

Shasta 2025 Federal Transportation Improvement Program

Federal Fiscal Years 2024/25 – 2027/28

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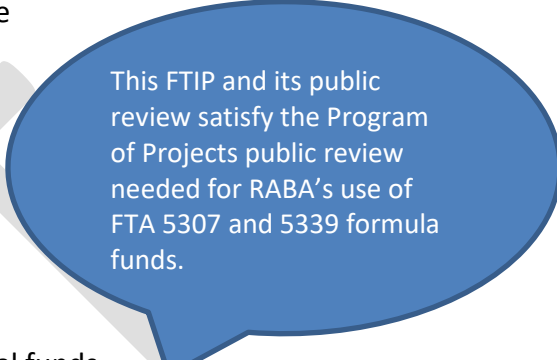
Acronym Guide

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

PM_{2.5} and PM₁₀	Particulate Matter, either under 2.5 or 10.0 microns in diameter or less
PPR	Project Programming Request
PS & E	Plans, Specifications and Estimates
PSR	Project Study Report
RABA	Redding Area Bus Authority
RTP	Regional Transportation Plan
RIP	Regional Improvement Program
ROW	Right of Way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
SB 1	Senate Bill 1 – The Road Repair and Accountability Act of 2017
SHOPP	State Highway Operation and Protection Program
SRTA	Shasta Regional Transportation Agency
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance under the Transportation Development Act
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDA	Transportation Development Act of 1971 (Mills-Alquist-Deddeh Act – SB 325)
TPM	Transportation Performance Management
USC	United States Code

Section 1 – Introduction and Overview

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



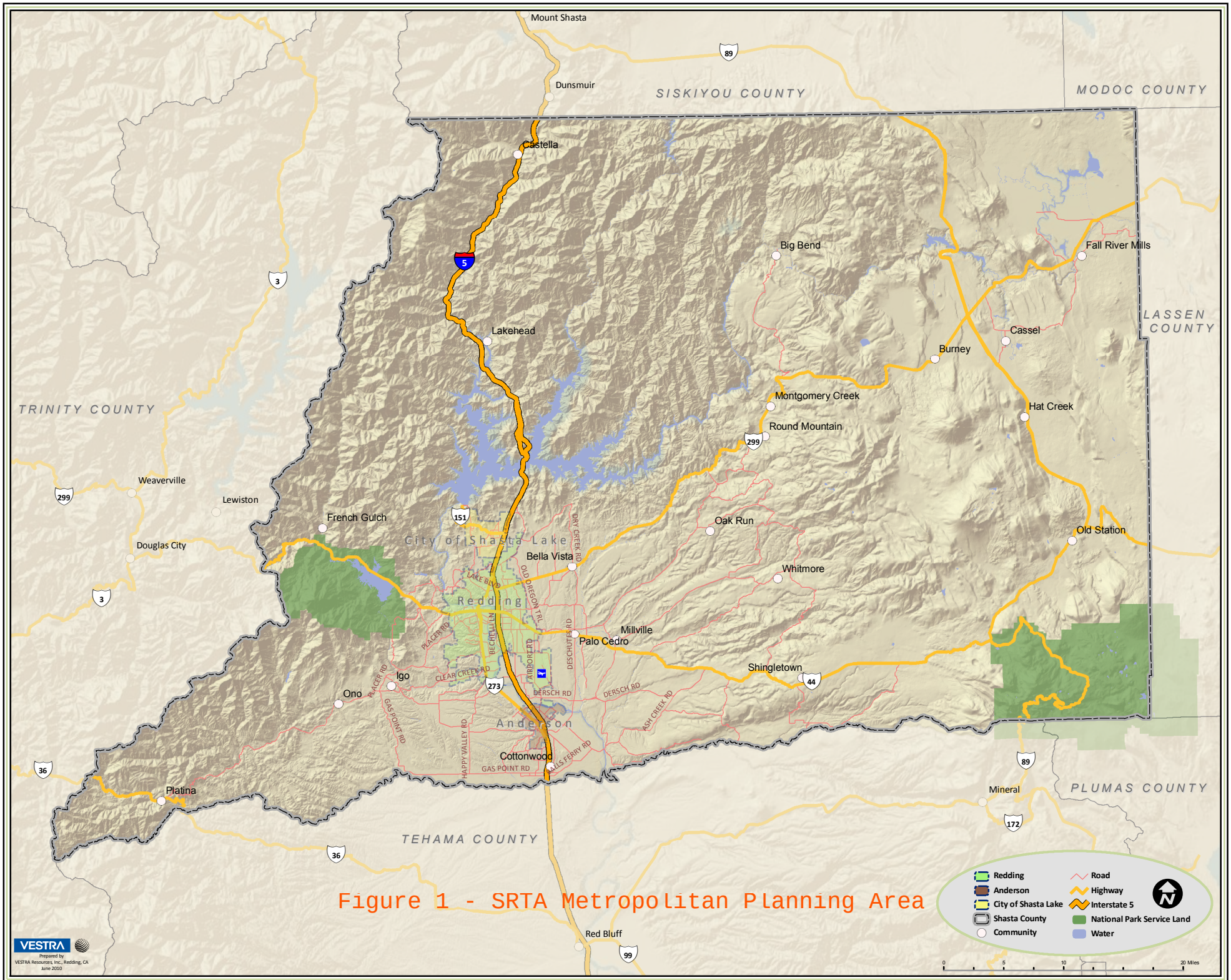
This FTIP and its public review satisfy the Program of Projects public review needed for RABA's use of FTA 5307 and 5339 formula funds.

The FTIP also serves as the Program of Projects (POP) for federal funds, including the Redding Area Bus Authority's (RABA's) use of Federal Transit Administration (FTA) Sections 5307 and 5339 formula funds for both operating and capital assistance. Public notification regarding the availability of the draft FTIP, including both the time established for public review and comment and the public hearing held for the document, satisfies both RABA's need to publicly notice POPs for FTA 5307 and 5339 funds. Appendix I includes the 5307 and 5339 POP for the 2025 FTIP.

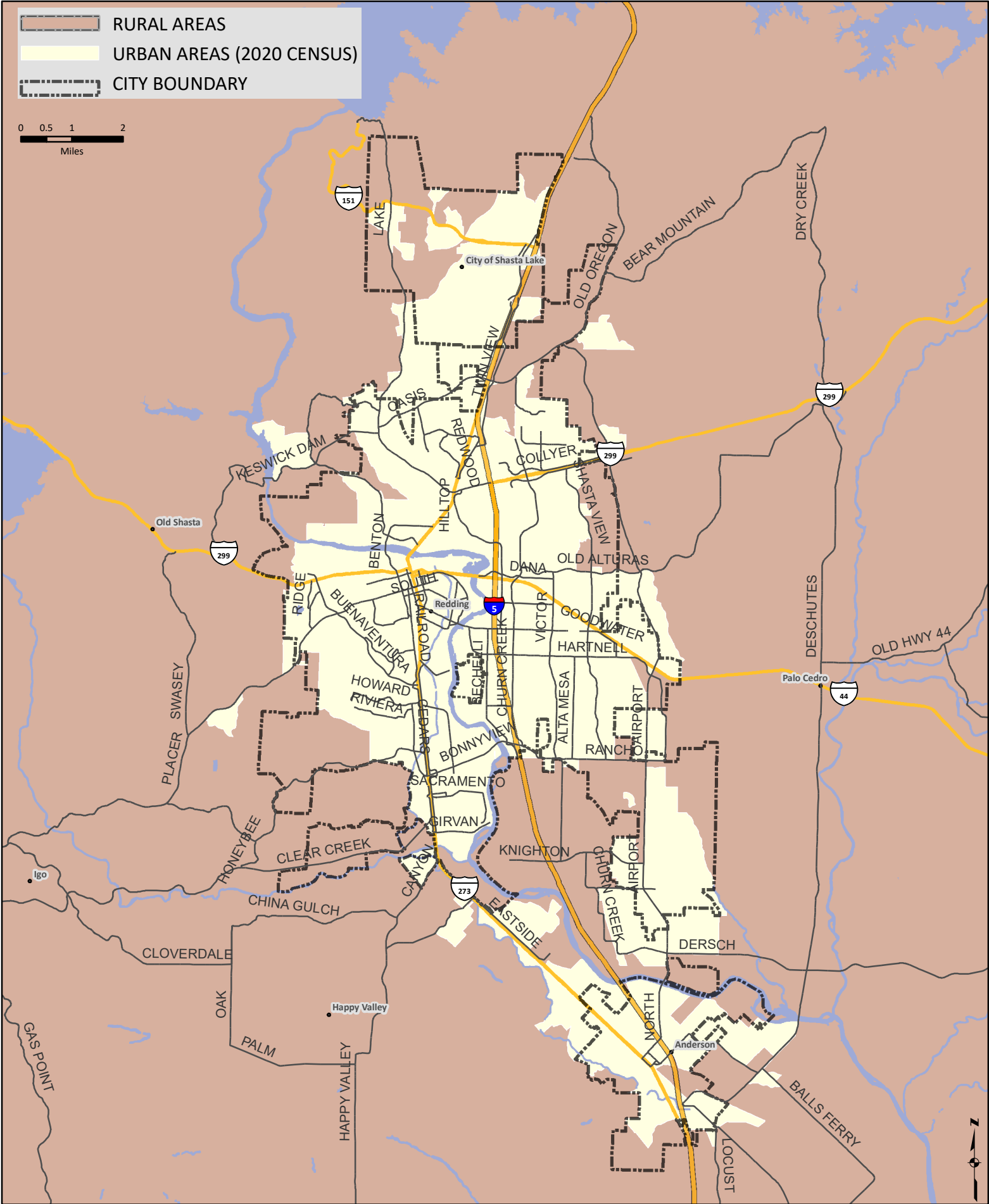
FTIP Requirements

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

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



RURAL AREAS IN SHASTA COUNTY - NEAR CITIES



FTIP Development

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

Projects identified in the FTIP are consistent with the 2022 Regional Transportation Plan for Shasta County (RTP). The RTP is a long-range comprehensive transportation plan, which includes actions to promote future development of all transportation modes based on anticipated funding levels. The 2022 RTP included a "sustainable communities strategies" (SCS) component in compliance with Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008. The SCS contains land use, housing and transportation strategies that will assist the region in meeting its greenhouse gas emission reduction targets.

Transportation Performance Management

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

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

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

The projects programmed within the FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of federal performance targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in this 2025 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Documentation of how this 2025 Shasta FTIP supports the Federal performance measures is included in Appendix J.

Public Involvement and Interagency Consultation

The FTIP has been developed pursuant to SRTA’s 2022 Shasta Participation and Partnership Plan (Title VI). It may be reviewed on the SRTA website at <https://srta.ca.gov/DocumentCenter/View/6096/The-2022-Shasta-Public-Participation-and-Title-VI-Plan>.



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

Environmental Justice

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

Status of Projects from the 2023 FTIP

The 2023 FTIP, which began in the 2022/23 federal fiscal year (FFY), included a number of transportation projects and programs that have been authorized, obligated and constructed/implemented. Those projects or project phases that are not expected to be obligated by March 1, 2024, are included in this 2025 FTIP. Previously obligated projects for the last three federal fiscal years for which information was available are included in Appendix E.

Exchange of Federal Funds for State-Only Funds

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

Amendment and Project Selection Procedures

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

Action Element

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

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

Financial Element

As discussed in Section 4 - Financial Element, the FTIP Financial Element (Appendix F) is a four-year summary of transportation expenditures and revenues for Shasta County beginning in the 2024/25 federal fiscal year (FFY). Based on the program revenues and expenditures for the applicable FTIP funding programs, Shasta County's anticipated federal fund expenditures match, or are under, the anticipated revenues—thus satisfying the requirements for the FTIP to be financially constrained. Where required, local matching funds are identified and included in the total cost of the program.

Section 2 – Amendment and Project Selection Procedures

Delegated Authority for FTIP Administrative Modifications and Formal Amendments

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

Administrative Modifications: The 2025 FTIP includes a project amendment procedure to allow streamlined amendments if changes are sufficiently minor to qualify as an administrative modification under standard Caltrans amendment procedures. In this case, the amendment may be processed through an administrative modification, in lieu of a formal amendment. During the past 2023 FTIP cycle, the Caltrans amendment procedures were further modified to allow all grouped project listing's amendments, regardless of programming size or substance, to use administrative modification procedures, as long as the grouped project listings do not include Federal Transit Administration formula funds.

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

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

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

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

Amendment Procedures: New Projects

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

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

RESOLUTION



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

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

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

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

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

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

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

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

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

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


 Greg Watkins, Chair
 Shasta Regional Transportation Agency

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

Administrative Modification and Formal Amendment Procedures

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

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

Project Selection Procedures and Project Priorities

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

The following priorities are established for projects that are shown in the 2025 FTIP:

- All projects shown in federal fiscal year (FFY) 2024/25 in the FTIP Action Element shall have first priority.
- All projects shown in FFY 2025/26 in the FTIP Action Element shall have second priority.
- All projects shown in FFY 2026/27 in the FTIP Action Element shall have third priority.
- All projects shown in FFY 2027/28 in the FTIP Action Element shall have fourth priority.

SRTA and project sponsors shall work to implement projects in the 2025 FTIP in the priority order shown and will advance additional projects as financial resources allow.

Expedited Project Selection Procedures (EPSP)

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

Projects from the first four years of the 2025 FTIP have been selected using the approved project selection procedures. SRTA and the state have selected all of the projects in the first four years of the FTIP based on the project selection procedures below. It has been agreed by all member agencies represented by SRTA and Caltrans per 23 CFR 450.330(c) that all projects within the first four years of the FTIP may be advanced within the four-year element of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of EPSP outlined below.

Title 23: Highways

PART 450—PLANNING ASSISTANCE AND STANDARDS

Subpart C—Metropolitan Transportation Planning and Programming

§450.330 Project selection from the TIP.

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

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

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

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

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

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

Advancement and Selection Procedures

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

- Project sponsors will notify the SRTA FTIP coordinator of the need to advance a project or project component that is identified in the 2025 FTIP.
- The SRTA FTIP coordinator will determine if sufficient financial capacity exists in the FTIP to advance the project into an earlier year. If sufficient financial capacity does not exist, the SRTA FTIP coordinator shall give the project sponsor the opportunity to identify a project listed in the FTIP within its jurisdiction that may be delayed to allow the other project to advance. SRTA will also survey other jurisdictions to determine any project delays warranting a delay in programming which could allow advancement of the project. If such substitution is not possible, then the SRTA FTIP coordinator shall advise the project sponsor that the project advancement is not feasible.
- If sufficient financial capacity does exist, the SRTA FTIP coordinator shall make changes to the 2025 FTIP to advance projects that meet financial constraint. EPSP allow for the movement of projects within the four-year element of the FTIP. The following state-managed programs may be managed with EPSP: all transit programs; SHOPP; Highway Bridge Program (HBP); Active Transportation Program (ATP); Safe Routes to School (SRTS); Highway-Railroad Grade Separation Program; High Risk Rural Roads Program (HR3); Minor Program; and the Highway Safety Improvement Program (HSIP). The following MPO-managed programs may be managed with EPSP: STIP; FTA; Regional Surface Transportation Program (RSTP); and any other applicable program.
- Consultation for transit projects will be coordinated with RABA and/or FTA before the implementation of EPSP procedures.

Section 3 – Action Element: Project and Grouped Project Listings

The tables in Appendix A have been developed using CTIPS, representing programming for the FTIP period FFYs 2024/25 through 2027/28. Projects are listed either individually or in groups. Grouped projects are non-capacity increasing and categorized by project type such as bridge replacement, adding shoulders or bike lanes, state highway maintenance or operations, safety improvements, and transit activities. Support tables for grouped project listings are included as Appendix B.



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

Section 4 – Financial Element

Financial Plans and Financial Constraint

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

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

FTIP Programming Fund Sources

[State Transportation Improvement Program \(STIP\)](#): The CTC developed the 2024 STIP Fund Estimate to define the financial capacity to program STIP projects utilizing state and federal funds.

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

There are currently no IIP funds committed to STIP projects within the Shasta region. For the four-year FTIP cycle 2024/25—2027/28, the programming amounts for the region are:

STIP: RIP Total	\$15,829,000
STIP: IIP Total	\$0

[Road Repair and Accountability Act of 2017 – SB 1](#): Passed by the California Legislature and signed by the governor in 2017, Senate Bill 1 provides new revenues and programs to various projects throughout the state. SRTA received a \$65.7 million award under the Trade Corridor Enhancement Program (TCEP) SB 1 funding for the Interstate 5 – Redding to Anderson Six-Lane (I-5 RASL) Project in May 2018. This project is well underway, and no FTIP listing is needed for the project as the funds have been fully obligated. SRTA and Caltrans, District 2 received a \$1.873 million TCEP award in December 2020 for the Interstate 5 – Fix 5 Cascade Gateway Project just north of Redding for engineering and right of way support and were awarded \$71 million in TCEP funds in 2022 for construction of the project.

TCEP: State Share	\$53,912,000
TCEP: Local Share	\$16,937,000

[State Highway Operation and Protection Program \(SHOPP\)](#): Caltrans provided SRTA with programmed funding for the four-year period of the FTIP through the 2024 SHOPP. The funding programmed by Caltrans is shown throughout the FTIP as various lump sum listings, since the work performed under the SHOPP is non-capacity increasing—involving maintenance and operation of the state highway system. Available SHOPP funds total:

SHOPP	\$297,976,000
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[Federal Transit Administration \(FTA\)](#): SRTA, in coordination with Caltrans, and RABA—the administrator for the public mass transit system in Shasta County—is responsible for preparing the projected funding to be used in the FTIP. For the purposes of the FTIP, SRTA and RABA are using historical trends as the basis for estimating FTA capital and operating funds. The following figures (based on formula funds and estimates) are anticipated to be available for the four-year period of the FTIP:

Section 5307 – Urbanized Area Formula	\$8,000,000
Section 5310 – Mobility of Seniors and Individuals with Disabilities	\$1,962,000
Section 5311 – Rural Area Formula	\$940,000

Section 5311(f) – Intercity Bus Program	\$0
Section 5339 – Bus and Bus Facilities Formula	\$0
Section 5339 (c) – Low or No Emission Vehicle	\$7,031,000
Total FTA	\$17,933,000

Section 5307 funds are based on historical trends for RABA’s operating and capital improvement program. As FTA Section 5310 funds are competitive, SRTA has not made a projection for receipt. Section 5311 apportionments have been relatively stable, and all of these funds are reasonably expected to be available for transit operations or other transit-related activities in rural areas. Section 5311(f) funds are competitively awarded for intercity bus service. Section 5339 funds are formula funds apportioned through Caltrans. Section 5339(c) funds are discretionary; although there was a recent award of this fund source, no funds are currently programmed in the 2025 FTIP. The FTIP does not include all Corona Virus Aid, Relief and Economic Security (CARES) Act funding, or other potential COVID-19 relief funds, as the funds are not required to be FTIP-listed.

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

HBP – Local	\$29,570,000
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Federal Highway Non-Discretionary Programs: Projects of this type fall can include grant awards from the following programs: High Risk Rural Roads (HR3), the Highway Safety Improvement Program (HSIP), and the Highway Improvement Program (HIP). The following figures are estimated to be available for the four-year period of the FTIP:

HRRR (HR3) – not currently included in FTIP	\$0
HSIP	\$925,000
Highway Improvement Program (HIP)	\$0

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

ATP	\$14,911,000
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Non-Federal Revenues: The purpose of identifying these revenue sources is to document the funding that will be used as the match requirement for the federal funds identified above. Some local agencies use TDA (specifically Local Transportation Funds) for “advance construction” whereby local funds are used in advance of federal obligation and reimbursement to occur at a later date. Programmed non-federal funds are as follows:

Transit Fare Revenue	\$1,963,000
State Bond Funds for Transit	\$0
Low Carbon Transit Operations (LCTOP)	\$994,000
Public Transportation Account (PTA)	\$0
Transportation Development Act (TDA)	\$17,502,000
State Rail Assistance "Bus	\$470,000
Non-Federal Total	\$20,929,000

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

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

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

Operations and Maintenance Costs:

In the California Statewide Streets and Roads Needs Assessment, SRTA's unfunded or deferred maintenance for the region is summarized in Table [C.1](#). The unfunded total represents the local needs for roadway networks in the region and is the most up to date data available at the time of writing. Figure 3 below shows the \$976 million deficit.

Figure 3
Unfunded or Deferred Maintenance

Jurisdiction	Estimated Current Total Maintenance/Rehab
Shasta County	\$ 976,000,000
Total	\$ 976,000,000

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

Caltrans reported for SRTA's 2022 RTP that SHOPP-related project needs total approximately \$442.53 million. The 2025 FTIP has \$297.97 million SHOPP funds programmed so far.

Local bridge construction needs total about \$224.9 million in the RTP's twenty-year horizon. For the short term, the current HBP programming for the four FTIP years is \$29,570,000 — a minute amount of the projected 20-year need.

With a finding of no unmet transit needs, or a finding of unmet needs that are unreasonable to meet, Transportation Development Act (TDA) funding provides for other uses, including roadway maintenance in the cities and county. Approximately 71% (\$9.993 million) of the TDA estimated to come to the Shasta region (\$14.086 million) in 2022/23 was projected for streets and roads purposes. The largest recipient of that amount is the city of Redding (\$5.08 million), with an expectation that about \$3.7 million will be available for county streets and roads.

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

Financial Uncertainties

This FTIP is based on reasonably anticipated revenue sources identified above. However, it is important to note that events such as economic downturns, disasters or other unforeseen events can shift funding away from transportation. Federal appropriations are conducted annually, as is California's annual budget. The figures in the 2025 FTIP represent the best available information from the 2022 RTP and current programming information in the 2025 FTIP.

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

Final Escalation for Revenue and Cost

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

Appendix A

Summary Table of Projects

DRAFT

Fiscal Year 2024/25 - 2027/28 Summary of Projects

CTIPS#	Project	Total 4-Year Programming (x \$1000) in FY24/25- FY27/28	Total Project Cost (x \$1000)
211-0000-0098	GP for SHOPP Mandates Program	\$ -	\$ 18,542
211-0000-0108	GP for Safety Improvements, Shoulder Improvements, Pavement Resurfacing	\$ -	\$ 26,363
211-0000-0124	GP for SHOPP Emergency Response Program	\$ -	\$ 1,512
211-0000-0058	RABA Passenger Loading Facilities	\$ -	\$ 2,184
211-0000-0093	GP for Safety - HSIP	\$ 925	\$ 31,212
211-0000-0060	RABA Transit Capital	\$ -	\$ 2,072
211-0000-0059	RABA Capital Vehicles (Fare Revenue)	\$ -	\$ 24,710
211-0000-0115	GP for Bicycle and Pedestrian Facilities in Shasta County	\$ 31,583	\$ 51,049
211-0000-0119	GP for Safety- SHOPP Mobility	\$ 19,645	\$ 31,605
211-0000-0057	GP for Operating Assistance to Transit Agencies	\$ 28,194	\$ 132,438
211-0000-0083	GP for Bridge Rehabilitation- HBP	\$ 31,340	\$ 84,701
211-0000-0074	GP for Bridge Rehabilitation and Reconstruction - SHOPP	\$ 18,777	\$ 126,910
211-0000-0075	GP for Safety - SHOPP Collision Reduction	\$ 44,325	\$ 146,393
211-0000-0121	GP for Railroad & Highway Crossing	\$ 40	\$ 13,481
211-0000-0078	GP for Shoulder Improvements	\$ 211,179	\$ 419,851
111-0000-0269	Fix 5 Cascade Gateway	\$ 75,480	\$ 81,811
111-0000-0114	Planning, Programming, and Monitoring (PPM)	\$ 678	\$ 4,333
Total in DRAFT 2025 FTIP		\$ 462,166	\$ 1,199,167

GP = Group Project Listing

Appendix B

Project Listings and Backup Project Listings

DRAFT

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

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

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: Keith Williams

PHONE: (530) 262-6195

EMAIL: kwilliams@srta.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	Active	07/01/2024	KWILLIAM	Adoption - Carry Over	0	132,438,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 9	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	19,746,000	2,000,000	2,000,000	2,000,000	2,000,000				27,746,000
* Funding Agency: Redding Area Bus Authority	Total:	19,746,000	2,000,000	2,000,000	2,000,000	2,000,000				27,746,000

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 9	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	6,275,000		464,000	476,000					7,215,000
* Funding Agency: Various Agencies	Total:	6,275,000		464,000	476,000					7,215,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 9	PE									
* Fund Type: TDA	RW									
	CON	70,062,000	5,695,000	5,681,000	6,126,000					87,564,000
* Funding Agency: Shasta County RTPA	Total:	70,062,000	5,695,000	5,681,000	6,126,000					87,564,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 9	PE									
* Fund Type: Fare Revenues	RW									
	CON	7,550,000								7,550,000
* Funding Agency: Redding Area Bus Authority	Total:	7,550,000								7,550,000

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 9	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON	523,000								523,000
* Funding Agency: Various Agencies	Total:	523,000								523,000

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 9	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
	CON	88,000								88,000
* Funding Agency: Shasta County RTPA	Total:	88,000								88,000

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

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		600,000	600,000	238,000					1,438,000
* Funding Agency: Redding Area Bus Authority	Total:		600,000	600,000	238,000					1,438,000
* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON		157,000							157,000
* Funding Agency: Redding Area Bus Authority	Total:		157,000							157,000
* Other State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE									
	RW									
* Fund Type: SB 125 Transit Program	CON		157,000							157,000
* Funding Agency: Redding Area Bus Authority	Total:		157,000							157,000
Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	104,244,000	8,609,000	8,745,000	8,840,000	2,000,000				132,438,000
	Total:	104,244,000	8,609,000	8,745,000	8,840,000	2,000,000				132,438,000

