Transportation Program monies (CTIPS ID No. 211-0000-0115), the city of Redding is constructing improvements on the Bechelli and Loma Vista Corridor in FY 2020/21 using \$6.74 million of ATP. For the Highway Safety Improvement Program (HSIP – CTIPS ID No. 211-0000-0093), five projects are programmed in the Shasta Region, three in Redding and two in the Shasta County unincorporated area. Almost \$8.2 million is programmed for the five projects, with close to \$2 million in matching funding. Please refer to the grouped project table listings for each funding category for a representative view of the specifics for each of these Shasta region projects supporting safety goals.

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

Below are the targets for PM 2. SRTA uses the state adopted PM 2 performance targets.

PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION		Values
Percentage of Interstate System pavement in 'Good' condition		44.50%
Percentage of non-interstate NHS pavement in 'Good' condition		29.90%
Percentage of Interstate System pavement in 'Poor' condition		3.80%
Percentage of non-interstate NHS pavement in 'Poor' condition		7.20%
Percentage of NHS bridges in 'Good' condition		70.50%
Percentage of NHS bridges in 'Poor' condition		4.40%

The following are funding sources and programs that help fund PM 2 projects.

Local Funds

Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees report to be spent on pavement.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds

- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. As such, these projects are not typically listed in the FTIP since they are not federally funded and regionally significant.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California focused on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund that tends to pay for non-regionally significant road maintenance, safety, and bridge projects.

Federal HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies from existing local highway bridges to keep the traveling public safe.⁹ The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

SHOPP

The SHOPP is already described above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as "SHOPP Advance Construction." Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and "SHOPP Advance Construction" is a placeholder for what could be federal or state funds.

SHOPP Bridge Preservation

SHOPP Bridge Preservation category includes following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000. The SHOPP does not have a reservation for Bridge Preservation.

SHOPP Roadway Preservation

SHOPP Roadway Preservation category includes following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2020 SHOPP has 265 Roadway Preservation projects totaling \$5,505,000,000. The SHOPP does not have a reservation for Roadway Preservation.

Table of Pavement and Bridge Condition (PM 2) Funding in 2021 Shasta FTIP

Category	# of Projects	4 Year Program	Total
PM 2 Projects	1	\$85,307,000	\$85,307,000
Bridges	2	\$2,521,000	\$2,521,000
PM 2 Total	3	\$87,828,000	\$87,828,000

SRTA uses SHOPP Roadway Preservation Program funding to achieve progress for PM 2. Highway Bridge Program (HBP) and SHOPP Bridge Preservation funding comprise the bridge component of FTIP funding for PM 2 progress.

Over one-half the programming in the 2021 Shasta FTIP (\$85.307 million of a total \$160+ million program) is dedicated to the grouped project listing for the SHOPP Roadway Preservation Program (CTIPS ID No. 211-0000-0078), demonstrating significant SRTA commitment to this PM 2 federal performance measure. Four representative projects are in the 2021 Shasta FTIP on Interstate 5, and State Routes (SRs) 89 and 299. The largest is a \$31+ million fifty-nine lane mile project on I-5 north of Shasta Lake City to rehabilitate pavement, upgrade guardrail and Transportation Management System (TMS) elements, and replace signs. A \$28+ million project is on State Route 299 near Redding, covering over twenty lane miles. Eastern Shasta County garners over a \$28 million investment in two projects for over 46 lane miles of work, one on SR 89 and one on SR 299.

For bridges under PM 2, Shasta would typically program Highway Bridge Program (HBP) funding and SHOPP Bridge Preservation funding. Currently, SHOPP Bridge Preservation funding is not available to the Shasta region for the active FTIP years. A placeholder listing for the grouped project listing (CTIPS ID No. 211-0000-0074) has been retained for future programming. However, over \$2.5 million is programmed for progress on local bridges under the HBP, with an additional \$37.4 million programmed one year beyond (2024/25) the FTIP active years. The HBP grouped project listing in the FTIP (CTIPS No. 211-0000-0083) includes 21 local bridge projects, replacing existing two-lane ones or one-lane ones of substandard safety/operation.

In addition to SHOPP Roadway Preservation, the SHOPP Bridge Preservation, and Highway Bridge Program, various local roadways in the region undergo significant work/investment annually by the region's local jurisdictions. However, the bulk of this work, unless specifically identified in the Shasta FTIP, is not accounted for in this assessment as it is locally funded and not FTIP listed.

