

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
1120 N STREET M.S.82
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4013
FAX (916) 654-2738
TTY 711



*Making Conservation
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June 14, 2018

Mr. Vincent Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Mr. Edward Carranza, Jr.
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Attention: Ms. Tashia Clemons

Attention: Mr. Ted Matley

Dear Ms. Clemons and Mr. Matley:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2016/17 - 2019/20 Federal Transportation Improvement Program (FTIP):

<u>No.</u>	<u>Description</u>
11	State Transportation System This amendment modifies a project funded from the State Highway Operation and Protection Program.

See enclosure.

The updated programming projects are for air quality attainment areas that are exempt from the conformity determination requirement. The SRTA has certified that this FTIP amendment is financially constrained and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 11. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2017 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent Mammano/Mr. Edward Carranza, Jr.
June 14, 2018
Page 2

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. De Terra", with a stylized flourish at the end.

BRUCE DE TERRA
Chief
Division of Transportation Programming

Enclosures

c: Karina OConnor - EPA Office of Air Planning (w/enclosure)
Daniel S. Little - Shasta Regional Transportation Agency
Kathy Urlie - Shasta Regional Transportation Agency



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

California Division

June 25, 2018

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

In Reply Refer To:
HDA-CA

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

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 11

Dear Mr. de Terra:

We have completed our review of Amendment No. 11 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated June 14, 2018. Amendment No. 11 to the SRTA 2017 FTIP was approved on June 7, 2018, by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment updates the previously programmed grouped listing for safety improvement projects in the State Highway Operations and Protection Program (SHOPP) Mandates Program.

Pursuant to the *February 14, 2018, Memorandum of Agreement between the Federal Transit Administration, Region IX, and the Federal Highway Administration, California Division*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No. 11, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "*Fixing America's Surface Transportation Act*" (FAST Act).

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Wade Hobbs", with a stylized flourish at the end.

Wade Hobbs
Statewide Transportation Coordinator
Federal Highway Administration

DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL AND MASS TRANSPORTATION
1120 N STREET
P. O. BOX 942874 – MS 74
SACRAMENTO, CA 94274-0001
PHONE (916) 654-7301
FAX (916) 651-1283
TTY 711



*Flex your power!
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June 29, 2018

Daniel S. Little
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Daniel S. Little,

Congratulations! The California Department of Transportation (Caltrans), in coordination with the California Air Resources Board, has reviewed your FY17-18 Low Carbon Transit Operations Program (LCTOP) project(s) listed below. Your project(s) meets the guidelines of the program and has been authorized for funding. The funding will be allocated directly to you, the lead agency, by the State Controller's Office.

17-18-D02-012 Sunday Transit Service Demonstration Project

\$231,865

Please use the project ID number listed above on all future correspondence with Caltrans LCTOP including on all semi-annual reports, corrective action plans and final reports. Should you have any questions, please feel free to contact Amar Cid by phone at 916-651-6114 or by email at LCTOPcomments@dot.ca.gov. A list of awarded projects will be posted on the program website (<http://www.dot.ca.gov/drmt/splctop.html>) along with project summaries.

Sincerely,

A handwritten signature in blue ink that reads "Wendy King".

Wendy King
Acting Office Chief
State Transit Programs and Plans
Division of Rail and Mass Transportation
California Department of Transportation



DEPARTMENT OF TRANSPORTATION

1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530)
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www.dot.ca.gov/dist2/



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July 19, 2018

Mr. Dan Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of its approval of the Shasta Regional Transportation Agency's (SRTA) FY 2018/2019 Overall Work Program (OWP) Administrative Amendment #1.

We look forward to working with SRTA and continuing the great working relationship between your agency and Caltrans. This approval will ensure that SRTA has their OWP finalized and in place so we can properly reimburse SRTA for all planning work associated with the OWP and its Work Elements.

If you have any questions or comments regarding this matter, please feel free to contact your Regional Planner Aaron Casas, at (530) 225-4732.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Grah".

KATHY GRAH
CHIEF, Office of Community and Regional Planning

c: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Tom Balkow, District Deputy Director Planning and Local Assistance
Gilbert Valencia, Associate Transportation planner, Office of Regional Planning
Kevin Mariant, Acting Branch Chief, Office of Regional Planning

DEPARTMENT OF TRANSPORTATION

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August 21, 2018

Mr. Dan Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of its approval of the Shasta Regional Transportation Agency's (SRTA) FY 2018/2019 Overall Work Program (OWP) Administrative Amendment #2.

We look forward to working with SRTA and continuing the great working relationship between your agency and Caltrans. This approval will ensure that SRTA has their OWP finalized and in place so we can properly reimburse SRTA for all planning work associated with the OWP and its Work Elements.

If you have any questions or comments regarding this matter, please feel free to contact your Regional Planner Aaron Casas, at (530) 225-4732.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathy Grah".

KATHY GRAH
CHIEF, Office of Community and Regional Planning

c: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Tom Balkow, District Deputy Director Planning and Local Assistance
Gilbert Valencia, Associate Transportation planner, Office of Regional Planning
Jackie Karhs, Acting Branch Chief, Office of Regional Planning



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

Daniel S. Little, Executive Director

June 25, 2018

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Subject: County of Shasta's 2019 ATP Proposal for the Burney Safe Route to School Project

ATP Project Evaluation Committee:

The Shasta Regional Transportation Agency (SRTA) enthusiastically supports the county of Shasta's Active Transportation Program (ATP) application for the Burney Safe Route to School Project. The project is consistent with SRTA's Regional Transportation plan and GoShasta Regional Active Transportation Plan. Specifically, the project fills a critical gap in bicycle and pedestrian facilities between disadvantaged neighborhoods and local schools by increasing shoulder widths on key neighborhood collectors. Without the proposed improvements, insufficient roadway right-of-way and winter time snow removal combine to create a dangerous environment for bicyclists and pedestrians – particularly for children and young adults traveling to and from school.

In addition to increased mobility and safety, the proposed project will aid in meeting regional greenhouse gas emission reduction targets set by the California Air Resources Board. For these reasons, SRTA support's the Burney Safe Route to School ATP application and will continue to work with county of Shasta to extend these improvements and provide programmatic support.

Sincerely,

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

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



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189

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Daniel S. Little, Executive Director

June 25, 2018

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Subject: County of Shasta's 2019 ATP Proposal for Park Avenue and Hudson Street Improvements

ATP Project Evaluation Committee:

The Shasta Regional Transportation Agency (SRTA) enthusiastically supports the county of Shasta's Active Transportation Program (ATP) application for the Park Avenue and Hudson Street Improvements in the town of Burney. The project is consistent with SRTA's Regional Transportation plan and GoShasta Regional Active Transportation Plan. Specifically, the project fills a critical gap in bicycle and pedestrian facilities between disadvantaged neighborhoods and local schools by increasing shoulder widths on key neighborhood collectors. Without the proposed improvements, insufficient roadway right-of-way and winter time snow removal combine to create a dangerous environment for bicyclists and pedestrians – particularly for children and young adults traveling to and from school.

In addition to increased mobility and safety, the proposed project will aid in meeting regional greenhouse gas emission reduction targets set by the California Air Resources Board. For these reasons, SRTA support's the ATP application for Park Avenue and Hudson Street Improvements and will continue to work with county of Shasta to extend these improvements and provide programmatic support.

Sincerely,

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

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

June 26, 2018

Mr. Randall Winston, Executive Director
Affordable Housing and Sustainable Communities Program
Department of Housing and Community Development Division of Financial Assistance,
NOFA Section 2020 W. El Camino Avenue, Suite 500 Sacramento, CA 95833

Re: Block 7 - Net Zero Housing and Downtown Activation Project

1407 California Street
Redding, CA 96001

Dear Mr. Winston,

On behalf of the entire team of co-applicants, collaborators and partners involved in the **Block 7 – Net Zero Housing and Downtown Activation Project** AHSC application, we wish to express our support for the staff recommendation for consideration by the Strategic Growth Council on June 28th, 2018.

Our community put together a bold project, and we want to thank SGC for recognizing our collaborative efforts and shared commitment to sustainability.

The project proposed in this application is an important step in our regional Sustainable Communities Strategy, and it will shape the future of our area, promoting mode shift in one of California's more rural areas.

If awarded, we are looking forward to working on the project collaboratively with community partners, including those who co-signed our letter of support for the application:

- John Truitt, Executive Director of Viva Downtown
- Joe Wyse, President of Shasta Community College
- Rod Lindsay, Executive Director of LIFE (Local Indians for Education) Center
- Amy Pendergast, Policy Analyst for Shasta County Public Health
- Christina Massey, Center Coordinator, MLK Jr. Center
- Josh Markle, Catalyst Redding Young Professionals
- Michael Kuker, President of This Place Matters - Redding

Sincerely,

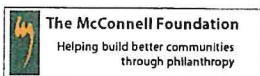

Kristen Schreder, City of Redding, Co-Applicant


Dave Rutledge, CRDC, Co-Applicant


Dan Little, Shasta Regional Transportation Agency


John Mancasola, The McConnell Foundation, Co-Applicant


Daniel Knott, K2 Land & Investment LLC, Co-Applicant





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Daniel S. Little, Executive Director

July 11, 2018

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

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

As the designated Metropolitan Planning Organization for the Shasta Region, Shasta Regional Transportation Agency (SRTA) is pleased to support the City of Redding's application for funding under the Better Utilizing Investments to Leverage Development (BUILD) program to complete the Interstate 5 South Bonnyview Interchange.

The project supports efforts by SRTA and the California Department of Transportation to enhance capacity and travel time reliability on mainline Interstate 5. If funded, the project will become the new southern gateway to the city and enhance access to the region's premier shovel-ready business park. The project is also consistent with the Regional Transportation Plan, in that the new interchange will support mixed-use development in one of the region's next strategic growth areas and features complete streets design.

Thank you for your careful consideration of the Redding South Bonnyview Intersection for BUILD funding.

Sincerely,

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

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



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Daniel S. Little, Executive Director

July 12, 2018

Department of Conservation
Division of Land Resource Protection
Attn: Virginia Jameson, SALC Program Manager
801 K Street, MS 14-15
Sacramento, CA 95814-3528

Re: Ross Ranch Conservation Easement

Dear Ms. Jameson:

The Shasta Regional Transportation Agency (MPO) is pleased to support the Shasta Land Trust's application for Sustainable Agricultural Lands Conservation Program (SALC) funds to acquire a conservation easement on the 863-acre Ross Ranch, located along 2.25 miles of Stillwater Creek in Shasta County. Based on regional growth and development modeling and current zoning, portions of the Ross Ranch property are likely candidates for subdivision and development into rural residential lots. If selected for SALC funding, the proposed easement will maintain working agricultural operations, protect riparian and wildlife habitat, and maintain connectivity to adjacent agricultural lands. As noted in Attachment A, Ross Ranch is located within the 'Stillwater Creek Open Space Interest Area' in the city of Redding's Parks, Trails, and Open Space Master Plan. In addition to preserving a large, contiguous land holding from fragmentation and development, the Ross Ranch Conservation Easement may be connected to other future conservation properties along Stillwater Creek to form a natural boundary between urban and rural space.

Whereas Stillwater Creek and Ross Ranch are located at the dividing line where vehicle miles traveled per household begin to exceed the region's Senate Bill 375 mandated performance targets (see Attachment B), the proposed conservation easement plays a critical role in realizing the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). When paired with regional efforts to add compact housing and alternative mode infrastructure/services in strategic growth areas (e.g. Round 2 and 3 Affordable Housing Sustainable Communities program awards for Downtown Redding), the project will strengthen SRTA's efforts to achieve the following RTP/SCS performance targets:

- Vehicle Mile Traveled (VMT), Mode Split, Safety, and Mobility and Accessibility – By preventing development in an area with above average household VMT, no public transportation, minimal active transportation accommodations, and little nearby employment, the project will help the region meet targets for total average daily VMT; average daily SB 375 VMT; per capita average daily VMT; and alternative travel mode choice.
- Level of Service (LOS) – By avoiding additional vehicle trips on nearby rural roadways that are already strained by large trip generators (i.e. regional church and community college) and that have several segments that will degrade to LOS D and E in the current planning horizon, the project will help the region meet targets for vehicle hours of delay.
- Environment – By reducing transportation-sector emissions and protecting over 863 acres of environmentally-sensitive lands that are highly-suitable for grazing and agriculture, the project will help the region meet targets for prime agricultural lands and environmentally-sensitive lands saved from conversion.

