

Final
Shasta 2023
Federal Transportation Improvement Program



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Shasta

2023 Federal Transportation Improvement Program

Federal Fiscal Years 2022/23 – 2025/26

Final
September 30, 2022

Prepared By:

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In cooperation/consultation with:

City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Caltrans, District 2
Redding Area Bus Authority
Dignity Health Connected Living
Pit River Tribe
Redding Rancheria
Federal Land Management Agencies

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RESOLUTION



RESOLUTION NUMBER:	22-09
SUBJECT:	Approve the Shasta 2023 Federal Transportation Improvement Program (Public Hearing)

WHEREAS, Title 23 USC Sec. 134(j) directs each Metropolitan Planning Organization (MPO) to develop a Federal Transportation Improvement Program (FTIP) every four years; and

WHEREAS, the California Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each MPO to submit an updated FTIP to the California Department of Transportation no later than October 1, on even-numbered years—with the statutorily-approved exception of 2020; and

WHEREAS, the FTIP is a four-year program of projects prioritized in accordance with federal planning regulations, and addresses the maintenance, operation, and improvement of the transportation system; and

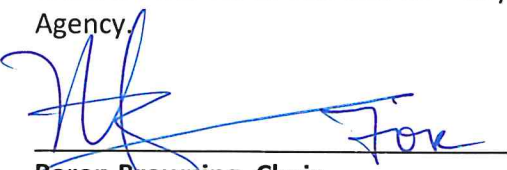
WHEREAS, in order to qualify for certain types of transportation federal funding, projects must be included in an FTIP approved by the Shasta Regional Transportation Agency (SRTA), the California Department of Transportation, and the United States Department of Transportation; and

WHEREAS, the 2023 FTIP includes standards to process administrative modifications for minor changes in project scope, cost, and schedule without formal board action, as well as a process for the executive director to approve formal amendments:

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency finds the 2023 FTIP:

1. Consistent with metropolitan transportation planning regulations in 23 Code of Federal Regulations Part 450;
2. Consistent with the 2018 Shasta Regional Transportation Plan;
3. Financially constrained, with the financial summary affirming that funds are available;
4. Not requiring an air quality conformity determination or demonstration of timely implementation of transportation control measures, as the area is in conformance with federal air quality standards;
5. Includes projects anticipated to support the achievement of federal transportation performance targets in accordance with 23 CFR Part 450; and
6. Prepared in accordance with SRTA's 2019 Participation and Partnership Plan (Title VI).

PASSED AND ADOPTED this 22nd day of September 2022, by the Shasta Regional Transportation Agency.


Baron Browning, Chair

Shasta Regional Transportation Agency

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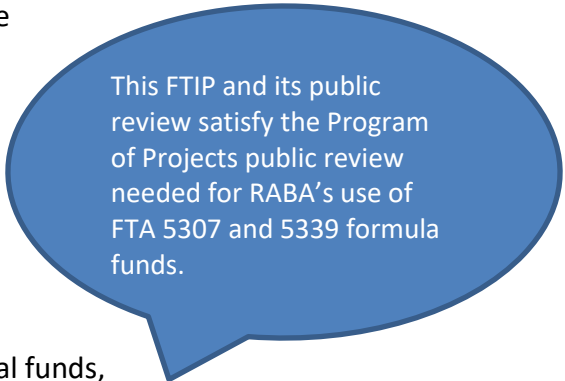
Acronym Guide

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.



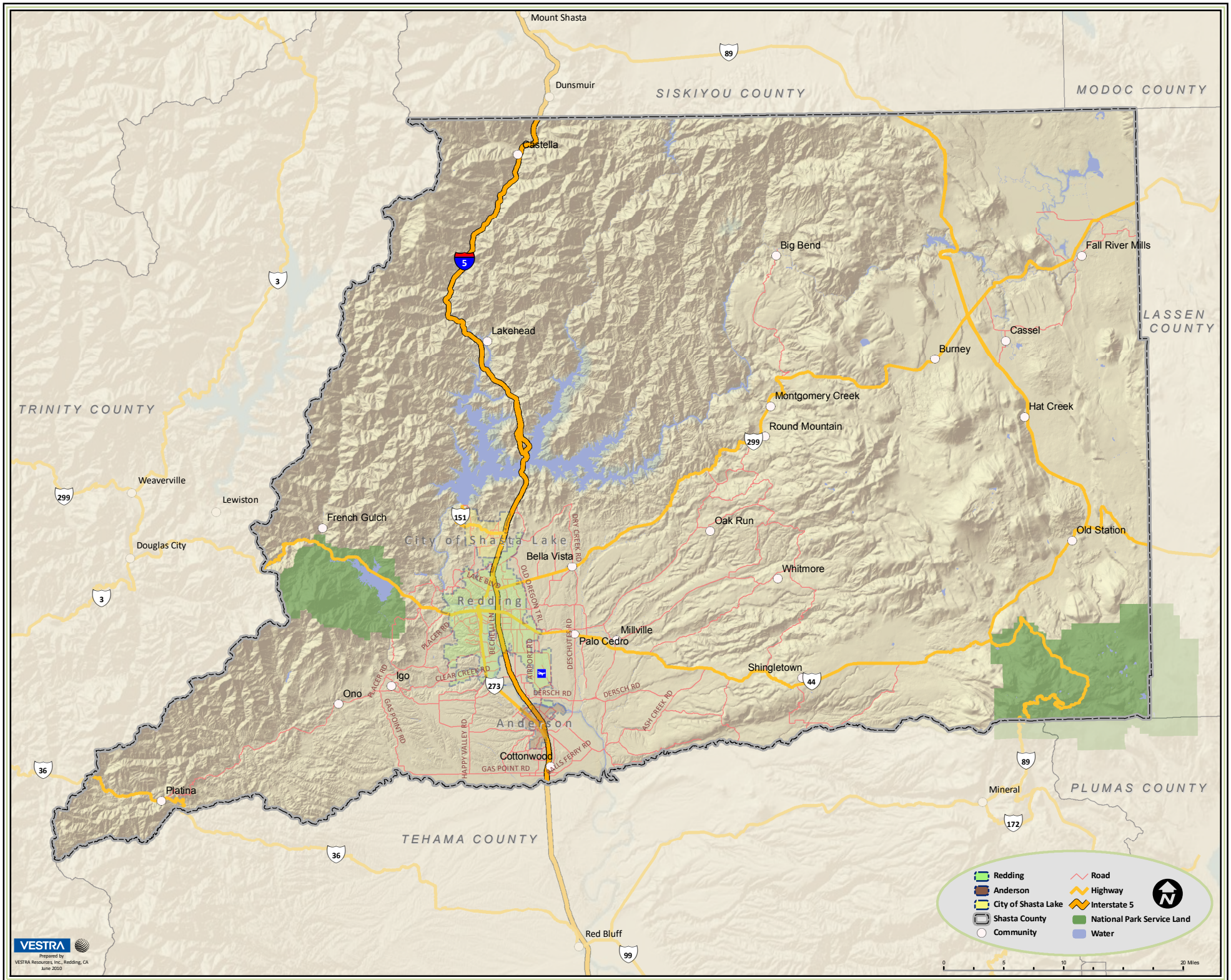
This FTIP and its public review satisfy the Program of Projects public review needed for RABA's use of FTA 5307 and 5339 formula funds.

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 2023 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).



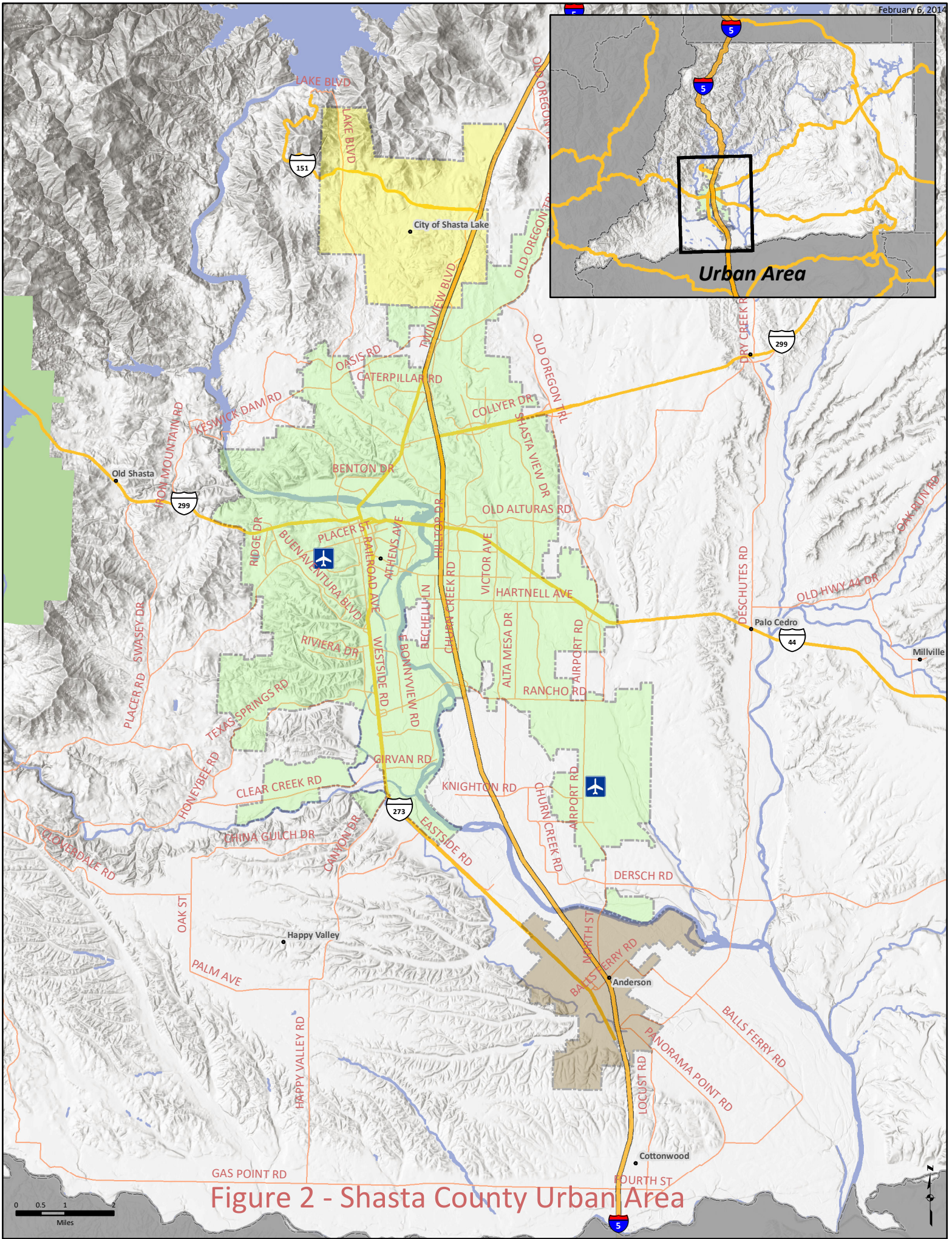


Figure 2 - Shasta County Urban Area

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 recently adopted federal Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021 continues those requirements. 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 2023 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Documentation of how this 2023 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 2021 FTIP

The 2021 FTIP, which began in the 2020/21 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, 2023, are included in this 2023 FTIP. Previously obligated projects for the last three federal fiscal years 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 2022/23 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 2023 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 2021 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

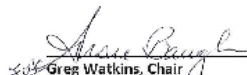
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

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 2023 FTIP:

- All projects shown in federal fiscal year (FFY) 2022/23 in the FTIP Action Element shall have first priority.
- All projects shown in FFY 2023/24 in the FTIP Action Element shall have second priority.
- All projects shown in FFY 2024/25 in the FTIP Action Element shall have third priority.
- All projects shown in FFY 2025/26 in the FTIP Action Element shall have fourth priority.

SRTA and project sponsors shall work to implement projects in the 2023 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 2023 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 2023 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 2023 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 2022/23 through 2025/26. 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 2022 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 2022/23—2025/26, the programming amounts for the region are:

STIP: RIP Total	\$9,766,000
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 complete, 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	\$238,170
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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	\$9,349,000
Section 5310 – Mobility of Seniors and Individuals with Disabilities	\$88,000
Section 5311 – Rural Area Formula	\$881,000
Section 5311(f) – Intercity Bus Program	Unknown, as awards are discretionary

Section 5339 – Bus and Bus Facilities Formula	\$305,000
Section 5339 (c) – Low or No Emission Vehicle	\$1,956,000
Total FTA	\$2,261,000

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 2023 FTIP. The 2021 FTIP does not include all 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	\$5,067
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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	\$3,720,000
Highway Improvement Program (HIP)	\$271,000

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	\$19,546,000
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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	\$1,963,000
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State Bond Funds for Transit	\$63,000
Low Carbon Transit Operations (LCTOP)	\$0
Public Transportation Account (PTA)	\$200,000
Transportation Development Act (TDA)	\$47,010,000
State Rail Assistance “Bus	\$470,000
Non-Federal Total	\$49,706,000

The non-federal funds sources above represent only the amounts contributing to projects listed in the FTIP and not all non-federal funding sources are 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.

Table 28 - Summary of Projects: Anderson Capacity

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Gateway Drive - Balls Ferry to Deschutes - construct 2 lane road	\$6,500,000		(2016-2025)	New Facility	Local/Other
	Total Short Term Fundable =	\$6,500,000				
2	Auto Mall - Extend to North Street - Extension		\$4,864,000	(2026-2035)	Capacity Increase	Local/Other
3	McMurray Drive - North of Ganyon Drive - Widening		\$640,000	(2026-2035)	Capacity Increase	Unfunded or Developer
4	Gateway Drive - From Balls Ferry South - Widening		\$1,528,000	(2026-2035)	New Facility	Unfunded or Developer
5	East Street - North of Willow Glen Dr. - Extension		\$2,128,000	(2026-2035)	New Facility	Unfunded or Developer
6	Pleasant Hills SR 273 Vineyards - construct 2 lane road extension		\$4,255,000	(2026-2035)	New Facility	Unfunded or Developer
7	Rhonda Road - Factory Outlets Drive to Pleasant Hills - Intersection Reconstruction		\$2,927,000	(2026-2035)	New Facility	Unfunded or Developer
8	Anderson Hills Parkway -W of Pleasant Hills - Construct 4 lane road		\$6,375,000	(2026-2035)	New Facility	Unfunded or Developer
9	Anderson Hills Parkway Pleasant to Rhonda - Construct 4 lane road		\$3,840,000	(2026-2035)	New Facility	Unfunded or Developer
10	Anderson Hills Parkway - Rhonda to Locust - Construct 4 lane road		\$3,404,000	(2026-2035)	New Facility	Unfunded or Developer
11	Emily Drive - Widening		\$945,000	(2026-2035)	Capacity Increase	Unfunded or Developer
12	Ox Yoke Rd. - SR 273 to Riverside Av - Widening to 5 lanes		\$2,560,000	(2026-2035)	Capacity Increase	Unfunded or Developer
13	Riverside Avenue - Ox Yoke to North St. - Widening to 5 lanes		\$8,961,000	(2026-2035)	Capacity Increase	Unfunded or Developer
14	Balls Ferry Rd. - From Stingy Lane to the City Limits - Widening		\$1,528,000	(2026-2035)	Capacity Increase	Unfunded or Developer
15	South Street - SR 273 west to City Limits - Widening		\$4,800,000	(2026-2035)	Capacity Increase	Unfunded or Developer
16	Stingy Lane - North St. to Balls Ferry - Widening		\$17,281,000	(2026-2035)	Capacity Increase	Unfunded or Developer
17	Gateway Drive - From Existing Improvements to Deschutes - Widen		\$7,196,000	(2026-2035)	New Facility	Unfunded or Developer
18	Fairgrounds Drive - 1st St. to 3rd St. -Widening		\$1,408,000	(2026-2035)	Capacity Increase	Unfunded or Developer
19	Third Street - SR 273 to Fairgrounds Dr. - Widening		\$2,304,000	(2026-2035)	Capacity Increase	Unfunded or Developer
20	South County Extension - Ronda Rd to Anderson Hills - Extension		\$7,040,000	(2026-2035)	New Facility	Unfunded or Developer
	Total Long Term Fundable Needs =		\$4,864,000			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	\$6,500,000	\$83,984,000	\$90,484,000
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	\$6,500,000	\$4,864,000	\$11,364,000
Total Funding Reasonably Available =	\$6,500,000	\$4,864,000	\$11,364,000
Total Unfunded Needs (or Short Term Carryover) =	\$-	\$(79,120,000)	\$(79,120,000)

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

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. The 2023 FTIP has \$246.0 million SHOPP funds programmed so far.