Comments:
 ***** DFTIP Version 1 - 07/01/2024*****
 ***** Version 26 - 05/09/2024 *****
 Formal Amnd. 7 to 2023 FTIP programs \$157k in local CRP funds and \$157k in SB125 funds as local match for oper. assist. funding for FY2024/25 for RABA.
 ***** Version 25 - 12/10/2023 *****
 Formal Amend. 6 to 2023 FTIP programs \$476k in FTA 5311 funding for FY26-27 (info only); \$6.1M (FY23-24), \$5.7M (FY24-25), \$5.7M (FY25-26) in TDA funding, as well as \$6.1M in TDA funding for FY26-27 (info only); and \$600k in FTA5310 funding for FYs 24-25 and 25-26. Another \$238k in FTA5310 funding is programmed for FY26-27 (info only).
 ***** Version 24 - 08/10/2023 *****
 Formal Amend. 5 to 2023 FTIP - Programs \$2M in FTA Section 5307 funding in each of these years: FY2023-24, FY2024-25, and FY2025-26. Also programs \$464.2k in Section 5311 funding in 2025-26. \$200k in PTA funding removed from FY24-25 related to interregional transit service.
 ***** Version 23 - 03/30/2023 *****
 Admin Mod No. 2 - Adds \$280k for Shasta County Burney Express in FY 2022/23 of FTIP 2023 - Incl. use of toll credits.
 ***** Version 1 - 07/22/22 *****
 Project data transfered from 2020 FTIP.
 ***** Version 21 - 06/17/2022 *****
 Revises FTA 5311 programming to reflect toll credits for FYs 2021/22 and 2022/23 rural operating assistance. 5311 toll credits: FY 2021/22=\$217,152; FY 2022/23=\$221,495. FTA 5311(f) toll credits programming also included: FY 2021/22=\$108,411. Eliminates STA match due to toll credits addition.
 ***** Version 20 - 05/10/2022 *****
 Administrative Modification 5 decreases FTA 5311 amounts for 2021/22 and 2022/23 operating assistance and will likely transfer unused 5311 funding (and increased apportionment amounts) to future transit capital amendment, per JPollom information. Also modifies FTA 5311(f) funding, and STA, for Burney Express/Shasta County.
 ***** Version 19 - 01/19/2022 *****
 Formal Amendment #4 programs additional FTA 5307 operating assistance in FYs 2021-22 and 2022-23 per RABA 12/2021 request and correspondingly adjusts local funding.
 ***** Version 18 - 05/12/2021 *****
 Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCopland.
 ***** Version 1 - 12/10/20 *****
 Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.
 ***** Version 16 - 04/16/2020 *****
 Updates RABA operating assistance to RABA 4-20-2020 approved budget.
 ***** Version 15 - 02/11/2020 *****
 Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.
 ***** Version 1 - 05/09/18 *****
 Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.
 ***** Version 13 - 07/18/2017 *****
 Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.
 ***** Version 12 - 01/23/2017 *****
 Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMinturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.
 ***** Version 1 - 05/03/16 *****
 Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.
 ***** Version 9 - 07/08/2015 *****
 Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).
 ***** Version 1 - 05/12/14 *****
 Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.
 ***** Version 7 - 04/29/2014 *****
 Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.
 ***** Version 6 - 09/23/2013 *****
 Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).
 NOTE: RTP ID = 4-1,2,13
 Products of CTIPS

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

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

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	2,184,000		

* FTA Funds -

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 3	PE								
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW								
	CON	679,000							679,000
* Funding Agency: Redding Area Bus Authority	Total:	679,000							679,000

* Local Funds -

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 3	PE								
* Fund Type: TDA	RW								
	CON	43,000							43,000
* Funding Agency: Shasta County RTPA	Total:	43,000							43,000

* State Bond -

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 3	PE								
* Fund Type: Public Transportation Modernization Improvement	RW								
	CON	1,462,000							1,462,000
* Funding Agency: Redding Area Bus Authority	Total:	1,462,000							1,462,000

Project Total:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE								
	RW								
	CON	2,184,000							2,184,000
	Total:	2,184,000							2,184,000

Comments:

***** Version 1 - 06/04/24 *****

Project data transferred from 2022 FTIP.

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

Project data transferred from 2020 FTIP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	24,710,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 11	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,445,000								9,445,000
* Funding Agency: Redding Area Bus Authority	Total:	9,445,000								9,445,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 11	PE									
* Fund Type: TDA	RW									
	CON	1,746,000								1,746,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000								1,746,000

* State Bond -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 11	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,788,000								1,788,000
* Funding Agency: Redding Area Bus Authority	Total:	1,788,000								1,788,000

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 11	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	1,983,000								1,983,000
* Funding Agency: Redding Area Bus Authority	Total:	1,983,000								1,983,000

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 11	PE	All 5339c funding will be removed with Amendment 1 to the DRAFT 2025 FTIP and has not been included in the performance management analysis								
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON	717,000	1,586,000	2,074,000	3,371,000					7,748,000
* Funding Agency: Redding Area Bus Authority	Total:	717,000	1,586,000	2,074,000	3,371,000					7,748,000

* Other State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 11	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>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 11	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>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 11	PE									
	RW									
* Fund Type: City Funds	CON	100,000								100,000
* Funding Agency: Redding, City of	Total:	100,000								100,000
* State SB1 -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 11	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON		29,000		218,000					247,000
* Funding Agency: Redding Area Bus Authority	Total:		29,000		218,000					247,000
* Other State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 11	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		251,000	366,000	377,000					994,000
* Funding Agency: Redding Area Bus Authority	Total:		251,000	366,000	377,000					994,000
* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 11	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		524,000							524,000
* Funding Agency: Redding Area Bus Authority	Total:		524,000							524,000
Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	15,914,000	2,390,000	2,440,000	3,966,000					24,710,000
	Total:	15,914,000	2,390,000	2,440,000	3,966,000					24,710,000

Comments:
 ***** Version 1 - 06/04/24 *****
 Project data transferred from 2022 FTIP.
 ***** Version 20 - 12/10/2023 *****
 Formal Amd. 6 to 2023 FTIP programs \$524k in FTA 5310 funding in FY24-25 for four small vans and adds \$3.4M in FTA 5339(c) to FY26-27 (informational only) to purchase two electric buses and four all-electric vans.
 ***** Version 19 - 08/10/2023 *****
 Formal Amd. 5 to 2023 FTIP increases FTA Section 5339(a) funding in FY23-24 to \$138,000 for the installation of new farebox equipment. The amendment also increases programmed FTA Section 5339(c) funds in FY24-25 to \$1.586M to replace a 40? diesel bus w/37 seats (3 APA positions) and two gas-fueled cutaway vans (up to 16 seats) that meet minimal useful life requirements; and in FY2025-26 to \$2.074M to replace two more 40? diesel buses w/37 seats (2 APA positions) meeting useful life requirements. All these buses and vans will be replaced with new electric vehicles. Local match is programmed as \$29k (SGR) and \$251k (LCTOP) for FY24-25, and \$366k (LCTOP) for FY25-26. \$218k (SGR) and \$377k (LCTOP) are programmed (information only) for FY26-27).
 ***** Version 1 - 07/22/22 *****
 Project data transferred from 2020 FTIP.
 ***** Version 17 - 05/13/2021 *****
 Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCopland. Replacement vans: Gas powered, 4 w/c and 6 seats or 2 w/c 12 seats in following quantities: 2020-21=2; 2021-22=3; 2022-23=3; and 2023-24=1.
 ***** Version 1 - 12/10/20 *****
 Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2020-21: 6 20-25 cut-aways, gas-fueled, with up to 16 seats. 2021-22: 3 vehicles like 2020-21. 2022-23: 3 vehicles like 2020-21 and 2 replacement buses (low sulfur diesel, 35-foot, 32 seats with 3 ADA positions). 2023-24: Same type and quantity as 2022-23. 2018 RTP Goals 3 and 4.
 ***** Version 15 - 04/16/2020 *****
 Per RABA BOD approved 04-20-2020 budget. FTA 5307 in 2021-22 includes \$20K for revenue fare service vehicles grant administration.
 ***** Version 2 - 09/07/2018 *****
 Per AMaggiore 9-7-2018 email to match FY 2018-19 FTA 5339 programming to fund availability--an overall reduction.
 ***** Version 1 - 05/09/18 *****
 Project data transferred from 2016 FTIP. Updated figures from RABA 4-Year TIP - April 2018. FY 2018-19 vehicle quantities and specs: 1) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats; 2) 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats; and 3) one all-electric coach--see Version 12 below. FY 2020-21 vehicle specs: 1) 2 replacement buses,-- See Specs under Version 11 below. FY 2021-22 vehicle specs: 5 paratransit vans per above specs. FY 2021-22 includes \$20K FTA 5307, no match, for grant administration.
 ***** Version 12 - 12/12/2017 *****
 Programs FY 2017 Low-No Bus award to RABA for the purchase of an all-electric Proterra, 35-foot Catalyst E2 transit bus with fast-charge bus charging station and supporting infrastructure.
 Products of CTIPS

Includes training of staff on operation and maintenance, as needed. Seats and ADA positions available upon agreement application.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	2,072,000		

* FTA Funds -				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5				PE								
* Fund Type: FTA5307 - Urbanized Area Formula Program				RW								
				CON	697,000							697,000
* Funding Agency: Redding Area Bus Authority				Total:	697,000							697,000
* Local Funds -				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5				PE	All LTF funding will be removed with Amendment 1 to the DRAFT 2025 FTIP and has not been included in the performance management analysis							
* Fund Type: Local Transportation Funds				RW								
				CON								445,000
* Funding Agency: Shasta County RTPA				Total:	65,000	380,000						445,000
* State Bond -				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5				PE								
* Fund Type: Public Transportation Modernization Improvement				RW								
				CON	566,000							566,000
* Funding Agency: Redding Area Bus Authority				Total:	566,000							566,000
* FTA Funds -				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5				PE								
* Fund Type: Bus and Bus Facilities Program - FTA 5339				RW								
				CON	304,000							304,000
* Funding Agency:				Total:	304,000							304,000
* State SB1 -				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5				PE								
* Fund Type: Road Repair and Accountability Act of 2017				RW								
				CON	60,000							60,000
* Funding Agency: Redding Area Bus Authority				Total:	60,000							60,000
Project Total:				<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE								
				RW								
				CON	1,692,000	380,000						2,072,000
				Total:	1,692,000	380,000						2,072,000

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

Comments:

***** Version 1 - 06/04/24 *****

Project data transferred from 2022 FTIP.

***** Version 16 - 12/10/2023 *****

Formal Amd. 6 to 2023 FTIP programs \$240k in FTA 5339a funding and \$60k in SGR funding in FY2023-24 for an automated voice announcement system and automatic passenger counter. It also removes \$1520 in FTA5307 funding from FY2025-26.

***** Version 15 - 08/11/2023 *****

Formal Amd. 5 to 2023 FTIP eliminates FTA Section 5307 funding for fiscal years FY23-24 and FY24-25, and programs \$1.52M in FY 2025-26 for a maintenance facility expansion project. \$380k in Local Transportation Funds are also being programmed for FY2025-26 for this project.

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

Project data transferred from 2020 FTIP.

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

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

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

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

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

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

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

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

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

Adjustments based on RABA June 2017 approved budget.

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

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

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

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

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

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

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

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

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

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/28/2024	KWILLIAM	Adoption - Carry Over	0	126,910,000		

* SHOPP - Bridge Preservation -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	108,133,000	9,967,000	1,240,000	7,570,000					126,910,000
* Funding Agency: Caltrans	Total:	108,133,000	9,967,000	1,240,000	7,570,000					126,910,000

Comments:

***** Version 1 - 06/28/24 *****

Project data transferred from 2022 FTIP.

***** Version 23 - 05/09/2024 *****

Formal Amnd 7 to SRTA's 2023 FTIP programs Spring 2024 SHOPP approved by the CTC on 3/22/2024. Programming Information by year provided by PKang and RHervey.

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

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

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

Project data transferred from 2018 FTIP through Admin Mod 13, as amended with WLonnnberg instruction. Current project is for information only and retained for future programming use. 2018 RTP Goal 1.

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

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

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

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

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

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

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

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

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

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

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

Project data transferred from 2012 FTIP.

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

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

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

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

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

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

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	06/28/2024	KWILLIAM	Adoption - Carry Over	0	146,393,000		

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	102,068,000	35,685,000	8,640,000						146,393,000
	Total:	102,068,000	35,685,000	8,640,000						146,393,000

Comments:

***** Version 1 - 06/28/24 *****
Project data transferred from 2022 FTIP.
***** Version 29 - 05/09/2024 *****
Formal Amnd 7 to SRTA's 2023 FTIP adds CTC Spring 2024 SHOPP adoption (March 22, 2024). Programming years provided by PKang and RHervey.
***** Version 28 - 07/06/2022 *****
Formal Amnd 7 adds CTC Spring 2022 SHOPP adoption. Programming years provided by RHervey.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13, and amended with CT D2 10-29-2020 update. 2018 RTP Goals 1 and 2.
***** Version 26 - 06/15/2020 *****
Administrative Modification 12 per June 10, 2020 ABagde email request to add 2020 adopted SHOPP. No project changes, or additions/deletions within listing. Minor funding adjustments in years 2019/20 to 2021/22.
***** Version 25 - 04/03/2019 *****
Formal Amnd 5 per CClark 3-29-2019 email request to add SR 299 curve improvement project funding for EA 02-4H930.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. Amended with CT HQ Programming update.
***** Version 23 - 12/20/2017 *****
Administrative Modification No. 6 per WLonnnberg 11-8-2017 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. WLonnnberg 7-20-2016 email 2016 SHOPP confirmation.
***** Version 20 - 04/07/2015 *****
Formal amendment no. 3 per WLonnnberg 4-3-2015 email to increase 2014/15 and 2015/16 programming by \$3.121M for PCR adjustments for projects 02-4E890, 02-4F290, and 02-4G490.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 17 - 04/29/2014 *****Per WLonnnberg 4-29-2014 email: adds \$3.495M for 14/15 PE for proj: 02-4F780 and 02-4F510.
***** Version 16 - 09/23/2013 *****
W Lonnnberg 8/30/13 email to accelerate project (02-4E810) from 14/15 to 13/14: Improve worker safety at 12 locations in north state (3 in Shasta County) - \$5.5M. Additionally, add new project (02-4G490) to 15/16 per WL 9/27/13 email: on SR 44 near Viola, curve improvement from 1.5 to 1.1 miles w/o No. Battle Creek Reservoir Rd (\$2.58M). Toll credits anticipated.
***** Version 15 - 12/27/2012 *****
Amendment 1 2013 FTIP per wlonnnberg email 12/10/12 .jrb
NOTE: RTP ID = 5-36,37,38,46

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@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	Active	06/28/2024	KWILLIAM	Adoption - Carry Over	0	419,851,000		

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	208,672,000	20,686,000	95,127,000	8,270,000	87,096,000				419,851,000
	Total:	208,672,000	20,686,000	95,127,000	8,270,000	87,096,000				419,851,000

Comments:

***** Version 1 - 06/28/24 *****

Project data transferred from 2022 FTIP.

***** Version 25 - 05/09/2024 *****

Formal Amnd 7 to SRTA's 2023 FTIP adds SHOPP revisions per CTC Spring 2024 approval on March 22, 2024. Programming years provided by PKang and RHervey.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project data transferred from 2012 FTIP.

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

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

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

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

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

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

Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Whole)

Local Highway System

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/28/2024	KWILLIAM	Adoption - Carry Over	0	84,701,000		

* Local HBRR -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Various Agencies	CON	49,694,000	5,903,000	6,945,000	12,296,000	3,780,000	646,000			79,264,000
	Total:	49,694,000	5,903,000	6,945,000	12,296,000	3,780,000	646,000			79,264,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Various Agencies	CON	3,747,000	777,000	46,000	1,593,000					6,163,000
	Total:	3,747,000	777,000	46,000	1,593,000					6,163,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
* Funding Agency: Shasta County	CON	-726,000								-726,000
	Total:	-726,000								-726,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
* Funding Agency: Redding, City of	CON									
	Total:									

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	52,715,000	6,680,000	6,991,000	13,889,000	3,780,000	646,000			84,701,000
	Total:	52,715,000	6,680,000	6,991,000	13,889,000	3,780,000	646,000			84,701,000

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

Comments:

***** Version 1 - 06/28/24 *****

Project data transfered from 2022 FTIP.

***** Version 45 - 05/11/2024 *****

Amend. 7 to SRTA's 2023 FTIP updates HBP GP listing to CT HQ version from 3/22/2024.

***** Version 44 - 12/10/2023 *****

Amend. 6 to SRTA's 2023 FTIP updates HBP GP listing to CT HQ version from 10-20-23.

***** Version 43 - 05/16/2023 *****

Admin. Mod 3 - Adds \$646,269 in AC to FY22/23 for the city of Redding's Bridge#06C0104 - Old Alturas Rd over Churn Creek project.

***** Version 42 - 05/04/2023 *****

Admin. Mod 2 per email request to update to CT HQ 3-22-2023 version.

***** Version 2 - 12/07/2022 *****

KT: Formal Amendment #1, HBP updated for FY 22/23 - 25/26, per Caltrans/COR request. HBP backuplist released by Caltrans 10/24/22

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

Project data transfered from 2020 FTIP.

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

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

Project data transfered from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.

***** Version 36 - 04/09/2020 *****

Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.

***** Version 35 - 11/05/2019 *****

Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.

***** Version 34 - 04/03/2019 *****

Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.

***** Version 33 - 03/07/2019 *****

Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.

***** Version 32 - 01/15/2019 *****

Per HBP 10-26-2018 update per ABagde 10-30-2018 email.

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

Project data transfered from 2016 FTIP.

***** Version 30 - 04/30/2018 *****

Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).

***** Version 29 - 12/27/2017 *****

Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.

***** Version 28 - 12/07/2017 *****

Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.

***** Version 27 - 05/01/2017 *****

Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.

***** Version 26 - 01/23/2017 *****

Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.

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

Project data transfered from 2014 FTIP.

***** Version 24 - 04/10/2016 *****

Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.

***** Version 23 - 12/21/2015 *****

Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.

***** Version 22 - 03/31/2015 *****

Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.

***** Version 21 - 12/16/2014 *****

Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.

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

Project data transfered from 2012 FTIP.

***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.

***** Version 18 - 12/23/2013 *****

Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.

***** Version 17 - 06/14/2013 *****

NOTE: RTP ID = 5-40,41,42,43,44

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RICK SOMERS

PHONE: (530) 225-3015

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

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	31,212,000		

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	13,421,000								13,421,000
* Funding Agency: Redding, City of	Total:	13,421,000								13,421,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	3,493,000								3,493,000
* Funding Agency: Redding, City of	Total:	3,493,000								3,493,000

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	11,537,000								11,537,000
* Funding Agency: Shasta County	Total:	11,537,000								11,537,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,195,000								1,195,000
* Funding Agency: Shasta County	Total:	1,195,000								1,195,000

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	641,000		925,000						1,566,000
* Funding Agency: Shasta Lake, City of	Total:	641,000		925,000						1,566,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	30,287,000		925,000						31,212,000
	Total:	30,287,000		925,000						31,212,000

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

Comments:

***** Version 1 - 06/04/24 *****

Project data transferred from 2022 FTIP.

***** Version 28 - 12/10/2023 *****

Amendment 6 to SRTA's 2023 FTIP includes an administrative correction, effectively reducing HSIP funding programmed in FY2023-24 from \$1.7M to \$1.6M on Redding's HSIP6-02-002 project.

***** Version 27 - 05/05/2023 *****

Admin Mod No. 2 per email request for update to align with CTHQ HSIP project listing from 3/15/2023. Two projects completed and removed from group project listing.

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

Project data transferred from 2020 FTIP.

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

Project data transferred from 2018 FTIP through Admin Mod 13. Upgraded with CT HQ HSIP listing of 12/15/2020. 2018 RTP Goals 1, 3 and 4.

***** Version 23 - 02/11/2020 *****

Administrative Mod No. 9 per RSomers email request and CT HQ approval (Jan 2020) of project cost increase to HSIP7-02-002.

***** Version 22 - 07/12/2019 *****

Formal Amnd No. 6 per ABagde 6-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.

***** Version 21 - 04/03/2019 *****

Formal Amnd No. 5 per ABagde 3-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.

***** Version 20 - 01/14/2019 *****

Formal Amend. No. 3 to 2019 FTIP per 12-14-19 ABagde email request for HSIP update.

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

Project data transferred from 2016 FTIP. FYs 2020-21 and 2021-22 programming added per 3-29-2018 ABagde email of CT HQ HSIP update.

***** Version 18 - 04/27/2017 *****

Formal Amendment No. 3 per 3-24-2017 ABagde email request for HSIP update.

***** Version 17 - 12/20/2016 *****

Formal Amendment No. 2 to 2017 FTIP per 12/7/2016 ABagde email request for HSIP update.

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

Project data transferred from 2014 FTIP. HQ-approved revisions per RSomers and JMeyer 8-23-16 and 7-28-2016 emails, respectively. Toll credits remain for Cycle 6.

***** Version 14 - 02/19/2016 *****

Formal Amendment No. 6 per 2-3-2016 ABagde email request for two city of Redding projects. Makes local funds adjustments for county of Shasta. Retains 100% toll credit for Cycle 6; otherwise, 10% nonfederal match.

***** Version 13 - 12/21/2015 *****

Formal Amendment No. 5 per 11-19-2015 LGreen email request. Retains 100% toll credit availability for Cycle 6; otherwise, 10% nonfederal match. City of Redding 6-02-001 and 6-02-002 modified further on 12-22-2015, and 12-31-2015 by RSomers with CLui HQ approval.

***** Version 12 - 07/14/2015 *****

Request from CT D2 Rick Somers to change HSIP6-02-001 to 100% federal funding and advance \$100,800 HSIP project funding from 2016/17 to 2014/15. Various total project cost and federal/local share increases to HSIP4-02-004, HSIP5-02-001, and HSIP6-02-002--all city of Redding.

***** Version 11 - 03/31/2015 *****

Formal Amendment No. 3 per 3-27-2015 ABagde email request. Provides 100% federal funding with toll credit use for Cycle 6 projects.

***** Version 10 - 12/16/2014 *****

Formal Amendment No. 2 per 12-5-2014 ABagde email requesting update. 10% nonfederal match included. Minor modification to EPA exempt category description to align with HSIP purpose.

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

Amendment No. 1 per 6-9-2014 ABagde email requesting 2015 FTIP inclusion. 10% nonfederal match by year included, as directed.

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

Project data transferred from 2012 FTIP.

***** Version 7 - 01/29/2014 *****

Formal amendment #8 for 11-15-2013 HSIP project list update per ABagde 11-20-2013 email. kku

***** Version 6 - 06/14/2013 *****

Revised ammendment per direction from HQ. ET

***** Version 5 - 12/27/2012 *****

Amendment 1 to add HR3 projects per email Abhijit Bagde-10/29/12. jrb

NOTE: RTP ID = 5-41,51, 54, 55

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	18,542,000		

* SHOPP - Mandates -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	18,542,000								18,542,000
* Funding Agency: Caltrans	Total:	18,542,000								18,542,000

Comments:

***** Version 1 - 06/04/24 *****

Project data transferred from 2022 FTIP.

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

Project data transferred from 2020 FTIP.

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

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

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

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

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

Amendment request per WLonnnberg 4-10-2017 email.

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

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

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

Project data transferred from 2012 FTIP.

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

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

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

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

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

PHONE: (916) 825-8166

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/04/2024	KWILLIAM	Adoption - Carry Over	0	26,363,000		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	26,363,000								26,363,000
* Funding Agency: Caltrans	Total:	26,363,000								26,363,000

Comments:

***** Version 1 - 06/04/24 *****

Project data transferred from 2022 FTIP.

***** Version 18 - 08/02/2023 *****

Formal Amnd 5 to 2023 FTIP adds \$1.934M in SHOPP AC to FY2023-24 for wash rack at Hat Creek Maintenance Station. Also adds \$1.8M in SHOPP AC to FY23-24 for a Class I bike path in Old Shasta.

***** Version 17 - 07/06/2022 *****

Formal Amnd 7 updates minor program to most recent Minor Program update per ABagde email on 6-30-2022.

***** Version 16 - 05/09/2022 *****

Admin Mod 5 modification of GP listings per CT HQ 12-09-2021 request. Adds new minor projects to region.

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

Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 1 and 7.

***** Version 14 - 07/16/2020 *****

Administrative Modification 13 per WLonnberg 7-10-2020 email request. Adds projects 4H690 and 0J440, and adds support costs to them, as well as to 2H620 and 0J430.

***** Version 13 - 06/16/2020 *****

Administrative Modification 12 per WLonnberg 6-15-2020 email request. Reconciles 2019/20 programming and adds new project 0J430 Near Hat Creek at Panorama Vista Point: ADA upgrades and parking lot paving.

***** Version 12 - 08/09/2019 *****

Per W. Lonnberg's 8/6/2019 email, add new project 2H970 and decrease cost for project 3H610.

***** Version 11 - 12/20/2018 *****

Per W. Lonnberg's 12/20/2018 email, add new project 2H620 and increase cost for project 3H610.

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

Formal Amendment 1 per ABagde 7-6-2018 email of State Minor Program 2018-19 programming. Adds Project 2H730 In Redding at Hilltop Drive OC: Construct right turn lane.

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

Project data transferred from 2016 FTIP.

***** Version 7 - 07/21/2017 *****Minor program additions per ABagde confirmation (7-13-2017) of minor program revisions requested by WLonnberg.

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

Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore information only.

***** Version 5 - 07/01/2015 *****

New State Minor Program FY 2015/16 \$2.617M programming per ABagde 7-1-2015 email request. EA-5 4G840 and 4G650.

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

Project data transferred from 2012 FTIP. Added 14/15 \$909K per WL email 5-15-2014 for new federalized project 4E270.