The proposal is also consistent with the goals and objectives found in the current and soon to be adopted 2018 RTP/SCS for the Shasta Region, including the following:

- Goal #7: Practice and promote environmental and natural resources stewardship.
 - Objective 7.1: Identify and minimize the direct and indirect adverse impacts of transportation on the environment, including but not limited to: climate change, air quality, healthy watersheds, agriculture and grazing lands, and essential wildlife habitat.
 - Strategy B: Support local efforts to conserve irreplaceable natural resource, agriculture, grazing, and open space lands that are at risk for conversion to development (new for 2018 RTP/SCS).

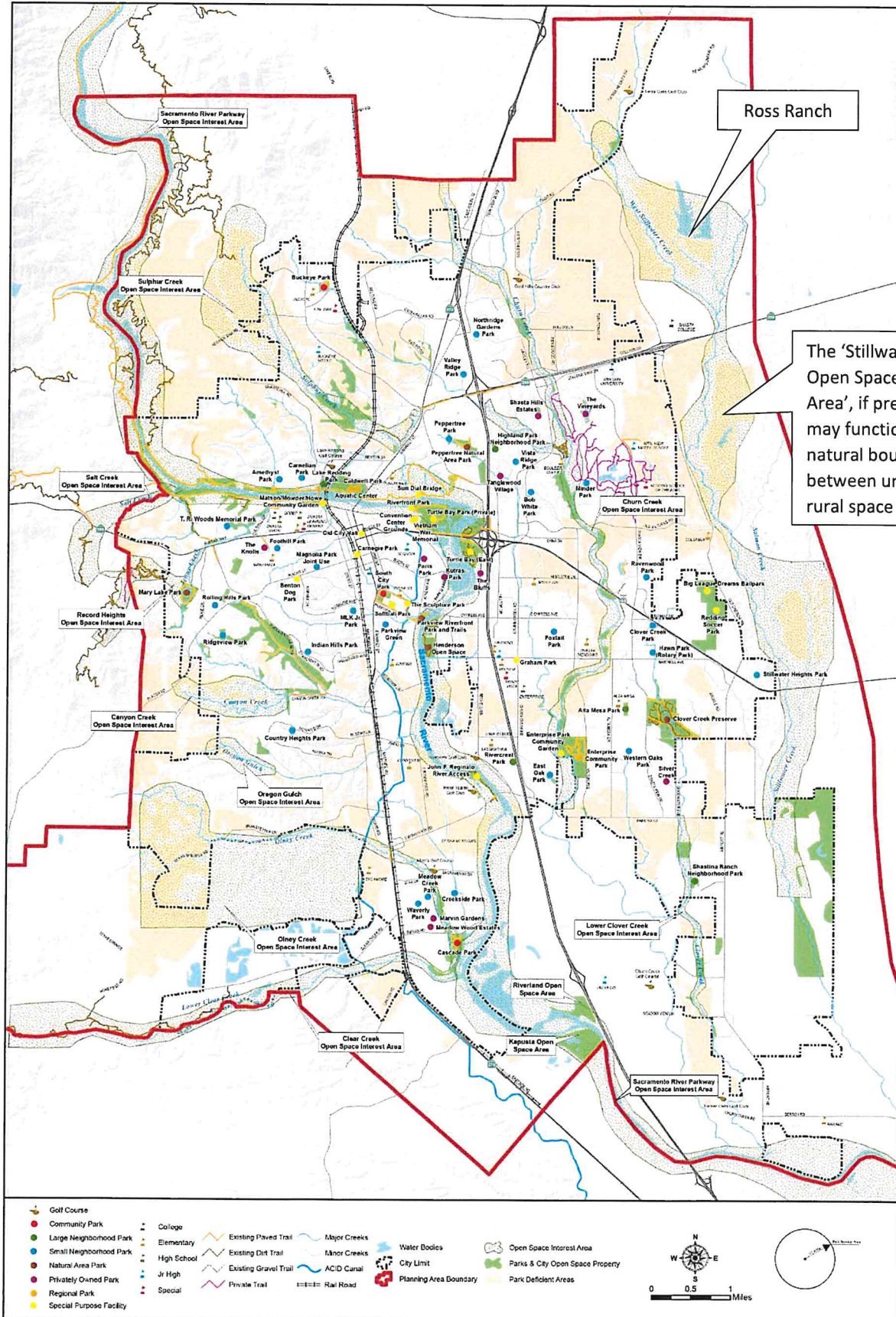
For these reasons, we thank you for your consideration of the Ross Ranch property for the Sustainable Agricultural Lands Conservation Program grant.

Sincerely,



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

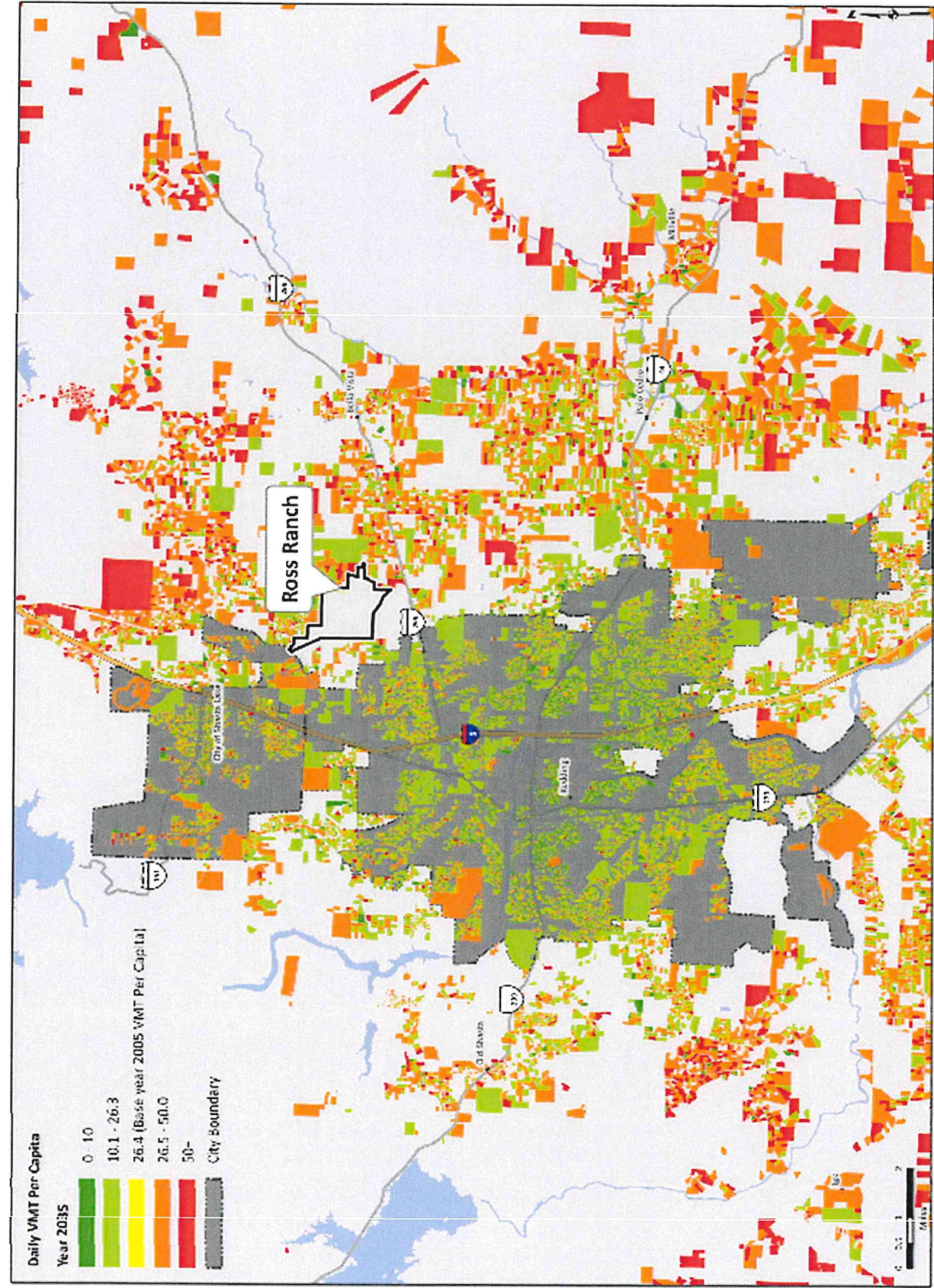
Attachment A: Redding Parks and Open Space System Map



Ross Ranch

The 'Stillwater Creek Open Space Interest Area', if preserved, may function as a natural boundary between urban and rural space to the east

Attachment B: Vehicle Miles Traveled by Household in Shasta County (model data for the year 2035)



From: Dan Little

Sent: Thursday, July 12, 2018 2:51 PM

To: 'sydney_lewis@harris.senate.gov' <sydney_lewis@harris.senate.gov>

Cc: Leonard Moty (lmoty@co.shasta.ca.us) <lmoty@co.shasta.ca.us>; 'David Kehoe (dkehoe@co.shasta.ca.us)' <dkehoe@co.shasta.ca.us>

Subject: Emailing: BOD_5-9_Beach_Bus_61918.pdf

Sydney Lewis

Field Representative

Office of U.S. Senator Kamala Harris

Ms. Lewis,

Thank you for discussing Whiskeytown National Recreation Area entrance fees for users arriving through our public bus system. The attached staff report provides some background; however, please note that the staff recommendation was not followed. The board of directors decided that the entrance fee issue was unworkable for this summer season and had to cancel the service with the hope to find a resolution and resume service in the summer of 2019.

Here are some basic facts:

- Last year, our board of directors (consisting of city and county elected officials) funded a bus service to the Whiskeytown National Recreation Area (NRA). The service ran in the summer only and carried an average of two or three passengers per trip with a \$3.00 round trip bus fare.
- The board of directors subsidizes service to the park because it provides valuable access for people of limited means, reduces vehicle trips and greenhouse gases, and reduces traffic related impacts and the need for parking facilities in the NRA.
- Similar to NRA visitors arriving by bike or dropped off by private vehicles, bus passengers in 2017 were not charged the \$10 per person entry fee. The access within the NRA is by county road; there are no park entry gates for fee collection.
- Weeks before the service was set to resume Memorial Day, 2018, we were informed that bus passengers would now be charged the \$10 entry fee. In contrast, NRA visitors that walk, bike, or are dropped off by private car – while subject to the fee -- will still be allowed free access as the \$10 fee will not be enforced.
- Those who do visit the NRA by parking a private car only pay \$20 per car regardless of the number of passengers in the car.
- The same family of four visiting the NRA will pay the highest fee if they arrive by public bus. For example:
 - \$0 if dropped off by private car, bike, or walk.
 - \$20 if parking private car
 - \$40 if dropped off by bus (plus \$12 in bus fares)

Conclusion: The National Park Service fee structure not only renders bus service infeasible, it discourages cleaner transportation alternatives and access to the NRA by persons of limited means. Enforcement of the \$10 fee is selective and is not equitable for bus users. Park policy and the entry fee structure should incentivize public transit access, but does just the opposite.

Solution: The National Park Service should continue to allow free access for bus users consistent with the 2017 practice, and consistent with enforcement for all others that do not park a personal vehicle in the NRA. Free entry fees for public bus users are allowed in other national parks such as Yosemite, where the park entry is much higher. We would be happy to discuss any other workable alternative.

We have met with NRA officials who feel their hands are tied by federal park administrators at their regional level, which is why we are requesting your assistance.