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 \$5,445,000 —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 71% (\$9.993 million) of the TDA estimated to come to the Shasta region (\$14.086 million) in 2022/23 was projected for streets and roads purposes. The largest recipient of that amount is the city of Redding (\$5.08 million), with an expectation that about \$3.7 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 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 2023 FTIP, the COVID-19 pandemic still impacts that region having altered living, travel, and economics worldwide. Additionally, supply chain issues and inflation are impacting the costs of projects, while uncertainties remain on the impact federal Build America Buy America policies will have on federally funded projects. The figures in the 2023 FTIP represent the best available information from the 2018 RTP and current programming information in the 2023 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

2023 Shasta FTIP - Appendix A

FY 2022-23 to FY 2025-26 Summary of Projects

(\$'s in 1,000)

	CTIPS ID	PROJECT	4-Year Programming*	TOTAL PROJECT COST*	NOTES
Group Project Listings	211-0000-0057	GP for Transit Operating Assistance	\$ 18,226	\$ 18,226	on-going operations
	211-0000-0074	GP for Bridge Rehab (SHOPP)	\$ 5,827	\$ 5,827	
	211-0000-0075	GP for Safety - Collision Reduction	\$ 41,544	\$ 41,544	
	211-0000-0078	GP for Shoulder Improvements	\$ 190,799	\$ 190,799	
	211-0000-0083	GP for Bridge Rehab - HBP	\$ 5,947	\$ 31,870	
	211-0000-0093	GP for Safety - HSIP	\$ 4,407	\$ 4,407	
	211-0000-0098	GP for Safety - SHOPP Mandates	\$ -	\$ -	
	211-0000-0108	GP for Safety - Minor Program	\$ 7,891	\$ 7,891	22/23 only
	211-0000-0115	GP for Bicycle/Pedestrian	\$ 29,096	\$ 29,096	
	211-0000-0124	GP for Emergency Repair - SHOPP	\$ -	\$ -	placeholder listing
	211-00000-058	RABA Passenger Loading Facilities	\$ -		placeholder listing
	211-0000-0059	RABA Capital Vehicles	\$ 2,449	\$ 2,449	
	211-0000-0122	Social Services Transit	\$ 176	\$ 176	on-going operations
	211-0000-0060	RABA Transit Capital	\$ 2,096	\$ 2,096	
	111-0000-0269	Fix 5 Cascade Gateway (aka I-5 North Redding Six Lane)	\$ 7,489	\$ 85,861	estimated total cost
	111-0000-0281	Cottonwood Lasso Bike/Ped Project	\$ 1,661	\$ 12,671	
	TOTAL		\$ 317,608	\$ 432,913	

*including local funds

Appendix B

Grouped Project Listings

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Thousands)
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: Redding Area Bus Authority
PROJECT MANAGER: Kimiko Taguchi

PHONE: (530) 262-6195

EMAIL: ktaguchi@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/23/2022	KTAGUCHI	Adoption - Carry Over	0	106,679		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 7	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	14,746	3,000	1,500	1,500	1,500	1,500	1,500		25,246
* Funding Agency: Redding Area Bus Authority	Total:	14,746	3,000	1,500	1,500	1,500	1,500	1,500		25,246

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 7	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	5,394	496	385						6,275
* Funding Agency: Various Agencies	Total:	5,394	496	385						6,275

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 7	PE									
* Fund Type: TDA	RW									
	CON	61,492	2,507	3,078						67,077
* Funding Agency: Shasta County RTPA	Total:	61,492	2,507	3,078						67,077

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 7	PE									
* Fund Type: Fare Revenues	RW									
	CON	6,578	483	489						7,550
* Funding Agency: Redding Area Bus Authority	Total:	6,578	483	489						7,550

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 7	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON	243								243
* Funding Agency: Various Agencies	Total:	243								243

* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 7	PE									
* Fund Type: Public Transportation Account	RW									
	CON				200					200
* Funding Agency: Shasta County RTPA	Total:				200					200

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

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		88							88
* Funding Agency: Shasta County RTPA	Total:		88							88

Project Total:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	88,453	6,574	5,452	1,700	1,500	1,500	1,500		106,679
Total:	88,453	6,574	5,452	1,700	1,500	1,500	1,500		106,679

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** Version 21 - 06/17/2022 *****

Revises FTA 5311 programming to reflect toll credits for FYs 2021/22 and 2022/23 rural operating assistance. 5311 toll credits: FY 2021/22=\$217,152; FY 2022/23=\$221,495. FTA 5311(f) toll credits programming also included: FY 2021/22=\$108,411. Eliminates STA match due to toll credits addition.

***** Version 20 - 05/10/2022 *****

Administrative Modification 5 decreases FTA 5311 amounts for 2021/22 and 2022/23 operating assistance and will likely transfer unused 5311 funding (and increased apportionment amounts) to future transit capital amendment, per JPollom information. Also modifies FTA 5311(f) funding, and STA, for Burney Express/Shasta County.

***** Version 19 - 01/19/2022 *****

Formal Amendment #4 programs additional FTA 5307 operating assistance in FYs 2021-22 and 2022-23 per RABA 12/2021 request and correspondingly adjusts local funding.

***** Version 18 - 05/12/2021 *****

Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCopland.

***** 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 SJJPA 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 Thousands)
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: Yujin Copland

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/22/2022	KTAGUCH	Adoption - Carry Over	0	2,184		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	679								679
* Funding Agency: Redding Area Bus Authority	Total:	679								679

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: TDA	RW									
	CON	43								43
* Funding Agency: Shasta County RTPA	Total:	43								43

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,462								1,462
* Funding Agency: Redding Area Bus Authority	Total:	1,462								1,462

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	2,184								2,184
	Total:	2,184								2,184

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** Version 12 - 05/13/2021 *****

Formal Amendment #1 programs to RABA-approved pax loading facilities programming dated 4-28-2021 per email from YCoplant.

***** 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 Thousands)
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: Yujin Copland

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/22/2022	KTAGUCH	Adoption - Carry Over	0	17,959		

* FTA Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,445								9,445
* Funding Agency: Redding Area Bus Authority	Total:	9,445								9,445

* Local Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE									
* Fund Type: TDA	RW									
	CON	1,746		22						1,768
* Funding Agency: Shasta County RTPA	Total:	1,746		22						1,768

* State Bond -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,724	64							1,788
* Funding Agency: Redding Area Bus Authority	Total:	1,724	64							1,788

* FTA Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	1,643	202	117						1,962
* Funding Agency: Redding Area Bus Authority	Total:	1,643	202	117						1,962

* FTA Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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			994	1,050				2,761
* Funding Agency: Redding Area Bus Authority	Total:	717			994	1,050				2,761

* Other State -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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								105
* Funding Agency: Various Agencies	Total:	105								105

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

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: Private Funds	CON	30								30
* Funding Agency: Various Agencies	Total:	30								30
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: City Funds	CON	100								100
* Funding Agency: Redding, City of	Total:	100								100
Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	15,510	266	139	994	1,050				17,959
	Total:	15,510	266	139	994	1,050				17,959

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** Version 17 - 05/13/2021 *****

Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCopland. Replacement vans: Gas powered, 4 w/c and 6 seats or 2 w/c 12 seats in following quantities: 2020-21=2; 2021-22=3; 2022-23=3; and 2023-24=1.

***** 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 Thousands)
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		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: Yujin Copland

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/22/2022	KTAGUCH	Adoption - Carry Over	0	3,488		

* FTA Funds -

* Fund Source 1 of 4

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency: Redding Area Bus Authority

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	697		28	1,360	461				2,546
Total:	697		28	1,360	461				2,546

* Local Funds -

* Fund Source 2 of 4

* Fund Type: Local Transportation Funds

* Funding Agency: Shasta County RTPA

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	65	240	7						312
Total:	65	240	7						312

* State Bond -

* Fund Source 3 of 4

* Fund Type: Public Transportation Modernization Improvement

* Funding Agency: Redding Area Bus Authority

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	566								566
Total:	566								566

* FTA Funds -

* Fund Source 4 of 4

* Fund Type: Bus and Bus Facilities Program - FTA 5339

* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	64								64
Total:	64								64

Project Total:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,392	240	35	1,360	461				3,488
Total:	1,392	240	35	1,360	461				3,488

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

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** Version 13 - 05/13/2021 *****

Formal Amendment #1 programs to RABA-approved federal programming per email dated 5-14-2021 from YCopland.

***** 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 Thousands) 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: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
22	Active	07/07/2022	KURLIE	Amendment - New Project	7	112,530		
21	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	106,703		
20	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	106,703		
19	Official	05/16/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	9	106,667		
18	Official	12/22/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	6	100,922		
17	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	98,880		
16	Official	05/19/2016	JPOLLLOM	Amendment - Cost/Scope/Sch. Change	8	80,148		
15	Official	04/28/2015	KURLIE	Amendment - Cost/Scope/Sch. Change	3	73,221		
14	Official	06/24/2014	KURLIE	Adoption - Carry Over	0	58,296		

* 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									
	CON	106,703			710	720	4,397			112,530
* Funding Agency: Caltrans	Total:	106,703			710	720	4,397			112,530

Comments:

***** Version 22 - 07/06/2022 *****

Formal Amnd 7 programs CTC approved Spring 2022 SHOPP. Programming Information by year provided by RHervey.

***** 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. 2018 RTP Goal 1.

***** 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 Thousands)
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		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
28	Active	07/07/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	7	137,795		
27	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	96,251		
26	Official	06/24/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	12	102,798		
25	Official	04/23/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	5	102,735		
24	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	90,800		
23	Official	12/22/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	6	97,363		
22	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	90,981		
21	Official	05/19/2016	JPOLLOM	Amendment - Cost/Scope/Sch. Change	8	84,256		
20	Official	04/28/2015	KURLIE	Amendment - Cost/Scope/Sch. Change	3	79,816		

* 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	1,570	9,055	1,330	4,337	27,237	8,640		137,795
* Funding Agency: Caltrans	Total:	85,626	1,570	9,055	1,330	4,337	27,237	8,640		137,795

Comments:

***** Version 28 - 07/06/2022 *****

Formal Amnd 7 adds CTC Spring 2022 SHOPP adoption. Programming years provided by RHervey.

***** 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 Lonnberg 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 Thousands) 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: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
24	Active	08/29/2022	KTAGUCH	Amendment - Cost/Scope/Sch. Change	7	389,181		
23	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	263,467		
22	Official	06/24/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	12	257,737		
21	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	279,986		
20	Official	05/16/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	9	281,207		
19	Official	04/02/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	8	247,326		
18	Official	01/12/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	7	229,326		
17	Official	09/15/2017	JPOLLLOM	Amendment - Cost/Scope/Sch. Change	5	201,655		
16	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	98,072		

* SHOPP - Roadway Preservation -		<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									
* Fund Source 1 of 1	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	178,160	3,530	16,692	72,793	9,943	14,386	93,677		389,181
* Funding Agency: Caltrans	Total:	178,160	3,530	16,692	72,793	9,943	14,386	93,677		389,181

Comments:

***** Version 24 - 07/06/2022 *****

Formal Amnd 7 adds SHOPP revisions per CTC Spring 2022 approval. Programming years provided by RHervey.

***** 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 S20 from 12/13 to 14/15. jrb

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

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Thousands)
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 reconsructing bridges (no additional travel lanes).)	MPO Aprv:
CT PROJECT ID:			MPO ID.: BRDGE-LUM		State Aprv:
COUNTY: Shasta County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/22/2022	KWILLIAM	Adoption - Carry Over	0	79,109		

* Local HBRR -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Various Agencies	CON	36,845	27	599	632	4,188	31,870			74,161
	Total:	36,845	27	599	632	4,188	31,870			74,161

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Various Agencies	CON	2,029	3	126	82	290	3,144			5,674
	Total:	2,029	3	126	82	290	3,144			5,674

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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	-726								-726
	Total:	-726								-726

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	38,148	30	725	714	4,478	35,014			79,109
	Total:	38,148	30	725	714	4,478	35,014			79,109

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

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

Updates HBP to HQ approved 10-29-2021 version per ABagde 11-01-2021 email request.

***** 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 Thousands)
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)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/29/2022	KTAGUCH	Adoption - Carry Over	0	32,365		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	11,780		1,737	1,057					14,574
* Funding Agency: Redding, City of	Total:	11,780		1,737	1,057					14,574

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	3,315		178						3,493
* Funding Agency: Redding, City of	Total:	3,315		178						3,493

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	11,537								11,537
* Funding Agency: Shasta County	Total:	11,537								11,537

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,195								1,195
* Funding Agency: Shasta County	Total:	1,195								1,195

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	641				925				1,566
* Funding Agency: Shasta Lake, City of	Total:	641				925				1,566

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	28,468		1,915	1,057	925				32,365
	Total:	28,468		1,915	1,057	925				32,365

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

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** 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 Thousands)
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:
CT PROJECT ID:			MPO ID.: GP-SI		
COUNTY: Shasta County	ROUTE: 273		PM: 14.900 / 16.200		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)

Dollars in Thousands - Total For Project

<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	07/22/2022	KWILLIAM	Adoption - Carry Over	0	18,542		

* SHOPP - Mandates -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	18,542								18,542
* Funding Agency: Caltrans	Total:	18,542								18,542

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** 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 WLonnberg 4-10-2017 email.

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

Project data transferred from 2014 FTIP. WLonnberg 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 WLonnberg 4-29-2014 email: Adds \$500K PE in 14/15 for 17/18 construction project 02-4F790, ADA infrastructure.

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

WLonnberg 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 Thousands)
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: REX HERVEY

PHONE: (916) 825-8166

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

					<i>Dollars in Thousands - Total For Project</i>			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
17	Active	08/29/2022	KTAGUCH	Amendment - Cost/Scope/Sch. Change	7	24,563		
16	Official	05/19/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	15,840		
15	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	11,456		
14	Official	07/16/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	13	11,246		
13	Official	06/24/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	12	10,053		
12	Official	09/06/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	10,644		
11	Official	12/20/2018	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	9,656		
10	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	9,161		
9	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	8,561		

* CT Minor Pgm. -		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									
	CON	9,161	1,463	6,048	7,891					24,563
* Funding Agency: Caltrans	Total:	9,161	1,463	6,048	7,891					24,563

Comments:
 ***** Version 17 - 07/06/2022 *****
 Formal Amnd 7 updates minor program to most recent Minor Program update per ABagde email on 6-30-2022.
 ***** Version 16 - 05/09/2022 *****
 Admin Mod 5 modification of GP listings per CT HQ 12-09-2021 request. Adds new minor projects to region.
 ***** 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 WLonnnberg 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 WLonnnberg 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 WLonnnberg.
 ***** 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 Thousands)
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)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/22/2022	KWILLIAM	Adoption - Carry Over	0	38,531	1,935	8,192

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 11	PE	1,352	338							1,690
	RW		402							402
* Fund Type: Active Transportation Program (ATP)	CON	14,751			5,730					20,481
* Funding Agency: Redding, City of	Total:	16,103	740		5,730					22,573

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 11	PE	1,837								1,837
	RW		151		351					502
* Fund Type: Local Transportation Funds	CON	1,740								1,740
* Funding Agency: Redding, City of	Total:	3,577	151		351					4,079

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 11	PE	1,197	1,796							2,993
	RW		760							760
* Fund Type: Active Transportation Program (ATP)	CON	1,034		76	10,444					11,554
* Funding Agency: Shasta County	Total:	2,231	2,556	76	10,444					15,307

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 11	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	190								190
* Funding Agency: Shasta County RTPA	Total:	190								190

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 11	PE									
	RW									
* Fund Type: Private Funds	CON	70								70
* Funding Agency: Various Agencies	Total:	70								70

* CT Minor Pgm. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 11	PE									
	RW									
* Fund Type: National Hwy System	CON	1,345								1,345
* Funding Agency: Caltrans	Total:	1,345								1,345