***** Version 2 - 07/16/2013 *****

Increases EA 4E270 from \$773K to \$860K per 6-24-2013 ABagde email re: 2013/14 minor program group listing.

***** Version 1 - 04/18/2013 *****

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

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

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

IMPLEMENTING AGENCY: Shasta County RTPA
PROJECT MANAGER: Jessica Carlson

PHONE: (530) 262-6193

EMAIL: jcarlson@srta.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/28/2024	KWILLIAM	Adoption - Carry Over	0	4,333,000		

* RIP - Funds for PPM - RIP		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: State Cash	RW									
	CON	3,500,000	170,000	170,000	169,000	169,000	155,000			4,333,000
* Funding Agency: Shasta County RTPA	Total:	3,500,000	170,000	170,000	169,000	169,000	155,000			4,333,000

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

Comments:

***** Version 1 - 06/28/24 *****

Project data transferred from 2022 FTIP.

***** Version 3 - 05/20/2024 *****

Project data transferred from 2024 STIP.

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

Project data transferred from 2020 FTIP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project data transferred from 2002 RTIP.

~~~~~ Version 1 - 04/02/2002 ~~~~~

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

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

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

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

IMPLEMENTING AGENCY: Various Agencies  
PROJECT MANAGER: Keith Williams

PHONE: (530) 262-6186

EMAIL: kwilliams@srta.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       | Active | 07/25/2024 | LBEAUREG   | Adoption - Carry Over | 0         | 55,548,000 | 303,000 | 7,693,000 |

|                                                  |        |              |              |              |              |              |              |              |               |              |
|--------------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 12                            | PE     | 2,052,000    |              |              |              |              |              |              |               | 2,052,000    |
| * Fund Type: Active Transportation Program (ATP) | RW     |              |              |              |              |              |              |              |               |              |
|                                                  | CON    | 14,955,000   | 8,867,000    |              | 6,044,000    |              |              |              |               | 29,866,000   |
| * Funding Agency: Redding, City of               | Total: | 17,007,000   | 8,867,000    |              | 6,044,000    |              |              |              |               | 31,918,000   |

|                                         |        |              |              |              |              |              |              |              |               |              |
|-----------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Local Funds -                         |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 2 of 12                   | PE     | 1,837,000    |              |              |              |              |              |              |               | 1,837,000    |
| * Fund Type: Local Transportation Funds | RW     | 150,000      |              |              |              |              |              |              |               | 150,000      |
|                                         | CON    | 1,740,000    | 398,000      |              | 999,000      |              |              |              |               | 3,137,000    |
| * Funding Agency: Redding, City of      | Total: | 3,727,000    | 398,000      |              | 999,000      |              |              |              |               | 5,124,000    |

|                                                  |        |              |              |              |              |              |              |              |               |              |
|--------------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 3 of 12                            | PE     | 1,197,000    |              |              |              |              |              |              |               | 1,197,000    |
| * Fund Type: Active Transportation Program (ATP) | RW     |              |              |              |              |              |              |              |               |              |
|                                                  | CON    | 1,034,000    |              |              |              |              |              |              |               | 1,034,000    |
| * Funding Agency: Shasta County                  | Total: | 2,231,000    |              |              |              |              |              |              |               | 2,231,000    |

|                                         |        |              |              |              |              |              |              |              |               |              |
|-----------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Local Funds -                         |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 4 of 12                   | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: Local Transportation Funds | RW     |              |              |              |              |              |              |              |               |              |
|                                         | CON    | 190,000      |              |              | 1,000,000    |              |              |              |               | 1,190,000    |
| * Funding Agency: Shasta County RTPA    | Total: | 190,000      |              |              | 1,000,000    |              |              |              |               | 1,190,000    |

|                                    |        |              |              |              |              |              |              |              |               |              |
|------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Local Funds -                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 5 of 12              | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: Private Funds         | RW     |              |              |              |              |              |              |              |               |              |
|                                    | CON    | 70,000       |              |              |              |              |              |              |               | 70,000       |
| * Funding Agency: Various Agencies | Total: | 70,000       |              |              |              |              |              |              |               | 70,000       |

|                                  |        |              |              |              |              |              |              |              |               |              |
|----------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * CT Minor Pgm. -                |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 6 of 12            | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: National Hwy System | RW     |              |              |              |              |              |              |              |               |              |
|                                  | CON    | 1,345,000    |              |              |              |              |              |              |               | 1,345,000    |
| * Funding Agency: Caltrans       | Total: | 1,345,000    |              |              |              |              |              |              |               | 1,345,000    |

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

|                                                                  |        |              |              |              |              |              |              |              |               |              |
|------------------------------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * FTA Funds -                                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 7 of 12                                            | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: Alternative Transportation in Parks and Public Land | RW     |              |              |              |              |              |              |              |               |              |
|                                                                  | CON    | 800,000      |              |              |              |              |              |              |               | 800,000      |
| * Funding Agency: Caltrans                                       | Total: | 800,000      |              |              |              |              |              |              |               | 800,000      |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| * Other Fed -                                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 8 of 12                                            | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: Safe Routes to School (SRTS) Program                | RW     |              |              |              |              |              |              |              |               |              |
|                                                                  | CON    | 690,000      |              |              |              |              |              |              |               | 690,000      |
| * Funding Agency: Redding, City of                               | Total: | 690,000      |              |              |              |              |              |              |               | 690,000      |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| * Other Fed -                                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 9 of 12                                            | PE     | 1,296,000    |              |              |              |              |              |              |               | 1,296,000    |
| * Fund Type: Highway Infrastructure Program (HIP)                | RW     | 153,000      |              |              |              |              |              |              |               | 153,000      |
|                                                                  | CON    |              |              |              |              |              |              |              |               |              |
| * Funding Agency: Shasta County RTPA                             | Total: | 1,449,000    |              |              |              |              |              |              |               | 1,449,000    |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| * Other Fed -                                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 10 of 12                                           | PE     | 1,311,000    |              |              |              |              |              |              |               | 1,311,000    |
| * Fund Type: Coronavirus Response and Relief Supplemental Appro  | RW     |              |              |              |              |              |              |              |               |              |
|                                                                  | CON    |              |              |              |              |              |              |              |               |              |
| * Funding Agency: Shasta County RTPA                             | Total: | 1,311,000    |              |              |              |              |              |              |               | 1,311,000    |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| * SHOPP - Complete Streets -                                     |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 11 of 12                                           | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: SHOPP Advance Construction (AC)                     | RW     |              |              |              |              |              |              |              |               |              |
|                                                                  | CON    | 2,870,000    |              |              | 10,496,000   |              |              |              |               | 13,366,000   |
| * Funding Agency: Redding, City of                               | Total: | 2,870,000    |              |              | 10,496,000   |              |              |              |               | 13,366,000   |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| * SHOPP - Complete Streets -                                     |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 12 of 12                                           | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: SHOPP Advance Construction (AC)                     | RW     |              |              |              |              |              |              |              |               |              |
|                                                                  | CON    |              | 1,640,000    | 2,410,000    |              |              |              |              |               | 4,050,000    |
| * Funding Agency: Caltrans                                       | Total: |              | 1,640,000    | 2,410,000    |              |              |              |              |               | 4,050,000    |
| <hr/>                                                            |        |              |              |              |              |              |              |              |               |              |
| <b>Project Total:</b>                                            |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
|                                                                  | PE     | 7,693,000    |              |              |              |              |              |              |               | 7,693,000    |
|                                                                  | RW     | 303,000      |              |              |              |              |              |              |               | 303,000      |
|                                                                  | CON    | 23,694,000   | 10,905,000   | 2,410,000    | 18,539,000   |              |              |              |               | 55,548,000   |
|                                                                  | Total: | 31,690,000   | 10,905,000   | 2,410,000    | 18,539,000   |              |              |              |               | 63,544,000   |



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

## Comments:

\*\*\*\*\* Version 1 - 06/28/24 \*\*\*\*\*

Project data transferred from 2022 FTIP.

\*\*\*\*\* Version 16 - 05/11/2024 \*\*\*\*\*

Amnd 7 to SRTA's 2023 FTIP removes most funding (ATP, RIP, & Local county funds) associated w/CATTLE project. Programs \$2.9M to Redding's CA St. Bikeway in FY23/24, and SHOPP CS funding toward Caltrans' E. Palisades Multiuse Path in FY24/25 (\$1.6M) and FY25/26 (\$2.4M).

\*\*\*\*\* Version 15 - 06/01/2023 \*\*\*\*\*

Admin Mod 4 to Shasta's 2023 FTIP reprograms \$271k in HIP funds for the VCAT project as \$118k in PSE and \$153k in RW; programs \$6.044m in ATP funds, \$999k in local funds, and \$1m in regional non-motorized funds for the Victor Improvement Project (VIP); and reprograms \$494k in CATTLE RIP shares to \$350k RIP shares and \$1,311 million CRRSA (a.k.a. COVID-RIP) shares.

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

Project data transferred from 2020 FTIP.

\*\*\*\*\* Version 13 - 05/13/2022 \*\*\*\*\*

In Admin Mod 5, alters programming to make consistent with final CTC 2021 ATP awards (March 16-17, 2022) to the city of Redding and county of Shasta for the VCAT and CATTLE projects, respectively.

\*\*\*\*\* Version 12 - 11/10/2021 \*\*\*\*\*

As part of Admin. Mod. #3 to the 2021 FTIP, the Cottonwood Lasso Loop project has been renamed as the Cottonwood Active Transportation Trunk Line Express (CATTLE) Network and moved to the Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115). Programs \$13.54 million in ATP funds and \$494k in RTIP shares for a walking and biking network in Cottonwood.

\*\*\*\*\* Version 11 - 06/01/2021 \*\*\*\*\*

Adds \$1.449M in HIP and \$741k of \$1.092M in local funds (participating and non-participating local funds grouped together) to city of Redding's Victor Ave and Cypress Ave Active Transportation project.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

|                          |        |     |                            |                                                                                                |                                             |
|--------------------------|--------|-----|----------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------|
| DIST:<br>02              | PPNO:  | EA: | CTIPS ID:<br>211-0000-0119 | TITLE (DESCRIPTION):<br>Grouped Projects for Safety Improvements - SHOPP<br>(Mobility Program) | MPO Aprv:                                   |
| CT PROJECT ID:           |        |     | MPO ID.:<br>CT-MOBILI      |                                                                                                | State Aprv:                                 |
| COUNTY:<br>Shasta County | ROUTE: | PM: |                            |                                                                                                | Federal Aprv:                               |
|                          |        |     |                            |                                                                                                | EPA TABLE II or III EXEMPT CATEGORY<br>Null |

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: REX P. HERVEY

PHONE: (530) 908-9907

EMAIL: rex.hervey@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       | Active | 07/01/2024 | KWILLIAM   | Adoption - Carry Over | 0         | 31,605,000 |         |    |

|                                              |        |              |              |              |              |              |              |              |               |              |
|----------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * SHOPP - Mobility -                         |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 2                         | PE     |              |              |              |              |              |              |              |               |              |
|                                              | RW     |              |              |              |              |              |              |              |               |              |
| * Fund Type: SHOPP Advance Construction (AC) | CON    | 7,960,000    | 1,670,000    | 2,260,000    | 15,715,000   |              |              |              |               | 27,605,000   |
| * Funding Agency:                            | Total: | 7,960,000    | 1,670,000    | 2,260,000    | 15,715,000   |              |              |              |               | 27,605,000   |

|                                             |        |              |              |              |              |              |              |              |               |              |
|---------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Demo -                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 2 of 2                        | PE     |              |              |              |              |              |              |              |               |              |
|                                             | RW     |              |              |              |              |              |              |              |               |              |
| * Fund Type: High Priority Projects Program | CON    | 4,000,000    |              |              |              |              |              |              |               | 4,000,000    |
| * Funding Agency:                           | Total: | 4,000,000    |              |              |              |              |              |              |               | 4,000,000    |

|                       |        |              |              |              |              |              |              |              |               |              |
|-----------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <b>Project Total:</b> |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
|                       | PE     |              |              |              |              |              |              |              |               |              |
|                       | RW     |              |              |              |              |              |              |              |               |              |
|                       | CON    | 11,960,000   | 1,670,000    | 2,260,000    | 15,715,000   |              |              |              |               | 31,605,000   |
|                       | Total: | 11,960,000   | 1,670,000    | 2,260,000    | 15,715,000   |              |              |              |               | 31,605,000   |

Comments:

\*\*\*\*\* DFTIP Version 1 - 07/01/2024\*\*\*\*\*

\*\*\*\*\* Version 4 - 05/11/2024 \*\*\*\*\*

Project data transferred from 2019 FTIP. Formal Amnd 7 to SRTA's 2023 FTIP programs Spring 2024 SHOPP approved by the CTC on 3/22/2024. Programming Information by year provided by PKang RHervey.

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

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

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

Project data transferred from 2014 FTIP. WLonngberg 7-20-2016 email update on project cost and HPP funding.

\*\*\*\*\* Version 1 - 04/01/2015 \*\*\*\*\*

Formal Amendment No. 3 re-adds SHOPP Mobility Program CTIPS listing to FTIP. Programs \$2.4M funding for SR 44/Stillwater operational improvement project per WLonngberg 3-13-2015 email.

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

|                          |        |     |                            |                                                                                                                                                                                              |                                             |
|--------------------------|--------|-----|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| DIST:<br>02              | PPNO:  | EA: | CTIPS ID:<br>211-0000-0121 | TITLE (DESCRIPTION):<br>Grouped Projects for Railroad/Highway Crossing (Scope:<br>Projects are consistent with 40 CFR Part 93.126 Exempt<br>Tables 2 categories - Railroad/highway crossing) | MPO Aprv:                                   |
| CT PROJECT ID:           |        |     | MPO ID.:<br>HWY-R 130      |                                                                                                                                                                                              | State Aprv:                                 |
| COUNTY:<br>Shasta County | ROUTE: | PM: |                            |                                                                                                                                                                                              | Federal Aprv:                               |
|                          |        |     |                            |                                                                                                                                                                                              | EPA TABLE II or III EXEMPT CATEGORY<br>Null |

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Todd Rogers

PHONE: (279) 599-3515

EMAIL: todd.rogers@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       | Active | 07/01/2024 | KWILLIAM   | Adoption - Carry Over | 0         | 13,481,000 |         |    |

|                                        |        |              |              |              |              |              |              |              |               |              |
|----------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Local Rail -                         |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 1                   | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: RAILWAY-HIGHWAY CROSSINGS | RW     |              |              |              |              |              |              |              |               |              |
|                                        | CON    | 13,441,000   | 40,000       |              |              |              |              |              |               | 13,481,000   |
| * Funding Agency: Redding, City of     | Total: | 13,441,000   | 40,000       |              |              |              |              |              |               | 13,481,000   |

## Comments:

\*\*\*\*\* DFTIP Version 1 - 07/01/2024\*\*\*\*\*

\*\*\*\*\* Version 3 - 08/02/2023 \*\*\*\*\*

Introduces GP listing for RR/HWY X-ings into 2023 FTIP. Also programs \$1.6M STP Railroad/Highway Crossing funding to FFY24 and \$40k of the same funding to FFY25 per request of CT's RR-HWY X-ing (section 130) Program.

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

Project data transferred from 2016 FTIP. No project programming in the draft 2019 FTIP; therefore, included for information only.

\*\*\*\*\* Version 1 - 04/27/2017 \*\*\*\*\*

Adds new GP listing for local Section 130 railroad/highway grade crossings per ABagde email requests of 3-21-2017 and 3-24-2017. Two city of Redding projects: Girvan (\$10,194,560) and Shasta (\$1,650,055).

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

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

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-3416

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**PROJECT VERSION HISTORY (Printed Version is Shaded)**

(Dollars in whole)

| <u>Version</u> | <u>Status</u> | <u>Date</u> | <u>Updated By</u> | <u>Change Reason</u>  | <u>Amend No.</u> | <u>Prog Con</u> | <u>Prog RW</u> | <u>PE</u> |
|----------------|---------------|-------------|-------------------|-----------------------|------------------|-----------------|----------------|-----------|
| 1              | Active        | 06/04/2024  | KWILLIAM          | Adoption - Carry Over | 0                | 1,512,000       |                |           |

|                                              |        |              |              |              |              |              |              |              |               |              |
|----------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * SHOPP - Major Damage Restoration -         |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 1                         | PE     |              |              |              |              |              |              |              |               |              |
| * Fund Type: SHOPP Advance Construction (AC) | RW     |              |              |              |              |              |              |              |               |              |
| * Funding Agency:                            | CON    | 1,512,000    |              |              |              |              |              |              |               | 1,512,000    |
|                                              | Total: | 1,512,000    |              |              |              |              |              |              |               | 1,512,000    |

**Comments:**

\*\*\*\*\* Version 1 - 06/04/24 \*\*\*\*\*

Project data transferred from 2022 FTIP.

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

Project data transferred from 2020 FTIP.

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

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

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

|                                           |                  |                                    |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                              |
|-------------------------------------------|------------------|------------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| DIST:<br>02                               | PPNO:<br>3597    | EA:<br>0H920                       | CTIPS ID:<br>111-0000-0269 | TITLE (DESCRIPTION):<br>Fix 5 Cascade Gateway (aka I-5 North Redding Six Lane) (In Shasta and Tehama counties at various locations from 0.5 mile north of Knighton Road Overcrossing to Fawndale Road Overcrossing and at northbound Cottonwood Scales. Description: Add a third through lane in the median as a truck only lane in each direction. Construct four auxiliary lanes. Widen seven bridges. Install an Advanced Lane Management System in the northbound direction and will have three overhead sign structures. Install two 350 kw Electric Vehicle Chargers for trucks and other vehicles.) | MPO Aprv:<br>State Aprv:<br>Federal Aprv:<br><br>EPA TABLE II or III EXEMPT CATEGORY<br>Null |
| CT PROJECT ID:<br>0215000083              |                  |                                    | MPO ID.:                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                              |
| COUNTY:<br>Shasta County<br>Tehama County | ROUTE:<br>5<br>5 | PM:<br>R10.300 / R26.000<br>40.500 |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                              |

IMPLEMENTING AGENCY: Shasta County RTPA  
PROJECT MANAGER: Sean Shepard

PHONE: (530) 225-3530

EMAIL: sean.shepard@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

| <u>Version</u> | <u>Status</u> | <u>Date</u> | <u>Updated By</u> | <u>Change Reason</u>  | <u>Amend No.</u> | <u>Prog Con</u> | <u>Prog RW</u> | <u>PE</u> |
|----------------|---------------|-------------|-------------------|-----------------------|------------------|-----------------|----------------|-----------|
| 1              | Active        | 06/28/2024  | KWILLIAM          | Adoption - Carry Over | 0                | 75,480,000      | 819,000        | 5,512,000 |

|                                      |        |              |              |              |              |              |              |              |               |              |
|--------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * RIP - Regional Improvement Program |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 3                 | PE     | 3,327,000    |              |              |              |              |              |              |               | 3,327,000    |
|                                      | RW     | 681,000      |              |              |              |              |              |              |               | 681,000      |
| * Fund Type: State Cash              | CON    |              | 5,081,000    |              |              |              |              |              |               | 5,081,000    |
| * Funding Agency: Shasta County RTPA | Total: | 4,008,000    | 5,081,000    |              |              |              |              |              |               | 9,089,000    |

|                                               |        |              |              |              |              |              |              |              |               |              |
|-----------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                 |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 2 of 3                          | PE     | 2,185,000    |              |              |              |              |              |              |               | 2,185,000    |
|                                               | RW     | 138,000      |              |              |              |              |              |              |               | 138,000      |
| * Fund Type: NATIONAL HIGHWAY FREIGHT PROGRAM | CON    |              | 67,399,000   |              |              |              |              |              |               | 67,399,000   |
| * Funding Agency: Caltrans                    | Total: | 2,323,000    | 67,399,000   |              |              |              |              |              |               | 69,722,000   |

|                                             |        |              |              |              |              |              |              |              |               |              |
|---------------------------------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Demo -                                    |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 3 of 3                        | PE     |              |              |              |              |              |              |              |               |              |
|                                             | RW     |              |              |              |              |              |              |              |               |              |
| * Fund Type: High Priority Projects Program | CON    |              | 3,000,000    |              |              |              |              |              |               | 3,000,000    |
| * Funding Agency: Shasta County RTPA        | Total: |              | 3,000,000    |              |              |              |              |              |               | 3,000,000    |

|                       |        |              |              |              |              |              |              |              |               |              |
|-----------------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <b>Project Total:</b> |        | <u>PRIOR</u> | <u>24-25</u> | <u>25-26</u> | <u>26-27</u> | <u>27-28</u> | <u>28-29</u> | <u>29-30</u> | <u>BEYOND</u> | <u>TOTAL</u> |
|                       | PE     | 5,512,000    |              |              |              |              |              |              |               | 5,512,000    |
|                       | RW     | 819,000      |              |              |              |              |              |              |               | 819,000      |
|                       | CON    |              | 75,480,000   |              |              |              |              |              |               | 75,480,000   |
|                       | Total: | 6,331,000    | 75,480,000   |              |              |              |              |              |               | 81,811,000   |

Comments:  
\*\*\*\*\* Version 1 - 06/28/24 \*\*\*\*\*  
Project data transferred from 2022 FTIP.  
\*\*\*\*\* Version 5 - 05/13/2024 \*\*\*\*\*  
Project Post Miles updated to align with 2024 STIP. Amendment 7; Reduces RIP funding by \$500k in PE for FY 22/23. Adds \$5.081M in RIP funding for CON in FY 24/25. Adds \$450k of TCEP funding for PE in FY 23/24. Adds \$67.399M of TCEP funding in CON for FY 24/25. Adds \$3M in Demo funding for CON in FY 24/25.  
\*\*\*\*\* Version 1 - 07/22/22 \*\*\*\*\*  
Project data transferred from 2020 FTIP.  
\*\*\*\*\* Version 1 - 12/10/20 \*\*\*\*\*  
Project data transferred from 2018 FTIP through Admin Mod 13. STIP funding altered 01-05-2021 with mutual consent of CT HQ and CT D2 to remove SHOPP funding in 22-23 not yet secured. TCEP state and local share December 2020 award added to final 2021 FTIP per CT D2 request. Project listed for initial PE and ROW support commitments, but not fully funded. Estimated total project cost of \$80-\$85 million.  
2018 RTP Goals 1, 2 and 5.  
\*\*\*\*\* Version 2 - 04/22/20\*\*\*\*\*  
Project data transferred from 2020 STIP per CTC adoption. HIP funding from 2020 STIP not programmed. Additional RIP programming outside 2019 FTIP active years, so listing for information only.  
\*\*\*\*\* Version 1 - 05/09/18 \*\*\*\*\*  
Project data transferred from 2018 STIP based on new SRTA RIP commitment for PE (\$1.6M). Total estimated project cost: \$56.0 M per CT D2 WLonberg info 6-7-2018.  
\*\*\*\*\* VERSION 1 - 04/05/2018 \*\*\*\*\*  
~~~~~ Version 1 - 02/02/2018 ~~~~~  
New project per PPR 12/05/17. ad

| 211-0000-0057 Grouped Projects for Operating Assistance to Transit Agencies 2025 FTIP (in 1,000s) | | | | | | | | | | Notes |
|---|--------|-----------------|--|---------------------------------|----------|----------|----------|----------|--------------------|--|
| Agency | County | Project Title | Description | Funding Source | 24/25 | 25/26 | 26/27 | 27/28 | Total Cost (\$000) | |
| Redding Area Bus Authority (RABA) | Shasta | RABA Operations | RABA operations and administration for Fixed route, Demand Response, and Intercity Bus Service | FTA 5307 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 8,000 | |
| | | | | Fare Revenue | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | | FTA 5310 Elderly & Disabilities | \$ 600 | \$ 600 | \$ 238 | \$ - | \$ 1,438 | RABA is adding \$238k to FY26-27, but this is for informational purposes only, because it falls outside the current programming years. |
| | | | | FTA 5311 Non Urbanized | \$ - | \$ 464 | \$ 476 | \$ - | \$ 940 | |
| | | | | TDA | \$ 5,695 | \$ 5,681 | \$ 6,126 | \$ - | \$ 17,502 | |
| | | | | FTA 5311(f) | \$ - | \$ - | \$ - | \$ - | \$ - | \$125k in Toll credits are being applied toward the 5311f-funded Burney Express service. |
| | | | | Carbon Reduction Program | \$ 157 | \$ - | \$ - | \$ - | \$ 157 | CRP grant for Microtransit |
| | | | | SB125 | \$ 157 | \$ - | \$ - | \$ - | \$ 157 | Match for CRP Microtransit grant |
| Total | | | | | \$ 8,609 | \$ 8,745 | \$ 8,840 | \$ 2,000 | \$ 28,194 | |

Shasta RTA - Grouped Projects Listing for RABA Capital Vehicles (Fare Revenue)
2025 FSTIP CTIPS No 211-0000-0059

[illegible]