PM 3

The following are funding sources and programs that help fund Non-Interstate and Interstate:

SHOPP Mobility

The SHOPP Mobility category include following programs:

- 201.310 – Operational Improvements
- 201.315 – Transportation Management Systems
- 201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project.
- Project Readiness – ability to complete the project in a timely manner.
- Demonstration of the required 30% matching funds.
- The leveraging and coordination of funds from multiple sources.
- Jointly nominated and/or jointly funded.

SRTA received a TCEP funding commitment in the last FTIP programming cycle for completion of the Interstate 5 (I-5) Redding to Anderson Six-Lane (RASL) Project. There is no TCEP funding in this current 2021 FTIP.

Truck Travel Discussion

As mentioned immediately above, the I-5 RASL Project received TCEP funding to complete funding and initiate the project. Another project to the north on I-5 is the Fix 5 Cascade Gateway Project—formerly known as the North Redding Six Lane Project. Current programming for this estimated \$85+ million projects is only for PA&ED (\$2.9 million), after PE was initiated last cycle. That PA&ED funding is programmed under the project (CTIPS ID No. 111-0000-0269). The project is proposed for reversible lanes, auxiliary lanes, and truck queue parking to address freight movement back-ups on I-5 during adverse weather and wildfire events.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program supports improving air quality and relieving congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). Since the Shasta region is attainment for the NAAQS for the criteria pollutants, it does not receive CMAQ funding. Therefore, SRTA does not report for CMAQ as part of PM 3.

Table of NHS, Freight, and CMAQ (PM 3) of 2021 Shasta FTIP Programming

Category	# of Projects	4 Year Total	Total
Non-Interstate	0	\$0	\$0
Interstate	1*	\$4,781,000	\$85,861,000
Truck Travel Time Projects	N/A	N/A	N/A
CMAQ Projects	N/A	N/A	N/A
PM 3 Total	1	\$4,781,000	\$85,861,000

* The same one interstate project supports both person and truck travel. If only one category may be selected, it should be the Truck Travel Time.

TRANSIT ASSET MANAGEMENT

The TAM targets below were produced collaboratively with regional transit agencies based on their agency TAM plans and local targets. In developing the targets, the Shasta Regional Transportation Agency (SRTA) reviewed and considered the transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process. SRTA will continue to work with the region's transit operators to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management Performance

The 2021 Shasta FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management (TAM). Examples of these projects include: capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. For the Redding Area Bus Authority (RABA) key projects that address Transit Asset Management are:

- RABA Passenger Loading Improvements (CTIPS ID No. 211-0000-0058)
- RABA Fare Revenue Vehicle Replacements (CTIPS ID No. 211-0000-0059)
- RABA Transit Capital Improvements (CTIPS ID No. 211-0000-0060)

RABA has adopted a Transit Asset Management plan (2018), which is available from RABA and SRTA. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the 2021 Shasta FTIP will enable RABA to achieve their respective transit asset management performance targets.

This section presents the TAM performance measures and targets adopted by RABA. The following table provides a summary of the performance measures designated as TAM.

Transit Asset Management Performance Measures		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles,
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the <u>Transit Economic Requirements Model</u> scale.	Stations, depots, administration, parking garages, terminals, shelters

RABA is the only public transportation provider in the region that must develop targets, which are provided in the table below. Since the region only has one required public transportation provider that must develop, track, and make progress towards transit asset management, SRTA has elected to use the same targets developed by RABA. If more agencies or organizations are required to develop TAM targets in the future, then SRTA may consider developing a regional target at that time.

Table of RABA TAM Targets

Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>% of revenue vehicles > ULB</i>	<i>% of non-revenue vehicles > ULB</i>	<i>% of facilities < TERM scale 3</i>	<i>% of track segments with restrictions</i>
(A) Ea. Transit Agency	BU: 2020-2023 - 1% CU: 2020 - 30%; 2021-2023 - 20%	2020 - 40% 2021 - 40% 2022 - 30% 2023 - 30%	2020, 2021, 2022, 2023 - 1%	N/A

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA)

The TAM Final Rule also requires that, in the future, the Shasta FTIP will describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)).

RABA identified projects in their TAM Plan (Appendix C) that would help them with making progress toward their TAM targets. Where appropriate those projects have been included in the TIP.

There are four projects in the 2021 Shasta FTIP that support transit asset management with just under \$5 million in FTA funds: \$4.071 million of FTA §5307 and \$928K of FTA §5339. Additionally, these fund are matched with over \$1.2million of state and local funding. One of the four listings does not include programming, and has been retained within the FTIP as a placeholder listing for future funding awards.