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

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 11	PE									
* Fund Type: Alternative Transportation in Parks and Public Land	RW									
	CON	800								800
* Funding Agency: Caltrans	Total:	800								800
* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 11	PE									
* Fund Type: Safe Routes to School (SRTS) Program	RW									
	CON	690								690
* Funding Agency: Redding, City of	Total:	690								690
* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 11	PE	1,178								1,178
* Fund Type: Highway Infrastructure Program (HIP)	RW		271							271
	CON									
* Funding Agency: Shasta County RTPA	Total:	1,178	271							1,449
* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 11	PE		494							494
* Fund Type: State Cash	RW									
	CON									
* Funding Agency:	Total:		494							494
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 11	PE									
* Fund Type: County Funds	RW									
	CON				1,661					1,661
* Funding Agency:	Total:				1,661					1,661
Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,564	2,628							8,192
	RW		1,584		351					1,935
	CON	20,620		76	17,835					38,531
	Total:	26,184	4,212	76	18,186					48,658

Comments:
 ***** Version 1 - 07/22/22 *****
 Project data transferred from 2020 FTIP.
 ***** Version 13 - 05/13/2022 *****
 In Admin Mod 5, alters programming to make consistent with final CTC 2021 ATP awards (March 16-17, 2022) to the city of Redding and county of Shasta for the VCAT and CATTLE projects, respectively.
 ***** Version 12 - 11/10/2021 *****
 As part of Admin. Mod. #3 to the 2021 FTIP, the Cottonwood Lasso Loop project has been renamed as the Cottonwood Active Transportation Trunk Line Express (CATTLE) Network and moved to the Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115). Programs \$13.54 million in ATP funds and \$494k in RTIP shares for a walking and biking network in Cottonwood.
 ***** Version 11 - 06/01/2021 *****
 Adds \$1.449M in HIP and \$741k of \$1.092M in local funds (participating and non-participating local funds grouped together) to city of Redding's Victor Ave and Cypress Ave Active Transportation project.
 ***** 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 transfered 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 Thousands) 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)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	07/07/2022	KURLIE	Amendment - New Project	7	1,209		
5	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	1,033		
4	Official	05/20/2020	KURLIE	Amendment - New Project	10	1,033		
3	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	880		
2	Official	09/15/2017	JPOLLOM	Amendment - Cost/Scope/Sch. Change	5	880		
1	Official	05/26/2017	KURLIE	Amendment -	3	740		

* 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 2	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
	CON	1,033			88					1,121
* Funding Agency: Various Agencies	Total:	1,033			88					1,121

* 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 2	PE									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	RW									
	CON				88					88
* Funding Agency:	Total:				88					88

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	1,033			176					1,209
	Total:	1,033			176					1,209

Comments:

***** Version 6 - 07/06/2022 *****

Formal Amnd 7 adds Dignity Health Connected Living volunteer driver FTA 5310 award (\$87,500) for operations approved by CTC June 29-30, 2022. Per CT DRMT approval, \$87,500 is CRRSAA funds match.

***** 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 Thousands)
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: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: ER-LUMP		
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)

Dollars in Thousands - Total For Project

<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	07/22/2022	KWILLIAM	Adoption - Carry Over	0	1,512		

* SHOPP - Emergency Response -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	1,512								1,512
* Funding Agency:	Total:	1,512								1,512

Comments:

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** 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.

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Thousands)
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: 02/23/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021 EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: 0215000083			MPO ID.:		
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)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Official	02/23/2021	KURLIE	Adoption - Carry Over	0		819	5,562
2	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10		819	5,655
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0			1,600

* 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			2,227					3,827
* Fund Type: STIP Advance Construction	RW				681					681
* Funding Agency: Shasta County RTPA	CON									
	Total:	1,600			2,908					4,508

* 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					1,735
* Fund Type: Road Repair and Accountability Act of 2017	RW				138					138
* Funding Agency: Caltrans	CON									
	Total:				1,873					1,873

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			3,962					5,562
	RW				819					819
	CON									
	Total:	1,600			4,781					6,381

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 Thousands)
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: 11/16/2021 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)

Dollars in Thousands - Total For Project

<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>
3	Official	11/16/2021	KWILLIAM	Amendment - Delete Project	3			494
2	Official	02/23/2021	KURLIE	Adoption - Carry Over	0			494
1	Official	05/20/2020	KURLIE	Amendment - New Project	10			494

* 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					494
* Fund Type: State Cash	RW									
	CON									
* Funding Agency: Shasta County RTPA	Total:				494					494

Comments:

***** Version 3 - 11/16/2021 *****

As part of Admin. Mod. #3 to the 2021 FTIP, this project has been renamed as the Cottonwood Active Transportation Trunk Line Express (CATTLE) Network and moved to the Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115).

***** 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 RTA Bridge Rehabilitation and Reconstruction Grouped Projects Listing 2023 FSTIP
CTIPS No 211-0000-0074
(in \$000s)

Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Description	Work Description	PE	R/W	CONSTRUCTION	FY					
									Prior	22/23	23/24	24/25	25/26	26/27
Caltrans	SHA-5-R30.55R/R30.93R	02-1J890	3 Bridges	In Shasta County about 8 miles north of Shasta Lake City at various locations from Tunnel Gulch Viaduct to Island View Viaduct	Polyester concrete overlay on bridge decks.	\$1,410	\$27	\$4,390		\$710	\$720	\$4,397		
Totals						\$1,410	\$27	\$4,390	\$0	\$710	\$720	\$4,397	\$0	\$0

Fund Type	SHOPP AC	\$0	\$710	\$720	\$4,397	\$0	\$0
	Totals	\$0	\$710	\$720	\$4,397	\$0	\$0

Shasta RTA Grouped Projects Listing for Safety Improvements - SHOPP (Collision Reduction Program) 2023 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	22/23	23/24	24/25	25/26	26/27	27/28	Future		
Caltrans	SHA-5-R14.8/R20.0	02-1J380	13 Collisions Reduced	In Shasta County in Redding from 0.3 mile north of Cypress Avenue Undercrossing to 0.6 mile north of Oasis Road Overcrossing.	Replace overhead signs, concrete and cable barrier, and guardrail, improve vertical clearance, and replace Transportation Management System (TMS) elements.	\$2,537	\$222	\$23,680		\$650	\$2,067	\$23,722					\$26,439	
Caltrans	SHA-44-Various	02-2J220	4 Collisions Reduced	In Shasta, Lassen, Modoc, Plumas, Siskiyou, Tehama and Trinity Counties, on Routes 32, 36, 44, 70, 89, 139, 147, and 299 at various locations.	Upgrade Curve Warning signs	\$1,290	\$35	\$3,510		\$680	\$640	\$3,515					\$4,835	
Caltrans	SHA-299-57.5/59.0	02-0J710	40 Collisions Reduced	In Shasta County near Montgomery Creek from 0.1 mile west of Woodhill Drive to 1.0 mile west of Big Bend Road.	Improve curves, widen shoulders, correct cross slope, and install guardrail.	\$2,880	\$1,161	\$7,939	\$1,710		\$1,630		\$8,640				\$11,980	
Totals						\$6,707	\$1,418	\$35,129	\$1,710	\$1,330	\$4,337	\$27,237	\$8,640	\$0	\$0	\$0	\$43,254	
								Fund Type	SHOPP AC	\$1,710	\$1,330	\$4,337	\$27,237	\$8,640	\$0	\$0	\$0	\$43,254
								Totals		\$1,710	\$1,330	\$4,337	\$27,237	\$8,640	\$0	\$0	\$0	\$43,254

Shasta RTA Grouped Projects Listing for Safety Improvements - SHOPP (Roadway Preservation Program) 2023 FSTIP									
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CTIPS No 211-0000-0078

	(in \$000s)
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[illegible]

CTIPS No. 211-0000-0083

2020/21-2025/26 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.

3/22/2022, 7:38 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>

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	364,931	36,297					2,241,934		2,643,162
Local Match	47,281	4,703					290,466	-0	342,450
LSSRP Bond									
Local AC									
Total	412,212	41,000					2,532,400		2,985,612
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$							2,241,934		2,241,934
Local Match							290,466	-0	290,466
LSSRP Bond									
Local AC									
Total							2,532,400		2,532,400

Project #:
5068(038)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	680,545	240,455							921,000
R/W	45,455								45,455
CON								2,500,000	2,500,000
Total	726,000	240,455						2,500,000	3,466,455
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	602,486	253,116						2,213,250	3,068,853
Local Match	83,272	27,580						286,750	397,602
LSSRP Bond									
Local AC	40,241	-40,241							
Total	726,000	240,455						2,500,000	3,466,455
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE	559,000								559,000	5068(036)
R/W	68,000								68,000	
CON	3,750,000								3,750,000	
Total	4,377,000								4,377,000	
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$	3,874,958								3,874,958	
Local Match	502,042								502,042	
LSSRP Bond										
Local AC										
Total	4,377,000								4,377,000	
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$	494,883								494,883	
Local Match	64,117								64,117	
LSSRP Bond										
Local AC										
Total	559,000								559,000	
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	990,000								990,000
Local Match									
LSSRP Bond									
Local AC									
Total	990,000								990,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$					63,000				63,000
Local Match									
LSSRP Bond									
Local AC									
Total					63,000				63,000
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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				52,000	335,000		2,405,000	3,349,039

Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	493,147				46,036	296,576		2,129,147	2,964,904
Local Match	63,892				5,964	38,425		275,854	384,135
LSSRP Bond									
Local AC									
Total	557,039				52,000	335,000		2,405,000	3,349,039

PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	385,006								385,006
R/W	36,000								36,000
CON	1,507,500	402,494							1,909,994
Total	1,928,506	402,494							2,331,000

Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	1,928,506	402,494							2,331,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,928,506	402,494							2,331,000

PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	385,006								385,006
Local Match									
LSSRP Bond									
Local AC									
Total	385,006								385,006

R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	36,000								36,000
Local Match									
LSSRP Bond									
Local AC									
Total	36,000								36,000

CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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

Project #:
5068(032)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE	152,000								152,000	5068(060)
R/W										
CON								426,000	426,000	
Total	152,000							426,000	578,000	
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$								377,138	377,138	
Local Match								48,862	48,862	
LSSRP Bond										
Local AC										
Total								426,000	426,000	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	500,000								500,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000								500,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	60,000								60,000
Local Match									
LSSRP Bond									
Local AC									
Total	60,000								60,000
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE	270,000	200,000							470,000	5906(105)
R/W		49,000							49,000	
CON								1,400,000	1,400,000	
Total	270,000	249,000						1,400,000	1,919,000	
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE	276,045								276,045	5906(119)
R/W	70,000								70,000	
CON	819,928		119,635						939,563	
Total	1,165,973		119,635						1,285,608	
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$	306,354		831,795						1,138,149	
Local Match	133,737		13,722						147,459	
LSSRP Bond										
Local AC	725,882		-725,882							
Total	1,165,973		119,635						1,285,608	
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$			831,795						831,795	
Local Match	94,046		13,722						107,768	
LSSRP Bond										
Local AC	725,882		-725,882							
Total	819,928		119,635						939,563	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	1,220,000								1,220,000
R/W					10,000				10,000
CON								3,281,000	3,281,000
Total	1,220,000				10,000			3,281,000	4,511,000
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	1,080,066				10,000			3,281,000	4,371,066
Local Match	139,934								139,934
LSSRP Bond									
Local AC									
Total	1,220,000				10,000			3,281,000	4,511,000
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	1,080,066								1,080,066
Local Match	139,934								139,934
LSSRP Bond									
Local AC									
Total	1,220,000								1,220,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$					10,000				10,000
Local Match									
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	200,000								200,000
Local Match									
LSSRP Bond									
Local AC									
Total	200,000								200,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$		40,000							40,000
Local Match									
LSSRP Bond									
Local AC									
Total		40,000							40,000
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	210,000		390,000						600,000
R/W	40,000								40,000
CON								3,305,800	3,305,800
Total	250,000		390,000					3,305,800	3,945,800
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	221,325		345,267					2,926,625	3,493,217
Local Match	28,675		44,733					379,175	452,583
LSSRP Bond									
Local AC									
Total	250,000		390,000					3,305,800	3,945,800
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	185,913		345,267						531,180
Local Match	24,087		44,733						68,820
LSSRP Bond									
Local AC									
Total	210,000		390,000						600,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$								2,926,625	2,926,625
Local Match								379,175	379,175
LSSRP Bond									
Local AC									
Total								3,305,800	3,305,800

Project #:
5906(111)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE					600,000				600,000	5906138
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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$					480,000			1,936,000	2,416,000	
Local Match					120,000			484,000	604,000	
LSSRP Bond										
Local AC										
Total					600,000			2,420,000	3,020,000	
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$					480,000				480,000	
Local Match					120,000				120,000	
LSSRP Bond										
Local AC										
Total					600,000				600,000	
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$								48,000	48,000	
Local Match								12,000	12,000	
LSSRP Bond										
Local AC										
Total								60,000	60,000	
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
Fed \$								1,888,000	1,888,000	
Local Match								472,000	472,000	
LSSRP Bond										
Local AC										
Total								2,360,000	2,360,000	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	435,000								435,000
R/W	40,000								40,000
CON								1,300,000	1,300,000
Total	475,000							1,300,000	1,775,000
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	475,000							1,300,000	1,775,000
Local Match									
LSSRP Bond									
Local AC									
Total	475,000							1,300,000	1,775,000
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	435,000								435,000
Local Match									
LSSRP Bond									
Local AC									
Total	435,000								435,000
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	40,000								40,000
Local Match									
LSSRP Bond									
Local AC									
Total	40,000								40,000
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$								1,300,000	1,300,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,300,000	1,300,000

Project #:
5906(106)

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	Project #:
PE	302,500	35,000				378,500			716,000	5474(015)
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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	

2022 Federal Highway Bridge Program Annual Status

Return to CALTRANS, District Local Assistance by (email) COB, August 26, 2022

Fed. Proj.:

5474(015)

District: 02 Responsible Agency: Shasta Lake

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

Do you request this project be removed from the FTIP? ☐ Yes ☒ No If yes, please sign and date this form and skip the other information.

Has Construction been authorized? ☐ Yes ☒ No If "Yes," provide date: PE Authorization Date: 3/18/16

Has Construction been awarded? YES, Date: _____ or NO (Circle) If no, provide target date (Month/Year): 7-23

Is Environmental clear? YES, Date: 4/22 or NO (Circle) If no, provide target date (Month/Year): _____

Are permits executed? YES, Date: _____ or NO (Circle) If no, provide target date (Month/Year): 2-23

When will R/W be certified (Month/Year)? 7/23 R/W Authorization Date: N/A

Is the construction E76 package (incl. PS&E Cert.) complete? ☐ Yes ☒ No If no, provide target date (Month/Year): 8/23

Are STIP funds providing the Local Match? ☐ Yes ☒ No

Please markup the below funding schedule consistent with the above target dates. Provide TOTAL Costs (not federal share).

(Cost changes are not allowed on this annual status, they must be documented by a LAPG 6-D and approved by CALTRANS prior to programming of federal funds.)

Provide Total Project Costs by FEDERAL Fiscal Year 10/1/xxxx thru 9/30/xxxx (HBP+matching funds, state or local match)									
	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total Cost
PE	302,500	35,000	378,501						716,001
R/W									
Con				2,021,600				2,021,600	2,021,600
Total	302,500	35,000	378,501	2,021,600				2,021,600	2,737,601

Current year Fed. \$ Oblig: 335,087

Federal Funds Oblig. to date: 633,875

Prop 1B Seismic match: _____

Provide risk assessment to obtain Environmental clearance (including permits) or R/W clearance target dates. Describe issues:

ENVIRONMENTAL IS CLEAR, AWAITING PERMITS.

R/W AUTHORIZATION IS N/A: PER N. FORTNER CT LOCAL ASSISTANCE R/W AUTH. IS NOT NEEDED AS PROJECT R/W IS NOT NEEDED

Project Manager (Print): William Bond, City Engineer

Date: 8/18/2022

Phone: 530-275-7436

RETURN (email) this annual status to CALTRANS District Local Assistance by COB August 26, 2022.