SRTA Bridge Rehabilitation and Reconstruction Projects Listing 2025 FSTIP

CTIPS No 211-0000-0074 (in \$000s)

| CTIPS ID | CO | Dist | EA | Rt | Desc | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | PE | RW | CON |
|-----------------------------|-----|------|-------|-----|---|----------|---------|---------|---------|---------|-------|-------|---------|------|----------|
| SHOPP - Bridge Preservation | | | | | | | | | | | | | | | |
| 11100000294 | SHA | 02 | 1J890 | 5 | Near Shasta Lake City, at Tunnel Gulch Sidehill Viaduct No. 06-0131R, Johns Cove Sidehill Viaduct No. 06-0132R, and Island View Sidehill Viaduct No. 06-0133R. Apply polyester concrete overlay to bridge decks. | \$8,257 | \$2,860 | \$5,397 | \$0 | \$0 | \$0 | \$0 | \$1,410 | \$27 | \$5,390 |
| 11100000305 | SHA | 02 | 2J860 | 5 | Near Castella, at Sweetbrier Avenue Overcrossing No. 06-0115. Replace bridge deck, paint girders, widen shoulders and bridge approaches, upgrade guardrail, and install signs and Traffic Management System (TMS) elements. | \$9,370 | \$0 | \$560 | \$1,240 | \$7,570 | \$0 | \$0 | \$1,740 | \$60 | \$7,570 |
| 11100000306 | SHA | 02 | 2J870 | 299 | Near Whiskeytown, at Whiskey Creek Bridge No. 06-0096. Replace bridge deck, superstructure, and bridge rail, construct 8-foot shoulders, and upgrade guardrail. □ (Long Lead Project) | \$4,010 | \$0 | \$4,010 | \$0 | \$0 | \$0 | \$0 | \$4,010 | \$0 | \$0 |
| | | | | | TOTAL | \$21,637 | \$2,860 | \$9,967 | \$1,240 | \$7,570 | \$0 | \$0 | \$7,160 | \$87 | \$12,960 |

SRTA Grouped Projects Listing for Safety Improvements - SHOPP (Collision Reduction Program) 2025 FSTIP

CTIPS No 211-0000-0075 (in \$000s)

| CTIPS ID | CO | Dist | EA | Rt | Desc | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | PE | RW | CON |
|-----------------------------|-----|------|-------|-----|---|----------|----------|----------|---------|-------|-------|-------|---------|---------|----------|
| SHOPP - Collision Reduction | | | | | | | | | | | | | | | |
| 11100000290 | SHA | 02 | 2J220 | 44 | In Shasta, Lassen, Modoc, Plumas, Siskiyou, Tehama, and Trinity Counties, on Routes 32, 36, 44, 70, 89, 139, 147, and 299 at various locations. Upgrade curve warning signs. | \$7,490 | \$2,640 | \$4,850 | \$0 | \$0 | \$0 | \$0 | \$1,290 | \$35 | \$4,845 |
| 11100000292 | SHA | 02 | 1J380 | 5 | In Redding, from north of Cypress Avenue to 0.6 mile north of Oasis Road. Replace overhead signs, concrete and cable barrier, and guardrail, improve vertical clearance, upgrade bridge rails, and replace Transportation Management System (TMS) elements. | \$36,569 | \$5,734 | \$30,835 | \$0 | \$0 | \$0 | \$0 | \$2,687 | \$536 | \$30,479 |
| 11100000301 | SHA | 02 | 0J710 | 299 | Near Montgomery Creek, from 0.1 mile west of Woodhill Drive to 1.0 mile west of Big Bend Road. Improve curves, widen shoulders, correct cross slope, and install guardrail. | \$11,980 | \$3,340 | \$0 | \$8,640 | \$0 | \$0 | \$0 | \$2,880 | \$1,161 | \$7,939 |
| | | | | | TOTAL | \$56,039 | \$11,714 | \$35,685 | \$8,640 | \$0 | \$0 | \$0 | \$6,857 | \$1,732 | \$43,263 |

SRTA Grouped Projects Listing for Shoulder Improvements - SHOPP (Roadway Preservation Program) 2025 FSTIP

CTIPS No 211-0000-0078 (in \$000s)

| CTIPS ID | CO | Dist | EA | Rt | Desc | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | PE | RW | CON |
|------------------------------|-----|------|-------|-----|--|-----------|----------|----------|----------|---------|----------|-------|----------|---------|-----------|
| SHOPP - Roadway Preservation | | | | | | | | | | | | | | | |
| 11100000289 | SHA | 02 | 0J810 | 5 | In and near Dunsmuir, from 0.6 mile north of Sims Road to Siskiyou County line; also in Siskiyou County, from Shasta County line to south of Siskiyou Avenue (PM 0.0/2.7). Rehabilitate pavement, upgrade guardrails, bridge rail, concrete barrier, signs, and drainage systems. Also install lighting and wildlife fencing, and upgrade Transportation Management System (TMS) elements. | \$68,945 | \$2,960 | \$2,400 | \$63,585 | \$0 | \$0 | \$0 | \$5,060 | \$715 | \$63,170 |
| 11100000293 | SHA | 02 | 1J290 | 299 | Near Fall River Mills, from 3.0 miles west to 1.6 miles west of Glenburn Road. Construct mitigation measures to prevent rockfall onto the roadway, establish disposal sites, and rehabilitate drainage systems. | \$9,706 | \$1,370 | \$8,336 | \$0 | \$0 | \$0 | \$0 | \$1,220 | \$176 | \$8,310 |
| 11100000295 | SHA | 02 | 1J310 | 44 | Near Shingletown and Old Station, from east of Shingletown Ridge Road to Lassen County line. Rehabilitate pavement and drainage systems, and replace Transportation Management System (TMS) elements. | \$19,442 | \$2,770 | \$1,430 | \$15,242 | \$0 | \$0 | \$0 | \$3,980 | \$812 | \$14,650 |
| 11100000288 | SHA | 02 | 1J350 | 299 | Near Redding, from west of Seaman Gulch Road to west of Fenders Ferry Road at various locations. Rehabilitate drainage systems. | \$8,526 | \$1,750 | \$1,090 | \$5,686 | \$0 | \$0 | \$0 | \$2,660 | \$676 | \$5,190 |
| 11100000291 | SHA | 02 | 1J390 | 5 | In and near Shasta Lake City, from 0.7 mile south of Pine Grove Avenue to north of Bridge Bay Road. Rehabilitate drainage system. | \$13,284 | \$1,440 | \$1,230 | \$10,614 | \$0 | \$0 | \$0 | \$2,370 | \$944 | \$9,970 |
| 11100000302 | SHA | 02 | 2J600 | 273 | In Redding, on Routes 44, 273, and 299 at various locations. Rehabilitate pavement and drainage systems, upgrade traffic signals, guardrail, Transportation Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards, and install fiber optic cable. | \$82,683 | \$0 | \$5,000 | \$0 | \$6,680 | \$71,003 | \$0 | \$10,180 | \$2,033 | \$70,470 |
| 11100000307 | SHA | 02 | 3J570 | 5 | Near Dunsmuir, from 0.7 mile south of Sims Road Undercrossing to 0.3 mile Crag View Drive Undercrossing. Rehabilitate drainage systems. | \$18,883 | \$0 | \$1,200 | \$0 | \$1,590 | \$16,093 | \$0 | \$2,320 | \$1,073 | \$15,490 |
| TOTAL | | | | | | \$221,469 | \$10,290 | \$20,686 | \$95,127 | \$8,270 | \$87,096 | \$0 | \$27,790 | \$6,429 | \$187,250 |

CTIPS ID No. 211-0000-0083

Shasta 2025 FTIP

2022/23-2027/28 Highway Bridge Program

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

3/22/2024, 10:38 AM

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

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Cal Fire 4697 BRIDGE NO. 06F0030, MIDDLE BR RD OVER BULLHOCK CREEK, LATOUR STATE FOREST IN SHASTA COUNTY. Standalone Paint Bridge.

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-------|-------|-------|---------|-------|-------|-------|---------|---------|
| PE | | | | 198,000 | | | | | 198,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 669,200 | 669,200 |
| Total | | | | 198,000 | | | | 669,200 | 867,200 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 175,289 | | | | 592,443 | 767,732 |
| Local Match | | | | 22,711 | | | | 76,757 | 99,468 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 198,000 | | | | 669,200 | 867,200 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 175,289 | | | | | 175,289 |
| Local Match | | | | 22,711 | | | | | 22,711 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 198,000 | | | | | 198,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 592,443 | 592,443 |
| Local Match | | | | | | | | 76,757 | 76,757 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 669,200 | 669,200 |

Project #:

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-----------|-------|-------|-------|-------|--------|-----------|
| PE | 412,212 | | 125,788 | | | | | | 538,000 |
| R/W | 41,000 | | 79,000 | | | | | | 120,000 |
| CON | | | 3,952,000 | | | | | | 3,952,000 |
| Total | 453,212 | | 4,156,788 | | | | | | 4,610,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 401,229 | | 3,680,004 | | | | | | 4,081,233 |
| Local Match | 51,983 | | 476,784 | | | | | -0 | 528,767 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 453,212 | | 4,156,788 | | | | | | 4,610,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 364,931 | | 111,360 | | | | | | 476,291 |
| Local Match | 47,281 | | 14,428 | | | | | | 61,709 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 412,212 | | 125,788 | | | | | | 538,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 36,297 | | 69,939 | | | | | | 106,236 |
| Local Match | 4,703 | | 9,061 | | | | | | 13,764 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 41,000 | | 79,000 | | | | | | 120,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | 3,498,706 | | | | | | 3,498,706 |
| Local Match | | | 453,294 | | | | | -0 | 453,294 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 3,952,000 | | | | | | 3,952,000 |

Project #:
5068(038)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

Project #:
5068(035)

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------|---------|-------|-------|-------|-------|-----------|-------|--------|-----------|
| PE | 424,000 | | | | | | | | 424,000 |
| R/W | 70,000 | | | | | | | | 70,000 |
| CON | | | | | | 2,189,200 | | | 2,189,200 |
| Total | 494,000 | | | | | 2,189,200 | | | 2,683,200 |

| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-------|-----------|-------|--------|-----------|
| Fed \$ | 437,338 | | | | | 1,938,099 | | | 2,375,437 |
| Local Match | 56,662 | | | | | 251,101 | | | 307,763 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 494,000 | | | | | 2,189,200 | | | 2,683,200 |

| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| Fed \$ | 375,367 | | | | | | | | 375,367 |
| Local Match | 48,633 | | | | | | | | 48,633 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 424,000 | | | | | | | | 424,000 |

| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|--------------|--------|-------|-------|-------|-------|-------|-------|--------|--------|
| Fed \$ | 61,971 | | | | | | | | 61,971 |
| Local Match | 8,029 | | | | | | | | 8,029 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 70,000 | | | | | | | | 70,000 |

| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-----------|-------|--------|-----------|
| Fed \$ | | | | | | 1,938,099 | | | 1,938,099 |
| Local Match | | | | | | 251,101 | | | 251,101 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 2,189,200 | | | 2,189,200 |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

Project #:
5068(045)

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------|---------|-----------|---------|-----------|-------|-------|-------|--------|-----------|
| PE | 921,000 | | 100,000 | 50,000 | | | | | 1,071,000 |
| R/W | 45,455 | | 149,545 | | | | | | 195,000 |
| CON | | 6,370,000 | | 1,746,250 | | | | | 8,116,250 |
| Total | 966,455 | 6,370,000 | 249,545 | 1,796,250 | | | | | 9,382,250 |

| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-----------|----------|-----------|-------|-------|-------|--------|-----------|
| Fed \$ | 855,603 | 4,993,092 | 867,191 | 1,590,220 | | | | | 8,306,106 |
| Local Match | 110,852 | 730,639 | 28,623 | 206,030 | | | | | 1,076,144 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 646,269 | -646,269 | | | | | | |
| Total | 966,455 | 6,370,000 | 249,545 | 1,796,250 | | | | | 9,382,250 |

| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|-------------|---------|-------|---------|--------|-------|-------|-------|--------|-----------|
| Fed \$ | 815,361 | | 88,530 | 44,265 | | | | | 948,156 |
| Local Match | 105,639 | | 11,470 | 5,735 | | | | | 122,844 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 921,000 | | 100,000 | 50,000 | | | | | 1,071,000 |

| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|--------------|--------|-------|---------|-------|-------|-------|-------|--------|---------|
| Fed \$ | 40,241 | | 132,392 | | | | | | 172,634 |
| Local Match | 5,214 | | 17,153 | | | | | | 22,367 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 45,455 | | 149,545 | | | | | | 195,000 |

| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|--------------|-------|-----------|----------|-----------|-------|-------|-------|--------|-----------|
| Fed \$ | | 4,993,092 | 646,269 | 1,545,955 | | | | | 7,185,316 |
| Local Match | | 730,639 | | 200,295 | | | | | 930,934 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 646,269 | -646,269 | | | | | | |
| Total | | 6,370,000 | | 1,746,250 | | | | | 8,116,250 |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Redding 3728 BRIDGE NO. 06C0307, CANYON RD OVER A.C.I.D. CANAL, 0.2 MI SW OF SR 273. Bridge rehabilitation and widening. (No added capacity)

| | | | | | | | | | | |
|-----------------------------|---------|-------|-----------|---------|-------|-------|-------|--------|-----------|-------------------|
| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
| PE | 503,939 | | | 184,061 | | | | | 688,000 | 5068(037) |
| R/W | 78,000 | | | | | | | | 78,000 | |
| CON | | | 1,960,400 | | | | | | 1,960,400 | |
| Total | 581,939 | | 1,960,400 | 184,061 | | | | | 2,726,400 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 515,191 | | 1,735,542 | 162,949 | | | | | 2,413,682 | |
| Local Match | 66,748 | | 224,858 | 21,112 | | | | | 312,718 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 581,939 | | 1,960,400 | 184,061 | | | | | 2,726,400 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 446,137 | | | 162,949 | | | | | 609,086 | |
| Local Match | 57,802 | | | 21,112 | | | | 0 | 78,914 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 503,939 | | | 184,061 | | | | | 688,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 69,053 | | | | | | | | 69,053 | |
| Local Match | 8,947 | | | | | | | | 8,947 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 78,000 | | | | | | | | 78,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | 1,735,542 | | | | | | 1,735,542 | |
| Local Match | | | 224,858 | | | | | -0 | 224,858 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | 1,960,400 | | | | | | 1,960,400 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-----------|---------|-------|-------|-------|-------|-------|--------|-----------|
| PE | 559,000 | 100,000 | | | | | | | 659,000 |
| R/W | 68,000 | | | | | | | | 68,000 |
| CON | 3,750,000 | 880,000 | | | | | | | 4,630,000 |
| Total | 4,377,000 | 980,000 | | | | | | | 5,357,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 3,874,958 | 867,594 | | | | | | | 4,742,552 |
| Local Match | 502,042 | 112,406 | | | | | | | 614,448 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 4,377,000 | 980,000 | | | | | | | 5,357,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 494,883 | 88,530 | | | | | | | 583,413 |
| Local Match | 64,117 | 11,470 | | | | | | | 75,587 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 559,000 | 100,000 | | | | | | | 659,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 60,200 | | | | | | | | 60,200 |
| Local Match | 7,800 | | | | | | | | 7,800 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 68,000 | | | | | | | | 68,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 3,319,875 | 779,064 | | | | | | | 4,098,939 |
| Local Match | 430,125 | 100,936 | | | | | | | 531,061 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 3,750,000 | 880,000 | | | | | | | 4,630,000 |

Project #:
5068(036)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-------|-------|--------|-------|-----------|--------|-----------|
| PE | 990,000 | | | | | | | | 990,000 |
| R/W | | | | | 63,000 | | | | 63,000 |
| CON | | | | | | | 3,780,000 | | 3,780,000 |
| Total | 990,000 | | | | 63,000 | | 3,780,000 | | 4,833,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 990,000 | | | | 63,000 | | 3,780,000 | | 4,833,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 990,000 | | | | 63,000 | | 3,780,000 | | 4,833,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 990,000 | | | | | | | | 990,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 990,000 | | | | | | | | 990,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 63,000 | | | | 63,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 63,000 | | | | 63,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | 3,780,000 | | 3,780,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 3,780,000 | | 3,780,000 |

Project #:
5068(034)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-------|---------|--------|-----------|-------|--------|-----------|
| PE | 557,039 | | | 335,000 | | | | | 892,039 |
| R/W | | | | | 52,000 | | | | 52,000 |
| CON | | | | | | 2,405,000 | | | 2,405,000 |
| Total | 557,039 | | | 335,000 | 52,000 | 2,405,000 | | | 3,349,039 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 493,147 | | | 296,576 | 46,036 | 2,129,147 | | | 2,964,904 |
| Local Match | 63,892 | | | 38,425 | 5,964 | 275,854 | | | 384,135 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 557,039 | | | 335,000 | 52,000 | 2,405,000 | | | 3,349,039 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 493,147 | | | 296,576 | | | | | 789,722 |
| Local Match | 63,892 | | | 38,425 | | | | | 102,317 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 557,039 | | | 335,000 | | | | | 892,039 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 46,036 | | | | 46,036 |
| Local Match | | | | | 5,964 | | | | 5,964 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 52,000 | | | | 52,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | 2,129,147 | | | 2,129,147 |
| Local Match | | | | | | 275,854 | | | 275,854 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 2,405,000 | | | 2,405,000 |

Project #:
5068(039)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-----------|--------|-------|-------|-------|-------|-------|--------|-----------|
| PE | 385,006 | 14,300 | | | | | | | 399,306 |
| R/W | 36,000 | 11,386 | | | | | | | 47,386 |
| CON | 1,909,994 | | | | | | | | 1,909,994 |
| Total | 2,331,000 | 25,686 | | | | | | | 2,356,686 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 2,331,000 | 25,686 | | | | | | | 2,356,686 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,331,000 | 25,686 | | | | | | | 2,356,686 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 385,006 | 14,300 | | | | | | | 399,306 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 385,006 | 14,300 | | | | | | | 399,306 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 36,000 | 11,386 | | | | | | | 47,386 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 36,000 | 11,386 | | | | | | | 47,386 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 1,909,994 | | | | | | | | 1,909,994 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,909,994 | | | | | | | | 1,909,994 |

Project #:
5068(032)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
|----------------------|---------|-------|-------|-------|---------|---------|-------|---------|-----------|------------|
| PE | 152,000 | | | | 109,250 | | | | 261,250 | 5068(060) |
| R/W | | | | | | | | | | |
| CON | | | | | | 327,750 | | 426,000 | 753,750 | |
| Total | 152,000 | | | | 109,250 | 327,750 | | 426,000 | 1,015,000 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 134,566 | | | | 96,719 | 290,157 | | 377,138 | 898,580 | |
| Local Match | 17,434 | | | | 12,531 | 37,593 | | 48,862 | 116,421 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 152,000 | | | | 109,250 | 327,750 | | 426,000 | 1,015,000 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 134,566 | | | | 96,719 | | | | 231,285 | |
| Local Match | 17,434 | | | | 12,531 | | | | 29,965 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 152,000 | | | | 109,250 | | | | 261,250 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | | 290,157 | | 377,138 | 667,295 | |
| Local Match | | | | | | 37,593 | | 48,862 | 86,455 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | | 327,750 | | 426,000 | 753,750 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-----------|-------|-------|--------|-----------|
| PE | 500,000 | | | | | | | | 500,000 |
| R/W | 60,000 | | | | | | | | 60,000 |
| CON | | | | | 1,946,000 | | | | 1,946,000 |
| Total | 560,000 | | | | 1,946,000 | | | | 2,506,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 560,000 | | | | 1,946,000 | | | | 2,506,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 560,000 | | | | 1,946,000 | | | | 2,506,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 500,000 | | | | | | | | 500,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 500,000 | | | | | | | | 500,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 60,000 | | | | | | | | 60,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | | | | | | | 60,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 1,946,000 | | | | 1,946,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 1,946,000 | | | | 1,946,000 |

Project #:
5906(104)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-----------|-------|---------|-------|-------|-----------|-------|--------|-----------|
| PE | 2,025,000 | | 100,000 | | | | | | 2,125,000 |
| R/W | 60,000 | | 84,000 | | | | | | 144,000 |
| CON | | | | | | 5,661,000 | | | 5,661,000 |
| Total | 2,085,000 | | 184,000 | | | 5,661,000 | | | 7,930,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 1,845,851 | | 162,895 | | | 5,011,683 | | | 7,020,429 |
| Local Match | 239,150 | | 21,105 | | | 649,317 | | -0 | 909,571 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,085,000 | | 184,000 | | | 5,661,000 | | | 7,930,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 1,792,733 | | 88,530 | | | | | | 1,881,263 |
| Local Match | 232,268 | | 11,470 | | | | | | 243,738 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,025,000 | | 100,000 | | | | | | 2,125,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 53,118 | | 74,365 | | | | | | 127,483 |
| Local Match | 6,882 | | 9,635 | | | | | | 16,517 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | 84,000 | | | | | | 144,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | 5,011,683 | | | 5,011,683 |
| Local Match | 0 | | | | | 649,317 | | -0 | 649,317 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 5,661,000 | | | 5,661,000 |

Project #:
5906(088)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| | | | | | | | | | | |
|-----------------------------|---------|-------|-------|-------|-------|-------|-------|-----------|-----------|-------------------|
| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
| PE | 470,000 | | | | | | | | 470,000 | 5906(105) |
| R/W | 49,000 | | | | | | | | 49,000 | |
| CON | | | | | | | | 1,400,000 | 1,400,000 | |
| Total | 519,000 | | | | | | | 1,400,000 | 1,919,000 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 459,471 | | | | | | | 1,239,420 | 1,698,891 | |
| Local Match | 59,529 | | | | | | | 160,580 | 220,109 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 519,000 | | | | | | | 1,400,000 | 1,919,000 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 416,091 | | | | | | | | 416,091 | |
| Local Match | 53,909 | | | | | | | | 53,909 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 470,000 | | | | | | | | 470,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 43,380 | | | | | | | | 43,380 | |
| Local Match | 5,620 | | | | | | | | 5,620 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 49,000 | | | | | | | | 49,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | | | | 1,239,420 | 1,239,420 | |
| Local Match | | | | | | | | 160,580 | 160,580 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | | | | 1,400,000 | 1,400,000 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4798 BRIDGE NO. 06C0192, DRY CREEK ROAD OVER DRY CREEK, 2.2 MI N SR 299. Stand alone Bridge Preventive Maintenance.

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-------|-------|-------|--------|-------|-------|-------|---------|---------|
| PE | | | | 27,000 | | | | | 27,000 |
| R/W | | | | | | | | 5,000 | 5,000 |
| CON | | | | | | | | 105,400 | 105,400 |
| Total | | | | 27,000 | | | | 110,400 | 137,400 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 21,600 | | | | 88,320 | 109,920 |
| Local Match | | | | 5,400 | | | | 22,080 | 27,480 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 27,000 | | | | 110,400 | 137,400 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 21,600 | | | | | 21,600 |
| Local Match | | | | 5,400 | | | | | 5,400 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 27,000 | | | | | 27,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 4,000 | 4,000 |
| Local Match | | | | | | | | 1,000 | 1,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 5,000 | 5,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 84,320 | 84,320 |
| Local Match | | | | | | | | 21,080 | 21,080 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 105,400 | 105,400 |

Project #:

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-----------|--------|-------|-------|-----------|-------|-------|--------|-----------|
| PE | 1,220,000 | | | | | | | | 1,220,000 |
| R/W | | 10,000 | | | | | | | 10,000 |
| CON | | | | | 3,281,000 | | | | 3,281,000 |
| Total | 1,220,000 | 10,000 | | | 3,281,000 | | | | 4,511,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 1,080,066 | 10,000 | | | 3,281,000 | | | | 4,371,066 |
| Local Match | 139,934 | | | | | | | | 139,934 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,220,000 | 10,000 | | | 3,281,000 | | | | 4,511,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 1,080,066 | | | | | | | | 1,080,066 |
| Local Match | 139,934 | | | | | | | | 139,934 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,220,000 | | | | | | | | 1,220,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | 10,000 | | | | | | | 10,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 10,000 | | | | | | | 10,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 3,281,000 | | | | 3,281,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 3,281,000 | | | | 3,281,000 |

Project #:
5906(087)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
|----------------------|---------|-------|-------|-------|-------|-------|-------|-----------|-----------|------------|
| PE | 200,000 | | | | | | | | 200,000 | 5906(117) |
| R/W | 40,000 | | | | | | | | 40,000 | |
| CON | | | | | | | | 1,040,000 | 1,040,000 | |
| Total | 240,000 | | | | | | | 1,040,000 | 1,280,000 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 240,000 | | | | | | | 1,040,000 | 1,280,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 240,000 | | | | | | | 1,040,000 | 1,280,000 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 200,000 | | | | | | | | 200,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 200,000 | | | | | | | | 200,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 40,000 | | | | | | | | 40,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 40,000 | | | | | | | | 40,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | | | | 1,040,000 | 1,040,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | | | | 1,040,000 | 1,040,000 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-------|-----------|-------|--------|-----------|
| PE | 600,000 | | | | | | | | 600,000 |
| R/W | 40,000 | | | | | | | | 40,000 |
| CON | | | | | | 3,305,800 | | | 3,305,800 |
| Total | 640,000 | | | | | 3,305,800 | | | 3,945,800 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 566,592 | | | | | 2,926,625 | | | 3,493,217 |
| Local Match | 73,408 | | | | | 379,175 | | | 452,583 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 640,000 | | | | | 3,305,800 | | | 3,945,800 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 531,180 | | | | | | | | 531,180 |
| Local Match | 68,820 | | | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 600,000 | | | | | | | | 600,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 35,412 | | | | | | | | 35,412 |
| Local Match | 4,588 | | | | | | | | 4,588 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 40,000 | | | | | | | | 40,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | 2,926,625 | | | 2,926,625 |
| Local Match | | | | | | 379,175 | | | 379,175 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 3,305,800 | | | 3,305,800 |

Project #:
5906(111)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
|----------------------|-------|-------|---------|-------|-------|-------|-------|-----------|-----------|------------|
| PE | | | 600,000 | | | | | | 600,000 | 5906(138) |
| R/W | | | | | | | | 60,000 | 60,000 | |
| CON | | | | | | | | 2,360,000 | 2,360,000 | |
| Total | | | 600,000 | | | | | 2,420,000 | 3,020,000 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | 480,000 | | | | | 1,936,000 | 2,416,000 | |
| Local Match | | | 120,000 | | | | | 484,000 | 604,000 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | 600,000 | | | | | 2,420,000 | 3,020,000 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | 480,000 | | | | | | 480,000 | |
| Local Match | | | 120,000 | | | | | | 120,000 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | | | | 48,000 | 48,000 | |
| Local Match | | | | | | | | 12,000 | 12,000 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | | | | 60,000 | 60,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | | | | 1,888,000 | 1,888,000 | |
| Local Match | | | | | | | | 472,000 | 472,000 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | | | | 2,360,000 | 2,360,000 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-------|-------|-------|-----------|-----------|
| PE | 236,500 | | | | | | | | 236,500 |
| R/W | | 30,000 | | | | | | | 30,000 |
| CON | | | | | | | | 1,324,400 | 1,324,400 |
| Total | 236,500 | 30,000 | | | | | | 1,324,400 | 1,590,900 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 209,373 | 26,559 | | | | | | 1,172,491 | 1,408,424 |
| Local Match | 27,127 | 3,441 | | | | | | 151,909 | 182,476 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 236,500 | 30,000 | | | | | | 1,324,400 | 1,590,900 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | 209,373 | | | | | | | | 209,373 |
| Local Match | 27,127 | | | | | | | | 27,127 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 236,500 | | | | | | | | 236,500 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | 26,559 | | | | | | | 26,559 |
| Local Match | | 3,441 | | | | | | | 3,441 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 30,000 | | | | | | | 30,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 1,172,491 | 1,172,491 |
| Local Match | | | | | | | | 151,909 | 151,909 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,324,400 | 1,324,400 |

Project #:
5906(124)

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4710 BRIDGE NO. 06C0297, MIDDLE CREEK RD OVER MIDDLE CREEK, 0.7 MI E OF IRON MTN RD. Replace 1-lane bridge with 2-lane bridge.