I am copying Shasta County Board of Supervisor members Leonard Moty and David Kehoe who have been involved in trying to resolve this issue through discussions with the NRA.

Thank you again and please contact me with any questions.

Dan Little, AICP
Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding CA 96001
Phone: 530.262.6191
Email: dlittle@srta.ca.gov



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Daniel S. Little, Executive Director

July 23, 2018

Caltrans Division of Local Assistance
1120 N Street, MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Support for the City of Redding's Victor Avenue and Mistletoe Lane ATP Cycle 4 Grant Application

The Shasta Regional Transportation Agency (MPO) is pleased to support the city of Redding's application for Active Transportation Program (ATP) Cycle 4 funding for improvements on Victor Avenue and Mistletoe Lane. The current corridor has many issues, including a lack of sidewalks, lack of bicycle lanes, lack of safe crossings, and lack of connectivity to surrounding trip destinations and adjacent active transportation facilities.

The improvements proposed by the city of Redding are innovative, transformative, and will provide performance benefits in the areas of increased bicycle and pedestrian safety for users of all ages and abilities; increased mode shift from motor vehicles to active transportation modes; and reduced transportation-sector greenhouse gas emissions.

Key attributes of the project include:

- The region's first protected intersection;
- Green paint to more clearly delineate bicycle space;
- New mid-block crossings featuring rapid-flashing beacons.

In addition to responding to documented community needs, both the Victor Avenue and Mistletoe Lane corridors were identified during the GoShasta Regional Active Transportation Plan process as active transportation trunk routes. Trunk routes are the region's highest-priority corridors needed to traverse natural and man-made obstacles; connect trip origins and destinations; and address the mobility needs of disadvantaged communities.

For these reasons, we thank you for your careful consideration of the city of Redding's ATP Cycle 4 application for improvements to Victor Avenue and Mistletoe Lane.

Sincerely,

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

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



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Daniel S. Little, Executive Director

July 23, 2018

Caltrans Division of Local Assistance
1120 N Street, MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Support for the City of Redding's Turtle Bay Connector ATP Grant Application

The Shasta Regional Transportation Agency (MPO) is pleased to support the city of Redding's application for Active Transportation Program (ATP) Cycle 4 funding for the Turtle Bay Connector Project. An existing Class I trail links east and west Redding over the Sacramento River, but falls short of Downtown Redding. The proposed project will extend this trail to Downtown Redding and other existing and planned active transportation facilities. Specific benefits include the following:

- Provides high-quality active transportation access to Redding's central business district; the region's largest employment centers; the Downtown Transit Station which provides local fixed route, intercity bus, and intercity passenger rail services; and two Affordable Housing and Sustainable Communities (AHSC) projects that are bringing 160 units of new housing to Downtown Redding.
- Links to an earlier ATP-funded project from the opposite direction (from the Sacramento River Trail/Diestelhorst non-motorized bridge);
- Connects various cultural destinations in the Redding Cultural District – one of fourteen such districts selected by the California Arts Council.

The improvements proposed by the city of Redding are innovative, transformative, and will provide performance benefits in the areas of increased bicycle and pedestrian safety for users of all ages and abilities; increased mode shift from motor vehicles to active transportation modes; and reduced transportation-sector greenhouse gas emissions.

In addition to responding to documented community needs, the proposed alignment was identified during the GoShasta Regional Active Transportation Plan process as active transportation trunk routes. Trunk routes are the region's highest-priority corridors needed to traverse natural and man-made obstacles; connect trip origins and destinations; and address the mobility needs of disadvantaged communities.

For these reasons, we thank you for your careful consideration of the city of Redding's ATP Cycle 4 application for the Turtle Bay Connector.

Sincerely,

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

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



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Daniel S. Little, Executive Director

July 24, 2018

Caltrans Division of Local Assistance
1120 N Street, MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Support for the Shasta County Health and Human Services Agency's Cycle 4 ATP Application

The Shasta Regional Transportation Agency (MPO) is pleased to support the Shasta County Health and Human Services Agency's (Shasta County HHSA) application for Active Transportation Program (ATP) Cycle 4 funding to provide active transportation education and encouragement at schools and in neighborhoods along the State Route 273 corridor. The current corridor has many issues, including a lack of sidewalks, lack of bicycle lanes, lack of safe crossings, and lack of connectivity to surrounding trip destinations and adjacent active transportation facilities. The facility is also a critical freight corridor for the region and flanked by disadvantaged communities identified through CalEnviroScreen and regional analyses. SRTA and local agency partners are working diligently to address these infrastructure deficiencies and diverse transportation needs.

Shasta County HHSA's proposal balances these activities with critical safety training and encouragement. Proposed activities will directly benefit disadvantaged communities – specifically supporting safe access to local schools and neighborhoods with high levels of poverty. The scope of work also includes walk audits, which will provide critical community-sources data on active transportation mobility challenges and community-sensitive solutions.

The Shasta Regional Transportation Agency has extensive experience working alongside Shasta County HHSA and has the utmost confidence in their ability to perform the proposed scope of work in a timely and high-quality manner. SRTA will provide all support as the designated responsible agency necessary to complete grant-funded tasks, including:

- Ensuring that federal-aid transportation requirements are being met by the non-traditional awardee and that the procedures in the Local Assistance Procedures Manual (LAPM) are adhered to; and
- Submitting invoices and progress reports on behalf of Shasta County HHSA, as the grant fiscal agent.

We thank you for your careful consideration of Shasta County HHSA's Cycle 4 ATP application. Should you have questions or need clarification of any kind, please do not hesitate to contact Daniel Wayne, Senior Transportation Planner, at 530-262-6186 or dwayne@srta.ca.gov.

Sincerely,

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



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Daniel S. Little, Executive Director

July 25, 2018

Caltrans Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
PO BOX 942874
Sacramento, CA 94274-0001

Re: Support for City of Shasta Lake's Cascade Connected Project

Dear CTC Staff and ATP Reviewers:

The Shasta Regional Transportation Agency (SRTA), the Metropolitan Planning Organization for the Shasta Region, is pleased to support the city of Shasta Lake's inaugural Active Transportation Program (ATP) grant application: Cascade Connected. This game-changing project is located in the city of Shasta Lake, part of the Shasta Region's south-central urbanized area.

Cascade Connected is consistent with regional plans including the 2015 Regional Transportation Plan (RTP), its Sustainable Communities Strategy, and the 2018 GoShasta Regional Active Transportation Plan. The project was identified as a priority through GoShasta, a 15-month long regional active transportation planning effort, between SRTA, Caltrans, the city of Shasta Lake and other local jurisdictions. Cascade Connected is among GoShasta's first projects to be recommended!

This project represents an active transportation link crucial to connecting AB1550 low-income residents (see appended AB1550 map) to employment, shopping, services, and - following active transportation improvements scheduled for Spring 2020 - education (Grand Oaks Elementary School). Cascade Connected facilitates safe, comfortable, greenhouse gas (GHG)-free transportation for residents by establishing an active transportation link between residential subdivisions and Shasta Lake businesses along Shasta Dam Boulevard. This project introduces a multiuse path along the entire north-south corridor, on the city's east side, between Shasta Dam Boulevard and Pine Grove Avenue. Cascade Connected will separate

high-speed vehicles from pedestrians and cyclists who currently walk along this corridor's narrow, dirt path shoulders. Once complete, this high-quality facility will likely serve as anchor to a northern active transportation "Trunk Line" that will one day connect south to the city of Redding and other major destinations along the Shasta Region's Trunk Line System (concept from the GoShasta planning effort).

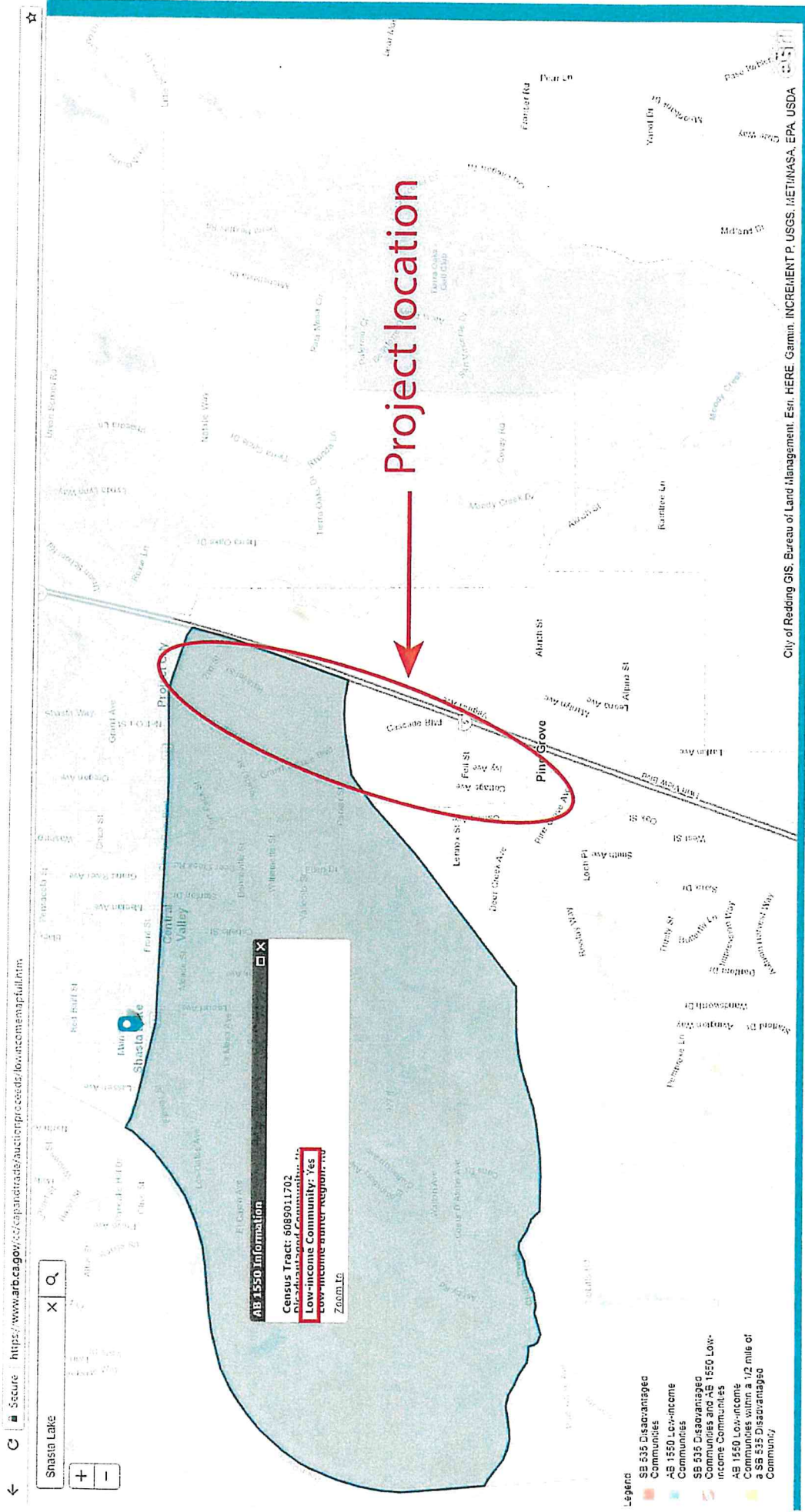
As such, funding Cascade Connected and parallel active transportation projects is integral to SRTA's strategy for meeting the region's GHG reduction targets. Without such bold projects it will be difficult for the region to meet its performance targets. This project presents competitive transportation alternatives along a well-traveled corridor in the city of Shasta Lake. Therefore, SRTA has invested \$15,000 in planning and design for this transformative project. For these reasons, we request your careful consideration of this pivotal project proposal.