2020/21-2025/26 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 County Regional Transportation Planning Agency

Number of Projects: 20

Totals:

	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	14,606,048	1,045,304	1,254,969	26,559	599,036	631,662	4,187,934	31,870,117	54,221,627
Local Match	1,453,497	72,887	68,549	3,441	125,964	81,838	290,466	3,144,283	5,240,926
LSSRP Bond									
Local AC	766,124	-40,241	-725,882						
Total for all Phases	16,825,669	1,077,949	597,635	30,000	725,000	713,500	4,478,400	35,014,400	59,462,553

CTIPS ID No. 211-0000-0093

Highway Safety Improvement Program (HSIP)

2023 FTIP Back-UP List, sorted by MPO, Agency and Unique Project ID

MPO: Shasta Regional Transportation Agency						Statewide (all MPO's)									
2023 Backup List Updated On:						3/6/2022									
Unique Project ID	HR3 Eligibility*	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Fedearl Funds	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2022/23	Federal Funds Programmed in 2023/24	Federal Funds Programmed in 2024/25	Federal Funds Programmed in 2025/26	Approved Federal Funds (total)
HSIP6-02-002	No	2	Redding	SRTA	On Old Oregon Trail between Midland Dr and Bear Mountain Rd	Widen and pave shoulder, horizontal curve realignment and drainage improvements	3,174,000	\$1,737,600	\$570,390	\$866,010	\$0	\$1,737,600	\$0	\$0	\$2,603,610
H9-02-002	No	2	Redding	SRTA	Nine (9) intersections.	Install enhanced pedestrian crossings, including Rectangular Rapid Flashing Beacons (RRFBs), traffic signs, stripes, pavement markings, pedestrian refuge islands, and construct curb ramps.	1,273,200	\$1,057,200	\$0	\$216,000	\$0	\$0	\$1,057,200	\$0	\$1,273,200
HSIP7-02-003	No	2	Shasta County	SRTA	Riverland Drive from Knighton Road to 2 miles south in the unincorporated area of Shasta County	Widen existing roadway by paving shoulders	1,163,000	\$925,200	\$116,300	\$121,500	\$0	\$0	\$0	\$925,200	\$1,046,700
				Total(SRTA)			5,610,200	\$3,720,000	\$686,690	\$1,203,510	\$0	\$1,737,600	\$1,057,200	\$925,200	\$4,923,510

Shasta RTA Grouped Projects for Safety Improvements - SHOPP Mandates Program 2023 FSTIP

CTIPS No 211-0000-0098

(in \$000s)

Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Description	Work Description	PE	R/W	CONSTRUCTION	FY								TOTAL
									Prior	22/23	23/24	24/25	25/26	26/27	27/28	Future	
Totals																	

Shasta RTA - Minor Grouped Projects Listing 2023 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	44	62.54	In Shasta County, near Old Station at the Hat Creek Maintenance Station. Install wash rack.	4H090	0218000076	201.352	\$725,000	\$0	\$1,209,000	\$1,934,000	22/23
2	Shasta	44	L0.8	In Shasta County, on Route 44 at Auditorium Drive Overcrossing and on Route 273 at various locations from Alexander Avenue to Clear Creek Road. Video to loops signal modification	1J270	0220000053	201.315	\$900,000	\$126,000	\$835,000	\$1,861,000	22/23
2	Shasta	299	22.2/23.82	In Redding, at various locations from Buenaventura Boulevard to Court Street. Install signal detection loops.	2J490	0221000084	201.315	\$1,250,000	\$0	\$955,000	\$2,205,000	22/23
2	Shasta	5	R5.2/R43.1	In Shasta County, at various locations. Upgrade irrigation controllers for water conservation.	3J350	0222000040	201.210	\$985,000	\$0	\$906,000	\$1,891,000	22/23

Shasta RTA Grouped Projects for Emergency Restoration - SHOPP 2023 FSTIP

CTIPS No. 211-0000-0124

(in \$000s)

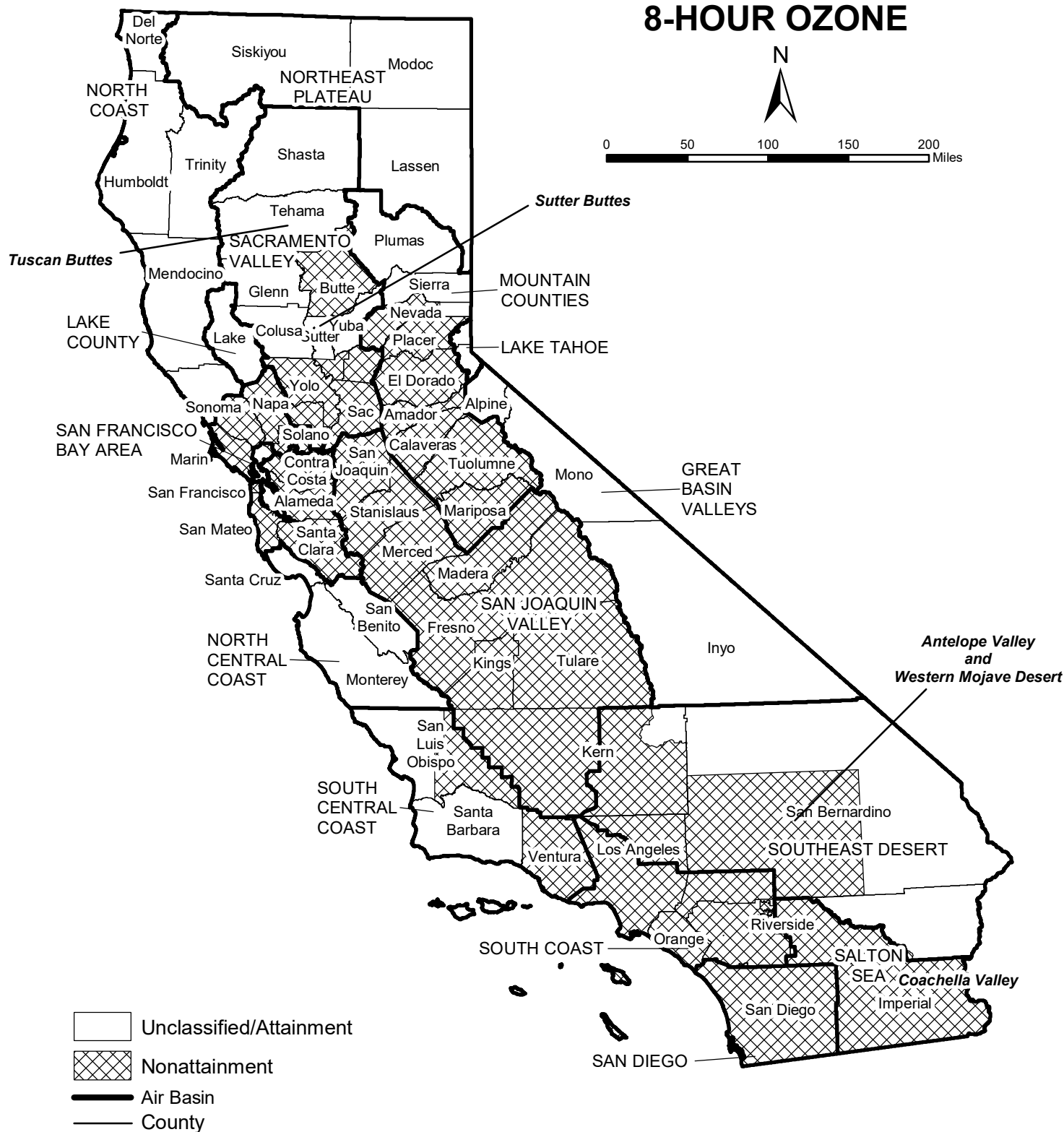
Agency	County-Route-Postmile	Dist - EA	Performance Measure	Project Location	Work Description	PE	R/W	CONSTRUCTION	FY								TOTAL
									Prior	22/23	23/24	24/25	25/26	26/27	27/28	Future	
Totals																	
Fund Type																	
									SHOPP AC	\$0	\$0	\$0	\$0	\$0			\$0
									Totals	\$0	\$0	\$0	\$0	\$0			\$0

Appendix C

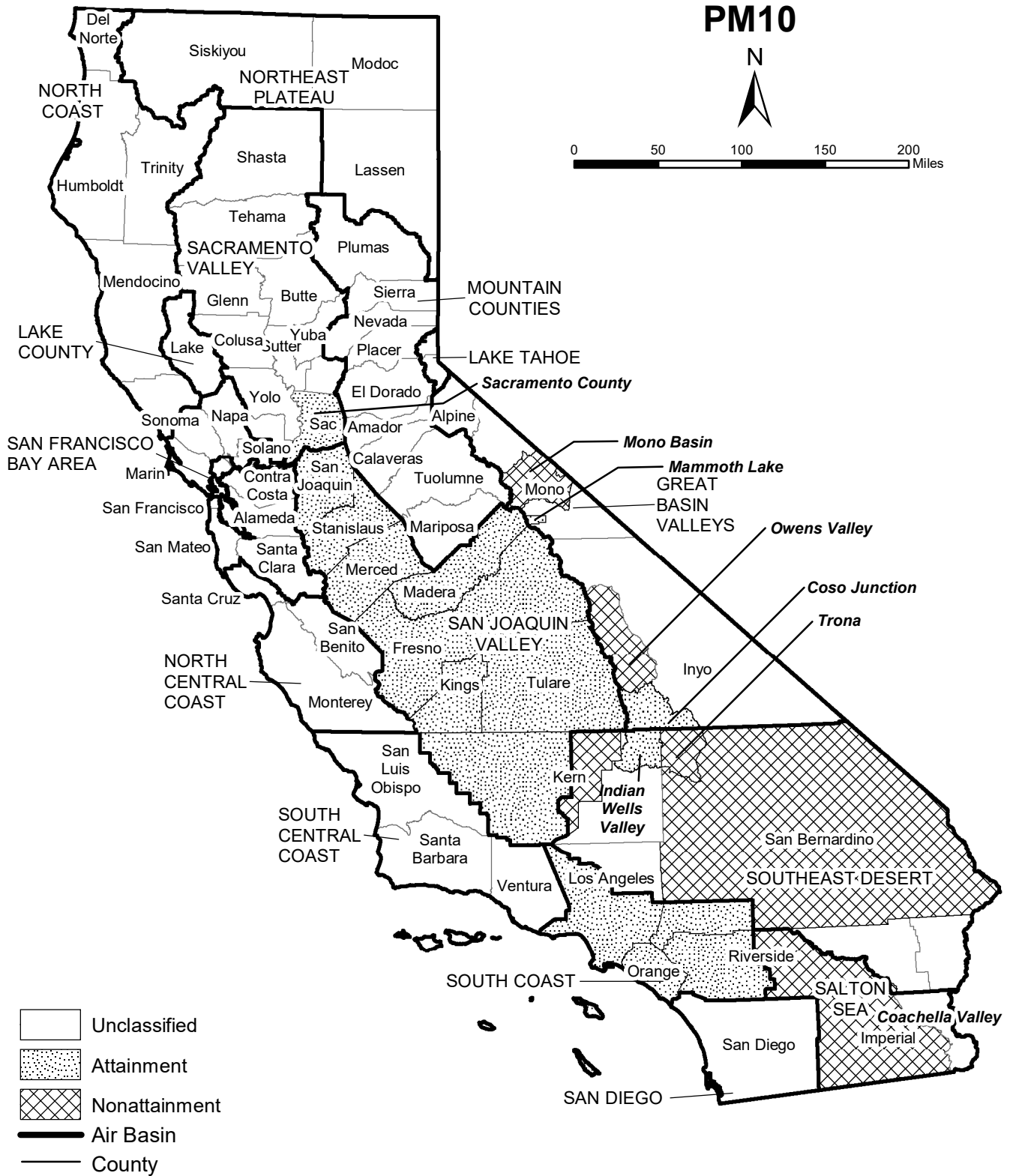
National Ambient Air Quality Standards Demonstrating Attainment or Unclassified Status of Shasta County*

*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.

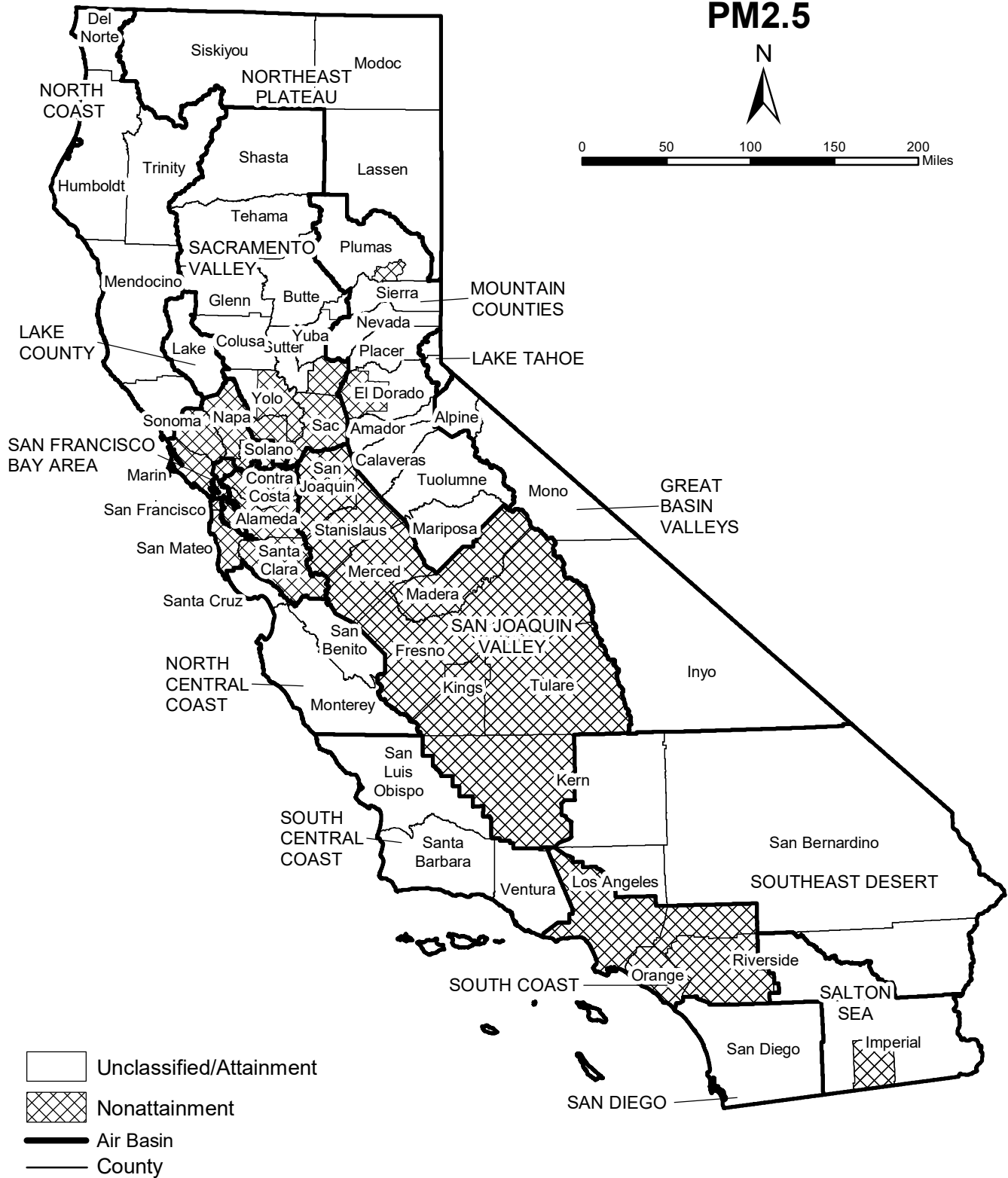
Area Designations for National Ambient Air Quality Standards 8-HOUR OZONE



Area Designations for National Ambient Air Quality Standards PM10



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



Area Designations for National Ambient Air Quality Standards CARBON MONOXIDE



Appendix D

Public Involvement and Interagency Consultation

**Notice of Availability
Draft Shasta 2023
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 Associate Transportation Planner Kimi Taguchi at the address below, or ktaguchi@srta.ca.gov. The comment period begins August 30, 2022, and ends September 28, 2022, at midnight. 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 September 22, 2022, at the SRTA Board of Directors meeting at 3:00 p.m.** Interested may participate in the public hearing by attending in person or remotely by telephone or video conference:

Here are ways that you may participate in this SRTA meeting:

In person at: Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Using the Zoom client on your computer, tablet, or smartphone:

Visit <http://us02web.zoom.us/j/83985554790?pwd=WjFJWnA3cVZKVdTdVT1VZbVFucHh4UT09> and enter passcode: **085927**

Using one tap mobile: US: +16692192599,,83985554790# or +16699006833,,83985554790#

Using Telephone: Dial (for higher quality, dial a number based on your current location) US: +1 669 219 2599 or +1 669 900 6833 or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 839 8555 4790

International numbers available: <http://us02web.zoom.us/j/83985554790?pwd=WjFJWnA3cVZKVdTdVT1VZbVFucHh4UT09>