Public Transportation Agency Safety Plan Performance Measures

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was July 19, 2019 and the compliance date was July 20, 2020. In light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The first RTP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. Please visit FTA's COVID-19 FAQs page for more information about the Notice.^{vi}

Safety targets must be set every four years in Regional Transportation Plans (RTPs) and must integrate into it, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers' safety plans. SRTA anticipates incorporating the transit safety targets in the 2022 update of the RTP.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for safety performance measures are as described in the NTD Safety and Security Manual. Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by RABA as of September 28, 2020.

There are three active projects in the 2021 Shasta FTIP with \$4.992 million in §5307 funding that specify the maintenance or replacement of transit assets. Likewise, there is \$928,000 of FTA § 5339 funding for similar projects.

RABA Initial Public Transportation Safety Performance Targets							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Rail Transit	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Transit	0	0	7	0.34	27	1.32	4.93
ADA/ Para transit	0	0	3	0.23	9	0.7	2.74
Vans/Autos	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Federal PM and TAM Sources:

Caltrans' PM1 Targets and Target-Setting Whitepaper (2021) (PDF): <https://dot.ca.gov/-/media/dot-media/programs/federal-liaison/documents/2021-spm-t-a11y.pdf>

<https://dot.ca.gov/programs/federal-liaison>

<https://www.fhwa.dot.gov/tpm/>

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=California>

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Factsheet%20TAM%20Performance%20Measures_041117.pdf

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Factsheet%20TAM%20Performance%20Measures_041117.pdf

ⁱ 23 CFR § 450.326 (c, d)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.

<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

^{vi} MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

Appendix K

Projects from Federal Lands Highways Program and the Tribal Transportation Program

Project Name	Award Year	State	County	FLMA Unit	Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
CA FLAP RED 2017(3) SACRAMENTO ISLAND TRAILHEAD	2022	CA	Shasta	Redding Field Office	Construction of paved Parking lot and trail to access Sacramento Island ACEC	Other	FLAP	\$840,000	Title 23	CFLHD	Active	CA-1	BLM-CA
CA NPS BP LAVO 2019(1) West Fork Sulphur Creek Bridge Preservation	2020	CA	Shasta	National Park Service	This project provides for full repainting of West Fork Sulphur Creek Bridge.	Maintenance	FLTP-NPS	\$937,500	Title 23	Western Federal Lands Highway Division, FHWA	Planned	CA-01	NPS Pacific West Region
CA NPS PP LAVO 2019(2) Pavement Preservation Lassen	2021	CA	Shasta	Lassen National Volcanic Park	This project provides for cyclic pavement preservation by chip sealing or micro surfacing of various routes and parking areas within Lassen Volcanic National Park.	Rehabilitation	FLTP-NPS	\$3,460,000	Title 23	Western Federal Lands Highway Division, FHWA	Planned	CA-01	NPS Pacific West Region
CA FTFW COLE Parking (1) Overflow Parking	2021	CA	Shasta	Coleman NFH	Construct overflow gravel parking for Salmon Festival	4R	FTFW	\$150,000	Title 23	FWS-8-CalNv	Active	CA-1	FWS-8-CalNv

Tribal Transportation Program Transportation Improvement Program

Consortium:		Tribe Code:	J52550
Tribe:	Susanville Indian Rancheria	Date:	
Funding Source:	TTP;	Current FY:	2019
		(examples: IRR, IRRBP, 2% Planning, PLH-D)	

PROJECT INFORMATION

STIP Amount: **\$0**

Project Name:	Supplement Funds to Tribal Transit Program
Location:	Susanville, CA
Type of Work:	Transit

J525500006

Route Number:		Project Number:	12-580-4075
Length:	0 Miles	County:	Lassen, Plumas, Tehama, Shasta
State:	CA	Construction Year:	

Comments: Supplemental funding, along with the FTA non-discretionary grant funding, for the FTA Tribal Transit program for the Inter-City route from Susanville, CA to Red Bluff, CA to Redding, CA and return as well as the On-Demand route from Susanville, CA to Reno, NV and return.

The tribe expects to receive \$77,475 each year in 2019-2023 for tribal transit operations from FTA. These funds are included in the Transit line item and under available funds.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$157,475	\$158,755	\$160,055	\$161,377	\$162,719	\$800,381
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$157,475	\$158,755	\$160,055	\$161,377	\$162,719	\$800,381