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-------|-------|-------|-------|---------|-------|-------|-----------|-----------|
| PE | | | | | 240,000 | | | | 240,000 |
| R/W | | | | | | | | 40,000 | 40,000 |
| CON | | | | | | | | 969,000 | 969,000 |
| Total | | | | | 240,000 | | | 1,009,000 | 1,249,000 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 212,472 | | | 893,268 | 1,105,740 |
| Local Match | | | | | 27,528 | | | 115,732 | 143,260 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 240,000 | | | 1,009,000 | 1,249,000 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | 212,472 | | | | 212,472 |
| Local Match | | | | | 27,528 | | | | 27,528 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 240,000 | | | | 240,000 |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 35,412 | 35,412 |
| Local Match | | | | | | | | 4,588 | 4,588 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 40,000 | 40,000 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 857,856 | 857,856 |
| Local Match | | | | | | | | 111,144 | 111,144 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 969,000 | 969,000 |

Project #:

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
|----------------------|---------|-------|-------|-------|-----------|-------|-------|--------|-----------|------------|
| PE | 435,000 | | | | | | | | 435,000 | 5906(106) |
| R/W | 40,000 | | | | | | | | 40,000 | |
| CON | | | | | 1,300,000 | | | | 1,300,000 | |
| Total | 475,000 | | | | 1,300,000 | | | | 1,775,000 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 475,000 | | | | 1,300,000 | | | | 1,775,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 475,000 | | | | 1,300,000 | | | | 1,775,000 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 435,000 | | | | | | | | 435,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 435,000 | | | | | | | | 435,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 40,000 | | | | | | | | 40,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 40,000 | | | | | | | | 40,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | | 1,300,000 | | | | 1,300,000 | |
| Local Match | | | | | | | | | | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | | 1,300,000 | | | | 1,300,000 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

Shasta County 4691 BRIDGE NO. PM00213, Bridge Preventive Maintenance Program (BPMP), various bridges in Shasta County. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|-------|-------|-------|--------|-------|-------|-------|---------|---------|
| PE | | | | 99,461 | | | | | 99,461 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 391,213 | 391,213 |
| Total | | | | 99,461 | | | | 391,213 | 490,674 |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 79,569 | | | | 312,970 | 392,539 |
| Local Match | | | | 19,892 | | | | 78,243 | 98,135 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 99,461 | | | | 391,213 | 490,674 |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | 79,569 | | | | | 79,569 |
| Local Match | | | | 19,892 | | | | | 19,892 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 99,461 | | | | | 99,461 |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
| Fed \$ | | | | | | | | 312,970 | 312,970 |
| Local Match | | | | | | | | 78,243 | 78,243 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 391,213 | 391,213 |

Project #:

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

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

| | | | | | | | | | | |
|-----------------------------|---------|-------|-------|-----------|-------|-------|-------|--------|-----------|------------|
| Phase Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | Project #: |
| PE | 716,001 | | | 130,999 | | | | | 847,000 | 5474(015) |
| R/W | | | | 78,000 | | | | | 78,000 | |
| CON | | | | 3,831,300 | | | | | 3,831,300 | |
| Total | 716,001 | | | 4,040,299 | | | | | 4,756,300 | |
| Fund Source Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 633,876 | | | 3,576,877 | | | | | 4,210,752 | |
| Local Match | 82,125 | | | 463,422 | | | | -0 | 545,548 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 716,001 | | | 4,040,299 | | | | | 4,756,300 | |
| PE Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | 633,876 | | | 115,973 | | | | | 749,849 | |
| Local Match | 82,125 | | | 15,026 | | | | | 97,151 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 716,001 | | | 130,999 | | | | | 847,000 | |
| R/W Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | 69,053 | | | | | 69,053 | |
| Local Match | | | | 8,947 | | | | | 8,947 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | 78,000 | | | | | 78,000 | |
| CON Summary: | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total | |
| Fed \$ | | | | 3,391,850 | | | | | 3,391,850 | |
| Local Match | | | | 439,450 | | | | -0 | 439,450 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | 3,831,300 | | | | | 3,831,300 | |

2022/23-2027/28 Highway Bridge Program

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

District: 02 County: Shasta

Responsible Agency HBP-ID Project Description

MPO Summary: Shasta County Regional Transportation Planning Agency

Number of Projects: 23

Totals:

| | Prior | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | Beyond | Total |
|----------------------|------------|-----------|-----------|-----------|-----------|------------|-----------|-----------|------------|
| Fed \$ | 16,103,259 | 5,922,931 | 6,925,633 | 5,903,080 | 6,945,227 | 12,295,710 | 3,780,000 | 7,652,050 | 65,527,889 |
| Local Match | 1,490,887 | 846,486 | 871,369 | 776,991 | 46,023 | 1,593,040 | | 1,138,163 | 6,762,960 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 646,269 | -646,269 | | | | | | |
| Total for all Phases | 17,594,146 | 7,415,686 | 7,150,733 | 6,680,071 | 6,991,250 | 13,888,750 | 3,780,000 | 8,790,213 | 72,290,849 |

Local Highway Safety Improvement Program (HSIP) 211-0000-0093

2025 FTIP Backup List (Updated on 11/16/2023) - SRTA

| Unique Project ID | Special Rule (HRRR or VRU)* | District | Agency | MPO | Project Location | Description of Work | Total Project Cost | Total Federal Funds (HSIP) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2024/25 | Federal Funds Programmed in 2025/26 | Federal Funds Programmed in 2026/27 | Federal Funds Programmed in 2027/28 | Notes |
|-------------------|-----------------------------|----------|---------|------|---|---|--------------------|----------------------------|-------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| HSIP6-02-002 | | 2 | Redding | SRTA | On Old Oregon Trail between Midland Dr and Bear Mountain Rd | Widen and pave shoulder, horizontal curve realignment and drainage improvements | \$3,174,000 | \$2,603,610 | \$570,390 | \$2,603,610 | \$0 | \$925,000 | \$0 | \$0 | HSIP Projects for the 2025 FTIP will be updated once Cycle 12 applications are approved by Caltrans after September 9th, 2024. |

| | | | | | | | | |
|--------------|--------------------|--------------------|------------------|--------------------|------------|------------------|------------|------------|
| TOTAL | \$3,174,000 | \$2,603,610 | \$570,390 | \$2,603,610 | \$0 | \$925,000 | \$0 | \$0 |
|--------------|--------------------|--------------------|------------------|--------------------|------------|------------------|------------|------------|

**Shasta RTA - Grouped Projects Listing for Safety Improvements, Shoulder Improvements, Pavement Resurfacing
2025 FSTIP CTIPS No 211-0000-0108**

[illegible]

CTIPS ID: 211-0000-0115 (Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County)

| Project ID/ EA | Project Title | Project Description | FFY 24/25 | FFY 25/26 | FFY 26/27 | FFY 27/28 |
|----------------|---|---|------------------------------|-----------------------------|--------------------------------------|-----------|
| | Victor Improvement Project (VIP) | This project constructs low-stress active transportation facilities on Victor Ave, Mistletoe Lane, and adjacent neighborhood streets, and encourages people to walk and bike. | ATP | | ATP | |
| | | | \$1,045,000 | 0 | \$6,044,000 | 0 |
| | | | 0 | 0 | Local Funds \$999,000 | 0 |
| | | | 0 | 0 | Regional Non-moto \$1,000,000 | 0 |
| | Victor Ave & Cypress Ave Active Transportation (VCAT) project | Along Victor Ave, Cypress Ave, and Alfreda Way, construct shared use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections. | ATP | | | |
| | | | \$7,822,000 | 0 | 0 | 0 |
| | | | Local Funds \$397,854 | 0 | 0 | 0 |
| | East Palisades Multiuse Path | Improve pedestrian and bicycle infrastructure, construct Class 1 multiuse path, retaining walls, and concrete barrier, rehabilitate drainage systems, and install fencing. | SHOPP CS \$1,640,000 | SHOPP CS \$2,140,000 | SHOPP CS \$10,496,000 | 0 |
| Total | | | \$ 10,904,854 | \$ 2,140,000 | \$ 18,539,000 | \$ - |

| SRTA Grouped Projects Listing for Safety Improvements - SHOPP (Mobility) 2025 FSTIP | | | | | | | | | | | | | | | |
|---|-----|------|-------|----|--|----------|-------|---------|---------|----------|-------|-------|---------|-------|----------|
| CTIPS No 211-0000-0119 (in \$000s) | | | | | | | | | | | | | | | |
| CTIPS ID | CO | Dist | EA | Rt | Desc | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | PE | RW | CON |
| SHOPP - Mobility | | | | | | | | | | | | | | | |
| 11100000304 | SHA | 02 | 2J850 | 44 | In Shasta, Tehama, and Trinity Counties on Routes 5, 36, 44, and 299 at various locations. Upgrade Traffic Management System (TMS) elements and guardrail, and construct maintenance vehicle pullouts. | \$19,645 | \$0 | \$1,670 | \$2,260 | \$15,715 | \$0 | \$0 | \$3,690 | \$275 | \$15,680 |
| TOTAL | | | | | | \$19,645 | \$0 | \$1,670 | \$2,260 | \$15,715 | \$0 | \$0 | \$3,690 | \$275 | \$15,680 |

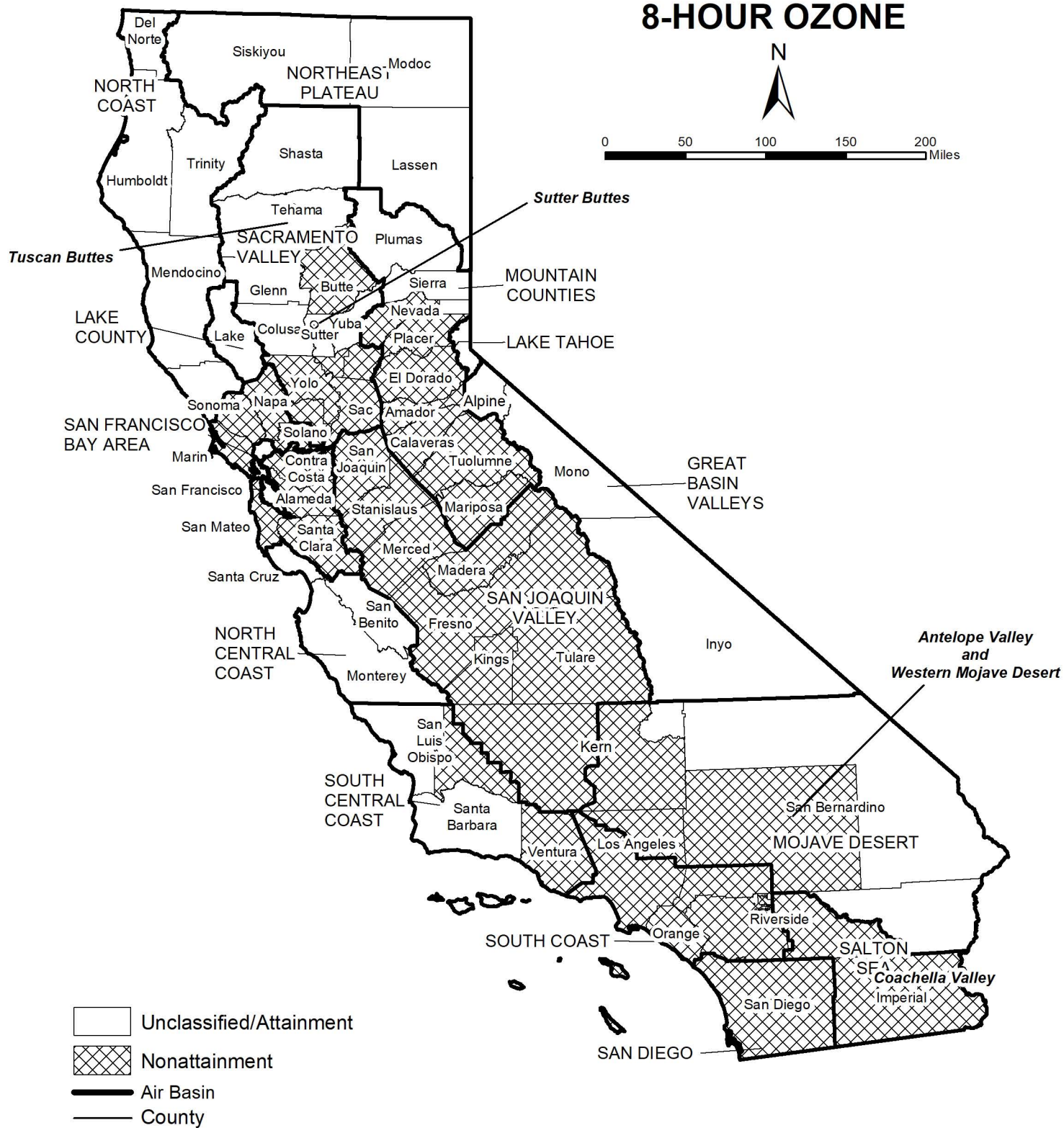
| Caltrans Managed non-SHOPP Program Details
Local Section 130 Funded Railroad/Highway Grade Crossings | | | | | | | | | | | | | | | |
|---|------|-----------------------|----------------|---------------------|---------|--------|--------------|---|---------------|-------------------------|-----------------------------|-----------------------------------|-----------|-----------|-----------|
| Grouped Projects for Railroad/Highway Crossings Safety Improvements.
Projects are consistent with 40 CFR Part 93.126 and Exempt under Tables 2 Categories- Railroad/ Highway Crossings | | | | | | | | | | | | CTIPS ID 211-0000-0121, 2025 FTIP | | | |
| Caltrans District | MPO | CPUC Grade Crossing # | DOT Crossing # | Implementing Agency | City | County | Project Name | Project Description | Railroad | Fund Source | Total Project Cost Estimate | FFY 24/25 | FFY 25/26 | FFY 26/27 | FFY 27/28 |
| 2 | SRTA | SHA-1024 | 750505B | Redding | Redding | Shasta | Eastside Rd | Highway Grade Crossing. Install warning devices, with additional signage and illumination | Union Pacific | STP - Rail Hwy Crossing | \$ 1,636,000.00 | \$ 40,000.00 | \$ - | \$ - | \$ - |

Appendix C

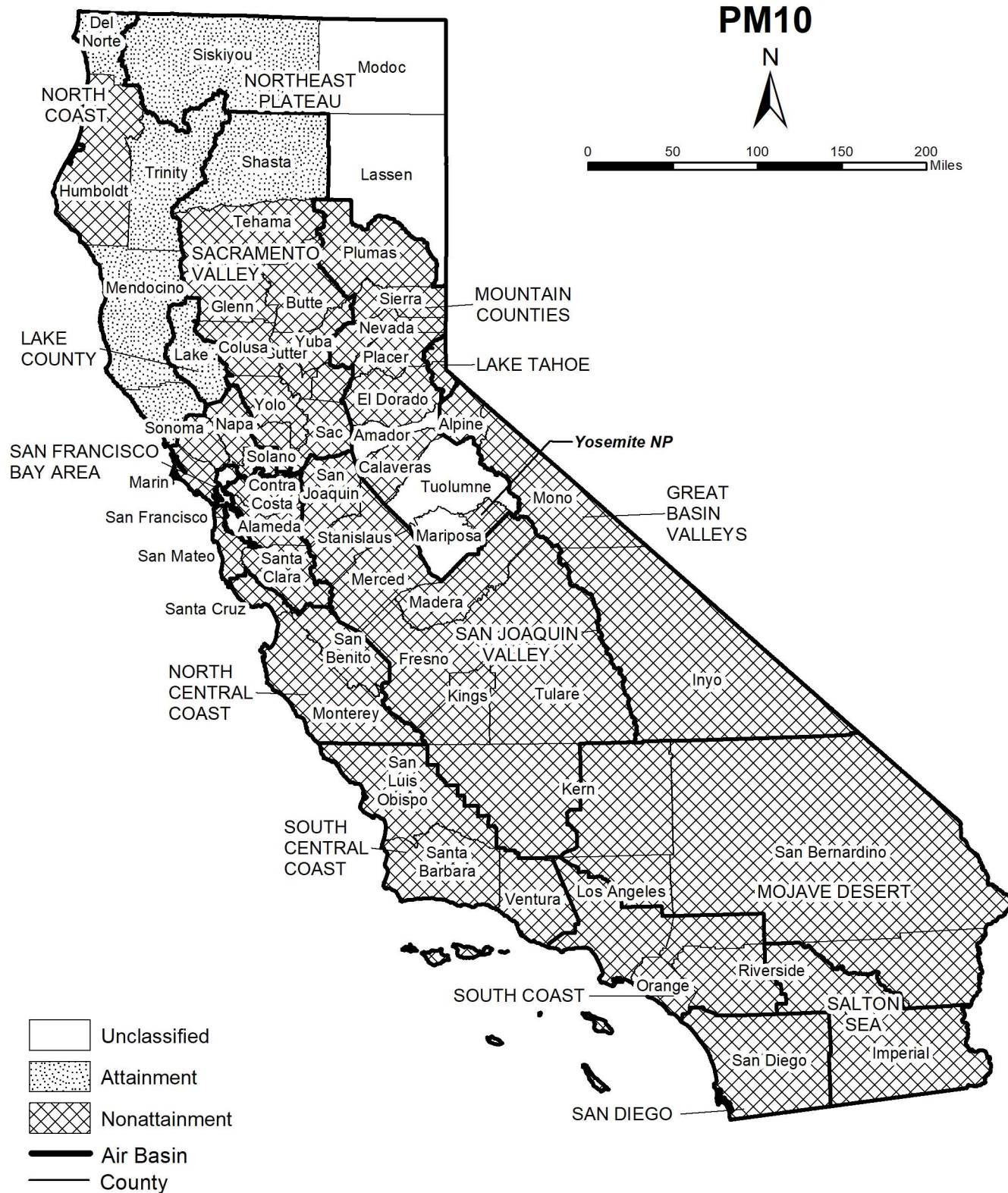
National Ambient Air Quality Standards Demonstrating Attainment or Unclassified Status of Shasta County*

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

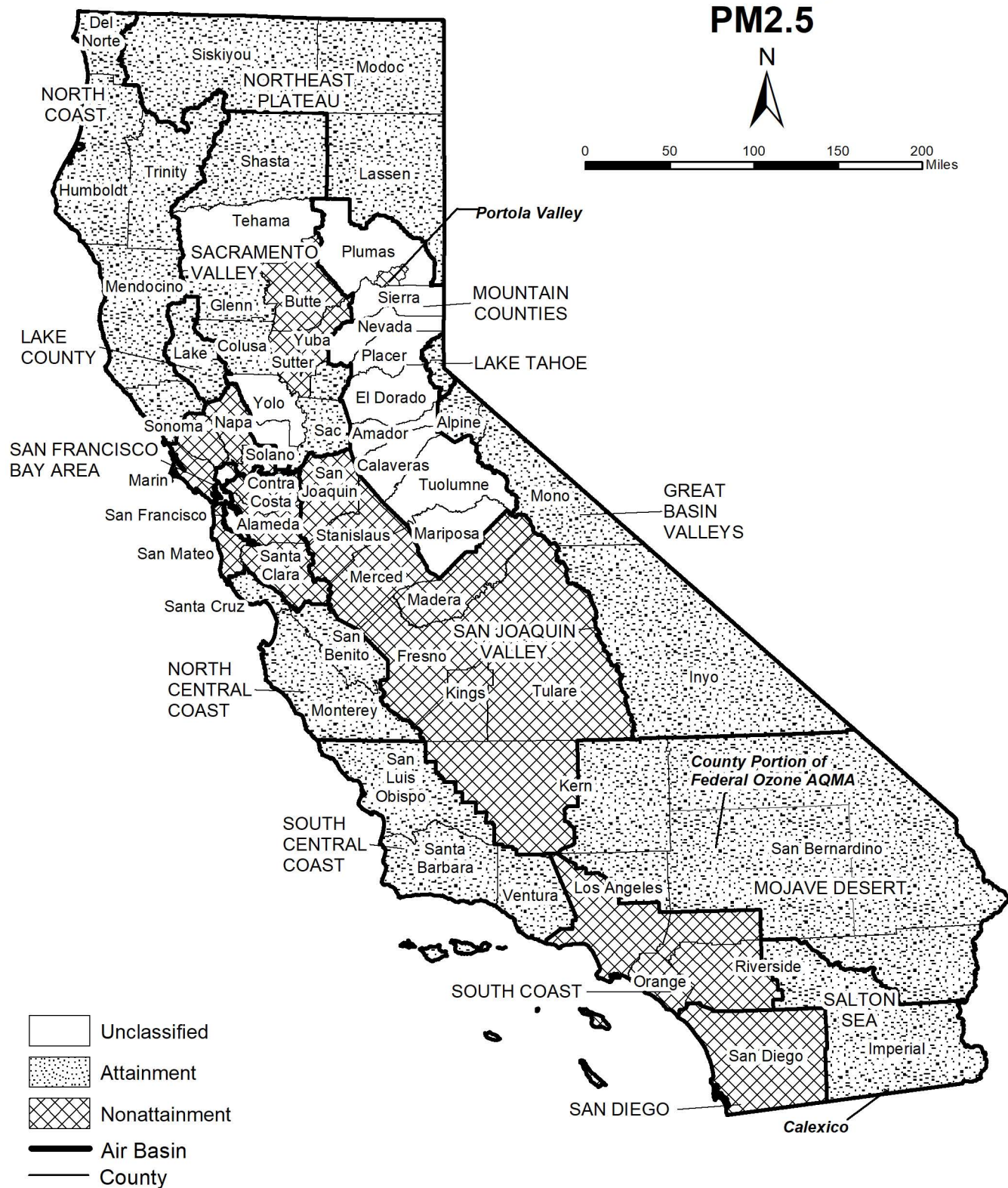
Area Designations for National Ambient Air Quality Standards 8-HOUR OZONE



2022 Area Designations for State Ambient Air Quality Standards PM₁₀



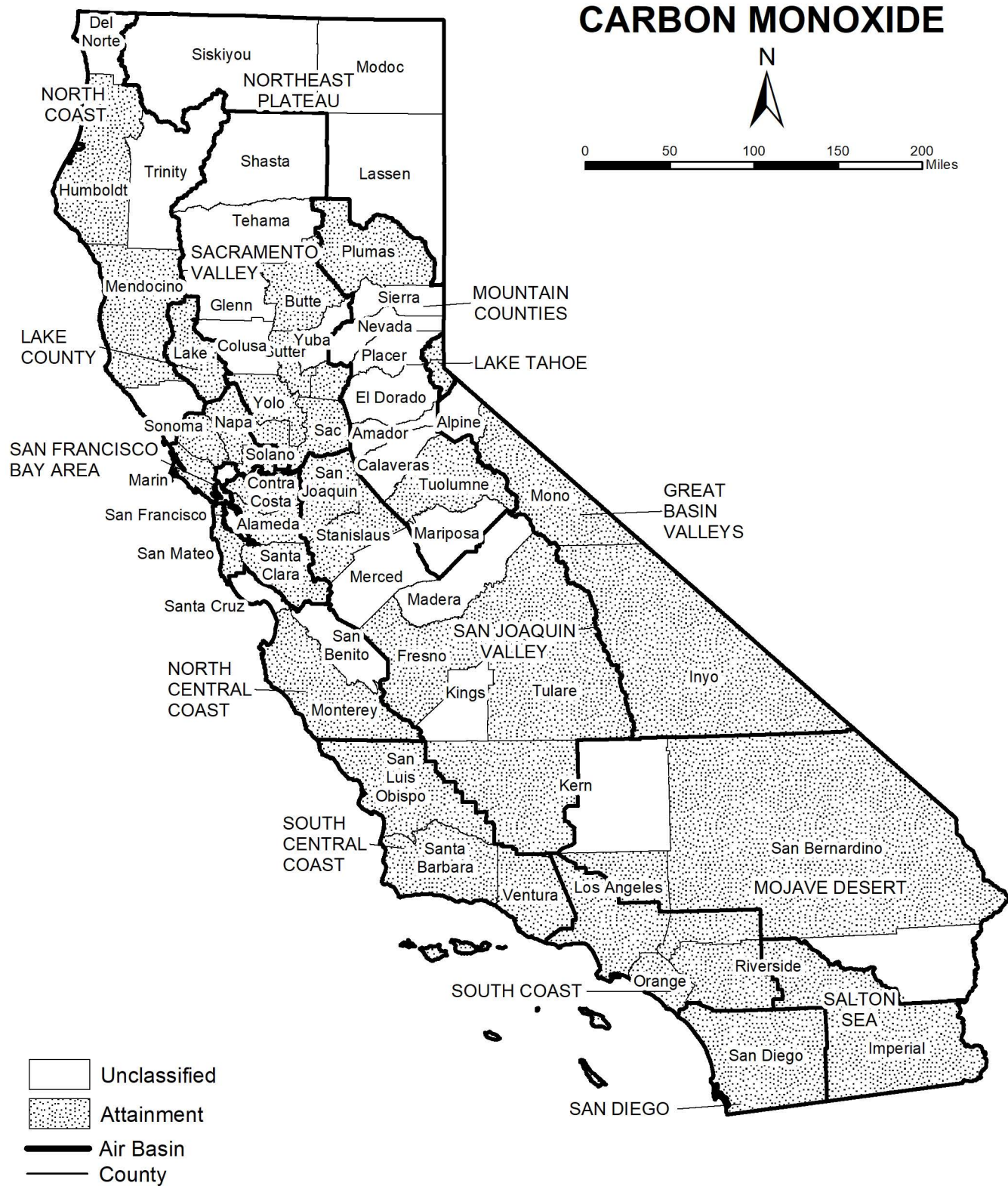
2022 Area Designations for State Ambient Air Quality Standards PM_{2.5}