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

Sincerely,



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





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

July 25, 2018

Caltrans Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
PO BOX 942874
Sacramento, CA 94274-0001

Re: Support for City of Shasta Lake's Ashby Road Safe Routes to School Pedestrian Improvements

Dear CTC Staff and ATP Reviewers:

The Shasta Regional Transportation Agency (SRTA), the Metropolitan Planning Organization for the Shasta Region, is pleased to support the city of Shasta Lake's inaugural Active Transportation Program (ATP) grant application: Ashby Road Safe Routes to School Pedestrian Improvements. This game-changing project is located in the city of Shasta Lake, part of the Shasta Region's south-central urbanized area.

Ashby Road Safe Routes to School Pedestrian Improvements are consistent with regional plans including the 2015 Regional Transportation Plan (RTP), its Sustainable Communities Strategy, and the 2018 GoShasta Regional Active Transportation Plan. The project was identified as a priority through GoShasta, a 15-month long regional active transportation planning effort, between SRTA, Caltrans, the city of Shasta Lake and other local jurisdictions. The improvements are among GoShasta's first projects to be recommended!

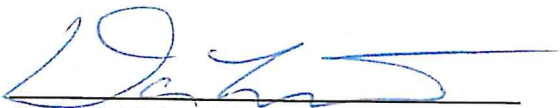
This project represents an active transportation link crucial to connecting AB1550 low-income residents (see appended AB1550 map) to education, employment, shopping, and other services. Ashby Road Safe Routes to School Pedestrian Improvements facilitate safe, comfortable, greenhouse gas (GHG)-free transportation for residents, especially children, by establishing an active transportation link between several residential subdivisions and Shasta Lake's only high school: Central Valley High School. This project is the first multiuse path in the region to directly connect to a school, and by closing a gap to other recent active transportation

improvements, it provides a continuous connection to Shasta Lake School. The north end of the project connects to State Route 151 (locally known as Shasta Dam Boulevard) where the city of Shasta Lake's retail and other businesses are located.

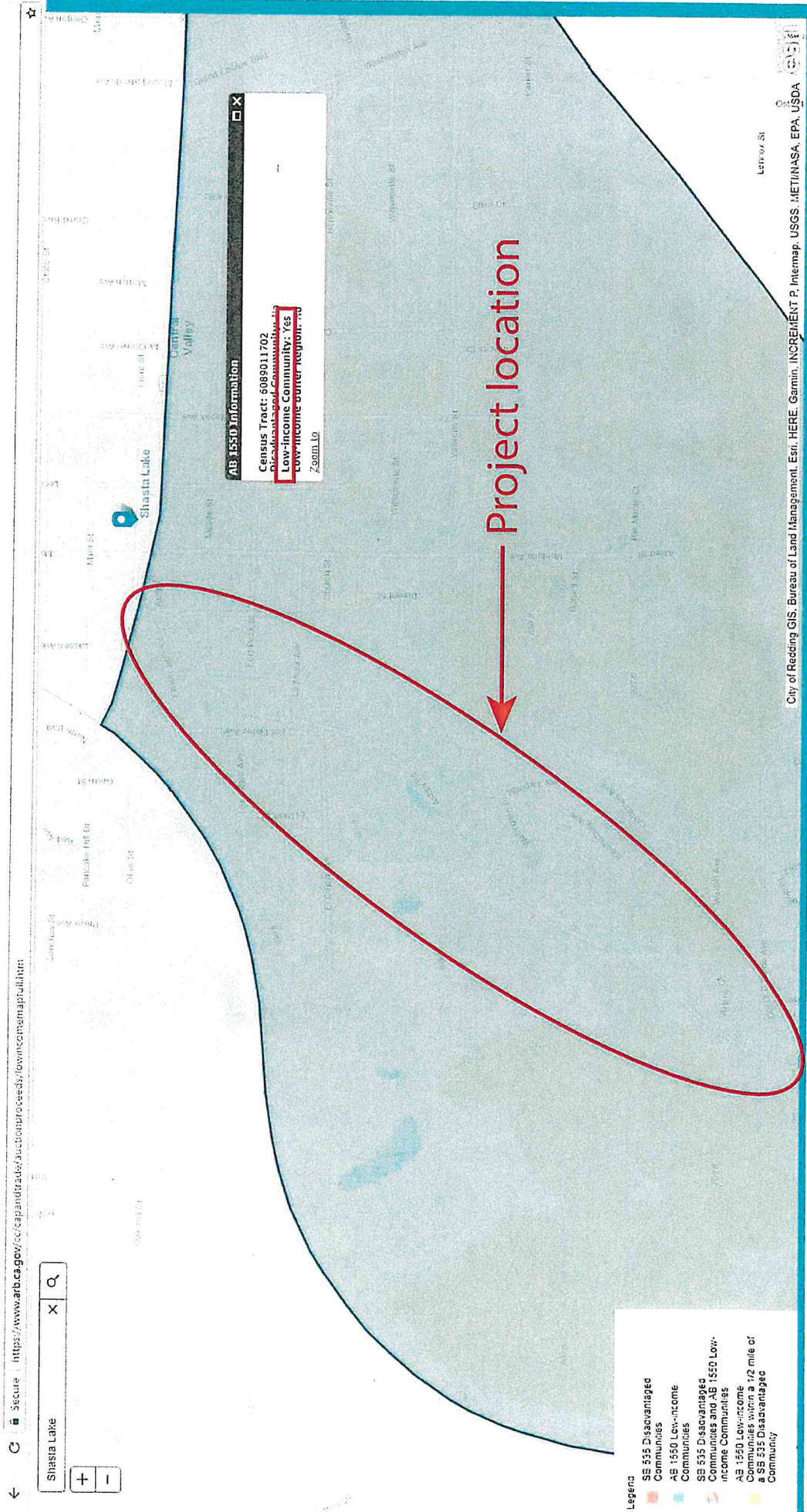
Funding Ashby Road Safe Routes to School Pedestrian Improvements and parallel active transportation projects is part of SRTA's strategy for meeting the region's GHG reduction targets. Without such bold projects, it will be difficult for the region to meet its performance targets. This project presents a competitive transportation alternative to vehicular transportation along a major north-south corridor in the city of Shasta Lake. Therefore, SRTA has invested \$15,000 in planning and design for this transformative project. This investment immediately follows \$4,500,000 provided by Caltrans toward ADA and pedestrian improvements on State Route 151. For these reasons, we request your careful consideration of this pivotal project proposal.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Daniel S. Little', is written over a horizontal line.

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





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

August 21, 2018

Caltrans Division of Local Assistance, Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Re: Support for City of Redding's Railroad Avenue Safety Project H&IP Application

The Shasta Regional Transportation Agency (SRTA) strongly encourages selection of the city of Redding's Highway Safety Improvement Program grant application for the Railroad Avenue Safety Project. Key benefits of the project include:

- **Enhanced safety, mobility, health, and economic opportunity for disadvantaged communities** by connecting an area of extreme poverty and low automobile ownership to jobs, health care, community services, the Downtown Redding Transit Center, Martin Luther King Park, Linden Apartments (an affordable housing development), Providence International Garden of Hope (a new-beginnings program for ex-offenders and addiction recovery graduates to gain hands-on job skills training combined with mentoring, and life skills coaching), and the Martin Luther King Jr. Multicultural Community Center (empowers disadvantaged and at-risk youth through programs that cultivate moral, community and intellectual development).
- **Facilitates mode shift required to meet regional greenhouse gas emission reduction targets** by providing high-quality active transportation facilities on a key corridor without practical north-south alternatives and by resolving a longstanding bicycle and pedestrian obstacle – the SR 273/Union Pacific Railroad junction.
- **Implements the regional mobility vision** by addressing goals and objectives found in the following adopted plans:
 - 2015 Regional Transportation Plan and Sustainable Communities Strategy:
 - Goal #3 (Provide an integrated, context-appropriate range of practical transportation options), including Strategy B (Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination).
 - Goal #4 (Create vibrant, people-centered communities), including Strategy A (Support the development and use of active transportation choices) and Strategy B (Apply targeted improvements within disadvantaged communities to enhance mobility, destination accessibility, transportation affordability, and economic opportunity).
 - Goal #7 (Practice and promote environmental and natural resource stewardship), including Strategy C (Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice).
 - GoShasta Regional Active Transportation Plan: Railroad Avenue is identified as one of a handful of highest-priority active transportation trunk routes that, when connected to other projects, forms an interconnected regional network designed for users of all ages and abilities.

SRTA will provide in-kind technical support and utilize capital and programmatic funding through the Regional Active Transportation Program to fully integrate the project with the larger network and connect to public transportation.

Sincerely,

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

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



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

August 21, 2018

Caltrans Division of Local Assistance, Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Re: Support for City of Redding's Systematic Pedestrian Safety Project HSIP Application

The Shasta Regional Transportation Agency (SRTA) strongly encourages selection of the city of Redding's Highway Safety Improvement Program grant application for the 'Systematic Pedestrian Safety Project'. As the title implies, the proposal employs a 'system-level' approach to pedestrian safety via a suite of improvements at high-risk intersections and mid-block crossings.

In addition to improving the general safety and comfort for pedestrians, the city of Redding's proposed project will provide the following benefits:

- **Facilitates mode shift required to meet regional greenhouse gas emission reduction targets** by providing high-quality pedestrian transportation facilities between trip origins (residential areas) and destinations (employment, shopping, services) as well as addressing first- and last-mile connections to public transportation services.
- **Implements the regional mobility vision** by addressing goals and objectives found in the following adopted plans:
 - 2015 Regional Transportation Plan and Sustainable Communities Strategy:
 - Goal #3 (Provide an integrated, context-appropriate range of practical transportation options), including Strategy B (Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination).
 - Goal #4 (Create vibrant, people-centered communities), including Strategy A (Support the development and use of active transportation choices) and Strategy B (Apply targeted improvements within disadvantaged communities to enhance mobility, destination accessibility, transportation affordability, and economic opportunity).
 - Goal #7 (Practice and promote environmental and natural resource stewardship), including Strategy C (Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice).
 - GoShasta Regional Active Transportation Plan: The location of proposed improvements were identified as problematic site as a result of exhaustive consultation with community stakeholders and through general public outreach.

If funded, SRTA will support the project through in-kind technical assistance. SRTA will also use capital and programmatic funding through the Regional Active Transportation Program to fully integrate proposed improvements with the larger network and connect to public transportation services.

Sincerely,

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

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



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

August 29, 2018

Frann Inman, Chair
California Transportation Commission (CTC)
1120 N Street
Sacramento, CA 95814

Subject: **Allocation Request for TIRCP Funds for North State Intercity Bus System**

Dear Ms. Inman:

The Shasta Regional Transportation Agency (SRTA) would like to formally request allocation of Transit and Intercity Rail Capital Program (TIRCP) funds for the North State Intercity Bus System in the amount of \$8,641,000. The third party contract will be awarded within 6 months after the CTC Resolution approval.