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

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

From: Kimiko Taguchi
To: "bobliz@live.com"; "david_larabee@nps.gov"; "dave.moore@dot.ca.gov"; "mbaker@ci.anderson.ca.us"; "jkiser@ci.anderson.ca.us"; "alvin.sarmiento@usda.gov"; "jackp@redding-rancheria.com"; "carrie@redding-rancheria.com"; "jtedder@cityofshastalake.org"; "acathay@co.shasta.ca.us"; "sanken@co.shasta.ca.us"; "allenkost@sbccglobal.net"; "amy.dutschke@bia.gov"; "andersonchamberinfo@gmail.com"; "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_vance@dot.ca.gov"; "hhsa@co.shasta.ca.us"; "info@waterboards.ca.gov"; "jhyerkes@yahoo.com"; "kendee_vance@dot.ca.gov"; "rperry@westernshastarc.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"; "herbquinn@gmail.com"; "kelly.zolotoff@dot.ca.gov"; "derek.willis@dot.ca.gov"; "wendy.lonnberg@dot.ca.gov"; "richard.f.somers@dot.ca.gov"; Rudy Saenz CA-Redding; "Staci.Wadley@DignityHealth.org"; "Nicole.Fortner@dot.ca.gov"; "kurt.lervold@dot.ca.gov"; "lima.huy@dot.ca.gov"; "abhijit.bagde@dot.ca.gov"; "antonio.johnson@dot.gov"; "itriantafylou@ci.redding.ca.us"; "linda.newton@dot.ca.gov"; "cvandiver@ci.redding.ca.us"; "tamy.quigley@dot.ca.gov"; "rwaters0424@gmail.com"; "eric.orr@dot.ca.gov"; "michael_mcgraw@nps.gov"; "jmata@blm.gov"; "dave_keltner@nps.gov"; "noemi.rios@dot.ca.gov"; "patrice_carroll@dot.ca.gov"; "drew.bohan@energy.ca.gov"; "teresa.favila@dot.ca.gov"; "jwaldrop@co.shasta.ca.us"; "cherie.clark@dot.ca.gov"; "sean.shepard@dot.ca.gov"; "BWolfin@pitrivertribe.org"; "Ted.Matley@dot.gov"; "Staci.Wadley@DignityHealth.org"; "jheath@co.shasta.ca.us"; "Matthew.J.Roberts@usace.army.mil"; "rwenham@ci.anderson.ca.us"; "richard.lis@wildlife.ca.gov"; "ycopland@cityofredding.org"; "MESTRADA@ci.redding.ca.us"; "rex.hervey@dot.ca.gov"; "freda.londen@dot.ca.gov"; Bagde, Abhijit J@DOT; "wbond@cityofshastalake.org"; Amy Lindsey; Keith Williams (SRTA); Jenn Pollom; Mehdi Moeinaddini; Amy Lindsey; Michael Kuker; Bagde, Abhijit J@DOT; Zolotoff, Kelly M@DOT
Cc: Sean Tiedgen
Subject: Notice of Availability Draft Shasta 2023 FTIP
Date: Tuesday, August 30, 2022 3:05:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

**NOTICE OF AVAILABILITY
DRAFT SHASTA 2023
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 2023 Federal Transportation Improvement Program (FTIP) is available beginning today, August 30, 2022, through September 28, 2022, at midnight for public review and comment. The draft FTIP is posted to SRTA's web site: <https://www.sрта.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 September 22, 2022, meeting at 3:00 p.m., at which time a public hearing will be held.

Interested parties may participate in the public hearing by attending in person or remotely by telephone or video conference:

In person at: Shasta Regional Transportation Agency

Salmon Room
1255 East Street, STE 202
Redding, CA 96001

Using the Zoom client on your computer, tablet, or smartphone:

Visit [https://us02web.zoom.us/j/83985554790?](https://us02web.zoom.us/j/83985554790?pwd=WjFjWnA3cVZKVTdVT1VZbVFucHh4UT09)

[pwd=WjFjWnA3cVZKVTdVT1VZbVFucHh4UT09](https://us02web.zoom.us/j/83985554790?pwd=WjFjWnA3cVZKVTdVT1VZbVFucHh4UT09) and enter passcode: **085927**

Or Telephone: Dial 1 (888) 788-0099 (toll free)

Webinar ID: 839 8555 4790

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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 September 12, 2022, 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 let me know if you have any questions. Thank you,

Kimi Taguchi

Associate Transportation Planner | Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202, Redding, CA 96001 | (530) 262-6205 | ktaguchi@srta.ca.gov





FSTIP

Awarded Projects



Community Voice



Public Notices



Meetings & Agendas



Provide Comments

You are here: [Home](#) > [Funding & Project Programming](#) > [Transportation Improvement Programs](#) > [Federal Transportation Improvement Program \(FTIP\)](#)

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.

2023 Shasta FTIP

The [Draft 2023 Shasta FTIP](#) is available for public review and interagency consultation from August 30, 2022 to September 28, 2022 at midnight. Consideration of the 2023 Shasta FTIP will include a public hearing held on September 22, 2022 at 3:00 p.m. in the Salmon Room of Shasta Regional Transportation Agency at 1255 East Street, Suite 202, Redding, CA 96001. To attend virtually, contact srta@srta.ca.gov for instructions and provide comment for the hearing, as needed. For questions regarding the Draft 2023 Shasta FTIP, please contact Kimiko Taguchi at ktaguchi@srta.ca.gov.

2021 Shasta FTIP

The SRTA Board of Directors approved the [2021 Shasta FTIP](#) at its meeting of February 23, 2021 through the adoption of [Resolution 21-01](#). The 2021 Shasta FTIP includes \$162 million of 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 public noticing, review, and hearing of the 2021 FTIP satisfied the Redding Area Bus Authority's Program of Projects (POP) public review for the use of Federal

FTIP Contacts:

Keith Williams, AICP
Senior Transportation Planner

Kimiko Taguchi
Associate Transportation Planner

Email:

ftip@srta.ca.gov

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.

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2021 Shasta FTIP

The SRTA Board of Directors approved the 2021 Shasta FTIP at its meeting of February 23, 2021 through the adoption of Resolution 21-01. The 2021 Shasta FTIP includes \$162 million of 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 public noticing, review, and hearing of the 2021 FTIP satisfied the Redding Area Bus Authority's Program of Projects (POP) public review for the use of Federal Transit Administration Sections 5307 and 5339 formula funding. The 2021 FTIP makes progress toward the achievement of federal transportation performance measures. Federal approval of the 2021 FTIP was April 16, 2021. Amendments to the 2021 FTIP are included below the 2021 FTIP Grouped Project Listings.

2021 FTIP Grouped Project Listings

Federal regulations allow agencies like SRTA to group or combine projects that are not considered to be of appropriate scale for individual listing. Grouped projects may also be called "Lump Sum Projects." SRTA is required to maintain a detailed list of the projects contained in each group:

0057 - GP for Operating Assistance to Transit Agencies

0075 - GP for Safety Improvements - SHOPP Collision Reduction Program

0078 - GP for Shoulder Improvements - SHOPP Roadway Preservation Prgm

0083 - GP for Bridge Rehabilitation and Reconstruction - HBP Program

0093 - GP for Safety Improvements - HSIP Program

0098 - GP for Safety Improvements - SHOPP Mandates Program
0108 - GP for Safety Improvements - Shoulder, Pavement (Minor Program)
0115 - GP for Bicycle and Pedestrian Facilities in Shasta County
0124 - GP for Emergency Restoration

2021 FTIP Amendments

Draft Shasta 2021 FTIP Formal Amendment No. 7 (07-08-2022)

Formal Amendment No. 7 adds new projects for the State Highway Operations and Protection Program (SHOPP), Minor Program, and Federal Transit Administration Section 5310 funding. The interagency/public review period is through July 22, 2022. Questions may be directed to Senior Transportation Planner Keith Williams.

Shasta 2021 FTIP Administrative Modification No. 6 (06-21-2022)

Administrative Modification No. 6 increases programming for Federal Transit Administration (FTA) Section 5311 funding for rural transit, and incorporates toll credit availability for FTA Sections 5311 and 5311(f) funding. SRTA approved the administrative modification on June 21, 2022. Questions may be directed to Senior Transportation Planner Kathy Urlie.

Shasta 2021 FTIP Administrative Modification No. 5 (05-19-2022)

Administrative Modification No. 5 includes revisions to grouped projects for transit operating assistance, SHOPP minor, and bicycle and pedestrian activities. SRTA approved the administrative modification on May 19, 2022. Questions may be directed to Senior Planners Kathy Urlie of Keith Williams.

Shasta 2021 FTIP Formal Amendment No. 4 (02-07-2022)

Formal Amendment No. 4 adds \$1 million and \$0.5 million federal transit funding for the Redding Area Bus Authority in Fiscal Years 2021-22 and 2022-23, respectively, and makes concurrent local funding adjustments. A Program of Projects (POP) outlining federal formula fund use is included in the locally-approved amendment. The amendment has been forwarded to Caltrans, Headquarters for recommendation of approval to the US Department of Transportation. Caltrans recommended federal approval February 9, 2022. Questions regarding the amendment may be directed to Senior Planner Kathy Urlie.

Shasta 2021 FTIP Administrative Modification No. 3 (11-16-2021)

Administrative Modification No. 3 adds Appendix K (projects managed by the Federal Lands Highways Program and the Tribal Transportation Program), and updates the Grouped Project listings for Bicycle and Pedestrian Facilities in Shasta County and for Bridge Rehabilitation and Reconstruction. SRTA approved the administrative modification on November 16, 2021. No further approval is necessary.

Shasta 2021 FTIP Administrative Modification No. 2 (06-21-2021)

Administrative Modification No. 2 adds an Active Transportation Program project sponsored by the city of Redding. The modification adds \$1.449 million in Regional Highway Infrastructure Program funding and \$741,000 of \$1.092 million in local leverage funds to the Victor Ave and Cypress Ave Active Transportation (VCAT) project in the following active FTIP programming years: FYs 2020-21, 2021-22, and 2022-23. The city of Redding's \$7.822 million Active Transportation Program (ATP) award for the project will be programmed as construction nears. SRTA approved the administrative modification on June 21, 2021. No further approval is necessary.

Shasta 2021 FTIP Formal Amendment No. 1 (06-04-2021) includes programming revisions focused primarily on delaying full-size motor coaches and paratransit vehicle purchases by the Redding Area Bus Authority to beyond the active years of the FTIP. SRTA has approved the amendment and seeks Caltrans Headquarters recommendation of approval to the US Department of Transportation. Please contact Kathy Urlie for

questions.

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 (03-16-2021)

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. The amendment was approved by SRTA on January 27, 2021 and subsequently approved by the US Department of Transportation on March 16, 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 reduction, roadway rehabilitation, and for the SHOPP minor program. SRTA approved the administrative modification on June 24, 2020; no further action is required by either Caltrans or the US DOT.

Shasta 2019 FTIP Administrative Modification No. 11 (05-13-2020)

Administrative Modification No. 11 adds an Active Transportation Program project sponsored by the city of Redding. In FY 2020/21 \$6.74 million of ATP has been programmed for the Bechelli and Loma Vista Active Transportation Corridor Improvements Project. Local match funding in FYs 2018/19 and 2019/20 was also programmed. SRTA approved the administrative modification on May 13, 2020. No further approval is necessary.

Shasta 2019 FTIP Formal Amendment No. 10 (06-03-2020)

Formal Amendment No. 10 includes multiple adjustments: funding and programming for the Redding Area Bus Authority; updating the region's Highway Bridge Program; adding a federal funding award for the purchase of two vehicle shuttles for Dignity Health Connected Living; and delaying local funding for the Downtown to Turtle Bay Non-Motorized Improvement Program project. The amendment was approved by SRTA on May 20, 2020, and subsequently approved by the US Department of Transportation on June 3, 2020. Questions may be directed to Kathy Urlie.

Shasta 2019 FTIP Administrative Modification No. 9 (02-11-2020)

Administrative Modification No. 9 updates the transit operations and Highway Safety Improvement Program grouped project listings. SRTA approved the modification on February 11, 2020.

Shasta 2019 FTIP Formal Amendment No. 8

Formal Amendment No. 8 updates the Highway Bridge Program (HBP) grouped project listing to Caltrans Headquarters' 11-01-2019 version. Seven bridges experience some type of programming revision within the

update. The U.S. Department of Transportation approved this formal amendment on November 25, 2019.

Shasta 2019 FTIP Administrative Modification No. 7 (10-3-2019)

Administrative Modification No. 7 revised the Bicycle and Pedestrian Facilities grouped project listing to add supplemental Safe Routes to School funding for the city of Redding Bidwell Road Project. SRTA approved the modification on October 3, 2019.

Shasta 2019 FTIP Formal Amendment No. 6 (9-17-2019)

Formal Amendment No. 6 adjusts two grouped project listings: 1) Highway Safety Improvement Program and 2) The State Highway Operation and Protection Program - Minor Program. The U.S. Department of Transportation approved the amendment on September 17, 2019.

Shasta 2019 FTIP Formal Amendment No. 5 (5-24-2019)

Formal Amendment No. 5 adjusts three grouped project listings: 1) State Highway Operation and Protection Program for Collision Reduction; 2) Highway Bridge Program; and 3) the Highway Safety Improvement Program. Additionally, the amendment adds Highway Infrastructure Program Federal Fiscal Year 2019 revenue. The U.S. Department of Transportation approved the amendment on May 24, 2019.

Shasta 2019 FTIP Administrative Modification No. 4 (3-7-2019)

Administrative Modification No. 4 revises the Highway Bridge Program (HBP) grouped project listing to add local and Local Advance Construction funds to the county of Shasta Gas Point Road over No Name Ditch bridge project in FY 2018/19. SRTA approved the modification on March 7, 2019.

Shasta 2019 FTIP Formal Amendment No. 3 (2-22-2019)

Formal Amendment No. 3 revises three grouped project listings for the: 1) Highway Bridge Program (HBP); 2) Highway Safety Improvement Program (HSIP); and 3) Bicycle and Pedestrian Facilities in Shasta County. The amendment was locally-approved February 22, 2019, by SRTA and state-approved February 25, 2019, by Caltrans. Federal US DOT approval was received March 6, 2019.

Shasta 2019 FTIP Administrative Modification No. 2 (12-20-2018)

Administrative Modification No. 2 revised one grouped project listing for Caltrans Minor projects, and was approved by SRTA, with its delegated authority for approval of administrative modifications, on December 20, 2018.

Shasta 2019 FTIP Formal Amendment No. 1 (9-26-2018)

Formal Amendment No. 1 revises two individual listings and two grouped project listings for the 2019 FTIP, and was locally-approved September 26, 2018. Federal approval of the amendment was concurrent with approval of the 2019 FTIP on December 17, 2018.

2019 FTIP Grouped Project (GP) Listings

Federal regulations allow agencies like SRTA to group or combine projects that are not considered to be of appropriate scale for individual listing. Grouped projects may also be called "Lump Sum Projects." SRTA is required to maintain a detailed list of the projects contained in each group:

0057- GP for Operating Assistance to Transit Agencies

0074 - GP for Bridge Rehabilitation and Reconstruction - SHOPP Program

0075 - GP for Safety Improvements - SHOPP Collision Reduction Program

0078 - GP for Shoulder Improvements - SHOPP Roadway Preservation Prgm

0083 - GP for Bridge Rehabilitation and Reconstruction - HBP Program

[0090 - GP for Pavement Resurfacing/Rehab on the SHS - Hwy Maintenance](#)
[0093 - GP for Safety Improvements - HSIP Program](#)
[0098 - GP for Safety Improvements - SHOPP Mandates Program](#)
[0108 - GP for Safety Improvements - Shoulder, Pavement \(Minor Program\)](#)
[0115 - GP for Bicycle and Pedestrian Facilities in Shasta County](#)

Shasta 2017 FTIP

The [Shasta 2017 FTIP](#) is a four-year program of projects for the maintenance, operation and improvement of the transportation system. Covering fiscal years 2016/17 through 2019/20, the document includes transportation projects with federal funding and/or projects of regional significance. The Shasta 2017 FTIP was adopted September 13, 2016 by the SRTA Board of Directors and [federally approved](#) December 16, 2016.

Questions or comments on the Shasta 2017 Shasta FTIP may be directed to SRTA Senior Transportation Planner Kathy Urlie by phone at (530) 262-6194, or by [email](#).