2022

Area Designations for State Ambient Air Quality Standards

CARBON MONOXIDE

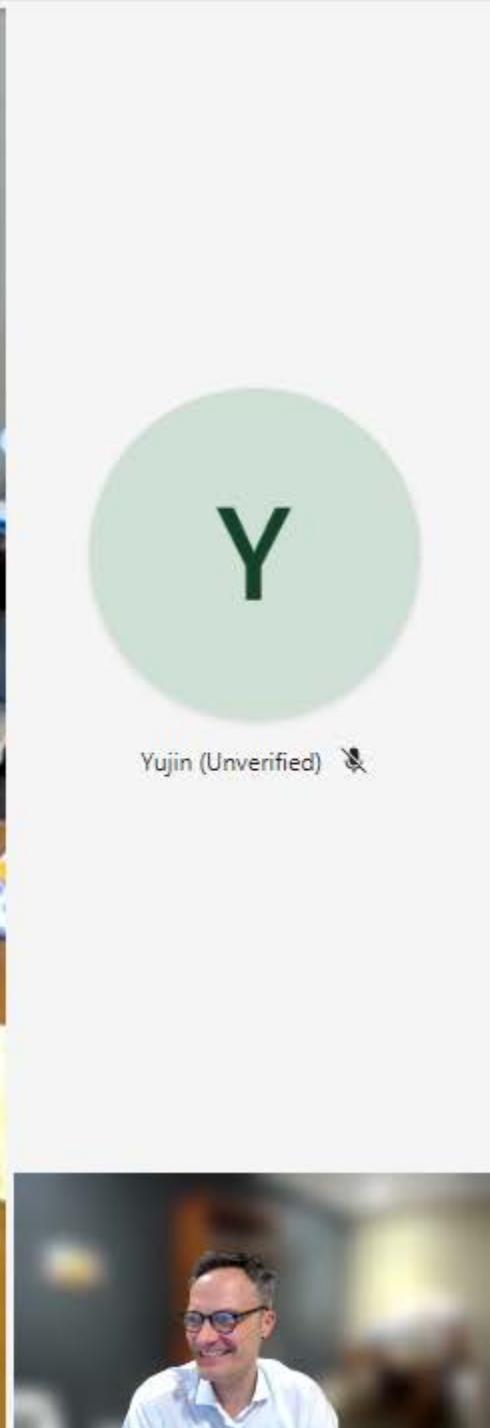


Appendix D

Public Involvement and Interagency Consultation

[This will be updated with additional involvement after the DRAFT 2025 FTIP is reviewed by partner agencies.]

DRAFT



From: [Keith Williams \(SRTA\)](#)
To: [Andoh, John](#); [Copland, Yujin](#)
Cc: [Laurent Beauregard](#); [Sean Tiedgen](#)
Subject: RABA-SRTA 2025 FTIP Coordination Meeting
Date: Monday, July 1, 2024 3:48:00 PM
Attachments: [SRTA-RABA_2025FTIP_Communication.png](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon, John and Yujin,

Thank you for the meeting just now to discuss RABA's needs for the DRAFT 2025 FTIP. As discussed, please check in with the CRP manager and Nicole Fortner (D2 Local Assistance) to determine next steps for flexing the CRP funds. The CRP funds and the SB125 match funds are now programmed in the grouped project listing for transit operating assistance and ready for flexing to FTA funds. Once you receive word on the next steps, Laurent and I can start preparing Amendment 8 to SRTA's 2023 FTIP. As noted in our Teams conversation just now, any amendments/administrative modifications made to SRTA's 2023 FTIP will not be reflected in SRTA's DRAFT 2025 FTIP until the SRTA board approves it in September, and the 2025 FTIP does not become active until around mid-December.

Please respond to this email with any other RABA programming needs for Amendment 8 to SRTA's 2023 FTIP and any questions you may have.

Also, attached is the screenshot for our DRAFT 2025 FTIP's Partner Coordination Section. Thanks for helping out!

Thank you.

Keith Williams, MS, MCRP, AICP

Senior Transportation Planner | Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202, Redding, CA 96001 | 530-262-6192 | Work Cell (Through 6/30/24): 530-524-9486



From: [Keith Williams \(SRTA\)](#)
To: Wbond@cityofshastalake.org; [Laurent Beauregard](#)
Cc: [Sean Tiedgen](#)
Subject: City of Shasta Lake-SRTA 2025 FTIP Coordination Meeting
Date: Monday, July 1, 2024 4:02:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon, Will and Shelby.

Thank you for taking the time to meet with Laurent and me today to discuss the city's programming needs for the 2025 FTIP. Based on our conversation, the Moody Creek Bridge project is the city's only project that is needed in the FTIP at this time. If the city is awarded ATP Cycle 7 funding, then the city will program the Shasta Lake Link project into the 2025 FTIP.

Thanks, and let us know if you have any questions.

Keith Williams, MS, MCRP, AICP

Senior Transportation Planner | Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202, Redding, CA 96001 | 530-262-6192 | Work Cell (Through 6/30/24): 530-524-9486



From: [Keith Williams \(SRTA\)](#)
To: pwickenheiser@ci.anderson.ca.us
Cc: [Laurent Beauregard](#); [Sean Tiedgen](#)
Subject: City of Anderson-SRTA 2025 FTIP Coordination Meeting
Date: Monday, July 1, 2024 4:02:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon, Peter.

Thank you for taking the time to meet with Laurent and me today to discuss the city's programming needs for the 2025 FTIP. Based on our conversation, it sounds like the city of Anderson has no programming needs for the 2025 FTIP. If this should change, just let me know.

Thanks.

Keith Williams, MS, MCRP, AICP

Senior Transportation Planner | Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202, Redding, CA 96001 | 530-262-6192 | Work Cell (Through 6/30/24):
530-524-9486



Appendix E

Summary of FFYs 2020-21, 2021-22, and 2022-23 Federally Obligated Projects

DRAFT

Net Obligations for State and Local Federal-Aid Highway Projects - Federal FY2023

Federal Fiscal Year (FFY) 2022-23 Shasta County Federal Funds Obligation/De-Obligation Report (Period: October 1, 2022 to September 30, 2023)

| CTIPS ID | State Project No. | Project Description | Fed Funds Change | Project Status |
|---|-------------------|--|-------------------|----------------|
| State and Local Streets, Roads, and Highway Projects | | | | |
| 211-0000-0124 | 0218000030L | BIG BEND ROAD IN SHASTA COUNTY - SITE #1: MP 7.65 ROARING CREEK, SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES. | \$ (3,249.20) | Closed |
| 211-0000-0124 | 0219000149S | IN SHASTA COUNTY ABOUT 20 MILES WEST OF REDDING AT 0.8 MILE EAST OF HOADLEY PEAK ROAD AND AT 1.3 MILES EAST OF HOADLEY PEAK ROAD. PERMANENT RESTORATION CONSTRUCT NEW DISPOSAL SITES | \$ (154,680.21) | Active |
| 211-0000-0124 | 0221000055L | CA20-3 ZOGG FIRE PR REPAIRS ON PLATINA ROAD PERMANENT RESTORATION | \$ 323,851.30 | Active |
| 211-0000-0124 | 0221000054L | CA20-3 ZOGG FIRE EO REPAIRS ON PLATINA ROAD EMERGENCY OPENING | \$ 104,417.21 | Active |
| 211-0000-0124 | 0219000089S | IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MI EAST OF LEMN CR BR STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL | \$ (1,885.54) | Closed |
| 211-0000-0124 | 0219000089S | IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MI EAST OF LEMN CR BR STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL | \$ 2,779.63 | Closed |
| 211-0000-0124 | 0218000030L | BIG BEND ROAD IN SHASTA COUNTY - SITE #1: MP 7.65 ROARING CREEK, SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES. | \$ (4,834.80) | Closed |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (0.65) | Closed |
| 211-0000-0074 | 0200000016S | ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC) | \$ (2,903,690.17) | Active |
| 211-0000-0074 | 0200000016S | ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC) | \$ (2,653,153.91) | Active |
| 211-0000-0078 | 0214000011S | IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION | \$ 395.72 | Closed |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (986,822.84) | Closed |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (0.01) | Closed |
| 211-0000-0075 | 0214000026S | ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC) | \$ (374,893.61) | Closed |
| 211-0000-0075 | 0214000026S | ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC) | \$ (0.04) | Closed |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (94,727.12) | Closed |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (105,115.63) | Closed |
| 211-0000-0074 | 0200020261L | OLD FORTY-FOUR DRIVE @ OAK RUN CREEK, BRIDGE NO. 06C-0098 BRIDGE REPLACEMENT | \$ (9,475.88) | Closed |
| 211-0000-0093 | 0212000062S | ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR INGTOT FROM 5.0 MILES TO 4.3 MILES WEST OF BUZZARD ROOST RD CURVE IMPROVEMENT (TC) | \$ (71,299.05) | Active |
| 211-0000-0083 | 02451714L | CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES | \$ (5,040.57) | Closed |
| 211-0000-0083 | 0200020170L | EASTSIDE ROAD AT OLNEY CREEK BR.# 06C0335 BRIDGE REPLACEMENT | \$ 88,530.00 | Active |
| 211-0000-0083 | 0215000032L | BEAR MOUNTAIN ROAD AT DEEP HOLE CREEK BR (06C-0263) BRIDGE REPLACEMENT | \$ 26,559.00 | Active |
| 211-0000-0078 | 0216000036S | IN SHASTA COUNTY AT AND NEAR BURNEY FROM 2.6 MILES EAST OF CARBERRY FLAT ROAD TO 0.3 MILE EAST OF BURNEY MOUNTAIN POWER ROAD PAVEMENT REHABILITATION | \$ 16,545,000.00 | Active |
| 211-0000-0078 | 0215000083S | IN SHASTA COUNTY IN REDDING FROM 0.3 MILE NORTH OF CYPRESS AVENUE OVERCROSSING TO 0.6 MILE NORTH OF OASIS ROAD OVERCROSSING. WIDEN TO 6 LANES | \$ 1,581,413.90 | Active |
| 211-0000-0083 | 0200020170L | EASTSIDE ROAD AT OLNEY CREEK BR.# 06C0335 BRIDGE REPLACEMENT | \$ 779,063.00 | Active |
| 211-0000-0083 | 02456884L | SPRING CREEK RD AT FALL RIVER (BR# 06C0209) BRIDGE REPLACEMENT (TC) | \$ 10,000.00 | Active |
| 211-0000-0083 | 0200020234L | SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET BRIDGE REPLACEMENT (TC) | \$ 25,685.65 | Active |
| 211-0000-0121 | 0017000249L | CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC) | \$ 500,000.00 | Active |
| 211-0000-0121 | 0017000249L | CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC) | \$ (450,000.00) | Active |
| 211-0000-0075 | 0214000026S | ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC) | \$ (215,808.10) | Closed |

| | | | | |
|---------------|-------------|---|-------------------|--------|
| 211-0000-0074 | 0218000047S | ON STATE ROUTE: 5. IN SHASTA AND SISKIYOU COUNTIES ABOUT 7 MILES NORTH OF POLLARD FLAT FROM 0.8 MILE SOUTH TO 0.7 MILE NORTH OF SIMS ROAD UNDERCROSSING AND FROM 0.6 MILE SOUTH OF CASTLE CRAGS DRIVE UNDERCROSSING TO 0.2 MILE SOUTH OF SOUTH DUNSMUIR UNDERCROSSING. REPLACE BRIDGE | \$ (2,681,949.02) | Closed |
| 211-0000-0078 | 0214000011S | IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION | \$ (165,884.42) | Closed |
| 211-0000-0074 | 0200000016S | ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC) | \$ (2,281,620.77) | Active |
| 211-0000-0074 | 0214000022S | ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE FROM 0.2 MILE SOUTH TO 0.9 MILE NORTH OF PIT RIVER BRIDGE OVERHEAD. BRIDGE DECK MAINTENANCE (TC) | \$ (611,010.83) | Closed |
| 211-0000-0075 | 0214000026S | ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC) | \$ (97.26) | Closed |
| 211-0000-0074 | 0214000022S | ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE FROM 0.2 MILE SOUTH TO 0.9 MILE NORTH OF PIT RIVER BRIDGE OVERHEAD. BRIDGE DECK MAINTENANCE (TC) | \$ 132.92 | Closed |
| 211-0000-0083 | 0214000079L | GAS POINT ROAD BRIDGE (06C-0183) OVER NO NAME DITCH, 1.9 MILES WEST OF I-5. BR.# 06C0183 BRIDGE REPLACEMENT | \$ (2,514.50) | Closed |
| 211-0000-0078 | 0214000011S | IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION | \$ (867,767.50) | Closed |
| 211-0000-0075 | 0214000028S | ON STATE ROUTE: 299. IN SHASTA AND TRINITY COUNTIES AT VARIOUS LOCATIONS. WORKER SAFETY IMPROVEMENTS | \$ (337,785.61) | Active |
| 211-0000-0078 | 0200020196S | ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR BURNEY FROM 0.2 MILE WEST OF SONOMA STREET TO 0.3 MILE WEST OF ROUTE 89. PULVERIZE PAVEMENT AND SHOULDER WIDENING (TC) | \$ (86,128.34) | Closed |
| 211-0000-0075 | 0213000001S | ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR REDDING AT VARIOUS LOCATIONS FROM TEHAMA COUNTY LINE TO SISKIYOU COUNTY LINE. COLLISION SEVERITY REDUCTION (TC) | \$ (1,187,771.60) | Active |
| 211-0000-0075 | 0217000045S | ON STATE ROUTE: 44. IN SHASTA COUNTY NEAR VIOLA FROM 0.4 MILE EAST TO 1.1 MILES EAST OF BRIDGE CREEK ROAD. IMPROVE CURVE | \$ (412,348.88) | Closed |
| 211-0000-0083 | 0212000052L | OLD ALTURAS ROAD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5 MILES WEST OF OLD OREGON TRAIL BRIDGE REHAB - WIDENING AND SIDEWALKS | \$ 4,993,092.00 | Active |

Transit-Related Projects

| | | | | |
|--|-------------|--|-----------------|--------|
| Go to RABA and Dignity Help ID Number (just use state or fed number) | | | | |
| 211-0000-0057 | CA-2022-109 | Transit Operating Assistance | \$ 3,000,000.00 | Closed |
| 211-0000-0057 | CA-2024-021 | Transit Operating Assistance | \$ 2,000,000.00 | Closed |
| 211-0000-0059 | CA-2021-107 | RABA Capital Vehicles | \$ 247,000.00 | Closed |
| 211-0000-0059 | CA-2023-055 | RABA Capital Vehicles | \$ 202,000.00 | Closed |
| 211-0000-0060 | CA-2024-021 | RABA Transit Capital | \$ 240,000.00 | Active |
| N/A | CA-2020-061 | Transit Operating Assistance (CARES) | \$ 4,395,158.00 | Active |
| N/A | CA-2020-061 | Transit Planning (CARES) | \$ 170,000.00 | Closed |
| N/A | CA-2020-061 | RABA Capital Vehicles (CARES) | \$ 460,175.00 | Closed |
| N/A | CA-2021-109 | Transit Operating Assistance (ARPA) | \$ 2,045,770.00 | Closed |
| 211-0000-0057 | Pending | 5311 Operating Assistance for Non-Urban RABA Transit Service | \$ 488,955.00 | Active |
| 211-0000-0057 | Pending | 5311f Operating Assistance for Rural Intercity Transit Service | \$ 280,000.00 | Active |

Bicycle and Pedestrian Projects

| | | | | |
|---------------|-------------|---|-----------------|--------|
| 211-0000-0093 | 0218000009L | ON CHURN CREEK ROAD BETWEEN HARTNELL AVENUE AND CYPRESS AVENUE, AND MARAGLIA STREET BETWEEN CHURN CREEK ROAD AND HILLTOP DRIVE. FILL IN SIDEWALK GAPS, CONSTRUCT ADA RAMPS, PROVIDE BICYCLE LANES, STREET LIGHTS, ENHANCED PEDESTRIAN CROSSWALKS WITH REFUGE ISLAND AND FLASHING BEACONS. | \$ 93,653.15 | Active |
| 211-0000-0115 | 0216000033S | ON STATE ROUTE: 273. IN SHASTA COUNTY IN REDDING FROM 0.1 MILE NORTH OF SOUTH REDDING UNDERPASS TO 0.1 MILE NORTH OF CALIFORNIA STREET. ADA IMPROVEMENTS | \$ 4,062,300.00 | Active |
| 211-0000-0115 | 0221000156L | ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS(TC) | \$ 16,837.00 | Active |
| 211-0000-0115 | 0221000156L | ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS(TC) | \$ 100,670.00 | Active |

Metropolitan Planning Organization (MPO) Planning Projects/Efforts

| | | | | |
|--|----------------|---------|------------|--------|
| | 02OWPP3SHAS00C | FHWA PL | \$ 322,701 | Active |
|--|----------------|---------|------------|--------|

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

FTIP = Federal Transportation Improvement Program (The current 2023 Shasta FTIP superseded the 2021 Shasta FTIP on December 16, 2023)

N/A = Not applicable, as these funds did not require obligation/encumbrance through the FTIP. Not in FTIP.

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

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

| MPO Project No. | State Project No. | Description | Fed Funds Change | Project Status |
|---|-------------------|---|------------------|----------------|
| State and Local Streets, Roads and Highways Projects | | | | |
| Emergency Relief (ER) | 0219000089S | ON STATE ROUTE (SR) 299 IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MILE E/O LEMN CR BRIDGE (BR): STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL. | \$256,600.00 | Active |
| NO # - ER | 0217000133S | IN SHASTA CO ABOUT 5MI W/O BURNEY AT VAR LOCATIONS (LOC) FROM 1.3MI W/O MOOSE CAMP RD TO 4.1MI E/O CARBERRY FLAT RD: REPAIR PAVEMENT SECTIONS, INSTALL UNDERDRAIN SYSTEM, STABILIZE SLOPE FAILURE. | -\$18,329.02 | Closed |
| NO # - ER | 0219000025S | ON INTESTATE (I) 5 IN SHASTA AND SISKIYOU COS FROM 0.3MI S/O FAWNDALE OC TO 0.2 MI S/O PIONEER BRIDGE OVERHEAD (OH) AND ON SR 89 FROM 0.3MI S/O BROADWAY AVE TO I-5: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS. | -\$1,408,399.97 | Closed |
| NO # - ER | 0219000025S | ON I-5 IN SHASTA AND SISKIYOU COS FROM 0.3MI SO FROM FAWNDALE OC TO 0.2MI S/O PIONEER BRIDGE OH AND ON SR 89 FROM 0.3MI S/O BROADWAY AVE TO I-5: RESTORE MBGR AND END TREATMENTS, MULCHING AND HYDRO-SEED. REMOVE BURNED TREES. REPAIR OR REPLACE OTHER FIRE DAMAGE ITEMS. | -\$1,344,680.85 | Closed |
| NO # - ER | 0219000091L | ON KESWICK DAM ROAD APPROXIMATELY 2,250 FT W/O LAKE BOULEVARD: PLACE BARRICADES AND CLOSE ROADWAY. REPLACE CULVERT, INSTALL HEADWALLS, PLACE ROCK SLOPE PROTECTION, PLACE AND COMPACT AGGREGATE BASE AND AC PAVING, REPLACE GUARDRAIL AND REOPEN TO TRAFFIC FOR ESSENTIAL TRAVEL. | -\$20,613.00 | Active |
| NO # - ER | 0217000093S | IN SHASTA AND TRINITY COS AT VARIOUS LOCS ON SR 36: REPLACE CULVERTS, REPAIR ASSOCIATED DAMAGE AND REMOVE MULTIPLE SLIDES, PLACE RSP BUTTRESS. | -\$90,281.26 | Closed |
| NO # - ER | 0218000030L | BIG BEND RD IN SHASTA CO: SITE #1: MILE POST (MP) 7.65 ROARING CREEK; SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES. | -\$0.03 | Active |
| 211-0000-0083 | 0200020169L | EASTSIDE RD @ CANYON HOLLOW CREEK (BRIDGE 06C0085): BRIDGE REPLACEMENT. | \$11,549.18 | Active |
| 211-0000-0083 | 0200020172L | WESTSIDE RD / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1MI S CANYON CREEK RD: BRIDGE REPLACEMENT. | \$847.85 | Active |
| 211-0000-0098 | 0217000047S | ON SR 151 IN SHASTA CO IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC). | \$77,564.85 | Active |
| 211-0000-0083 | 0214000046L | PARKVILLE RD AT ASH CREEK 3.4MI S/O DERSCH ROAD, BRIDGE# 06C0220: BRIDGE REHABILITATION (TC). | \$40,000.00 | Active |
| 211-0000-0098 | 0217000047S | ON SR 151 IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC). | \$132,435.15 | Active |
| 211-0000-0093 | 0214000113L | DESCHUTES RD BETWEEN BRUNDAGE RD AND BEATIE RD: (PHASE 2) SHOULDER WIDENING. | -\$28,432.00 | Active |
| 211-0000-0083 | 0200020172L | (WESTSIDE RD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MI S CANYON CREEK RD: BRIDGE REPLACEMENT. | \$35,449.15 | Active |
| 211-0000-0083 | 0200020169L | EASTSIDE RD @ CANYON HOLLOW CREEK (BRIDGE 06C0085): BRIDGE REPLACEMENT | \$50,421.82 | Active |
| 211-0000-0090 2019 FTIF | 0218000094S | ON SR 89 IN SHASTA CO ABOUT 10MI N/O BURNEY FROM 0.3MI N/O CLARK CREEK RD TO LAKE BRITTON BRIDGE: AC OVERLAY. | -\$41,099.68 | Closed |
| 211-0000-0078 | 0200020160S | ON SR 299 IN SHASTA CO AT AND NEAR SHASTA FROM 0.5MI W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION. | -\$136,372.42 | Active |
| 211-0000-0078 | 0200020160S | ON SR 299 IN SHASTA CO AT AND NEAR SHASTA FROM 0.5MI W/O CRYSTAL CREEK RD TO TRINITY ALLEY: PAVEMENT PRESERVATION. | -\$607,024.82 | Active |
| 211-0000-0083 | 0215000043L | MOODY CREEK BR (06C-0060) ON CASCADE BLVD BRIDGE REPLACEMENT | \$30,985.00 | Active |
| 211-0000-0083 | 0200020244L | FERN ROAD (BRIDGE 06C0178) OVER GLENDENNING CREEK, 0.3MI N WHITMORE RD: BRIDGE REPLACEMENT. | \$220,440.00 | Active |
| 211-0000-0083 | 0212000052L | OLD ALTURAS RD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5MI W/O OLD OREGON TRAIL BRIDGE: REHAB - WIDENING AND SIDEWALKS. | \$253,115.00 | Active |
| 111-0000-0027 2008 FTIF | 02378904S | ON I-5 IN SHA CO NEAR LAKEHEAD AT SACTO RVR, BR#06-0089 (TC): REPLACE BRIDGE (TC). (Antlers Bridge Replacement) | \$13,015,000.00 | Active |
| 211-0000-0098 | 0217000047S | ON SR 151 IN SHASTA LAKE CITY FROM PANCAKE HILL DR TO LOCUST AVE: PEDESTRIAN INFRASTRUCTURE AND AC OVERLAY (TC). | -\$443,214.71 | Active |
| 211-0000-0108 | 0219000066S | ON SR 36 IN SHASTA AND TEHAMA COS NEAR PLATINA FROM 0.3MI E/O HARRISON GULCH RD TO 0.8MI W/O OF PLATINA RD AND FROM 2.6MIS E/O DRY CREEK BRIDGE TO 2.1MI W/O SALT CREEK BRIDGE: AC OVERLAY. | -\$186,243.08 | Active |
| 211-0000-0083 | 0200020234L | SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET: BRIDGE REPLACEMENT (TC). | \$402,494.00 | Active |
| 211-0000-0093 | 0217000040L | VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL. | -\$1,935.00 | Closed |
| 211-0000-0093 | 0218000009L | ON CHURN CREEK RD BETWEEN HARTNELL AVE AND CYPRESS AVE, AND MARAGLIA ST BETWEEN CHURN CREEK RD AND HILLTOP DR: FILL IN SIDEWALK GAPS, CONSTRUCT ADA RAMPS, PROVIDE BICYCLE LANES, STREET LIGHTS, ENHANCED PEDESTRIAN CROSSWALKS WITH REFUGE ISLAND AND FLASHING BEACONS. | \$1,329,300.00 | Active |
| 211-0000-0108 | 0217000109S | ON I-5 AT VARIOUS LOCATIONS FROM 0.4MI S/O JUNCTION OF SR 273 TO 0.3MI N/O PINE GROVE OVERCROSSING AND ON SR 273 FROM I-5 TO 0.2MI S/O DESCHUTES RD: INSTALL GLARE FENCE (TC). | -\$128,226.27 | Closed |
| 211-0000-0093 | 0217000040L | VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL. | -\$1,975.30 | Closed |