Sincerely,

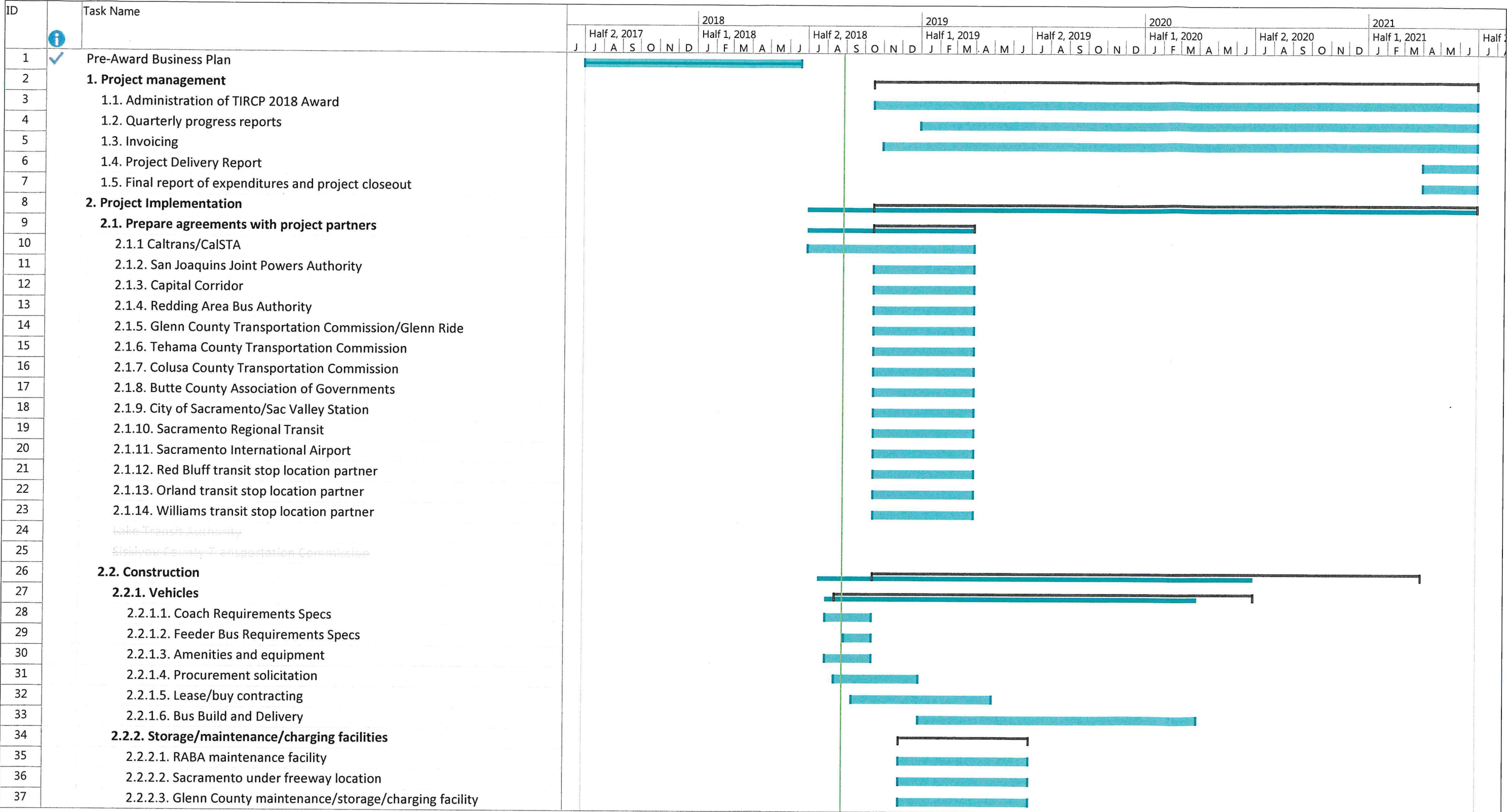
A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

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

PROJECT FINANCIAL PLAN
(Cash Flow of Expenditures)

Project: North State Intercity Bus System

PROJECT PHASE	Prior Alloc	Current Request	FY 17/18				FY 18/19				FY 19/20				FY 20/21				Future Requests	Project Total
			Quant 1	Quant 2	Quant 3	Quant 4	Quant 1	Quant 2	Quant 3	Quant 4	Quant 1	Quant 2	Quant 3	Quant 4	Quant 1	Quant 2	Quant 3	Quant 4		
PA&ED																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Subtotal PA&ED	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
PS&E - Final Design																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Subtotal PS&E - Final Design	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
ROW																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Subtotal ROW	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
CON																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Subtotal CON	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Vehicles (Purchase/Lease)																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Subtotal Vehicles	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Project Summary																				
State Funds: GGRF	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
State-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other State Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Locally-Admin Federal:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other Local Funds:	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Project Total	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$



Project: NorthStateIntercityBus
Date: Wed 8/29/18

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☒ New Project					Date: 8/31/18	
District	EA	Project ID	PPNO	MPO ID		
02						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Shasta Regional Transportation Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Jennifer Pollom		530-262-6195		jpollom@srta.ca.gov		
Project Title						
North State Intercity Bus System						
Location, Project Limits, Description, Scope of Work ☐ See page 2						
The North State Intercity Bus System provides transportation between California's North State and Sacramento using battery electric buses. The Counties directly served include Shasta, Tehama, Glenn, Colusa, Butte, and Sacramento. The Counties of Del Norte, Humboldt, Trinity, Lassen, Plumas, and Modoc Counties are connected to the system via local, rural transit agencies. The project includes project development and capital purchase of battery electric buses, charging infrastructure, bus stop location improvements, solar installation, power upgrades, launch marketing, ticketing infrastructure, and performance						
☒ GHG Reductions ☒ Integrated Service ☒ Increase Ridership						
Component	Implementing Agency					
PA&ED	Shasta Regional Transportation Agency					
PS&E	N/A					
Right of Way	N/A					
Construction	Shasta Regional Transportation Agency					
Purpose and Need ☐ See page 2						
For most of the North State, Sacramento is the most convenient urbanized area for business, commerce, high level health care, social and employment services, recreation, and connections to points beyond. Over 1,000 North State residents surveyed identified important connections in Sacramento including San Joaquins, Capital Corridor, and Sac International Airport. The North State Intercity Bus project will finally connect the rural north state to these connections and eventually the northern terminus of the California High Speed Rail.						
Project Benefits ☐ See page 2						
The project will reduce greenhouse gas emissions by eliminating vehicle trips. The project will improve transportation to low income individuals and households with stops in low income communities in the North State. The project will be the North State's main connection to the rest of the State's intercity transportation network.						
☒ Supports Sustainable Communities Strategy (SCS) Goals ☒ Disadvantaged Communities						
Project Milestone						Proposed
Project Study Report Approved						06/19/18
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document					Document Type CE	07/20/18
Draft Project Report						06/19/18
End Environmental Phase (PA&ED Milestone)						07/20/18
Begin Design (PS&E) Phase						N/A
End Design Phase (Ready to List for Advertisement Milestone)						N/A
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						02/28/19
End Construction Phase (Construction Contract Acceptance Milestone)						02/28/20
Begin Closeout Phase						03/01/21
End Closeout Phase (Closeout Report)						06/30/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

North State Intercity Bus System

Scope of Work

Project Description

The North State Intercity Bus System is an intercity transportation system between Redding and Sacramento on the I-5 corridor, with two main charging stations, one in Redding and one in Sacramento; plus a new battery electric feeder bus service connecting Tehama, Glenn, Colusa, and Butte Counties to the I-5 backbone in Orland, CA. The I-5 backbone will utilize five (5) 45-foot battery electric coach buses and two (2) 35-foot smaller battery electric feeder buses connecting the feeder counties. Schedules of existing transit service from other connecting counties will be coordinated to ensure passenger connections to the I-5 backbone service. These include systems from Del Norte, Humboldt, Trinity, Modoc, Lassen, Plumas, and Glenn Counties. In Sacramento, the North State Intercity Bus System will connect with California's intercity transportation system, including air, rail and local transit systems. Project tasks are outlined below.

Project Tasks

Pre-TIRCP North State Intercity Bus System Business Plan (7/1/17 – 6/19/18)

The *North State Intercity Bus System Business Plan* provides initial project details of the intercity bus service between Redding and Sacramento. The plan will be updated through the next year (7/1/2018 – 6/30/2019) – before service begins towards the end of 2019 – to reflect actual project implementation, partnership agreements, and budget details. Updates to the business plan will support:

- Operating fund agreements between SRTA, the state, and project partners;
- Performance monitoring and reporting;
- Schedule and fare adjustments; and
- Capital improvement plans.

1. Project management 10/17/18 – 6/30/21

Project management will be performed throughout the project implementation with expected milestone completion in June 2021.

1.1. Administration of TIRCP 2018 Award

1.2. Quarterly progress reports

Quarterly progress reports will be submitted.

1.3. Invoicing

SRTA will invoice in accordance with all processes required by the program.

1.4. Project Delivery Report

This report will summarize the entire project and analyze the value received from the TIRCP award along with other summaries of performance metrics, ridership trends, connectivity analysis, and future operations.

1.5. Final report of expenditures and project closeout

2. Project Implementation 10/17/18 – 6/30/21

2.1. Prepare agreements with project partners 10/17/18 – 3/30/19

Project agreements are predominantly use agreements for using stop location facilities.

However, some agreements such as with the feeder agency operators will need to be more detailed. Agreements are planned with the following agencies with a milestone delivery on 3/30/2019.

2.1.1 Caltrans/CalSTA

2.1.2. San Joaquin Joint Powers Authority

2.1.3. Capital Corridor

2.1.4. Redding Area Bus Authority

2.1.5. Glenn County Transportation Commission/Glenn Ride

2.1.6. Tehama County Transportation Commission

2.1.7. Colusa County Transportation Commission

2.1.8. Butte County Association of Governments

2.1.9. City of Sacramento/Sac Valley Station

2.1.10. Sacramento Regional Transit

2.1.11. Sacramento International Airport

2.1.12. Red Bluff transit stop location partner

2.1.13. Orland transit stop location partner

2.1.14. Williams transit stop location partner

2.2. Construction 10/17/18 – 3/30/21

2.2.1. Vehicles 8/16/18 – 6/30/20

Construction of vehicles includes the procurement, contracting, and building the five (5) coach style transit buses and two (2) low floor transit buses.

2.2.1.1. Coach Requirements Specs 8/1/18 – 10/15/18

2.2.1.2. Feeder Bus Requirements Specs 9/1/18 – 10/15/18

2.2.1.3. Amenities and equipment

2.2.1.4. Procurement solicitation 8/16/18 – 12/31/18

2.2.1.5. Lease/buy contracting 9/14/18 – 4/30/19

2.2.1.6. Bus Build and Delivery 1/1/19 – 3/30/20

2.2.2. Storage/maintenance/charging facilities 11/30/18 – 6/30/19

The project will construct charging facilities in Redding, Willows, and Sacramento and retrofit existing parking areas to store vehicles in Redding at the RABA maintenance facility and Sacramento at the N Street Sac RT location for the I-5 Backbone service. Below

are the tasks associated with improving the charging, storage and maintenance facilities for the I-5 Backbone service line.

2.2.2.1. RABA maintenance facility

In Redding, buses will be charged overnight at the Redding Area Bus Authority maintenance yard with the installation of two (2) new charging stations, with four (4) bus capacity. A solar array will be installed to offset battery electric bus charging needs

2.2.2.2. Sacramento under freeway location

In Sacramento, a charger will be installed at the existing bus yard operated by Sacramento Regional Transit (RT) located at N and 29th Streets. Alternatively, as the Sacramento region proceeds with their own planning and the North State Intercity project is implemented, the charger could be installed at the "Potential Bus Layover Facility" identified in Sacramento GRID 3.0 – Planning the Future of Mobility in the Sacramento Central City under Highway 50 between 5th and 9th Streets.

2.2.2.3. Glenn County maintenance/storage/charging facility

The North Valley Feeder Line vehicles will require one (1) charging location with two (2) depot style chargers. The location for installation will be the current transit vehicle storage and maintenance yard at 777 N. Colusa Street in Willows, CA 95988.

2.2.3. Stop improvements 10/17/18 – 12/31/19

2.2.3.1. Downtown Redding Transit Center

An additional bus charger will be installed at the Downtown Redding Transit Center for opportunity charging of the I-5 Backbone buses. Additional infrastructure includes installation of benches, shade structure extension and restroom improvements.

