

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Conduct Regional Transportation Plan Workshop Concerning Future Transportation Projects	06/21/01	5

RECOMMENDATION

After considering presentations by RTPA staff and local agencies it is recommended that the Agency provide further procedural direction, if any, and suggested refinements to presentation documents.

SUMMARY

In the near future the RTPA will be asked to adopt an updated Regional Transportation Plan (RTP) that will guide transportation planning for the next 20 years in Shasta County. This workshop is intended to familiarize the Agency with the projects and the issues to better prepare them for deliberations leading up to eventual adoption.

BACKGROUND/DISCUSSION

The Regional Transportation Plan is the key planning document prepared by metropolitan planning organizations such as the Shasta County RTPA. Generally, projects must be listed in the RTP to be considered eligible for state and federal funding sources. This is reasonable considering state and federal agencies concerns that their funds are being spent in the most efficient manner possible. The fact that projects have been developed and included in planning documents enhances the granting agencies' level of comfort that state and federal resources are being spent in the most efficient manner possible. In fact, guidelines provide that programming decisions must be consistent with planning decisions. Therefore, projects expected to be funded with STIP funding should be included in either "Fundable" category more fully described below.

Historically, the Shasta County RTP has been very general in nature and incorporated specific projects and programs from local agency planning documents. This approach served our needs well. It allowed local agencies to access state and federal funding sources and created as few hurdles as possible for local agencies to overcome.

In 1999, we were advised that Shasta County would be designated nonattainment for ozone. What this means is that the air quality in this county has fallen below federal standards. As a result additional project level documentation is required in the RTP to access state and federal sources. The old way of preparing the RTP would no longer meet our needs in this new world of "nonattainment". Specifically, the Agency must demonstrate that those transportation improvements that could be built over the next 20 years will lead to cleaner air quality than if we do not build these facilities. As a

result it was necessary to include in our planning documents specific projects.

So, for the first time we asked all local agencies including Caltrans for their transportation needs for the next 25 years. This study emphasized street and road improvements and agencies were asked to submit projects based upon perceived needs with no fiscal constraints. The intent of this project was to identify needed transportation projects that could be built in the next 20 years. The local agencies and Caltrans responded by submitting 83 project nominations requesting approximately \$450 million in STIP funding.

The task of the RTPA was to evaluate these projects and recommend those to be funded against an original funding target of \$230 million. All projects have been evaluated and classified as either short-term (within ten years) or long-term (later than ten years) and they have been evaluated as to whether they are fundable or not fundable. The evaluation process included evaluating all projects with the Caltrans' benefit cost model and other factors as developed by the stakeholders and approved by the RTPA in October, 2000. A copy of these "rules of the game" is attached as Exhibit A.

The inputs to the benefit cost model were obtained from the Shasta County traffic demand model, which is a state of the art gravity demand model in use throughout the transportation planning industry. Although we believe that this evaluation process is a state of the art evaluation, there are inherent limitations in the benefit cost model as well as in the traffic demand model. For example, neither the benefit cost model nor the traffic model seemed to calculate many benefits associated with grade separations. Further, many of the evaluations incorporate traffic and land use projections twenty years into the future. This document and this exercise is not intended to be a static process. This listing of projects and needs will be re-evaluated at three year intervals to account for actual changes and developments. Nonetheless, all projects were evaluated consistently with the same models and techniques.

PROCESS

At the beginning of this RTP update process, a working group was formed. This group met a number of times through 2000. Starting on February 27, there has been a focused effort involving all stakeholders. Since that date seven meetings have been held with all the local agencies and Caltrans in attendance. All meetings were noticed and were open to the public. Despite our best attempts we did not successfully engage the public. Nonetheless, we believe that we have developed a schedule of very good projects that will provide many benefits to the traveling public for many years to come.

The projects were all evaluated by RTPA staff and then discussed with the group. In many cases projects were reevaluated due to changes in scope up to several times until eventual consensus of the group was reached.