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

| | | | | |
|-------------------------|-------------|--|----------------|--------|
| 211-0000-0093 | 0214000139L | IN REDDING ON VICTOR AVE BETWEEN ENTERPRISE PARK AND CHURN CREEK RD: ROAD DIET, MEDIAN ISLANDS, PED PATH, LIGHTING, AND 2 ROUNDABOUTS (TC). | -\$192,963.74 | Closed |
| 211-0000-0075 | 0217000045S | ON SR 44 IN SHASTA CO NEAR VIOLA FROM 0.4MI EAST TO 1.1MI E/O BRIDGE CREEK RD: IMPROVE CURVE. | \$2,524,400.00 | Active |
| 211-0000-0093 | 0217000040L | VARIOUS LOCATIONS IN THE CITY OF SHASTA LAKE INCLUDING LAKE BLVD, VALLECITO ST, ASHBY RD, DEER CREEK AVE, MAIN ST, DUVAL RD, BUCKEYE ST, AND PINE GROVE AVE: UPGRADE EXISTING GUARDRAIL. | \$1,935.00 | Closed |
| 211-0000-0093 | 0214000113L | DESCHUTES RD BETWEEN BRUNDAGE RD AND BEATIE RD: (PHASE 2) SHOULDER WIDENING. | \$1,250,452.00 | Active |
| 211-0000-0121 2017 FTIP | 0017000250L | CITY OF REDDING AT GIRVAN RD AND UPRR CROSSING: GRADE CROSSING HAZARD ELIMINATION (TC). | \$1,000,100.00 | Active |

Shasta Region FFY 2020-21 State and Local Street, Roads and Highways Projects Total \$15,983,297.85

Transit-Related Projects

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

Shasta Region FFY 2020-21 Transit-Related Projects Total \$5,762,061.26

Bicycle and Pedestrian Projects

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

Shasta Region FFY 2020-21 Bicycle and Pedestrian Projects Total -\$137,060.63

Metropolitan Planning Organization (MPO) Planning Projects/Efforts

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

Shasta Region FFY 2020-21 MPO Planning Projects/Efforts Total \$1,201,750.00

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

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

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

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

Appendix F

Financial Element Summary

DRAFT

TABLE 1: REVENUE

Shasta Regional Transportation Agency
2025 Shasta FTIP
(\$'s in 1,000)

| Funding Source/Program | | N
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E
S | 4 YEAR (FTIP Period) | | | | |
|------------------------|---|-----------------------|----------------------|-----------|----------|-----------|-----------|
| | | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | Sales Tax | | | | | | |
| | City | | | | | | |
| | County | | | | | | |
| | Gas Tax | | \$7,916 | \$7,916 | \$7,916 | \$7,916 | \$31,664 |
| | Gas Tax (Subventions to Cities) | | \$5,164 | \$5,164 | \$5,164 | \$5,164 | \$20,656 |
| | Gas Tax (Subventions to Counties) | | \$2,752 | \$2,752 | \$2,752 | \$2,752 | \$11,008 |
| | Other Local Funds | | \$5,492 | \$5,602 | \$5,705 | \$5,808 | \$22,607 |
| | County General Funds | | | | | | |
| | City General Funds | | | | | | |
| | Street Taxes and Developer Fees | | \$2,565 | \$2,590 | \$2,616 | \$2,642 | \$10,413 |
| | RSTP Exchange funds | | \$2,927 | \$3,012 | \$3,089 | \$3,166 | \$12,194 |
| | Transit | | \$630 | \$630 | \$630 | \$630 | \$2,520 |
| REGIONAL | Transit Fares | | \$630 | \$630 | \$630 | \$630 | \$2,520 |
| | Other (See Appendix 1) | | \$5,504 | \$5,504 | \$5,504 | \$5,504 | \$22,016 |
| | Local Total | | \$19,542 | \$19,652 | \$19,755 | \$19,858 | \$78,807 |
| | Tolls | | | | | | |
| | Bridge | | | | | | |
| | Corridor | | | | | | |
| | Regional Sales Tax | | | | | | |
| | Other (See Appendix 2) | | | | \$1,000 | | \$1,000 |
| | Regional Total | | | | \$1,000 | | \$1,000 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | \$69,648 | \$109,677 | \$31,555 | \$87,096 | \$297,976 |
| | SHOPP | | \$69,648 | \$109,677 | \$31,555 | \$87,096 | \$297,976 |
| | SHOPP Prior | | | | | | |
| | State Minor Program | | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | \$5,251 | \$170 | \$169 | \$169 | \$5,759 |
| | STIP | | \$5,251 | \$170 | \$169 | \$169 | \$5,759 |
| | STIP Prior | | | | | | |
| | State Bond | | | | | | |
| | Proposition 1A (High Speed Passenger Train Bond Program) | | | | | | |
| | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | | | | | |
| | Active Transportation Program (ATP) ¹ | | \$8,867 | | \$6,044 | | \$14,911 |
| | Highway Maintenance (HM) Program ¹ | | | | | | |
| | Highway Bridge Program (HBP) ¹ | | \$5,903 | \$6,945 | \$12,296 | \$3,780 | \$28,924 |
| | Road Repair and Accountability Act of 2017 (SB1) | | \$29 | | \$218 | | \$247 |
| | Traffic Congestion Relief Program (TCRP) | | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| | Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | | |
| | Other (See Appendix 3) | | \$408 | \$366 | \$377 | | \$1,151 |
| | State Total | | \$90,106 | \$117,158 | \$50,659 | \$91,045 | \$348,968 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$8,000 |
| | 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 | | \$1,124 | \$600 | \$238 | | \$1,962 |
| | 5311 - Formula Grants for Rural Areas | | | \$464 | \$476 | | \$940 |
| | 5311f - Intercity Bus | | | | | | |
| | 5337 - State of Good Repair Grants | | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | | | | | |
| | FTA Transfer from Prior FTIP | | | | | | |
| | Other (See Appendix 4) | | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |
| | Federal Transit Total | | \$4,710 | \$5,138 | \$6,085 | \$2,000 | \$17,933 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | | | | | |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | |
| | Federal Lands Access Program | | | | | | |
| | Federal Lands Transportation Program | | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | | |
| | High Priority Projects (HPP) and Demo | | \$3,000 | | | | \$3,000 |
| | Highway Safety Improvement Program (HSIP) | | | \$925 | | | \$925 |
| | National Highway Freight Program (NHFP) | | \$67,399 | | | | \$67,399 |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | |
| | Railway-Highway Crossings Program | | \$40 | | | | \$40 |
| | Recreational Trails Program | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | | | | | |
| | Tribal Transportation Program | | | | | | |
| | Carbon Reduction Program (CRP) | | \$157 | | | | \$157 |
| | Promoting Resilient Operations for Transformative (PROTECT) | | | | | | |
| | Other (see Appendix 5) | | | | | | |
| | Federal Highway Total | | \$70,596 | \$925 | | | \$71,521 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix 6) | | | | | | |
| | Federal Railroad Administration Total | | | | | | |
| | Federal Total | | \$75,306 | \$6,063 | \$6,085 | \$2,000 | \$89,454 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| | Other (See Appendix 7) | | | | | | |
| | Innovative Financing Total | | | | | | |
| REVENUE TOTAL | | | \$184,954 | \$142,873 | \$77,499 | \$112,903 | \$518,229 |

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

Shasta Regional Transportation Agency
2025 Shasta FTIP
(\$'s in 1,000)

| Local Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|---|----------------------|----------------|----------------|----------------|-----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Transportation Development Act (STA and LTF combined) | \$5,504 | \$5,504 | \$5,504 | \$5,504 | \$22,016 |
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| Local Other Total | \$5,504 | \$5,504 | \$5,504 | \$5,504 | \$22,016 |

| Regional Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|---------|----------------|---------|----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Local Funds (Shasta RTPA) - Reg. Non-Motorized Funding | | | \$1,000 | | \$1,000 |
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| Regional Other Total | | | \$1,000 | | \$1,000 |

| State Other | 4 YEAR (FTIP Period) | | | | CURRENT
TOTAL |
|--|-----------------------------|----------------|----------------|----------------|--------------------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Low Carbon Transit Operations Program (LCTOP) Fund Total | \$251 | \$366 | \$377 | | \$994 |
| SB 125 Transit Program Fund | \$157 | | | | \$157 |
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| State Other Total | \$408 | \$366 | \$377 | | \$1,151 |

| Federal Transit Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|------------------------------------|----------------------|----------------|----------------|---------|----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| FTA Section 5339(c) | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |
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| Federal Transit Other Total | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |

[illegible]

| Federal Railroad Administration Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|---------|---------|---------|---------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
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| Federal Railroad Administration Other Total | | | | | |

| Innovative Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|------------------------|----------------------|---------|---------|---------|---------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
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| Innovative Other Total | | | | | |

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2025 Shasta FTIP
(\$'s in 1,000)

| Funding Source/Program | | NOTES | 4 YEAR (FTIP Period) | | | | |
|------------------------|---|-------|----------------------|-----------|----------|----------|-----------|
| | | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | Local Total | | \$1,175 | \$426 | \$1,593 | | \$3,194 |
| REGIONAL | Tolls | | | | | | |
| | Bridge | | | | | | |
| | Corridor | | | | | | |
| | Regional Sales Tax | | | | | | |
| | Other (See Appendix A) | | | | \$1,000 | | \$1,000 |
| | Regional Total | | | | \$1,000 | | \$1,000 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | \$69,648 | \$109,677 | \$31,555 | \$87,096 | \$297,976 |
| | SHOPP | | \$69,648 | \$109,677 | \$31,555 | \$87,096 | \$297,976 |
| | SHOPP Prior | | | | | | |
| | State Minor Program | | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | \$5,251 | \$170 | \$169 | \$169 | \$5,759 |
| | STIP | | \$5,251 | \$170 | \$169 | \$169 | \$5,759 |
| | STIP Prior | | | | | | |
| | State Bond | | | | | | |
| | Proposition 1A (High Speed Passenger Train Bond Program) | | | | | | |
| | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | | | | | |
| | Active Transportation Program (ATP) ¹ | | \$8,867 | | \$6,044 | | \$14,911 |
| | Highway Maintenance (HM) Program ¹ | | | | | | |
| | Highway Bridge Program (HBP) ¹ | | \$5,903 | \$6,945 | \$12,296 | \$3,780 | \$28,924 |
| | Road Repair and Accountability Act of 2017 (SB1) | | \$29 | | \$218 | | \$247 |
| | Traffic Congestion Relief Program (TCRP) | | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| | Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | | |
| | Other (See Appendix B) | | \$408 | \$366 | \$377 | | \$1,151 |
| | State Total | | \$90,106 | \$117,158 | \$50,659 | \$91,045 | \$348,968 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$8,000 |
| | 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 | | \$1,124 | \$600 | \$238 | | \$1,962 |
| | 5311 - Formula Grants for Rural Areas | | | \$464 | \$476 | | \$940 |
| | 5311f - Intercity Bus | | | | | | |
| | 5337 - State of Good Repair Grants | | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | | | | | |
| | FTA Transfer from Prior FTIP | | | | | | |
| | Other (See Appendix C) | | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |
| | Federal Transit Total | | \$4,710 | \$5,138 | \$6,085 | \$2,000 | \$17,933 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | | | | | |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | |
| | Federal Lands Access Program | | | | | | |
| | Federal Lands Transportation Program | | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | | |
| | High Priority Projects (HPP) and Demo | | \$3,000 | | | | \$3,000 |
| | Highway Safety Improvement Program (HSIP) | | | \$925 | | | \$925 |
| | National Highway Freight Program (NHFP) | | \$67,399 | | | | \$67,399 |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | |
| | Railway-Highway Crossings Program | | \$40 | | | | \$40 |
| | Recreational Trails Program | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | | | | | |
| | Tribal Transportation Program | | | | | | |
| | Carbon Reduction Program (CRP) | | \$157 | | | | \$157 |
| | Promoting Resilient Operations for Transformative (PROTECT) | | | | | | |
| | Other (see Appendix D) | | | | | | |
| | Federal Highway Total | | \$70,596 | \$925 | | | \$71,521 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix E) | | | | | | |
| | Federal Railroad Administration Total | | | | | | |
| | Federal Total | | \$75,306 | \$6,063 | \$6,085 | \$2,000 | \$89,454 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| | Other (See Appendix F) | | | | | | |
| | Innovative Financing Total | | | | | | |
| PROGRAMMED TOTAL | | | \$166,587 | \$123,647 | \$59,337 | \$93,045 | \$442,616 |

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

(\$'s in 1,000)

Appendix A - Regional Other

| Regional Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|---------|----------------|---------|----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Local Funds (Shasta RTPA) - Reg. Non-Motorized Funding | | | \$1,000 | | \$1,000 |
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| | | | | | |
| Regional Other Total | | | \$1,000 | | \$1,000 |

Appendix B - State Other

[illegible]

Appendix C - Federal Transit Other

| Federal Transit Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|------------------------------------|----------------------|----------------|----------------|---------|----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| FTA Section 5339(c) | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |
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| Federal Transit Other Total | \$1,586 | \$2,074 | \$3,371 | | \$7,031 |

Appendix D - Federal Highway Other

[illegible]

Appendix E - Federal Railroad Administration Other

[illegible]

Appendix F - Innovative Finance Other

| Innovative Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|------------------------|----------------------|---------|---------|---------|---------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
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| Innovative Other Total | | | | | |

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2025 Shasta FTIP
(\$'s in 1,000)

| Funding Source/Program | | 4 YEAR (FTIP Period) | | | | |
|----------------------------|---|----------------------|----------|----------|----------|----------|
| | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | Local Total | \$18,367 | \$19,226 | \$18,162 | \$19,858 | \$75,613 |
| REGIONAL | Tolls | | | | | |
| | Bridge | | | | | |
| | Corridor | | | | | |
| | Regional Sales Tax | | | | | |
| | Other | | | | | |
| | Regional Total | | | | | |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | | | | |
| | SHOPP | | | | | |
| | SHOPP Prior | | | | | |
| | State Minor Program | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | | | | |
| | STIP | | | | | |
| | STIP Prior | | | | | |
| | State Bond | | | | | |
| | Proposition 1A (High Speed Passenger Train Bond Program) | | | | | |
| | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | | | | |
| | Active Transportation Program (ATP) ¹ | | | | | |
| | Highway Maintenance (HM) Program ¹ | | | | | |
| | Highway Bridge Program (HBP) ¹ | | | | | |
| | Road Repair and Accountability Act of 2017 (SB1) | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | |
| | Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | |
| | Other | | | | | |
| | State Total | | | | | |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | | | | |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | |
| | 5311 - Formula Grants for Rural Areas | | | | | |
| | 5311f - Intercity Bus | | | | | |
| | 5337 - State of Good Repair Grants | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | | | | |
| | FTA Transfer from Prior FTIP | | | | | |
| | Other | | | | | |
| | Federal Transit Total | | | | | |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | | | | |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | |
| | Coordinated Border Infrastructure Program | | | | | |
| | Federal Lands Access Program | | | | | |
| | Federal Lands Transportation Program | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | |
| | High Priority Projects (HPP) and Demo | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | | |
| | National Highway Freight Program (NHFP) | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | |
| | Railway-Highway Crossings Program | | | | | |
| | Recreational Trails Program | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | | | | |
| | Tribal Transportation Program | | | | | |
| | Carbon Reduction Program (CRP) | | | | | |
| | Promoting Resilient Operations for Transformative (PROTECT) | | | | | |
| | Other | | | | | |
| | Federal Highway Total | | | | | |
| FEDERAL RAIL | Other Federal Railroad Administration | | | | | |
| | Federal Railroad Administration Total | | | | | |
| | Federal Total | | | | | |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | |
| | Other | | | | | |
| | Innovative Financing Total | | | | | |
| REVENUE - PROGRAMMED TOTAL | | \$18,367 | \$19,226 | \$18,162 | \$19,858 | \$75,613 |

Appendix G

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

DRAFT

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PROGRAMMING

1120 N STREET, MS-82

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4013

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

December 20, 2019

Executive Directors, Metropolitan Planning Organizations and
Regional Transportation Planning Agencies

Dear Executive Directors:

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

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

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

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

Executive Directors, et al
December 20, 2019
Page 2

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

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

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

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

Sincerely,



for BRUCE DE TERRA, Chief
Division of Transportation Programming

Enclosure



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

California Division

December 18, 2019

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

In Reply Refer To:
HDA-CA

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

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

Dear Mr. de Terra:

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

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

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

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

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

Sincerely,

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

Vincent Mammano
Division Administrator
FHWA California Division

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

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

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

1. Administrative Modification:

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

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

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

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

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

2. Amendment:

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

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

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

MPOs without approval delegation from Caltrans

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

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the FTA in accordance with 23 CFR

450, and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

4. Consultation:

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

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

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



*Flex your power!
Be energy efficient!*

January 9, 2012

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

Dear Mr. Little:

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

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

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

Mr. Daniel Little
January 9, 2012
Page 2

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

Sincerely,



RACHEL FALSETTI
Chief
Division of Transportation Programming

Enclosure

Mr. Daniel Little
January 9, 2012
Page 3

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



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

Daniel S. Little, Executive Director

December 21, 2011

RPP 010013

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

Attn: Kang Tang

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

Dear Ms. Falsetti:

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

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

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

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

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

Sincerely,

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

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

DSL/ACJ/jac

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

STAFF REPORT



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

SUMMARY:

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

STAFF RECOMMENDATIONS:

It is recommended that the board:

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

DISCUSSION:

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

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

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

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

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

FINANCING:

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



Daniel S. Little, AICP, Executive Director

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

RESOLUTION



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

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

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

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

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

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

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

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

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

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

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



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

**Federal Highway Administration
California Division**

June 3, 2011

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

In Reply Refer To:
HDA-CA

Doc ID: 62,530

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

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

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

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

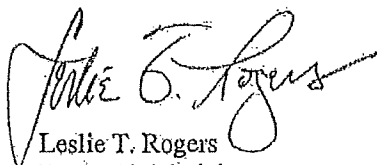
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing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

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

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

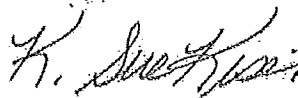


If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



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

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

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

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

1. Administrative Modifications:

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

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

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

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

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

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

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

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

2. Amendments:

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

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

3. Procedures;

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

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

MPOs without approval delegation from Caltrans

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

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

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 13, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

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

4. Consultation:

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

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

STAFF REPORT



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

SUMMARY:

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

STAFF RECOMMENDATIONS:

It is recommended that the board:

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

DISCUSSION:

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

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

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

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

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

FINANCING:

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



Daniel S. Little, AICP, Executive Director

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

RESOLUTION



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

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

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

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

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

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

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

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

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

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

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



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

**Federal Highway Administration
California Division**

June 3, 2011

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

In Reply Refer To:
HDA-CA

Doc ID: 62,530

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

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

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

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

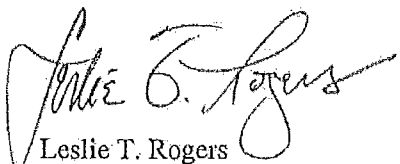
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing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

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

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



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



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



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

Enclosure

cc: (e-mail)

Muhamed Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

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

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

1. Administrative Modifications:

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

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

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

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

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

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

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

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

2. Amendments:

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

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

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

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

MPOs without approval delegation from Caltrans

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

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

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 13, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

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

4. Consultation:

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

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

Appendix H

SRTA Delegation Authority to Executive Director for Approval of Formal Amendments

DRAFT



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

December 12, 2013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Attn: Muhaned Aljabiry

Subject: Shasta Regional Transportation Agency Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

Dear Ms. Falsetti: *Rachel*

At their meeting of December 10, 2013, the Shasta Regional Transportation Agency (SRTA) Board of Directors adopted attached Resolution Number 13-14 delegating authority to the SRTA executive director to approve Federal Transportation Improvement Program (FTIP) formal amendments.

The SRTA Board of Directors, in recognition that its meeting schedule can make it difficult to bring forward formal FTIP amendments in a timely manner, provided this delegation to the SRTA executive director under the following criteria:

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

Please contact either senior planner Kathy Urlie (530-262-6194; kurlie@srta.ca.gov) or me (530-262-6191; dlittle@srta.ca.gov), if you have any questions or require additional information.

Sincerely,

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

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

DSL/KKU

Attachments:

- a) SRTA Resolution Number 13-14: Delegation of Authority to Executive Director to Approved Federal Transportation Improvement Program (FTIP) Formal Amendments
- b) SRTA December 10, 2013 Agenda Item 5-4 Staff Report

cc: Gwyn Reese, Caltrans Division of Transportation Programming
John Bulinski, Caltrans District 2 Director
Jeff Kiser, City of Anderson City Manager
Chuck Aukland, City of Redding Assistant Public Works Director
John Duckett, City of Shasta Lake City Manager
Scott Wahl, County of Shasta Deputy Public Works Director

RESOLUTION



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

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

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

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

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

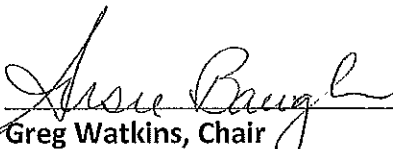
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

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

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

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

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

For 

Greg Watkins, Chair
Shasta Regional Transportation Agency



STAFF REPORT

| | |
|-----------------------|---|
| MEETING DATE: | 12/10/13 |
| SUBJECT: | Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments |
| AGENDA ITEM: | 5-4 |
| STAFF CONTACT: | Kathy Urlie, Senior Transportation Planner |

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, allow for Metropolitan Planning Organizations' (MPOs') board of directors to have a designee approve Federal Transportation Improvement Program (FTIP) formal amendments. This provision allows more timely access to project funds.

STAFF RECOMMENDATION:

It is recommended that the board of directors adopt Resolution Number 13-14 delegating authority to the executive director to approve formal FTIP amendments.

DISCUSSION:

The FTIP is a four-year program and schedule of projects for Shasta County. SRTA has no discretion to change most projects in the FTIP. For projects where SRTA has discretion, there is always a prior board of director's action to guide the programming. The FTIP must be financially constrained, meaning that programming expenditures must be balanced with estimated revenues. A project may not receive federal funds until it is correctly listed in the FTIP.

Due to the lengthy intervals between board of directors' meetings, timely formal FTIP amendments are sometimes not possible, resulting in project delays. Delegation of FTIP approval authority to the executive director would allow programming changes without waiting for a regularly scheduled board of directors meeting.

The executive director would continue to ensure that programming revisions are consistent with federal and state allocations and prior SRTA actions, and that all FTIP requirements are followed. Any FTIP formal amendments approved by the executive director would be summarized and included in the next SRTA Board of Directors agenda under correspondence.

In approving formal amendments, the executive director would adhere to SRTA's public participation process, including public notices. Should a member of the public or any agency request that a proposed amendment be heard by the board of directors, the executive director would agendize the amendment for the next meeting.

ALTERNATIVES:

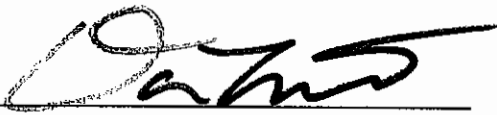
The board of directors may choose not to delegate authority to the executive director for approval of FTIP formal amendments. On occasion, this would result in project delays.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Approval of the delegation will have no financial effect on the agency. It will result in more timely access to project funds for those agencies delivering transportation projects in the region.

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

Daniel S. Little, AICP, Executive Director

Attachment: Resolution Number 13-14: Delegation of Authority to Executive Director to Approve
Federal Transportation Improvement Program (FTIP) Formal Amendments

Appendix I

Redding Area Bus Authority (RABA) FTA Section 5307 and 5339 Program of Projects

DRAFT

Redding Area Bus Authority (RABA)
Program of Projects (POP) - DRAFT 2025 SRTA FTIP

(\$'s in 1,000)

FTA 5307 Urbanized Area Formula Grants

| Project | Description | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | TOTAL 5307 |
|------------------------------|--|----------|----------|----------|----------|-----------------|
| Operating Assistance | Operating projects consistent with 40 CFR Part 93.126 | \$ 2,157 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 8,157 |
| Passenger Loading Facilities | RABA capital improvements to transit passenger loading facilities | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Replacement | Purchase of new buses to replace existing fare revenue buses/vehicles for minor expansions to fleet | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital | Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | | \$ 8,157 |

FTA 5339(a) Bus and Bus Facilities Program

| Project | Description | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | TOTAL 5339 (a) |
|---------|--|----------|----------|----------|----------|----------------|
| Capital | Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital | \$ 92 | | \$ - | \$ - | \$ 92 |

FTA 5339(c) Low or No Emissions Bus Program

| Project | Description | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | TOTAL 5339 (c) |
|---------|--|----------|----------|----------|----------|----------------|
| Capital | Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital | \$ - | \$ - | \$ - | \$ - | \$ - |

Appendix J

Transportation System Performance Management

DRAFT

How the 2025 Shasta FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the 2025 Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of [the FTIP] toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

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

FHWA Performance Measures

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

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

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

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

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

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

NHS Performance

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

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

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

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

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

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions

- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱ

Transit Safety

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

Public Transit Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was July 19, 2019, and the compliance date was initially set for July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). The first RTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱⁱ

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How SRTA Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Below are the Transportation Safety (PM1) targets for the Shasta Region. SRTA uses the state adopted PM1 performance targets for the Shasta Region and does not establish separate targets. The below targets were established by Caltrans in August 2023 for the 2024 calendar year.