2.2.3.2. Red Bluff stop improvements

Holiday Inn Express or Hampton Inn and Suites on Adobe Road – Partnership with the one of the hotels (same owner), which offers a secure site with ample parking, restrooms and a climate-controlled lobby, with the potential to offer park and ride packages with transit connections to the North Valley Feeder Line and Tehama Rural Area Express (TRAX). This stop location requires sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.3.3. Orland stop improvements

Partnership with CVS Pharmacy, 869 Newville Road, which offers a secure site, ample parking, restrooms and a climate-controlled lobby with the potential to offer park and ride packages. This station has existing transit connections to Glenn Ride serving Glenn County and routes to Chico. The location requires sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs

2.2.3.3. Williams stop improvements

Williams – 5th Street or Marguerite Avenue and E Street – Three opportunities include an upcoming development with Holiday Inn Express at Marguerite Street and State Route 20; partnership with the Colusa County Campus of Woodland Community College; or the Williams Unified School District at 499 Marguerite Street near E Street. These locations offer nearby existing gas stations, restaurants, and hotels within walking distance and excellent access to I-5. The locations require sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

In addition to the aforementioned battery electric bus charging station for the I-5 Backbone, these stop locations would require sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.3.4. Sac Valley Station improvements

Sacramento - 401 I Street – This partnership with Sacramento Valley Station which offers a secure site, parking, restrooms and a climate-controlled lobby. This stop location will require lease agreements and sign infrastructure costs.

2.2.3.5. Capital Mall @7th Street improvements

Sacramento – 8th and Capitol Mall – Partnership with Sacramento Regional Transit with light rail connections and bus routes. The stop is in immediate vicinity of government offices, downtown, and the Golden One Arena. This transit hub will also provide a connection to YoloBus which provides an important economic connection between Yolo County and Sacramento. This stop location would require lease agreements and sign infrastructure costs.

2.2.3.6. Sacramento International Airport improvements

Sacramento International Airport – two existing public transit stops – one at each terminal. This stop location would require sign infrastructure costs.

2.2.3.7. Corning

Corning (North Valley Feeder) – Partnership with Hometown Café co-located at the Corning Transportation Center, 1081 Solano Street, Suite A, Corning, California with a secure site, ample parking, restrooms and a climate-controlled lobby with the potential to offer park and ride packages and transit connections to Tehama Rural Area eXpress. Location requires sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.3.8. Willows

Willows (North Valley Feeder) – Partnership opportunity with Glenn Ride and Walmart at 470 Airport Avenue, which offers a secure site with ample parking, restrooms and a climate-controlled waiting area with the potential to offer park and ride packages. This existing Glenn Ride transit stop offers connection to the Glenn Ride local transit system. Location requires sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.3.9. Chico

Chico (North Valley Feeder) – Location requires sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.4. Charging infrastructure 7/20/18 – 12/31/19

Vehicle charging infrastructure will be developed in concert with the vehicle requirements and construction. The process will be coordinated with facility owners and has an expected delivery milestone of 10/30/2019.

2.2.4.1. Infrastructure requirements

2.2.4.2. Environmental review

Expected to be a categorical exemption by facility owners.

2.2.4.3. Procurement

To run concurrently with vehicle requirements and procurement process.

2.2.4.4. Site prep

Working with facility owners, site prep will be part of construction activities.

2.2.4.5. Install

2.2.5. Ticketing infrastructure and integration 327 days 4/1/19 – 6/30/20

2.2.5.1. Procurement process 4/1/19 – 6/30/19

2.2.5.2. Purchase equipment 7/1/19 – 12/31/19

2.2.5.3. Installation 1/1/20 – 3/30/20

2.2.5.4. Testing and launch 4/1/20 – 6/30/20

2.3. Launch Marketing 7/1/19 – 6/30/21

Marketing for the I-5 Backbone service, feeder services and the project as a whole will include procurement of a marketing consultant and the following tasks. Milestones include preparation for project launch, October 2019, and ensuring launch marketing is successful through March 2021. The following sub-tasks are part of this task.

2.3.1. Marketing plan 7/1/19 – 12/31/19

2.3.2. Branding/Graphics 7/1/19 – 12/31/19

2.3.3. Marketing materials 1/1/20 – 3/30/20

2.3.4. Media 4/1/20 – 6/30/21

Contract for Operations of Salmon Runner 6/30/19 – 11/1/19

Begin North State Intercity Bus Service 12/31/19

3. Performance Monitoring 1/1/20 – 6/30/21

Performance of the system will be monitored throughout the life of the project and in perpetuity beyond the capacity of the TIRCP capital funding.

3.1. Performance monitoring system development 1/1/20 – 3/30/20

The performance monitoring system as described in the Performance Monitoring and Tracking section will be developed starting in July 2019 and finish in October 2019.

3.2. Data collection 1/1/20 – 3/31/21

3.3. Vehicle analysis 1/1/20 – 6/30/21

3.4. Monthly data summaries 1/1/20 – 6/30/21

3.5. Technical evaluations 1/1/20 – 6/30/21

3.6. Final project performance evaluation 4/1/21 – 6/30/21



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

September 26, 2018

Mr. Muhaned Aljabiry
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 1 to the Shasta 2019 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 1 to the Shasta 2019 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2019 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2015 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2016 Participation and Partnership Plan (Title VI). The public and interagency review period ran from September 12, 2018, through September 25, 2018, meeting the requisite 14-day review period.

This amendment updates the following listings:

- **Diestelhorst to Downtown Non-Motorized Improvements (CTIPS ID No. 111-0000-0233)** – Reprograms \$356K of Federal Active Transportation Program (ATP) funds from a prior year to Fiscal Year (FY) 2018/19. Revises fund source from state cash to federal ATP funds. Revises fund source from state cash to State Transportation Improvement Program (STIP) Advance Construction (AC) for SRTA's \$400K contribution.

- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)** – Adds the grouped project support table outlining the projects for this listing, since it was inadvertently not included in the adopted 2019 FTIP.
- **RABA Capital Vehicles (CTIPS ID No. 211-0000-0059)** – Reduces FY 2018/19 Federal Transit Administration Section 5339 funding from \$297K to \$219K to match the FY 2018/19 apportionment issued from Caltrans Headquarters. Difference in funding made up through addition of Proposition 1B funds.
- **Grouped Projects for Pavement Resurfacing and Rehabilitation on the State Highway System (Highway Maintenance) (CTIPS ID No. 211-0000-0090)** – Adds \$804K of Highway Maintenance Surface Transportation Program funds to FY 2018/19 for an asphalt maintenance overlay on State Route 89 from north of Clark Creek Rd. to the Lake Britton Bridge.
- **Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation (Minor Program) (CTIPS ID No 211-0000-0108)** – Adds \$600K of Minor Program funding to FY 2018/19 to construct a right-turn lane on State Route 44 at the Hilltop Drive Overcrossing in Redding.

With this transmittal, Shasta 2019 FTIP Formal Amendment No. 1 is being provided directly to Caltrans. An electronic copy will be transmitted by email to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for federal approval.

For questions, please do not hesitate to contact either:

- Senior Transportation Planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, or
- Associate Transportation Planner Keith Williams at (530) 262-6192, or kwilliams@srta.ca.gov

Sincerely,



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

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Summary of Changes Table
Financial Tables (Tables 1-3)
FTA Sections 5307 and 5339 Program of Projects
Amended and Original Programming Pages for FTIP Projects
Grouped Project Listing Tables

C: Scott Carson – FHWA, CA Division
Jerome Wiggins – FTA, Region 9
SRTA Board of Directors
Wendy Lonnberg – Caltrans, District 2
Rick Somers – Caltrans, District 2
Chuck Aukland – City of Redding
Scott Wahl – County of Shasta

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

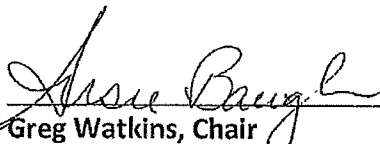
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

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

Shasta 2019 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Formal Amendment No. 1

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase/ Decrease	Total Project Cost Change	%	Comments
Existing	111-0000-0233	Diestelhorst to Downtown Non-Motorized Improvements	Revised program years and state funding source from state cash to STIP AC and from other state to other federal	PE	\$ -	\$ 316,000	2018/19	Federal ATP	\$ 316,000	\$ 356,000	100%	For RIP funds (\$400K), revised from state cash to STIP AC. For ATP funds (\$1.634M), revises from state cash to other federal, ATP.
				RW		\$ 40,000	2018/19	Federal ATP	\$ 40,000			
Existing	211-0000-0059	RABA Capital Vehicles	Match FTA 5339 to fund availability--an overall reduction for FY 2018/19.	CON	\$ 297,000	\$ 219,000	2018/19	FTA 5339	\$ (78,000)	\$ (78,000)	-26%	
Existing	211-0000-0090	Grouped Projects for Pavement Resurfacing and Rehabilitation on the SHS - Highway Maintenance (HM)	FY 2018/19 HM programming revisions per Caltrans HQ.	CON	\$ -	\$ 804,000	2018/19	HM - STP	\$ 804,000	\$ 804,000	100%	Previously in 2019 FTIP without funding in active years.
Existing	211-0000-0108	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation - Minor Program	FY 2018/19 Minor Program addition.	CON	\$ -	\$ 600,000	2018/19	Minor	\$ 600,000	\$ 600,000	100%	

Sum of Net Row Labels	Column Labels	
	2018/19	Grand Total
Federal ATP	\$356,000	\$356,000
FTA 5339	(\$78,000)	(\$78,000)
HM - STP	\$804,000	\$804,000
Minor	\$600,000	\$600,000
Grand Total	\$1,682,000	\$1,682,000

TABLE 1: REVENUE

Shasta Regional Transportation Agency
2019 Shasta Federal Transportation Improvement Program (FTIP)
Amendment 1
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current No. 1	Prior	Current No. 1	Prior	Current No. 1	Prior	Current No. 1	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax	\$16,213	\$15,614	\$16,375	\$15,770	\$9,429	\$15,927	\$9,475	\$16,087	\$63,399	
	Gas Tax (Subventions to Cities)	\$4,498	\$4,498	\$4,543	\$4,543	\$4,588	\$4,588	\$4,634	\$4,634	\$18,264	
	Gas Tax (Subventions to Counties)	\$11,715	\$11,116	\$11,832	\$11,227	\$4,841	\$11,339	\$4,841	\$11,453	\$45,135	
	Other Local Funds	\$4,784	\$4,773	\$4,842	\$4,819	\$4,902	\$4,866	\$4,963	\$4,915	\$19,373	
	County General Funds										
	City General Funds										
	Street Taxes and Developer Fees	\$2,334	\$2,323	\$2,392	\$2,369	\$2,452	\$2,416	\$2,513	\$2,465	\$9,573	
	RSTP Exchange funds	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450	\$9,800	
	Transit	\$905	\$905	\$920	\$920	\$935	\$935	\$950	\$950	\$3,710	
	Transit Fares	\$905	\$905	\$920	\$920	\$935	\$935	\$950	\$950	\$3,710	
	Other (See Appendix 1)	\$9,347	\$9,347	\$9,363	\$9,363	\$9,652	\$9,652	\$9,845	\$9,845	\$38,307	
Local Total	\$31,249	\$30,639	\$31,600	\$30,972	\$24,918	\$31,380	\$25,233	\$31,797	\$124,789		
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix 2)										
Regional Total											
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$82,698	\$83,298	\$10,797	\$10,797	\$4,531	\$4,531	\$22,645	\$22,645	\$121,271	
	SHOPP	\$82,698	\$82,698	\$9,461	\$9,461	\$4,531	\$4,531	\$22,645	\$22,645	\$119,335	
	SHOPP Prior										
	State Minor Program		\$600	\$1,336	\$1,336					\$1,936	
	State Transportation Improvement Program (STIP) ¹	\$15,722	\$15,722	\$1,170	\$1,170	\$6,108	\$6,108			\$23,000	
	STIP	\$15,722	\$15,722	\$1,170	\$1,170	\$6,108	\$6,108			\$23,000	
	STIP Prior										
	State Bond	\$149	\$178							\$178	
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)	\$149	\$178							\$178	
	Active Transportation Program (ATP) ¹	\$828	\$2,818	\$2,138	\$2,138					\$4,956	
	Highway Maintenance (HM) Program ¹		\$804							\$804	
	Highway Bridge Program (HBP) ¹	\$1,967	\$1,967	\$437	\$437	\$531	\$531	\$1,946	\$1,946	\$4,861	
	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 (See Appendix 3)	\$1,634	\$1,634							\$1,634		
State Total	\$102,998	\$106,421	\$14,542	\$14,542	\$11,170	\$11,170	\$24,591	\$24,591	\$156,724		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$1,660	\$1,660	\$2,086	\$2,086	\$1,410	\$1,410	\$1,482	\$1,482	\$6,640	
	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	\$340	\$340	\$340	\$340	\$340	\$340	\$340	\$340	\$1,360	
	5311f - Intercity Bus	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340	
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants	\$297	\$219			\$400	\$400			\$619	
	FTA Transfer from Prior FTIP										
Other (See Appendix 4)	\$746	\$746							\$746		
Federal Transit Total	\$3,128	\$3,050	\$2,513	\$2,513	\$2,235	\$2,235	\$1,907	\$1,907	\$9,705		
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)		\$460							\$460	
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)	\$801	\$801	\$1,599	\$1,599	\$1,966	\$1,966	\$5,024	\$5,024	\$9,390	
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)										
	Other (see Appendix 5)										
Federal Highway Total	\$801	\$1,261	\$1,599	\$1,599	\$1,966	\$1,966	\$5,024	\$5,024	\$9,850		
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total		\$3,929	\$4,311	\$4,112	\$4,112	\$4,201	\$4,201	\$6,931	\$6,931	\$19,555	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL		\$138,176	\$141,371	\$50,254	\$49,626	\$40,289	\$46,751	\$56,755	\$63,319	\$301,068	