2017 FTIP Amendments

[Shasta 2017 FTIP Administrative Modification No. 13 \(7-10-2018\)](#)
[Shasta 2017 FTIP Administrative Modification No. 12 \(6-27-2018\)](#)
[Shasta 2017 FTIP Formal Amendment No. 11 \(6-25-2018\)](#)
[Shasta 2017 FTIP Administrative Modification No. 10 \(4-30-2018\)](#)
[Shasta 2017 FTIP Formal Amendment No. 9 \(5-24-2018\)](#)

[Shasta 2017 FTIP Formal Amendment No. 7 \(1-12-2018\)](#)
[Shasta 2017 FTIP Administrative Modification No. 6 \(12-22-2017\)](#)
[Shasta 2017 FTIP Formal Amendment No. 5 \(9-15-2017\)](#)
[Shasta 2017 FTIP Formal Amendment No. 4 \(8-18-2017\)](#)
[Shasta 2017 FTIP Formal Amendment No. 3 \(5-26-2017\)](#)
[Shasta 2017 FTIP Formal Amendment No. 2 \(3-3-2017\)](#)
[Shasta 2017 FTIP Formal Amendment No. 1 - Formal \(9-30-2016\)](#)

[Final 2015 Shasta FTIP](#)

The [final Shasta County 2015 Federal Transportation Improvement Program \(FTIP\)](#) is a four-year program of projects for the maintenance, operation and improvement of the transportation system. Covering fiscal years 2014/15 through 2017/18, the document includes transportation projects with federal funding and/or projects of regional significance. The 2015 FTIP was approved by the SRTA Board of Directors on June 24, 2014. Both the 2015 FTIP and Formal Amendment No. 1 (see below) were approved by the U.S. Department of Transportation on December 15, 2014.

2015 FTIP Amendments

The following hyperlinks of amendments include the transmittal letter describing the revisions.

[SRTA 2015 FTIP Modification No. 10 - Administrative \(8-26-2016\)](#)

[SRTA 2015 Modification No. 9 - Administrative \(7-20-2016\)](#)

[SRTA 2015 Modification No. 8 - Administrative \(5-19-2016\)](#)

[SRTA 2015 FTIP Modification No. 7 - Administrative \(4-11-2016\)](#)

[SRTA 2015 FTIP Amendment No. 6 - Formal \(4-6-2016\)](#)

[2015 FTIP Amendment No. 5 - Formal \(1-8-2016\)](#)

Formal Amendment No. 5 January 8, 2016

[2015 FTIP Amendment No. 4 - Formal \(7-31-2015\)](#)

Formal Amendment No. 4 July 31, 2015

[2015 FTIP Amendment No. 3 - Formal \(4-28-2015\)](#)

2015 FTIP Amendment No. 2 - Formal (2-10-2015)

Formal Amendment No. 2

[2015 FTIP Amendment No. 1 - Formal \(12-15-2014\)](#)

Archived FTIPs

The 2013 FTIP was adopted by SRTA on June 26, 2012. The Federal Statewide Transportation Improvement Program (FSTIP) was approved by FHWA December 14, 2012.

View all [archived amendments and TIPS](#).

FTIP Contacts:

Keith Williams, AICP

Senior Transportation Planner

Kimiko Taguchi

Associate Transportation Planner

Email:

ftip@srta.ca.gov

From: [Kimiko Taguchi](#)
To: [William Bond](#)
Cc: [Sean Tiedgen](#)
Subject: RE: COSL - Moody Creek Bridge Replacement FTIP
Date: Friday, September 2, 2022 10:45:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good morning,

Okay, we will remove the \$378,501 from the 2023 FTIP and include it in the 2021 FTIP for FY 21/22. This will be done through either a 2021 FTIP amendment or modification on our end.

Thank you for letting us know.

Kimi Taguchi

Associate Transportation Planner | Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202, Redding, CA 96001 | (530) 262-6205 | ktaguchi@sрта.ca.gov



From: William Bond <wbond@cityofshastalake.org>
Sent: Friday, September 2, 2022 10:08 AM
To: Sean Tiedgen <stiedgen@sрта.ca.gov>; Kimiko Taguchi <ktaguchi@sрта.ca.gov>
Cc: William Bond <wbond@cityofshastalake.org>
Subject: COSL - Moody Creek Bridge Replacement FTIP

Sean & Kimiko,

Regarding the SRTA Staff Report for the FTIP. Caltrans has moved up the remaining PE disbursement to the 21/22 FY in the amount of \$378,501.00.

I have attached the HBP Bridge Survey and E-76 reflecting this.

William S. Bond, P.E.

City Engineer/Public Works Director
City of Shasta Lake

O: (530) 275-7436 C: (530) 515-9658
4477 Main Street
Shasta Lake, CA 96019
Wbond@cityofshastalake.org

AMENDMENT MODIFICATION SUMMARY - (E-76)

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROGRAM

DLA LOCATOR: 02-SHA-0-SHLK
 PREFIX: BRLS
 PROJECT NO: 5474(015)
 SEQ NO: 3
 STATE PROJ NO: 0215000043L-N
 ALT. PROJ NO:
 AGENCY: SHASTA LAKE
 ROUTE:
 DISASTER NO:
TIP DATA
 MPO: SHASTA
 FSTIP YR: 19/20
 STIP REF: 211-0000-0083
 FSTIP ID NO: BRDGE-LUM

PROJECT LOCATION:
 MOODY CREEK BR (06C-0060) ON CASCADE BLVD
 TYPE OF WORK:
 BRIDGE REPLACEMENT
 FED RR NO'S:
 PUC CODES:
 PROJ OVERSIGHT: ASSUMED/LOCAL ADMIN
 ENV STATUS / DT: 02/16/2022
 RW STATUS / DT:
 INV RTE:
 BEG MP:
 END MP:
 BRIDGE NO: 06C0060

PREV AUTH / AGREE DATES:

PE:
 R/W:
 CON:
 SPR:
 MCS:
 OTH:

PROJECT END DATE (PED): 07/01/2024

PROG CODE	LINE NO	IMPV TYPE	FUNC SYS	URBAN AREA	URB/RURAL	DEMO ID
Y001	10	15				
Z0E1	10	15				
Z240	10	15				

FUNDING SUMMARY

PHASE	PROJECT COST	FEDERAL COST	AC COST
PE	PE PREV. OBLIGATION \$337,500.00	\$298,788.00	\$0.00
PE	PE THIS REQUEST \$378,501.00	\$335,087.00	\$0.00
PE	PE SUBTOTAL \$716,001.00	\$633,875.00	\$0.00
R/W	RW PREV. OBLIGATION \$0.00	\$0.00	\$0.00
R/W	RW THIS REQUEST \$0.00	\$0.00	\$0.00
R/W	RW SUBTOTAL \$0.00	\$0.00	\$0.00
CON	CON PREV. OBLIGATION \$0.00	\$0.00	\$0.00
CON	CON THIS REQUEST \$0.00	\$0.00	\$0.00
CON	CON SUBTOTAL \$0.00	\$0.00	\$0.00
OTH	OTH PREV. OBLIGATION \$0.00	\$0.00	\$0.00
OTH	OTH THIS REQUEST \$0.00	\$0.00	\$0.00
OTH	OTH SUBTOTAL \$0.00	\$0.00	\$0.00
TOTAL:	\$716,001.00	\$633,875.00	\$0.00

STATE REMARKS

- 03/02/2016 SEQ #1: PE RFA for \$267,803 (\$302,500 x 88.53)
- 03/04/2016 This is a request for preliminary engineering to rehabilitate Cascade Blvd over Moody Creek, 0.1 mile north of SR151 in City of Shasta Lake using FAST Act Surface Transportation Program funds programmed for FY 15-16 in amendment #5 approved on 1/8/2016. Federal funds reserved for \$267,803 of Z240 with a maximum reimbursement ratio of 88.53% on a pro-rata basis. Br. No. 06C0060. Agency Finance letter dated 3/2/2016. Funds reserved per e-mail dated 3/3/2016. Period of Performance End date 12/31/2025.
- 03/07/2016 Obligated \$267,803 of Z240 for PE. NAA
- 01/07/2021 SEQ #2: Request Additional \$30,985 PE funds (\$35,000 x 88.53%), as programmed in HBP listing [NDF].
- 02/02/2021 SEQ 2: PE cost adjustment due to: 1) change of scope from rehabilitation to replacement, and 2) initial authorization was not for the full estimated PE cost. This is a post programming change and funds approved by the HBP manager. Revising PED from 09-30-2029 to 07-01-2024. 2029 is an erroneous date.
- 02/25/2021 * Project End Date (PED) advanced to 7/1/2024, effective this SEQ 2 approval.
- 05/01/2022 SEQ #3: Requesting remaining \$335,087 PE Funds (\$378,500 x 88.53%) for Final Design. Requesting advancement of funds, all currently authorized PE funds have been expended, NEPA CE 02/2022. HBP Managers approved post-programming [NDF].
- 06/15/2022 SEQ 3: Request for additional PE funds to complete Final design. This is a post programming change and funds approved by the HBP manager.

FEDERAL REMARKS

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST: OTH
FOR: PE COST ADJUSTMENT
DOCUMENT TYPE: AMOD

PREPARED IN FADS BY: FORTNER, NICOLE
REVIEWED IN FADS BY: SAFAIE, FRANK
SUBMITTED IN FADS BY: FOON, ROSS
PROCESSED IN FADS BY: SIGNATURE, NOT_REQUIRED
E-76 AUTHORIZED DATE IN FMIS BY: ROBBIE SCOTT

ON 2022-06-15 225-3074
ON 2022-06-21 653-5345
ON 2022-06-23 FOR CALTRANS
ON 2022-06-23 FOR FHWA
ON 2022-06-28 13:08:41.0

SIGNATURE HISTORY FOR PROJECT NUMBER 5474(015) AS OF 06/29/2022

FHWA FMIS SIGNATURE HISTORY

MOD #	SIGNED BY	SIGNED ON
2	HAYS WAI	06/28/2022
	HAYS WAI	06/28/2022
	ROBBIE SCOTT	06/28/2022
1	SHUN HUEY	03/05/2021
	SHUN HUEY	03/05/2021
	TASIA PAPAJOHN	03/08/2021
0	SHUN HUEY	03/08/2016
	CESAR PEREZ	03/08/2016
	TASIA PAPAJOHN	03/08/2016

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

DOCUMENT TYPE	SIGNED BY	SIGNED ON
AMEND/MOD	FOON, ROSS	06/23/2022

2022 Federal Highway Bridge Program Annual Status

Return to CALTRANS, District Local Assistance by (email) COB, August 26, 2022

Fed. Proj.:

5474(015)

District: 02 Responsible Agency: Shasta Lake

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

Do you request this project be removed from the FTIP? ☐ Yes ☒ No If yes, please sign and date this form and skip the other information.

Has Construction been authorized? ☐ Yes ☒ No If "Yes," provide date:

PE Authorization Date: 3/18/16

Has Construction been awarded? YES, Date: _____ or NO (Circle)

If no, provide target date (Month/Year): 7-23

Is Environmental clear? YES, Date: 4/22 or NO (Circle)

If no, provide target date (Month/Year): _____

Are permits executed? YES, Date: _____ or NO (Circle)

If no, provide target date (Month/Year): 2-23

When will R/W be certified (Month/Year)? 7/23

R/W Authorization Date: N/A

Is the construction E76 package (incl. PS&E Cert.) complete? ☐ Yes ☒ No

If no, provide target date (Month/Year): 8/23

Are STIP funds providing the Local Match? ☐ Yes ☒ No

Please markup the below funding schedule consistent with the above target dates. Provide TOTAL Costs (not federal share).

(Cost changes are not allowed on this annual status, they must be documented by a LAPG 6-D and approved by CALTRANS prior to programming of federal funds.)

Provide Total Project Costs by FEDERAL Fiscal Year 10/1/xxxx thru 9/30/xxxx (HBP+matching funds, state or local match)

	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total Cost	
PE	302,500	35,000	378,501						716,001	
R/W										
Con				2021600				2,021,600	2,021,600	Federal Funds
Total	302,500	35,000	378,501	2021600				2,021,600	2,737,601	Oblig. to date: 633,875
Current year Fed. \$ Oblig:		335,087								
										Prop 1B Seismic match: _____

Provide risk assessment to obtain Environmental clearance (including permits) or R/W clearance target dates. Describe issues:

ENVIRONMENTAL IS CLEAR, AWAITING PERMITS.

R/W AUTHORIZATION IS N/A: PER N.FORTNER CT LOCAL ASSISTANCE R/W AUTH. IS NOT NEEDED AS PROJECT R/W IS NOT NEEDED

Project Manager (Print): William Bond, City Engineer

Date: 8/18/2022

Phone: 530.275-7436

RETURN (email) this annual status to CALTRANS District Local Assistance by COB August 26, 2022.

Kimiko Taguchi

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Sent: Monday, September 12, 2022 1:08 PM
To: Kimiko Taguchi
Subject: RE: Review comments on SRTA's Draft 2023 FTIP

Hello Kimi,

Then my recommendation is to delete 2011 guidelines as they have superceded.

Abhijit J. Bagde, P.E.
Acting Chief
Office of Federal Programming and Data Management
Division of Financial Programming
Phone: (916) 654-3638
Mobile: (916) 215-9785

From: Kimiko Taguchi <ktaguchi@srta.ca.gov>
Sent: Monday, September 12, 2022 12:58 PM
To: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Subject: RE: Review comments on SRTA's Draft 2023 FTIP

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon Abhijit,

Thank you for the comments. To my knowledge, I do not think SRTA's Board of Directors adopted the 2019 Administrative Modification and Amendment Procedures yet. Assuming SRTA's Board must approve the 2019 procedures, should we leave the old 2011 procedures in our 2023 FTIP for now?

Thank you again for your assistance,

Kimiko Taguchi

Associate Transportation Planner | Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202, Redding, CA 96001 | (530) 262-6205 | ktaguchi@srta.ca.gov



From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Sent: Thursday, September 8, 2022 8:31 AM
To: Kimiko Taguchi <ktaguchi@srta.ca.gov>
Cc: Keith Williams (SRTA) <kwilliams@srta.ca.gov>
Subject: Review comments on SRTA's Draft 2023 FTIP

Hello Kimiko,

Thank you very much for providing us an opportunity to review the SRTA's Draft 2023 FTIP. My compliments to you for preparing an excellent document.

Please include response to the comments below when submitting the final 2023 FTIP to Caltrans.

Let me know of any questions.

Thank you.

General Comments:

1. Page 15, System Preservation, Operation, and Maintenance Costs: Describe plans to deal with the shortfall for the local system.
2. Appendix G: Update this section to include attached procedures.

Financial Summary:

1. SHOPP: Please update revenue and programming for FY 2024/25 per attached report.
2. Revenue vs Programming sheet (Page 6 of 6) is missing.

Project Listings:

1. SHOPP: Update the programming per No. 1 under Financial Summary.
2. CTIPS Id 21100000059: Provide the details for the buses – type, length, passenger capacity. Clarify if Toll Credits are used.
3. CTIPS Id 21100000057 Non-federal match funds are not programmed in the FY 2025/26.
4. CTIPS Id 11100000233: Clarify why no funding is programmed for this project.