Safety Performance Targets – Table 1

| Performance Measure | Data Source | 5-Yr. Rolling Average Target for 2024 | Annual Percentage Change for 2024 |
|--|---------------|---------------------------------------|---|
| Number of Fatalities | FARS | 4,080.6 | -2.84% |
| Rate of Fatalities (per 100M VMT) | FARS & HPMS | 1.300 | -4.61% |
| Number of Serious Injuries | SWITRS | 16,628.1 | -3.69% |
| Rate of Serious Injuries (per 100M VMT) | SWITRS & HPMS | 4.918 | -3.69% |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries | FARS & SWITRS | 4,380.5 | -2.84% for Fatalities and -3.69% for Serious Injuries |

Note: The targets highlighted in gray are set in coordination with OTS.

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component of a broader scope. To learn more about the target setting process, please review the Performance Management section of SRTA's 2022 Regional Transportation Plan (<https://srta.ca.gov/DocumentCenter/View/9214/2022-Regional-Transportation-Plan--Sustainable-Communities-Strategy>).

Three statewide funding programs dedicated to transportation safety are employed by SRTA including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction, Mandates and Minor Program

ATP

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

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision

related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

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

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

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

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

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

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

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2024 SHOPP Collision Reduction Numbers (Statewide)

A total of 635 projects are included in the 2024 SHOPP that was adopted by the CTC in March 2024. The 2024 SHOPP is valued at \$21.2 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 95 programmed safety projects totaling \$1,053,464,000. The SHOPP reserves \$1,135,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Summary of Safety Projects in the 2025 FTIP (\$ in 1000's)

| Category | Number of Projects | % of Projects | Total Project Cost (All Years) | % of Total Project Cost | Funding in the 4-Year Element | % of Funding in the 4-Year Element |
|---|--------------------|---------------|--------------------------------|-------------------------|-------------------------------|------------------------------------|
| Primarily Safety Projects | 6 | 16.22% | \$60,161 | 13% | \$60,161 | 13% |
| Other Projects with Safety Components* [optional, see note below] | 0 | 0.00% | \$0 | 0% | \$0 | 0% |
| Non-Safety Projects | 31 | 83.78% | \$402,006 | 87% | \$402,006 | 87% |
| Total FTIP Investments | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |

2025 Shasta FTIP Safety Project Highlights

The 2025 Shasta FTIP includes two bicycle and pedestrian projects funded by the Active Transportation Program (CTIPs ID No. 211-0000-0115). Their combined value of ATP contributions to these projects totals \$14,911,000 across the four-year programming years. The four programming years also includes 3 projects (\$44.3 million) in the SHOPP Collision Reduction Program (CTIPs ID No. 211-0000-00075) and one HSIP (CTIPs ID No. 211-0000-0093) project (\$925k). At present, there are no other safety projects programmed. Please refer to the descriptions in the corresponding CTIPs project listings for a representative view of how each of these projects in the Shasta Region support safety goals. The two safety projects provided below are examples of how projects programmed in the FTIP make progress towards achieving safety targets.

1. Victor Ave. & Cypress Ave. Active Transportation (VCAT) project (CTIPs ID No. 211-0000-0115) – This active transportation project uses ATP funds to construct shared-use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections.
2. SHOPP Collision Reduction project in Shasta County (CTIPs ID No. 211-0000-00075)– This project upgrades curve warning signs

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

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

PM 2 - National Highway System (NHS) Pavement and Bridge Condition (California Transportation Asset Management Plan 2022)

| Performance Measure | 4-Year Target | 10-Year Target |
|---|---------------|----------------|
| Percentage of Interstate System pavement in 'Good' condition (state target) | 49.2% | 51.2% |
| Percentage of non-interstate NHS pavement in 'Good' condition | 1.1% | 2.8% |
| Percentage of Interstate System pavement in 'Poor' condition (state target) | 1.7% | 1.5% |
| Percentage of non-interstate NHS pavement in 'Poor' condition | 21.3% | 25.7% |
| Percentage of NHS bridges in 'Good' condition | 2.6% | 2.5% |
| Percentage of NHS bridges in 'Poor' condition | 2.3% | 5.6% |

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the Shasta Region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes

- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," from existing local highway bridges to keep the traveling public safe.^v The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

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

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The [FTIP](#) lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2024 SHOPP has 281 Roadway Preservation projects totaling \$9,030,559,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2024 SHOPP has 82 Bridge Preservation projects totaling \$2,362,120,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2025 FTIP (\$ in 1000's)

| Category | Number of Projects | % of Projects | Total Project Cost | % of Total Project Cost | Funding in the 4-Year Element | % of Funding in the 4-Year Element |
|--|---------------------------|----------------------|---------------------------|--------------------------------|--------------------------------------|---|
| Pavement Condition Projects | 7 | 19% | \$211,179 | 45% | \$211,179 | 45% |
| Bridge Condition Projects | 19 | 51% | \$50,117 | 11% | \$50,117 | 11% |
| Total Pavement and Bridge Condition Projects | 26 | 30% | \$261,296 | 57% | \$261,296 | 57% |
| Non-Pavement and Bridge Condition Projects | 11 | 70% | \$200,871 | 43% | \$200,871 | 43% |
| Total FTIP Investments | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |

To learn more about the target setting process, please review the Performance Management section of SRTA's 2022 Regional Transportation Plan (<https://srta.ca.gov/DocumentCenter/View/9214/2022-Regional-Transportation-Plan--Sustainable-Communities-Strategy>).

The FTIP was designed to make progress toward achieving the federal transportation performance targets including for pavement and bridge condition. According to California Local Streets and Roads Needs Assessment, the region's average Pavement Condition Index rating is 49, or "poor," translating into a financial need of at least \$976 million (2020 dollars) over the next ten years. There are seven bridges in need of replacement and 101 bridges in need of repair in Shasta County, translating into a minimum financial need of \$62 million (2016 dollars) over the next ten years. SRTA uses SHOPP Roadway Preservation Program funding to achieve progress for PM 2, while Highway Bridge Program (HBP) and SHOPP Bridge Preservation funding comprise the bridge component of FTIP funding for PM 2 progress. Pavement and bridge projects in the FTIP contribute toward regional transportation plan targets aimed at maintaining or improving pavement and bridge condition.

\$211.2 million of a total \$251.2 million is dedicated to the SHOPP Roadway Preservation Program (CTIPs ID No. 211-0000-0078), demonstrating significant commitment by the Shasta Region to this PM 2 federal performance measure. Seven representative projects are in the 2025 Shasta FTIP on Interstate 5, and State Routes (SRs) 89, 44, 273, and 299. For bridges under PM 2, Shasta would typically program Highway Bridge Program (HBP) funding and SHOPP Bridge Preservation funding. The HBP grouped project listing (CTIPS No. 211-0000-0083) in the FTIP includes 16 local bridge projects, replacing existing two-lane ones or one-lane ones of substandard safety/operation. The SHOPP Bridge Preservation Program (CTIPS No. 211-0000-0074) includes three bridge projects.

In addition to SHOPP Roadway Preservation, the SHOPP Bridge Preservation, and Highway Bridge Program, various local roadways in the region undergo significant work/investment annually by the region's local jurisdictions. However, the bulk of this work, unless specifically identified in the Shasta FTIP, is not accounted for in this assessment as it is locally funded and not FTIP listed.

Pavement and Bridge Condition Project Highlights



One example of a SHOPP Bridge Rehabilitation project in the 2025 FTIP is Whiskey Creek Bridge No. 06-0096 which replaces bridge deck, superstructure, and bridge rail; constructs 8-foot shoulders, and upgrades guardrail. There is currently over \$4 million programmed toward this project.

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

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

| PM 3 - NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (2023) | | |
|---|---------------|---------------|
| Performance Measure | 2-Year Target | 4-Year Target |
| NHS Performance | | |
| Percent of Interstate System mileage reporting reliable person-mile travel times | 74.3% | 74.8% |
| Percent of non-Interstate NHS mileage reporting reliable person-mile travel times | 84.2% | 84.7% |
| Interstate Freight Movement | | |
| Percent of Interstate system mileage reporting reliable truck travel times | 1.6 | 1.6 |
| CMAQ Program Performance | | |
| Annual hours of peak-hour excessive delay per capita | N/A | N/A |
| Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO) | N/A | N/A |
| Percent of non-single occupancy vehicle (SOV) travel | N/A | N/A |

To learn more about the target setting process, please review the Performance Management section of SRTA's 2022 Regional Transportation Plan (<https://srta.ca.gov/DocumentCenter/View/9214/2022-Regional-Transportation-Plan--Sustainable-Communities-Strategy>).

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

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects

- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this SHOPP Mobility program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2024 SHOPP features 43 Mobility projects programmed totaling \$862,000,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

Current programming for the Fix 5 Cascade Gateway Project (CTIPS ID No. 111-0000-0269), on I-5, is for (\$75.48 million) and includes High Priority Project Program funding, Regional Improvement Program funding, and National Highway Freight Program funding (Type of TCEP funding). The project is proposed for reversible lanes, auxiliary lanes, overhead lane control signals, truck queue parking to address freight movement back-ups on I-5 during adverse weather and wildfire events, and electric charging stations to support transition to zero-emission freight and passenger vehicles.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). Currently, the Shasta Region is in attainment for the NAAQS criteria pollutants and does not receive CMAQ funding. Therefore, SRTA does not report for CMAQ as part of PM 3 for the Shasta Region.

Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2025 FTIP (\$ in 1000's)

| Category | Number of Projects | % of Projects | Total Project Cost | % of Total Project Cost | Funding in the 4-Year Element | % of Funding in the 4-Year Element |
|-------------------------------------|--------------------|---------------|--------------------|-------------------------|-------------------------------|------------------------------------|
| Interstate Reliability Projects | 1 | 2.70% | \$75,480 | 16.33% | \$75,480 | 16.33% |
| Non-Interstate Reliability Projects | 1 | 2.70% | \$19,645 | 4.25% | \$19,645 | 4.25% |
| Truck Travel Time Projects | 0 | 0% | \$0 | 0% | \$0 | 0% |
| CMAQ Projects | 0 | 0% | \$0 | 0% | \$0 | 0% |
| Total PM 3 Projects | 2 | 5.41% | \$95,125 | 20.58% | \$95,125 | 20.58% |
| Non-PM 3 Projects | 35 | 94.59% | \$367,042 | 79.42% | \$367,042 | 79.42% |
| Total FTIP Investments | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |

Transit Asset Management (TAM)

The 2025 Shasta FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management (TAM). Examples of these projects include: capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. Key Redding Area Bus Authority (RABA) projects that address Transit Asset Management may be found in the grouped project listings related to transit below.

- RABA Passenger Loading Improvements (CTIPS ID No. 211-0000-0058)
- RABA Fare Revenue Vehicle Replacements (CTIPS ID No. 211-0000-0059)

- RABA Transit Capital Improvements (CTIPS ID No. 211-0000-0060)

RABA adopted its first Transit Asset Management plan in 2018, which is available from RABA and SRTA. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the 2025 Shasta FTIP will enable RABA to achieve their respective transit asset management performance targets.

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

| <i>Transit Asset Management Performance Measures</i> | | |
|--|---|---|
| Asset Category | Performance Measurement | Asset Class Examples |
| Rolling Stock - (revenue service vehicles) (Age) | Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB). | 40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles |
| Equipment – (non-revenue) service vehicles (Age) | Percentage of vehicles that have met or exceeded their ULB. | Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles |
| Infrastructure-rail fixed-guideway track, signals, and systems (Condition) | Percentage of track segments, signal, and systems with performance restrictions. | Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems |
| Stations/Facilities (Condition) | Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale. | Stations, depots, administration, parking garages, terminals, shelters |

RABA is the only public transportation provider in the region that had to develop targets, which are provided in the table below. Since the region only has one public transportation provider that must develop, track, and make progress towards transit asset management, SRTA has elected to use the same targets developed by RABA. If more agencies or organizations are required to develop TAM targets in the future, then SRTA may consider developing a regional target at that time.

RABA Transit Asset Management Targets

| Agency Name | Asset Category | Asset Class | 2023 Target | 2024 Target | 2025 Target | 2026 Target | 2027 Target | 2028 Target |
|----------------------------|------------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Redding Area Bus Authority | Equipment | Non Revenue/Service Automobile | | 1% | 15% | 15% | 15% | 1% |
| Redding Area Bus Authority | Facilities | Administration | | 1% | 1% | 1% | 1% | 1% |
| Redding Area Bus Authority | Facilities | Maintenance | | 1% | 1% | 1% | 1% | 1% |
| Redding Area Bus Authority | Facilities | Passenger Facilities | | 1% | 1% | 1% | 1% | 1% |
| Redding Area Bus Authority | Revenue Vehicles | CU - Cutaway Bus | | 33% | 33% | 33% | 33% | 33% |
| Redding Area Bus Authority | Revenue Vehicles | BU - Bus | | 1% | 15% | 15% | 15% | 15% |

The planning strategies included in the RTP translate into performance-based project selection for programming. RABA uses a project selection process to allocate resources to specific projects and programs to achieve strategic goals, objectives, and performance targets in their Short-Range Transit Plan and the RTP. The result is a cyclical process of planning and programming which is informed with data and adjusted over time based on system performance.

RABA identified projects in their TAM Plan (Appendix C) that would help them make progress toward their TAM targets. Where appropriate those projects have been included in the TIP.

Summary of Transit Asset Management Projects in the 2025 FTIP (\$ in 1000's)

| Category | Number of Projects | % of Projects | Total Project Cost | % of Total Project Cost | Funding in the 4-Year Element | % of Funding in the 4-Year Element |
|----------------------------|--------------------|---------------|--------------------|-------------------------|-------------------------------|------------------------------------|
| Transit Asset Projects | 1 | 2.70% | \$92 | 0.02% | \$92 | 0.02% |
| Non-Transit Asset Projects | 36 | 97.30% | \$462,075 | 99.98% | \$462,075 | 99.98% |
| Total FTIP Investments | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |

Transit Asset Management Project Highlights

At various times, the FTIP may include funding from multiple FTA sources for projects that support TAM and maintain a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, track and rail yard maintenance and improvements and maintenance of passenger facilities. For the Shasta Region, TAM projects are currently a work in progress. Currently, \$92,000 in FTA Section 5339(a) funding is programmed toward the acquisition of new fare equipment. RABA had intended on acquiring more transit assets through the award of discretionary 2024 FTA Section 5339(c) grants. However, RABA was not successful. RABA will reapply next year in the hopes of securing a grant to purchase:

- (4) 35' GILLIG battery electric buses,
- (4) 35' GILLIG hybrid buses,
- (15) 13.25'Dodge Ram ProMaster battery-electric vans, and
- Associated charging stations and infrastructure

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and the goals, objectives, performance measures, and targets from the transit providers' safety plan must integrate into SRTA's RTP, either directly or by reference. The planning strategies included in the RTP translate into performance-based project selection for programming. RABA uses a project selection process to allocate resources to specific projects and programs to achieve strategic goals, objectives, and performance targets in their Short-Range Transit Plan and the RTP. The result is a cyclical process of planning and programming which is informed with data and adjusted over time based on system performance.

SRTA received RABA's approved transit safety targets after the 2022 update to the Shasta Region's RTP. When RABA updates its targets, they will be integrated into the Shasta Region's 2026 RTP. More detail about RABA's PTASP and individual targets can be found by visiting www.rabaride.com and connecting via "Resources" and then "About" to RABA's PTASP under "Transit Planning Documents."

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by RABA.

| Public Transportation Agency Safety Plan (PTASP) Targets | | | | | | | |
|--|------------|-----------------------------------|----------|---------------------------------|---------------|--------------------------------------|--------------------|
| Mode of Service | Fatalities | Fatalities (per 100 thousand VRM) | Injuries | Injuries (per 100 thousand VRM) | Safety Events | Safety Events (per 100 thousand VRM) | System Reliability |
| Rail Transit | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Bus Transit | 0 | 0 | 2 | 0.48 | 5 | 0.72 | 40358 |
| ADA/Para transit | 0 | 0 | 1 | 1 | 3 | 1.8 | 41565 |
| Vans/Autos (Other specify) | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Summary of Transit Safety Projects in the 2025 FTIP (\$ in 1000's)

| Category | Number of Projects | % of Projects | Total Project Cost | % of Total Project Cost | Funding in the 4-Year Element | % of Funding in the 4-Year Element |
|-----------------------------|--------------------|---------------|--------------------|-------------------------|-------------------------------|------------------------------------|
| Transit Safety Projects | 0 | 0% | \$0 | 0% | \$0 | 0% |
| Non-Transit Safety Projects | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |
| Total FTIP Investments | 37 | 100% | \$462,167 | 100% | \$462,167 | 100% |

Transit Safety Project Highlights

The FTIP may include funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. RABA does not have key projects that address transit safety at this time. However, a portion of RABA's FTA Section 5307 funding for transit operations must be used for safety. Currently, this funding is being programmed for and used on staffing for security, as displayed below:

| FTA5307 Funding Toward Transit Safety (Security Staffing) | | | |
|---|------------|------------|------------|
| 2024/25 | 2025/26 | 2026/27 | 2027/28 |
| \$ 127,020 | \$ 133,400 | \$ 140,100 | \$ 147,200 |

Footnotes

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

ⁱⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39. <https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

- FTA TAM Final Rule [Fact Sheet](#)
- FTA TAM Performance Measures [Fact Sheet](#)
- General [FTA FAQs on TAM](#) – specifically the last Q&A on the page about the frequency with which MPOs must update their TAM targets
- MPO Specific [FAQs on TAM](#) – this resource outlines what exactly the MPOs are responsible for per the TAM Rule which was finalized in 2016 (Also includes guidance for PTASP at the bottom).
- FTA Performance-Based Planning [Timeframe Overview](#)
- FTA TAM and Public Transit Agency Safety Plan (PTASP) Webinar – Focus especially on slides here are 27-31 for detailed information on when reporting for safety targets must begin
- FTA Safety Final Rule [Fact Sheet](#)
- FTA Safety Performance Targets [Guide](#)

Other Performance-Based Plans

FHWA FAQ - <https://www.fhwa.dot.gov/tpm/faq.cfm#plan>

Q. How much detail must the State or MPO include in the STIP/TIP to discuss "to the maximum extent practical" the effect of the STIP/TIP on the achievement of targets in order to meet the requirements of 23 CFR 450.218(q) for States and 23 CFR 450.326(d) for MPOs?

A. States must describe in the STIP how the program of projects in the STIP contributes to achievement of the performance targets identified in the LRSTP or other State performance-based plan(s), linking investment priorities to those targets. Similarly, MPOs must describe in the TIP how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets. This assessment should be a written narrative included in the documents.

The narrative descriptions in the STIPs and TIPs should include a description of how the other performance-based planning and programming documents are being implemented through the STIP and

TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the asset management plans, strategic highway safety plan (SHSP), highway safety improvement program (HSIP), freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance based plans are being implemented through the program of projects in the STIP or TIP. The narrative should specifically describe these linkages and answer these questions:

- 1) Are the projects in the STIP and TIPs directly linked to implementation of these other (performance based) plans?
- 2) How was the program of projects in the STIP/TIP determined?
- 3) Does the STIP/TIPs support achievement of the performance targets?
- 4) How does the STIP/TIP support achievement of the performance targets?
- 5) Are the STIP/TIPs consistent with the other performance-based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- 6) How was this assessment conducted?
- 7) What does the assessment show?

| Name of Plan/Program | Developed By | Comments |
|---|-----------------------------|--|
| <i>Required</i> | | |
| California Freight Mobility Plan (CFMP) | Caltrans | PM 3 |
| California Transportation Plan (CTP) | Caltrans | All federal performance measures |
| California Transportation Asset Management Plan (TAMP) | Caltrans | PM 2 |
| California Strategic Highway Safety Plan (SHSP) | Caltrans | PM 1 |
| Highway Safety Improvement Program (HSIP) | Caltrans | PM 1 |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Performance Plan | MPO | PM 3 |
| Metropolitan/Regional Transportation Plan (MTP/RTP) | MPO | All federal performance measures |
| Congestion Management Plan/Process (CMP) | MPO | PM 3 |
| Transit Asset Management Plan(s) | Transit Agency (or sponsor) | MPOs to refer to the TAM Plans developed by the transit operator(s) in their respective region |
| Public Transportation Agency Safety Plan(s) (PTASP) | Transit Agency | MPOs to refer to the PTASPs developed by the transit operator(s) in their respective region |
| <i>Optional</i> | | |
| MPO Project Selection Criteria | MPO | MPOs should integrate the federal performance measures into their project selection process |
| ITS Plan | MPO | PM 3 |
| Studies (e.g. corridor studies, Vision Zero policy/plan) | MPO | All federal performance measures |

| | | |
|--|------------------|--|
| Emergency Events – 23 CFR 515 and 23 CFR 667 | MPO and Caltrans | PM 2 |
| Fiscal Year 2021 HSIP Implementation Plan | Caltrans | Caltrans was required to develop this plan as a result of not achieving or making significant progress towards the federal performance targets for safety (PM 1) |
| State Highway Operation and Protection Program (SHOPP) | Caltrans | PM 1 and PM 2 |
| California Highway Safety Plan | OTS | PM 1 |
| State Highway System Management Plan | Caltrans | PM 2 |

Appendix K

Projects from Federal Lands Access Program and the Tribal Transportation Program

DRAFT

Laurent Beauregard

From: Laurent Beauregard
Sent: Friday, July 26, 2024 11:26 AM
To: david_larabee@nps.gov; laura_shaskey@nps.gov
Cc: Keith Williams (SRTA)
Subject: Federal Land Management Agency Projects and Contacts for SRTA's 2025 FTIP

Hi David and Laura,

I tried contacting the individuals behind the "whiskeytown-supervisor@nps.gov" about the matter below, but it came back undelivered.

I am reaching out for two things and hope that you guys can help;

1. We need help updating our Federal Land Management Agency (FLMA) contacts. We need contacts for any agencies that may have projects with any federal funding, or projects that are regionally significant to the Shasta Region. I don't expect you to know if they have relevant projects, but you may know the individual contacts for the people we should reach out to.
2. SRTA is preparing its DRAFT 2025 Federal Transportation Improvement Program (FTIP). Keith Williams (cc'd) and I would like to discuss any of your agency's projects needing integration into the 2025 FTIP, as well as any questions you may have about the transition between the 2023 FTIP (*programming years: FY2022/23-2025/26*) to the 2025 FTIP (*programming years: FY2024/25-2027/28*). Just a reminder that projects with any federal funding, or projects that are regionally significant to the Shasta Region, must be listed in the FTIP.

Please get back to us ASAP, as we are currently preparing the DRAFT 2025 FTIP for public review, so we want to make sure to include your relevant projects.

Thank you.

Laurent Beauregard

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



Laurent Beauregard

From: Laurent Beauregard
Sent: Friday, July 26, 2024 9:27 AM
To: amy.dutschke@bia.gov; hymie.luden@dot.gov; maria.rea@noaa.gov;
ren_lohoefener@fws.gov; sharral@usbr.gov; virgil.akins@bia.gov; wade.hobbs@dot.gov
Cc: Keith Williams (SRTA)
Subject: Federal Land Management Agency Projects for SRTA's 2025 FTIP

Good Morning,

The Shasta Regional Transportation Agency (SRTA) is preparing its DRAFT 2025 Federal Transportation Improvement Program (FTIP). Keith Williams (cc'd) and I would like to discuss any of your agency's projects needing integration into the 2025 FTIP, as well as any questions you may have about the transition between the 2023 FTIP (*programming years: FY2022/23-2025/26*) to the 2025 FTIP (*programming years: FY2024/25-2027/28*). Just a reminder that projects with any federal funding, or projects that are regionally significant to the Shasta Region, must be listed in the FTIP.

Please get back to us ASAP, as we are currently preparing the DRAFT 2025 FTIP for public review, so we want to make sure to include your relevant projects.

Thank you.

Laurent Beauregard

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



From: [Keith Williams \(SRTA\)](#)
To: [Yatch Bamford](#)
Cc: [Russell Eleck](#); [Agnes Gonzales](#); [Roads Coordinator](#); [Laurent Beauregard](#); [Michael Kuker](#); [srt](#)
Subject: Brief Discussion re Pit River Tribe Projects in the 2025 FTIP
Date: Thursday, June 27, 2024 3:29:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good Afternoon, Chair Bamford,

My colleague Laurent Beauregard (cc'd) and I would like to briefly meet with you on Teams/Zoom, and any of your relevant staff, to discuss any of the Pit River Tribe's projects needing integration into the DRAFT 2025 Federal Transportation Improvement Program (FTIP), as well as any questions you may have about the transition between the 2023 FTIP (*programming years: FY2022/23-2025/26*) to the 2025 FTIP (*programming years: FY2024/25-2027/28*). Just a reminder that projects with any federal funding, or projects that are regionally significant, must be listed in the FTIP. Please let us know which 10–30-minute block of time, from our availability outlined below, you would prefer:

- Today
- Monday, July 1 – 10:30AM-11AM; 2PM-5PM
- Tuesday, July 2 – Anytime except 1PM-3PM
- Wednesday, July 3 - Anytime except 10AM-12PM

Please let us know if this availability does not work, and we will try to find a date that does work. Also, please let us know at your earliest convenience, as we are preparing the DRAFT 2025 FTIP for public review in the next couple weeks, so we want to make sure to include your relevant projects.

Thank you.

Keith Williams, MS, MCRP, AICP

Senior Transportation Planner | Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202, Redding, CA 96001 | 530-262-6192 | Work Cell (Through 6/30/24): 530-524-9486