Financial Summary Notes:

¹ State Programs that include both state and federal funds

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2019 Shasta Federal Transportation Improvement Program (FTIP)
Amendment 1
(\$'s in 1,000)

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current No. 1	Prior	Current No. 1	Prior	Current No. 1	Prior	Current No. 1	
LOCAL	Local Total		\$2,829	\$1,924	\$5,279	\$5,279	\$11,075	\$11,075	\$5,796	\$5,796	\$24,074
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$82,698	\$83,298	\$10,797	\$10,797	\$4,531	\$4,531	\$22,645	\$22,645	\$121,271
	SHOPP		\$82,698	\$82,698	\$9,461	\$9,461	\$4,531	\$4,531	\$22,645	\$22,645	\$119,335
	SHOPP Prior										
	State Minor Program			\$600	\$1,336	\$1,336					\$1,936
	State Transportation Improvement Program (STIP) ¹		\$15,722	\$15,722	\$1,170	\$1,170					\$16,892
	STIP		\$15,722	\$15,722	\$1,170	\$1,170					\$16,892
	STIP Prior										
	State Bond		\$149	\$178							\$178
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$149	\$178							\$178
	Active Transportation Program ¹		\$828	\$2,818	\$2,138	\$2,138					\$4,956
	Highway Maintenance (HM) Program ¹			\$804							\$804
	Highway Bridge Program (HBP) ¹		\$1,967	\$1,967	\$437	\$437	\$531	\$531	\$1,946	\$1,946	\$4,881
	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 (See Appendix B)		\$1,634	\$1,634							\$1,634	
	State Total		\$102,998	\$106,421	\$14,542	\$14,542	\$5,062	\$5,062	\$24,591	\$24,591	\$150,616
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$1,660	\$1,660	\$2,088	\$2,088	\$1,410	\$1,410	\$1,482	\$1,482	\$6,640
	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		\$340	\$340	\$340	\$340	\$340	\$340	\$340	\$340	\$1,360
	5311f - Intercity Bus		\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$297	\$219			\$400	\$400			\$619
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$746	\$746							\$746
	Federal Transit Total		\$3,128	\$3,050	\$2,513	\$2,513	\$2,235	\$2,235	\$1,907	\$1,907	\$9,705
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)										
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)		\$801	\$801	\$1,599	\$1,599	\$1,966	\$1,966	\$5,024	\$5,024	\$9,390
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)											
Other (see Appendix D)											
	Federal Highway Total		\$801	\$801	\$1,599	\$1,599	\$1,966	\$1,966	\$5,024	\$5,024	\$9,390
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$3,929	\$3,851	\$4,112	\$4,112	\$4,201	\$4,201	\$6,931	\$6,931	\$19,095
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$109,756	\$112,196	\$23,933	\$23,933	\$20,338	\$20,338	\$37,318	\$37,318	\$193,785

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2019 Shasta Federal Transportation Improvement Program (FTIP)
Amendment 1
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 1		No. 1		No. 1		No. 1	
LOCAL	Local Total	\$28,420	\$28,715	\$26,321	\$25,693	\$13,843	\$20,305	\$19,437	\$26,001	\$100,715
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹					\$6,108	\$6,108			\$6,108
	STIP					\$6,108	\$6,108			\$6,108
	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 ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total					\$6,108	\$6,108			\$6,108
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)		\$460							\$460
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Other									
	Federal Highway Total		\$460							\$460
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total		\$460							\$460
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$28,420	\$29,175	\$26,321	\$25,693	\$19,951	\$26,413	\$19,437	\$26,001	\$107,283

Redding Area Bus Authority

2019 FTIP

Formal Amendment No. 1

Program of Projects (POP)

for Federal Transit Administration Sections 5307 and 5339 Funding

FTA 5307

Project	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total 5307	Total Project Cost
Operating Assistance	\$1,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$5,000,000	\$24,403,306
Passenger Loading Facilities	\$0	\$480,000	\$0	\$0	\$480,000	\$600,000
5307 Capital Grant Administration	\$0	\$0	\$0	\$20,000	\$20,000	\$20,000
Paratransit Vans	\$0	\$0	\$0	\$432,000 (5 Qty)	\$432,000	\$540,000
Burney Express Shuttles	\$160,000 (2 Qty)	\$0	\$0	\$0	\$160,000	\$200,000
Bus Purchase (see 5339 below, also)	\$0	\$0	\$329,600 (2 Qty)	\$0	\$329,600	\$912,000*
Computer Equipment	\$0	\$27,200	\$0	\$30,400	\$57,600	\$72,000
Support Vehicles	\$0	\$60,800	\$0	\$0	\$60,800	\$76,000
Miscellaneous Capital	\$0	\$20,000	\$80,000	\$0	\$100,000	\$125,000
Total	\$1,660,000	\$2,088,000	\$1,409,600	\$1,482,400	\$6,640,000	\$26,948,306

FTA 5339

Project	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total 5339	Total Project Cost
Bus Purchase (Quantity 2)	\$0	\$0	\$400,000	\$0	\$400,000	\$912,000*
Paratransit Vans (Quantity 3)	\$219,000	\$0	\$0	\$0	\$219,000	\$310,400
Total	\$219,000	\$0	\$400,00	\$0	\$637,600	\$1,209,000

*Fare revenue vehicle specifications are delineated in the comments section of the 2019 FTIP, CTIPS Project No. 211-0000-0059: RABA Capital Vehicles.

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

DIST: 02	PPNO: 2560	EA:	CTIPS ID: 111-0000-0233	TITLE (DESCRIPTION): Diestelhorst to Downtown Non-Motorized Improvements (In Redding along Riverside Drive, Center Street and Division Streets and linking the Sacramento river Trail near the Lake Redding Bridge to the city of Redding downtown. Construct non-motorized transportation facilities and improvements including curb, gutter, and sidewalk, minor pavement widening and re-striping of travel lanes.)	MPO Aprv: 09/26/2018 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.:		
COUNTY: Shasta County	ROUTE:		PM:		

Formal Amendment 1 Final

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

PHONE: (530) 225-4170

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	2,134,000	40,000	464,000
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	2,134,000	40,000	464,000

* Local Funds - Locally Generated Funds		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
	CON		100,000							100,000
* Funding Agency: Redding, City of	Total:		100,000							100,000

* RIP - Local Roads		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: STIP Advance Construction	RW									
	CON		400,000							400,000
* Funding Agency: Shasta County RTPA	Total:		400,000							400,000

* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	148,000	316,000							464,000
* Fund Type: Active Transportation Program (ATP)	RW		40,000							40,000
	CON		1,634,000							1,634,000
* Funding Agency: Redding, City of	Total:	148,000	1,990,000							2,138,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	148,000	316,000							464,000
	RW		40,000							40,000
	CON		2,134,000							2,134,000
	Total:	148,000	2,490,000							2,638,000

Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIST: 02	PPNO: 2560	EA:	CTIPS ID: 111-0000-0233	TITLE (DESCRIPTION): Diestelhorst to Downtown Non-Motorized Improvements (In Redding along Riverside Drive, Center Street and Division Streets and linking the Sacramento river Trail near the Lake Redding Bridge to the city of Redding downtown. Construct non-motorized transportation facilities and improvements including curb, gutter, and sidewalk, minor pavement widening and re-stripping of travel lanes.)	MPO Aprv: 07/06/2018 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.:		
COUNTY: Shasta County	ROUTE:		PM:		

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

Original
PHONE: (530) 225-4170

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	2,134,000	40,000	464,000

			PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Local Funds - Locally Generated Funds											
* Fund Source 1 of 3			PE								
			RW								
* Fund Type: Local Transportation Funds			CON	100,000							100,000
* Funding Agency: Redding, City of			Total:	100,000							100,000
* RIP - Local Roads											
* Fund Source 2 of 3			PE								
			RW								
* Fund Type: State Cash			CON	400,000							400,000
* Funding Agency: Shasta County RTPA			Total:	400,000							400,000
* Other State - Generic non-STIP/SHOPP State Funds											
* Fund Source 3 of 3			PE	464,000							464,000
			RW	40,000							40,000
* Fund Type: State Cash			CON	1,634,000							1,634,000
* Funding Agency: Redding, City of			Total:	504,000	1,634,000						2,138,000
Project Total:											
			PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
			PE	464,000							464,000
			RW	40,000							40,000
			CON	2,134,000							2,134,000
			Total:	504,000	2,134,000						2,638,000

Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Purchase of new buses to replace existing fare revenue buses or for minor expansions to the fleet.)	MPO Aprv: 09/26/2018 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-VEH		
COUNTY: Shasta County	ROUTE:	PM:		Formal Amendment 1 Final	EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: CHUCK AUKLAND

PHONE: (530) 245-7156

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	16,481,000		
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	16,530,000		

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,285,000	160,000		330,000	432,000				10,207,000
* Funding Agency: Redding Area Bus Authority	Total:	9,285,000	160,000		330,000	432,000				10,207,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE									
* Fund Type: TDA	RW									
	CON	1,746,000	239,000		182,000	108,000				2,275,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000	239,000		182,000	108,000				2,275,000

* State Bond -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,223,000	178,000							1,401,000
* Funding Agency: Redding Area Bus Authority	Total:	1,223,000	178,000							1,401,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	998,000	219,000		400,000					1,617,000
* Funding Agency: Redding Area Bus Authority	Total:	998,000	219,000		400,000					1,617,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</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		746,000							746,000
* Funding Agency: Redding Area Bus Authority	Total:		746,000							746,000

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE									
* Fund Type: California Heavy Duty Voucher Incentive Project (H	RW									
	CON	105,000								105,000
* Funding Agency: Various Agencies	Total:	105,000								105,000

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Purchase of new buses to replace existing fare revenue buses or for minor expansions to the fleet.)	MPO Aprv: 07/06/2018
CT PROJECT ID:			MPO ID.: TRAN-VEH		State Aprv:
COUNTY: Shasta County	ROUTE:		PM:	Original	Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: CHUCK AUKLAND

PHONE: (530) 245-7156

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	16,530,000		

(Dollars in whole)

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,285,000	160,000		330,000	432,000				10,207,000
* Funding Agency: Redding Area Bus Authority	Total:	9,285,000	160,000		330,000	432,000				10,207,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE									
* Fund Type: TDA	RW									
	CON	1,746,000	239,000		182,000	108,000				2,275,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000	239,000		182,000	108,000				2,275,000