Abhijit J. Bagde, P.E.
Senior Transportation Engineer
Division of Financial Programming
Office of Federal Programming and Data Management
Phone: (916) 654-3638
Mobile: (916) 215-9785

Appendix E

Summary of FFYs 2019-20, 2020-21, and 2021-22 Federally Obligated Projects

Net Obligations for State and Local Federal-aid Highway Projects - Federal FY2021

**Federal Fiscal Year (FFY) 2020-21 Shasta County Federal Funds Obligation/De-Obligation Report
(for the period October 1, 2020 to September 30, 2021)**

MPO Project No.	State Project No.	Description	Fed Funds Change	Project Status
State and Local Streets, Roads and Highways Projects				
Emergency Relief (ER)	0219000089S	ON STATE ROUTE (SR) 299 IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MILE E/O LEMN CR BRIDGE (BR): STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL.	\$256,600.00	Active
NO # - ER	0217000133S	IN SHASTA CO ABOUT 5MI W/O BURNEY AT VAR LOCATIONS (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.	-\$18,329.02	Closed
NO # - ER	0219000025S	ON INTESTATE (I) 5 IN SHASTA AND SISKIYOU COS FROM 0.3MI S/O FAWNDALE OC TO 0.2 MI S/O PIONEER BRIDGE OVERHEAD (OH) AND ON SR 89 FROM 0.3MI 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.	-\$1,408,399.97	Closed
NO # - ER	0219000025S	ON I-5 IN SHASTA AND SISKIYOU COS FROM 0.3MI SO FROM FAWNDALE OC TO 0.2MI S/O PIONEER BRIDGE OH AND ON SR 89 FROM 0.3MI 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.	-\$1,344,680.85	Closed
NO # - ER	0219000091L	ON KESWICK DAM ROAD APPROXIMATELY 2,250 FT W/O LAKE BOULEVARD: PLACE BARRICADES AND CLOSE ROADWAY. REPLACE CULVERT, INSTALL HEADWALLS, PLACE ROCK SLOPE PROTECTION, PLACE AND COMPACT AGGREGATE BASE AND AC PAVING, REPLACE GUARDRAIL AND REOPEN TO TRAFFIC FOR ESSENTIAL TRAVEL.	-\$20,613.00	Active
NO # - ER	0217000093S	IN SHASTA AND TRINITY COS AT VARIOUS LOCS ON SR 36: REPLACE CULVERTS, REPAIR ASSOCIATED DAMAGE AND REMOVE MULTIPLE SLIDES, PLACE RSP BUTTRESS.	-\$90,281.26	Closed
NO # - ER	0218000030L	BIG BEND RD IN SHASTA CO: SITE #1: MILE POST (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.	-\$0.03	Active
211-0000-0083	0200020169L	EASTSIDE RD @ CANYON HOLLOW CREEK (BRIDGE 06C0085): BRIDGE REPLACEMENT.	\$11,549.18	Active
211-0000-0083	0200020172L	WESTSIDE RD / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1MI S CANYON CREEK RD: BRIDGE REPLACEMENT.	\$847.85	Active
211-0000-0098	0217000047S	ON SR 151 IN SHASTA CO IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC).	\$77,564.85	Active
211-0000-0083	0214000046L	PARKVILLE RD AT ASH CREEK 3.4MI S/O DERSCH ROAD, BRIDGE# 06C0220: BRIDGE REHABILITATION (TC).	\$40,000.00	Active
211-0000-0098	0217000047S	ON SR 151 IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC).	\$132,435.15	Active
211-0000-0093	0214000113L	DESCHUTES RD BETWEEN BRUNDAGE RD AND BEATIE RD: (PHASE 2) SHOULDER WIDENING.	-\$28,432.00	Active
211-0000-0083	0200020172L	(WESTSIDE RD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MI S CANYON CREEK RD: BRIDGE REPLACEMENT.	\$35,449.15	Active
211-0000-0083	0200020169L	EASTSIDE RD @ CANYON HOLLOW CREEK (BRIDGE 06C0085): BRIDGE REPLACEMENT	\$50,421.82	Active
211-0000-0090 2019 FTIF	0218000094S	ON SR 89 IN SHASTA CO ABOUT 10MI N/O BURNEY FROM 0.3MI N/O CLARK CREEK RD TO LAKE BRITTON BRIDGE: AC OVERLAY.	-\$41,099.68	Closed
211-0000-0078	0200020160S	ON SR 299 IN SHASTA CO AT AND NEAR SHASTA FROM 0.5MI W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION.	-\$136,372.42	Active
211-0000-0078	0200020160S	ON SR 299 IN SHASTA CO AT AND NEAR SHASTA FROM 0.5MI W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION.	-\$607,024.82	Active
211-0000-0083	0215000043L	MOODY CREEK BR (06C-0060) ON CASCADE BLVD BRIDGE REPLACEMENT	\$30,985.00	Active
211-0000-0083	0200020244L	FERN ROAD (BRIDGE 06C0178) OVER GLENDENNING CREEK, 0.3MI N WHITMORE RD: BRIDGE REPLACEMENT.	\$220,440.00	Active
211-0000-0083	0212000052L	OLD ALTURAS RD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5MI W/O OLD OREGON TRAIL BRIDGE: REHAB - WIDENING AND SIDEWALKS.	\$253,115.00	Active
111-0000-0027 2008 FTIF	02378904S	ON I-5 IN SHA CO NEAR LAKEHEAD AT SACTO RVR, BR#06-0089 (TC): REPLACE BRIDGE (TC). (Antlers Bridge Replacement)	\$13,015,000.00	Active
211-0000-0098	0217000047S	ON SR 151 IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC).	-\$443,214.71	Active
211-0000-0108	0219000066S	ON SR 36 IN SHASTA AND TEHAMA COS NEAR PLATINA FROM 0.3MI E/O HARRISON GULCH RD TO 0.8MI W/O OF PLATINA RD AND FROM 2.6MIS E/O DRY CREEK BRIDGE TO 2.1MI W/O SALT CREEK BRIDGE: AC OVERLAY.	-\$186,243.08	Active
211-0000-0083	0200020234L	SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET: BRIDGE REPLACEMENT (TC).	\$402,494.00	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, BUCKEY ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL.	-\$1,935.00	Closed
211-0000-0093	0218000009L	ON CHURN CREEK RD BETWEEN HARTNELL AVE AND CYPRESS AVE, AND MARAGLIA ST BETWEEN CHURN CREEK RD AND HILLTOP DR: FILL IN SIDEWALK GAPS, CONSTRUCT ADA RAMPS, PROVIDE BICYCLE LANES, STREET LIGHTS, ENHANCED PEDESTRIAN CROSSWALKS WITH REFUGE ISLAND AND FLASHING BEACONS.	\$1,329,300.00	Active
211-0000-0108	0217000109S	ON I-5 AT VARIOUS LOCATIONS FROM 0.4MI S/O JUNCTION OF SR 273 TO 0.3MI N/O PINE GROVE OVERCROSSING AND ON SR 273 FROM I-5 TO 0.2MI S/O DESCHUTES RD: INSTALL GLARE FENCE (TC).	-\$128,226.27	Closed
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, BUCKEY ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL.	-\$1,975.30	Closed

Net Obligations for State and Local Federal-aid Highway Projects - Federal FY2021

211-0000-0093	0214000139L	IN REDDING ON VICTOR AVE BETWEEN ENTERPRISE PARK AND CHURN CREEK RD: ROAD DIET, MEDIAN ISLANDS, PED PATH, LIGHTING, AND 2 ROUNDABOUTS (TC).	-\$192,963.74	Closed
211-0000-0075	0217000045S	ON SR 44 IN SHASTA CO NEAR VIOLA FROM 0.4MI EAST TO 1.1MI E/O BRIDGE CREEK RD: IMPROVE CURVE.	\$2,524,400.00	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.	\$1,935.00	Closed
211-0000-0093	0214000113L	DESCHUTES RD BETWEEN BRUNDAGE RD AND BEATIE RD: (PHASE 2) SHOULDER WIDENING.	\$1,250,452.00	Active
211-0000-0121 2017 FTIP	0017000250L	CITY OF REDDING AT GIRVAN RD AND UPRR CROSSING: GRADE CROSSING HAZARD ELIMINATION (TC).	\$1,000,100.00	Active
Shasta Region FFY 2020-21State and Local Street, Roads and Highways Projects Total			\$15,983,297.85	

Transit-Related Projects

211-0000-0057	CA-2014-Z071-01	Federal Transit Administration (FTA) Section 5307 Operating and Capital Assistance for the Redding Area Bus Authority (RABA)	-\$3,813.74	Closed
211-0000-0057	CA-2015-90-Z278	FTA 5307 Operating and Capital Assistance for RABA	\$31,993.00	Active
N/A	CA-2020-061-00	FTA CARES 5307 Planning, Operating and Capital Assistance for RABA (not encumbered through the FTIP)	\$3,066,697.00	Active
211-0000-0057	CA-2020-192-00	FTA Section 5307 Operating and Capital Assistance for RABA	\$1,500,000.00	Active
211-0000-0057	CA-2017-040	FTA Section 5307 Operating and Capital Assistance for RABA	\$45,647.00	Active
211-0000-0057	64B020-01419	FTA Section 5311 FY 2019/20 and 2020/21 Operating Assistance for Shasta County for Burney Express Service	\$360,153.00	Active
N/A	64V020-01312	FTA CARES Act Section 5311 Phase 2 Operating Assistance for Shasta County for Burney Express Service (not encumbered through the FTIP)	\$723,711.00	Active
N/A	CA-2021-1360021000251	FTA Section 5310 CRRSAA for Dignity Health Connected Living (Common Spirit) Operating Assistance (not encumbered through the FTIP)	\$37,674.00	Active
Shasta Region FFY 2020-21 Transit-Related Projects Total			\$5,762,061.26	

Bicycle and Pedestrian Projects

111-0000-0054 2006 FTIP	02328034S	ON SR 44 IN SHASTA CO IN REDDING: PINE ST TO 0.2KM W/O I-5/SR 44 SEPARATION: CONSTRUCT BIKE & PEDESTRIAN PATH (Dana to Downtown Project).	-\$460,442.25	Active
111-0000-0054 2006 FTIP	02328034S	ON SR 44 IN SHASTA CO IN REDDING: PINE ST TO 0.2KM W/O I-5/SR 44 SEPARATION: CONSTRUCT BIKE & PEDESTRIAN PATH (Dana to Downtown Project).	-\$18,414.00	Active
211-0000-0115	0215000061L	IN CITY OF REDDING ON PLACER ST FROM THE WESTERN CITY LIMIT TO EAST OF OLIVE AVE: IMPROVE 2 MI OF PLACER ST, INCLUDING ROADWAY WIDENING TO 3 LANES, STANDARD AND BUFFERED BICYCLE LANES, AND SIDEWALKS. SAFETY IMPROVEMENTS INCLUDE ENHANCED PEDESTRIAN CROSSINGS AND PEDESTRIAN SAFETY LIGHTING.	-\$0.01	Closed
211-0000-0115	0216000112L	NEAR PALO CEDRO DESCHUTES RD S/O OF SR 44 TO HILLSIDE DR: CONSTRUCT PEDESTRIAN AND BIKE IMPROVEMENTS (TC).	-\$2,387.12	Closed
211-0000-0115	0221000156L	IN CITY OF REDDING ALONG VICTOR AVE, CYPRESS AVE, AND ALFREDA WAY: CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS.	\$459,729.00	Active
211-0000-0115	0216000124L	IN CITY OF REDDING ON QUARTZ HILL RD FROM TERRA NOVA DR TO NORTH MARKET ST: WIDEN ROADWAY FOR CLASS 2 BIKE LANES, SIDEWALK, ROAD DIET, ENHANCED PEDESTRIAN CROSSINGS, PROVIDE CONNECTIVITY TO PARK AND SCHOOL.	-\$115,546.25	Closed
Shasta Region FFY 2020-21 Bicycle and Pedestrian Projects Total			-\$137,060.63	

Metropolitan Planning Organization (MPO) Planning Projects/Efforts

No # - In OWP vs FTIP	0020000240S	2020/21 OVERALL WORK PROGRAM (OWP) CONSOLIDATED PLANNING GRANT (CPG) FOR SHASTA REGIONAL TRANSPORTATION AGENCY (SRTA) METROPOLITAN TRANSIT PLANNING (FTA 5303)	\$75,729.00	Active
No # - In OWP vs FTIP	0020000240S	2020/21 OWP CPG FOR SRTA METROPOLITAN PLANNING (FHWA PL)	\$293,815.28	Active
No # - In OWP vs FTIP	0020000240S	2020/21 OWP CPG FOR SRTA METROPOLITAN PLANNING (FHWA PL)	\$332,205.72	Active
No # - In OWP vs FTIP	0021000344S	2021/22 OWP FOR SRTA FHWA STATE PLANNING AND RESEARCH (SPR) GRANT	\$255,500.08	Active
No # - In OWP vs FTIP	0021000344S	2021/22 OWP FOR SRTA FHWA SPR GRANT	\$244,499.92	Active
Shasta Region FFY 2020-21 MPO Planning Projects/Efforts Total			\$1,201,750.00	

Federal Fiscal Year 2020-21 Shasta Region Federal Transportation Projects Total \$22,810,048.48

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.

FTIP = Federal Transportation Improvement Program (The current one is the 2021 Shasta FTIP, which superseded the 2019 Shasta FTIP on April 16, 2021.)

N/A = Not applicable, as Federal CARES and CRRSAA transit funds did not require obligation/encumbrance through the FTIP.

Appendix F

Financial Element Summary

TABLE 1: REVENUE

Shasta Regional Transportation Agency

2023 Shasta FTIP
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax		\$16,870	\$17,039	\$17,210	\$17,382	\$68,501
	Gas Tax (Subventions to Cities)		\$4,680	\$4,727	\$4,775	\$4,822	\$19,004
	Gas Tax (Subventions to Counties)		\$12,190	\$12,312	\$12,435	\$12,560	\$49,497
	Other Local Funds		\$5,095	\$5,144	\$5,195	\$5,246	\$20,680
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees		\$2,514	\$2,564	\$2,616	\$2,668	\$10,362
	RSTP Exchange funds		\$2,581	\$2,580	\$2,579	\$2,578	\$10,318
	Transit		\$483	\$489	\$493	\$498	\$1,963
	Transit Fares		\$483	\$489	\$493	\$498	\$1,963
	Other (See Appendix 1)		\$19,585	\$10,866	\$10,975	\$11,084	\$52,510
Local Total			\$42,033	\$33,538	\$33,873	\$34,210	\$143,654
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
Regional Total							
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$82,724	\$15,000	\$46,020	\$102,317	\$246,061
	SHOPP		\$74,833	\$15,000	\$46,020	\$102,317	\$238,170
	SHOPP Prior						
	State Minor Program		\$7,891				\$7,891
	State Transportation Improvement Program (STIP) ¹		\$4,384	\$57	\$5,205	\$120	\$9,766
	STIP		\$4,384	\$57	\$5,205	\$120	\$9,766
	STIP Prior						
	State Bond		\$63				\$63
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$63				\$63
	Active Transportation Program (ATP) ¹		\$3,296	\$76	\$16,174		\$19,546
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$26	\$599	\$254	\$4,188	\$5,067
	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)						
	Other (See Appendix 3)				\$670		\$670
State Total			\$92,366	\$15,732	\$68,323	\$106,625	\$283,046
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,000	\$1,528	\$2,860	\$1,961	\$9,349
	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		\$88				\$88
	5311 - Formula Grants for Rural Areas		\$496	\$385			\$881
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$117	\$994	\$1,050	\$2,363
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)		\$88				\$88
	Federal Transit Total		\$3,874	\$2,030	\$3,854	\$3,011	\$12,769
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)		\$271				\$271
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$1,738	\$1,057	\$925	\$3,720
	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)						
	Tribal Transportation Program						
	Other (see Appendix 5)						
	Federal Highway Total		\$271	\$1,738	\$1,057	\$925	\$3,991
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total			\$4,145	\$3,768	\$4,911	\$3,936	\$16,760
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
	Innovative Financing Total						
REVENUE TOTAL			\$138,544	\$53,038	\$107,107	\$144,771	\$443,460

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

TABLE 1: REVENUE - APPENDICES

Shasta Regional Transportation Agency
2023 Shasta FTIP
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Transportation Development Act (STA and LTF combined)	\$14,085	\$10,866	\$10,975	\$11,084	\$47,010
Local Funds AC	\$5,500				\$5,500
Local Other Total	\$19,585	\$10,866	\$10,975	\$11,084	\$52,510

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Public Transportation (PTA)			\$200		\$200
DRMT State Rail Assistance "Bus Gap" Award			\$470		\$470
State Other Total			\$670		\$670

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
FTA COVID Relief (CRRSAA)	\$88				\$88
Federal Transit Other Total	\$88				\$88

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Highway Other Total					

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Innovative Other Total					

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		\$2,901	\$3,511	\$7,045	\$5,015	\$18,472
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$82,724	\$15,000	\$46,020	\$102,317	\$246,061
	SHOPP		\$74,833	\$15,000	\$46,020	\$102,317	\$238,170
	SHOPP Prior						
	State Minor Program		\$7,891				\$7,891
	State Transportation Improvement Program (STIP) ¹		\$4,384	\$57	\$5,205	\$120	\$9,766
	STIP		\$4,384	\$57	\$5,205	\$120	\$9,766
	STIP Prior						
	State Bond		\$63				\$63
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$63				\$63
	Active Transportation Program (ATP) ¹		\$3,296	\$76	\$16,174		\$19,546
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$26	\$599	\$254	\$4,188	\$5,067
	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)						
	Other (See Appendix B)						
	State Total		\$92,366	\$15,732	\$67,653	\$106,625	\$282,376
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,000	\$1,528	\$2,860	\$1,961	\$9,349
	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		\$88				\$88
	5311 - Formula Grants for Rural Areas		\$496	\$385			\$881
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$117	\$994	\$1,050	\$2,363
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)		\$88				\$88
	Federal Transit Total		\$3,874	\$2,030	\$3,854	\$3,011	\$12,769
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)		\$271				\$271
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$1,738	\$1,057	\$925	\$3,720
	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)						
	Tribal Transportation Program						
	Other (see Appendix D)						
	Federal Highway Total		\$271	\$1,738	\$1,057	\$925	\$3,991
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$4,145	\$3,768	\$4,911	\$3,936	\$16,760
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$99,412	\$23,011	\$79,609	\$115,576	\$317,608

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

TABLE 2: PROGRAMMED - APPENDICES

Shasta Regional Transportation Agency
2023 Shasta FTIP
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
State Other Total					

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
FTA COVID Relief (CRRSAA)	\$88				\$88
Federal Transit Other Total	\$88				\$88

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Highway Other Total					

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total	\$39,132	\$30,027	\$26,828	\$29,195	\$125,182
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			\$670		\$670
	State Total			\$670		\$670
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)					
	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)					
	Tribal Transportation Program					
	Other					
	Federal Highway Total					
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total					
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$39,132	\$30,027	\$27,498	\$29,195	\$125,852

Appendix G

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

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PROGRAMMING

1120 N STREET, MS-82

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4013

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

December 20, 2019

Executive Directors, Metropolitan Planning Organizations and
Regional Transportation Planning Agencies

Dear Executive Directors:

To streamline the federal programming process, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), revised the Federal Statewide Transportation Improvement Program (FSTIP)/Federal Transportation Improvement Program (FTIP) Amendments and Administrative Modifications Procedures.