* State Bond -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,223,000	149,000							1,372,000
* Funding Agency: Redding Area Bus Authority	Total:	1,223,000	149,000							1,372,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	998,000	297,000		400,000					1,695,000
* Funding Agency: Redding Area Bus Authority	Total:	998,000	297,000		400,000					1,695,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</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		746,000							746,000
* Funding Agency: Redding Area Bus Authority	Total:		746,000							746,000

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE									
* Fund Type: California Heavy Duty Voucher Incentive Project (H)	RW									
	CON	105,000								105,000
* Funding Agency: Various Agencies	Total:	105,000								105,000

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

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: Private Funds	CON	30,000								30,000
* Funding Agency: Various Agencies	Total:	30,000								30,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: City Funds	CON	100,000								100,000
* Funding Agency: Redding, City of	Total:	100,000								100,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	13,487,000	1,591,000		912,000	540,000				16,530,000
	Total:	13,487,000	1,591,000		912,000	540,000				16,530,000

Comments:

***** 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 2019-20 vehicle specs: 1) 2 replacement buses,-- See specs under Version 11 below. FY 2021-22 vehicle specs: 5 paratransit vans per above specs. FY 2021-22 includes \$20K FTA 5307, no match, for grant administration.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0090	TITLE (DESCRIPTION): Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the SHS - (Highway Maintenance)	MPO Aprv: 09/26/2018
CT PROJECT ID:			MPO ID.: CT-HM		State Aprv:
COUNTY: Shasta County	ROUTE: VAR	PM:		Formal Amendment 1 Final	Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	32,407,000		
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	31,603,000		

* Highway Maintenance -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: National Hwy System	RW									
	CON	26,907,000								26,907,000
* Funding Agency: Caltrans	Total:	26,907,000								26,907,000

* Highway Maintenance -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Surface Transportation Program	RW									
	CON	4,696,000	804,000							5,500,000
* Funding Agency: Caltrans	Total:	4,696,000	804,000							5,500,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	31,603,000	804,000							32,407,000
	Total:	31,603,000	804,000							32,407,000

Comments:

***** Version 2 - 09/04/2018 *****
Per ABagde 5-30-2018 email for FY 2018-19 HM programming revisions. Adds Project No. 02-4H200 In Shasta Co about 10 mi n/o Clark Creek Rd to Lake Britton Bridge - 0.15' HMA Overlay.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. With no active funding in the draft 2019 FTIP, this listing is for information only.
***** Version 13 - 07/21/2017 *****
State Highway Maintenance SR 36 additions per ABagde 7-3-2017 email, as modified with WLonnnberg and LGreen agreement 7-6-2017 re: Trinity County segment to be FTIP programmed as primary project work is in Shasta County.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore included for information only.
***** Version 11 - 06/23/2015 *****
Adds new 2015/16 HM funds for maintenance seal coats on SR 89 (PM 30.5 to 43.4) and SR 299 (PMs 67.8 to 74.0 and 76.2 to 77.8) per AB 6-18-2015 email request. 100% federal programming using toll credits.
***** DFTIP Version 1 - 08/08/2014 *****Brings forward 2013 FTIP amendment no. 12 info into 2015 FTIP per 6-30-2014 email from LGreen at CT, HQ OFTPM. Adds 14/15 0H3001 maintenance asphalt overlay on SR 44 at or near Shingletown. Programming 100% using toll credits.
***** Version 9 - 07/03/2014 *****
Revision adds \$3.3M 14/15 HM-programmed maintenence ashpalt overlay on SR 44 near Shingletown (#OH3001) per 6-30-14 Lilibeth Green email. Project federal programming 100% using toll credits.
***** Version 8 - 09/23/2013 *****
ABagde 6/26/13 email for 13/14 maintenance asphalt overlay project (4G160) on I-5 from 0.6 mi. n/o of Sims Undercrossing to Sacramento R. Br. Overhead, (\$6.642M). Toll credits apply.
***** DFTIP Version 1 - 07/16/2012 *****
***** Version 6 - 06/28/2012 *****
Amendment 18 per email ABagde 6/21/12 and WLonnnberg 6/2712 adds projects 4E950 and 3E890
***** Version 5 - 01/31/2012 *****
Update via KT Nov 2011- backup received for Amend 10 did not accurately reflect state listing for one project, and incorrectly inverted 2 numbers for another project in grouped listing. Version 5 corrects both errors
***** Version 4 - 09/22/2011 *****
Amendment 10 per WL, new project (3E890) added, funds added only to FY 12/13. FY 10/11 rounded down to match back-up list.
***** Version 3 - 06/30/2011 *****
Amendment 7 per WL per email from LH 6/2/11. State cash replaced with toll credits.
***** Version 2 - 05/18/2010 ***** Carryover projects from 2008 per WLonnnberg 5-17-10
***** Version 1 - 01/27/2010 *****
Amend in 2008 FTIP a new group project listing for State Highway Maintenance per Mary Sloan E Mail of 1/26/2010 for \$10.89 in 10/11

RTP ID 5-36-39

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0090	TITLE (DESCRIPTION): Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the SHS - (Highway Maintenance)	MPO Aprv: 07/06/2018 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CT-HM		
COUNTY: Shasta County	ROUTE: VAR		PM:	Original	EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

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EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	31,603,000		

* Highway Maintenance -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: National Hwy System	RW									
	CON	26,907,000								26,907,000
* Funding Agency: Caltrans	Total:	26,907,000								26,907,000

* Highway Maintenance -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Surface Transportation Program	RW									
	CON	4,696,000								4,696,000
* Funding Agency: Caltrans	Total:	4,696,000								4,696,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	31,603,000								31,603,000
	Total:	31,603,000								31,603,000

Comments:

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

Project data transferred from 2016 FTIP. With no active funding in the draft 2019 FTIP, this listing is for information only.

***** Version 13 - 07/21/2017 *****

State Highway Maintenance SR 36 additions per ABagde 7-3-2017 email, as modified with WLonnnberg and LGreen agreement 7-6-2017 re: Trinity County segment to be FTIP programmed as primary project work is in Shasta County.

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

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***** Version 11 - 06/23/2015 *****

Adds new 2015/16 HM funds for maintenance seal coats on SR 89 (PM 30.5 to 43.4) and SR 299 (PMs 67.8 to 74.0 and 76.2 to 77.8) per AB 6-18-2015 email request. 100% federal programming using toll credits.

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***** Version 9 - 07/03/2014 *****

Revision adds \$3.3M 14/15 HM-programmed maintenance asphalt overlay on SR 44 near Shingletown (#OH3001) per 6-30-14 Lilbeth Green email. Project federal programming 100% using toll credits.

***** Version 8 - 09/23/2013 *****

ABagde 6/26/13 email for 13/14 maintenance asphalt overlay project (4G160) on I-5 from 0.6 mi. n/o of Sims Undercrossing to Sacramento R. Br. Overhead, (\$6.642M). Toll credits apply.

***** DFTIP Version 1 - 07/16/2012 *****

***** Version 6 - 06/28/2012 *****

Amendment 18 per email ABagde 6/21/12 and WLonnnberg 6/27/12 adds projects 4E950 and 3E890

***** Version 5 - 01/31/2012 *****

Update via KT Nov 2011 - backup received for Amend 10 did not accurately reflect state listing for one project, and incorrectly inverted 2 numbers for another project in grouped listing. Version 5 corrects both errors

***** Version 4 - 09/22/2011 *****

Amendment 10 per WL, new project (3E890) added, funds added only to FY 12/13. FY 10/11 rounded down to match back-up list.

***** Version 3 - 06/30/2011 *****

Amendment 7 per WL per email from LH 6/2/11. State cash replaced with toll credits.

***** Version 2 - 05/18/2010 ***** Carryover projects from 2008 per WLonnnberg 5-17-10

***** Version 1 - 01/27/2010 *****

Amend in 2008 FTIP a new group project listing for State Highway Maintenance per Mary Sloan E Mail of 1/26/2010 for \$10.89 in 10/11

RTP ID 5-36-39

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

DIST: 02	PPNO: 02-4E270	EA: 02-4E270	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: 09/26/2018 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.:		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Shasta County	ROUTE: 299		PM: 83.0 / 83.8		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

Formal Amendment 1 Final

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PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	9,161,000		
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	8,561,000		

* CT Minor Pgm. -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	7,225,000	600,000	1,336,000						9,161,000
* Funding Agency: Caltrans	Total:	7,225,000	600,000	1,336,000						9,161,000

Comments:

***** 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 Whole)
State Highway System**

DIST: 02	PPNO: 02-4E270	EA: 211-0000-0108	CTIPS ID: 211-0000-0108	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing (and/or rehabilitation - Minor Program Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers, etc.)	MPO Aprv: 07/06/2018 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.:		
COUNTY: Shasta County	ROUTE: 299		PM: 83.0 / 83.8		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

Original
PHONE: (530) 225-4316

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	8,561,000		

* CT Minor Pgm. -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	7,225,000		1,336,000						8,561,000
* Funding Agency: Caltrans	Total:	7,225,000		1,336,000						8,561,000

Comments:

***** 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

211-0000-0057 Grouped Projects for Operating Assistance to Transit Agencies 2019 FTIP Formal Amendment No. 1 (in 1,000s)

Agency	County	Project Title	Funding Source	Description	18/19	19/20	20/21	21/22	Total Cost (\$000)
City of Redding	Shasta	RABA Operations	FTA 5307	RABA operations and administration	\$1,500	\$1,500	\$1,000	\$1,000	\$5,000
City of Redding	Shasta	RABA Operations	Fare Revenue	RABA operations and administration	\$983	\$999	\$1,015	\$1,031	\$4,028
Various Agencies	Shasta	Rural Transit Operations	FTA 5311 Non Urbanized	Rural Transit operations, administration and projects connecting to transit services	\$340	\$340	\$340	\$340	\$1,360
Shasta Regional Transportation Agency	Shasta	SRTA TDA Implementation	TDA	TDA implementation					\$0
Shasta Regional Transportation Agency	Shasta	Salmon Runner	FTA 5311(f)	Operating assistance for Intercity Bus Service	85	\$85	\$85	85	\$340
Total					\$2,908	\$2,924	\$2,440	\$2,456	\$10,728

**Shasta RTA GP for Safety and Shoulder Improvements and Pavement Resurfacing - Minor Program
2019 FSTIP**

**Formal Amendment No. 1
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 Right of Way</u>	<u>Estimated Construction State/Federal</u>	<u>Estimated Capital Outlay Support (Life of Project)</u>	<u>Total Project Cost (R/W+Con+Con Sup)</u>	<u>Fiscal Year</u>	<u>Performance Measure</u>
2	Shasta	5	49.3/61.7	In Shasta County at various locations from 0.1 mile north of La Moine Road Overcrossing to Sweetbriar Overcrossing. Improve Clear Recovery	3H610	02 1700 0151	201.015	\$16,000	\$850,000	\$470,000	\$1,336,000	19/20	
2	Shasta	44	R0.2	In Redding, at Hilltop Drive Overcrossing. Construct right turn lane.	2H730	0216000167	201.310		\$400,000	\$200,000	\$600,000	18/19	1,000.0 Daily Vehicle Hour(s) of Delay

Shasta RTA Group Projects Listing for Pavement Resurfacing - Highway Maintenance
2019 FSTIP

Formal Amendment No. 1

CTIPS No 211-0000-0090
(in \$000s)

District	Agency	EA5	Project ID #	MPO	Project Location	Project Description	Total Project Cost	Other/Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in R/W Support costs	Funds to be Programmed in Construction Support Costs	Latest Estimated Construction Capital Value in Contract	FTIP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile	Comments	FF/\$1 Job	Lane-Miles
02	Caltrans	02-4H200	0218000094	SRTA	IN SHASTA COUNTY ABOUT 10 MILES NORTH OF BURNEY FROM 0.3 MILES NORTH OF CLARK CREEK ROAD TO LAKE BRITTON BRIDGE.	0.15' HMA Overlay	\$804,000		\$46,000	\$1,000	\$57,000	\$700,000	2018/19	N	STP	SHA	89	26.3	29.2		FF	5.8