These revisions expand the parameters of an administrative modification offering a greater opportunity to reduce the number of Amendments to the FTIPs and the FSTIP. Effective December 18, 2019, the attached procedures shall supersede the previous procedures dated June 3, 2011.

Metropolitan Planning Organizations (MPOs) with delegated authority from Caltrans may continue to approve administrative modifications to the FSTIP in accordance with these revised procedures and the following shall continue to apply.

1. MPOs may consult with staff at the Division of Transportation Programming and request reviews on proposed changes prior to approving their administrative modifications.
2. MPOs must email and send hardcopies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders.
3. Approved administrative modifications are subject to the Division of Transportation Programming continual reviews to ensure compliance with programming related regulations, guidance and procedures.
4. The Division of Transportation Programming will reject any administrative modification that does not adhere to programming related regulations, guidance and procedures.

Executive Directors, et al
December 20, 2019
Page 2

5. Caltrans will withdraw its delegation from any MPO whose administrative modifications are found to be consistently noncompliant with these procedures.

For those MPOs without Caltrans delegation, no action is required, and the existing approval process remains in effect.

My staff and I appreciate and recognize the efforts of staff at FHWA and FTA, in working with us to find ways to streamline and expedite the federal programming process.

If you have any questions, please contact Muhaned Aljabiry at (916) 654-2983 or by e-mail at muhaned.aljabiry@dot.ca.gov.

Sincerely,


for BRUCE DE TERRA, Chief
Division of Transportation Programming

Enclosure



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

California Division

December 18, 2019

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

In Reply Refer To:
HDA-CA

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

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

Dear Mr. de Terra:

In our letter dated June 3, 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided the California Department of Transportation (Caltrans) revised procedures on the FSTIP/FTIP Administrative Modification and Amendment process.

Working in coordination with Caltrans, FHWA and FTA have again revised the FSTIP/FTIP Administrative Modification and Amendment Procedures. The enclosed revised procedures provide additional flexibility and will shorten project delivery time by allowing fewer formal amendments which in general takes longer to process. As part of this coordination, Caltrans has also committed to working with FHWA and FTA to implement a FSTIP/FTIP amendment schedule and an electronic approval process by December 2020.

The revised procedures detail the specific types of programming changes that may be made to the FSTIP/FTIPs as administrative modifications for which approval has been delegated to Caltrans, and changes that 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) and further clarifies parameters of an administrative modification.

Throughout the FSTIP/FTIP Administrative Modification and Amendment Procedure update process, the FHWA and FTA have been pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program.

If you have any questions regarding the attached procedures, please contact Tashia J. Clemons of the FHWA California Division at (916) 498-5066, or by email at Tashia.clemons@dot.gov or Ted Matley of the FTA's Region 9 Office at (415) 734-9468 or by email at ted.matley@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Mammano", followed by a horizontal line.

Vincent Mammano
Division Administrator
FHWA California Division

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

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 Metropolitan Planning Organization (MPO) in accordance with 23 Code of Federal Regulations (CFR) 450 and the required interagency consultation or coordination is completed 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 Modification:

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

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint if an MPO has processed only administrative modifications for a period of six months or more.)
- iv. Program the Preliminary Engineering (PE) 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 iii.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP through an administrative modification provided the original scope or cost remain unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program an FTA-funded project from the prior FSTIP/FTIP cycle into the current FSTIP/FTIP provided the original scope or cost of the project remain unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and the prior year fund type.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

2. Amendment:

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such case, Caltrans approval is not required. If an MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, the FHWA and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If an MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the administrative modification to Caltrans, the FHWA and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify the FHWA and FTA of the approved administrative modification. If Caltrans, the FHWA, or the FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the 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 must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

4. Consultation:

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, the FHWA and/or FTA may consult to resolve the question. If after consultation the parties still disagree, the final decision rests with the FTA for transit projects and the FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, the FHWA, and FTA.

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,



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.



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.

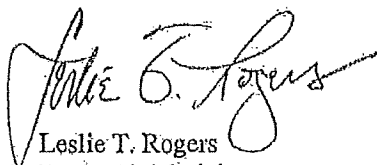
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing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

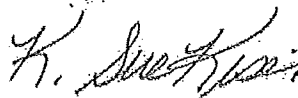


If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



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

Aimee 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 (PE) 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 EPSP 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 13, 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 FSTIP. 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

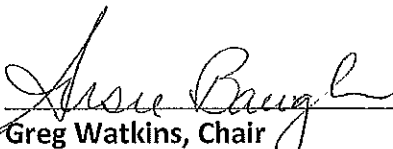
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

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 agendaize the amendment for the next meeting.

ALTERNATIVES:

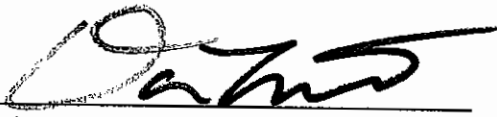
The board of directors may choose not to delegate authority to the executive director for approval of FTIP formal amendments. On occasion, this would result in project delays.

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 (RABA) FTA Section 5307 and 5339 Program of Projects

Redding Area Bus Authority Program of Projects (POP)

(\$'s in 1,000)

FTA 5307 Urbanized Area Formula Grants

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5307
Operating Assistance	Operating projects consistent with 40 CFR Part 93.126	\$ 3,000	\$ 1,500	\$ 1,500	\$ 1,500	\$ 7,500
Passenger Loading Facilities	RABA capital improvements to transit passenger loading facilities	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Replacement	Purchase of new buses to replace existing fare revenue buses/vehicles for minor expansions to fleet	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ -	\$ 28	\$ 1,360	\$ 461	\$ 1,849
						\$ 9,349

FTA 5339(a) Bus and Bus Facilities Program

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5339 (a)
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ 202	\$ 117	\$ -	\$ -	\$ 319

FTA 5339(c) Low or No Emissions Bus Program

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5339 (a)
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ -		\$ 994	\$ 1,050	\$ 2,044

Appendix J

Transportation System Performance Management

How the 2023 Shasta FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the 2023 Shasta 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 specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- 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

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- 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

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) 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 safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit 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 the target setting process.

The FTA PM focus areas and associated metrics are as follows:

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) scaleⁱⁱ

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit 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 was July 19, 2019, and the compliance date was initially set for 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 to be 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 Regional Transportation Plan (RTP). The first RTP 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 FAQs page for more information about the Notice.ⁱⁱⁱ

The final rule specifically requires transit agencies receiving 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: number of fatalities, number of 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 to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How SRTA Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Below are the Transportation Safety (PM1) targets for the Shasta Region. SRTA uses the state adopted PM1 performance targets for the Shasta Region and does not establish separate targets. The below targets were established by Caltrans in August 2021 for the 2022 calendar year.

Safety Performance Targets (PM1): Fatalities and Injuries

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2022	Annual Percentage Change for 2022
Number of Fatalities	FARS	3,491.8	-3.61%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042	-2.00%
Number of Serious Injuries	SWITRS	16,704.2	1.66%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879	1.66%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4	-3.61% for Fatalities and 1.66% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with Office of Traffic Safety (OTS).

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 provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation 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 specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *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

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted 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 the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for 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 program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may 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 Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2022 SHOPP Collision Reduction Numbers (Statewide)

A total of 733 projects are included in the 2022 SHOPP that was adopted by the CTC in March 2022. The 2022 SHOPP is valued at \$17.9 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 116 programmed safety projects totaling \$1,447,532,000. The SHOPP reserves \$1,188,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

PM1: Summary of Safety Projects in the 2023 FTIP

The following tables with applicable fund sources, demonstrate the Shasta Region's commitment to safety.

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	12	24.00%	\$82,938	19%	\$82,938	26%
Other Projects with Safety Components (optional)	38	76.00%	\$0	0%	\$0	0%
Non-Safety Projects		0.00%	\$349,975	81%	\$234,670	74%
Total FTIP Investments	50	100.00%	\$432,913	100%	\$317,608	100%

Note: Number of Projects – Each individual FTIP Grouped Project listing is considered one project.

2023 Shasta FTIP Safety Project Highlights

The 2023 Shasta FTIP has 2 Bicycle/Pedestrian Projects funded by the Active Transportation Program (CTIPS ID No. 211-000-0115) with a combined programming of \$19.55 in the 4-year element. There is 1 HSIP project with a total funding of \$3.72 million for the 4-year element, 1 project in the SHOPP Collision Reduction listing (CTIPS ID No. 211-0000-0075) at \$41.44 million, 1 project in the Minor Program listing (CTIPS 211-0000-108), and 0 projects in SHOPP Mandates listing (CTIPS ID No. 211-0000-0098). 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 (NHS) Pavement and Bridge Condition (PM 2)

Below are the NHS Pavement and Bridge Condition (PM2) targets for the Shasta Region. SRTA uses the state adopted PM2 performance targets for the Shasta Region and does not establish separate targets.

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

Below are the targets for PM 2. SRTA uses the state adopted PM 2 performance targets.

PM 2 - National Highway System (NHS) Pavement and Bridge Condition

Performance Measure	Target
Percentage of Interstate System pavement in 'Good' condition	44.5
Percentage of non-interstate NHS pavement in 'Good' condition	29.9
Percentage of Interstate System pavement in 'Poor' condition	3.8
Percentage of non-interstate NHS pavement in 'Poor' condition	7.2
Percentage of NHS bridges in 'Good' condition	70.5
Percentage of NHS bridges in 'Poor' condition	4.4

The following are funding sources and programs that help fund PM 2 projects.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived 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 reported that are used on pavement improvement projects.^{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 are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

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 doubled down 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 this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

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, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," from existing local highway bridges to keep the traveling public safe.^v 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%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section 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 the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the 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 2022 SHOPP has 306 Roadway Preservation projects totaling \$9,874,173,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the 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 2022 SHOPP has 117 Bridge Preservation projects totaling \$2,422,402,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Summary of NHS Pavement and Bridge Condition						
Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects <i>(required)</i>	8	16%	\$190,799	0.440732896	\$190,799	0.600737387
NHS <i>(optional)</i>		0%		0		0
Non-NHS <i>(optional)</i>		0%		0		0
Maintenance <i>(optional)</i>		0%		0		0
Preservation <i>(optional)</i>		0%		0		0
Rehabilitation <i>(optional)</i>		0%		0		0
Reconstruction <i>(optional)</i>		0%		0		0
Construction <i>(optional)</i>		0%		0		0
Bridge Condition Projects <i>(required)</i>	20	40%	\$31,870	0.073617563	\$5,947	0.018724339
NHS <i>(optional)</i>		0%		0		0
Non-NHS <i>(optional)</i>		0%		0		0
Maintenance <i>(optional)</i>		0%		0		0
Preservation <i>(optional)</i>		0%		0		0
Rehabilitation <i>(optional)</i>		0%		0		0
Reconstruction <i>(optional)</i>		0%		0		0
Construction <i>(optional)</i>		0%		0		0
Total Pavement and Bridge Condition Projects <i>(required)</i>	28	56%	\$222,669	0.514350458	\$196,746	0.619461726
Non-Pavement and Bridge Condition Projects <i>(required)</i>	22	44%	\$210,244	0.485649542	\$120,862	0.380538274
Total FTIP Investments <i>(required)</i>	50	100%	\$432,913	1	\$317,608	1

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.

\$190,799 of a total \$317+ million 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 2023 Shasta FTIP on Interstate 5, and State Routes (SRs) 89 and 299.

For bridges under PM 2, Shasta would typically program Highway Bridge Program (HBP) funding and SHOPP Bridge Preservation funding. 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.

National Highway System (NHS) Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

Below are the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM3) targets for the Shasta Region. SRTA uses the state adopted PM3 performance targets for the Shasta Region and does not establish separate targets.

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

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 2022 SHOPP features 65 Mobility projects programmed totaling \$1,748,406,000 which includes future need/contingency dollars. 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 2023 FTIP.

Truck Travel Discussion

As mentioned immediately above, the completed I-5 RASL Project received TCEP funding in the 2021 FTIP. 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 project 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, overhead lane control signals, truck queue parking to address freight movement back-ups on I-5 during adverse weather and wildfire events, and electric charging stations to support transition to zero-emission freight and passenger vehicles.

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). Currently, the Shasta region is in attainment for the NAAQS criteria pollutants, and does not receive CMAQ funding. Therefore, SRTA does not report for CMAQ as part of PM 3 for the Shasta region.

Summary of NHS Performance, Interstate System Freight Movement, CMAQ Program Projects (Required)

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	1	2.00%	85861	19.83%	7489	2.36%
Non-Interstate Reliability Projects		0.00%	0	0.00%	0	0.00%
Truck Travel Time Projects		0.00%		0.00%		0.00%
CMAQ Projects		0.00%		0.00%		0.00%
Total PM 3 Projects	1	2.00%	85861	19.83%	7489	2.36%
Non-PM 3 Projects	49	98.00%	347052	80.17%	310119	97.64%
Total FTIP Investments	50	100.00%	432913	100.00%	317608	100.00%

Transit Asset Management Performance

The 2023 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 adopted first Transit Asset Management plan in 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 2023 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.

<i>Transit Asset Management Performance Measures</i>		
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

Transit Asset Management (TAM) Targets				
Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	(Pct of revenue vehicles > ULB)	(Pct of non-revenue vehicles > ULB)	(Pct of facilities < TERM scale 3)	(Pct of track segments with restrictions)
Ea. Transit Agency/County Weighted Avg. (Bus)	Bus: 2023-2026 - 1%, Cutaway: 33%	2023 - 100%, 2024 - 100%, 2025 - 100%, 2026 - 100%	2023 - 1%, 2024 - 1%, 2025 - 1%, 2026 - 1%	N/A
Ea. Transit Agency/County Weighted Avg. (Rail)	N/A	N/A	N/A	N/A
Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)	N/A	N/A	N/A	N/A
Regional Target based on Weighted Avgs. (If applicable)	N/A	N/A	N/A	N/A

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.

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} Transit safety targets must be set every four years and the goals, objectives, performance measures, and targets from the transit providers' safety plan must integrate into SRTA's RTP, either directly or by reference. 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 2023 Shasta FTIP with \$9.35 million in §5307 funding that specify the maintenance or replacement of transit assets. Likewise, there is \$2.36 million of FTA § 5339 funding for similar projects.

Public Transportation Agency Safety Plan (PTASP) 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							
Bus Transit	0	0	4	0.72	20	3.04	5.14
ADA/Para transit	0	0	2	0.63	7	2.3	2.15
Vans/Autos (Other specify)							

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/-/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

Footnotes

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ 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.

ⁱⁱⁱ 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>

^{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 Access 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;	(examples: IRR, IRRBP, 2% Planning, PLH-D)	Current FY:
			2019

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