RESULTS OF PROCESS

All of the projects have been grouped into one of three categories. The most desirable and highest ranking projects are presented in Exhibit B as Short-range Fundable. This listing represents 18 projects costing \$204M. This funding target was derived by assuming fifteen years of entitlements would flow in the first ten years of the plan. Projects typically take several years to design and construct with the largest expenditures during the construction phase in the later years of project implementation. Also, given the fact that several very expensive projects include 50% match from state coffers and because these matching funds may not be secured, it was felt by the Working Group that expanding this list was appropriate. Absent a state match these projects may not have scored as well. This strategy increases the funding target for this category by \$60M, allows for more projects in this category and increases the population of projects available to be nominated for programming.

The next category is long-range fundable. This listing as Exhibit C represents the highest ranking projects to be delivered more than ten years out. This listing represents 31 projects totaling \$102M. This funding target represents ten years of anticipated entitlements. This target is a little higher than the funding target due to the clustering of projects in the 44-45 point range. Given the focus of this exercise on planning, it was felt that adding these projects to the fundable listing would not create any issues. This action increases the funding target by about \$10M.

The final listing as Exhibit D represents those projects needed but not fundable due to lack of resources projected. This listing consists of 17 Projects totaling \$122M.

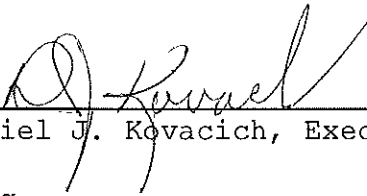
In July 2000, the Agency directed Staff to recommend \$50M in projects to be programmed as a product of this planning process. It is the expectation of Staff that the projects to be nominated by local agencies for programming will originate from the projects included in the the Short-range Fundable listing. It is expected that this selection process will start in August 2001, with a recommendation to the Agency in December 2001. The first product of this process will be developing a Project Selection Methodology. This will be presented to the Agency for adoption at the October meeting.

FORMAT OF TODAY'S WORKSHOP

The recommended format for today's workshop is as follows:

1. A brief presentation by the Executive Officer on the purpose of and the process employed to develop the listing of projects.
2. Presentations by local agencies and Caltrans ("local agencies") on all projects included in short-range and long-range "fundable" categories.

A fact sheet and map have been provided each Agency member. Presentations and fact sheets are sorted by responsible agency. Time for questions from the Agency and the public will be provided at the end of each specific project presentation. Generally, questions about process and evaluation should be directed to RTPA staff. Specific project questions should be directed to local agency staff.



Daniel J. Kovacich, Executive Officer

/jmg

Attachments:

- 1) Exhibit A - STIP Project Prioritization adopted October 24, 2000.
- 2) Exhibit B - Short-Range Fundable Projects
- 3) Exhibit C - Long-Range Fundable Projects
- 4) Exhibit D - Unfundable Projects

STIP PROJECT PRIORITIZATION

Adopted 10/24/00

The process to distribute and prioritize the list of projects for the Regional Transportation Plan is outlined below. Local street and road maintenance/rehabilitation and state highway maintenance/rehabilitation projects using STIP funding are selected, proposed or sponsored by the agency within which the project occurs. State funded road and highway projects and local agency proposed public transit and non-motorized projects are independently prioritized.

Funds Available for Planning --For planning purposes, the following funds are projected for the years shown below:

<u>Years</u>	<u>Funds</u>	<u>Planning Period</u>
2000-2004	\$ 50,000,000	First
2005-2009	50,000,000	Second
2010-2014	50,000,000	Third
2015-2020	50,000,000	Fourth
2021-2025	<u>50,000,000</u>	Fifth
Total	<u>\$ 250,000,000</u>	

Distribution of Funds -- Funds shall be distributed as follows:

Minimum Agency Funding -- In each planning period, 10.8 percent of the funds shall be set aside to provide each agency the minimum amount of funding shown below. These funds shall be used for eligible activities that the agency determines to be of local importance. These funds can be used for projects, design, environmental review, road maintenance, or State highway construction that the local agency sponsors.

Distribution of Funds Over Planning Period

<u>Agency</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>	<u>Total</u>	<u>Percent</u>
Anderson	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	9.25
Redding	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000	46.30
Shasta	1,900,000	1,900,000	1,900,000	1,900,000	7,600,000	35.20
Shasta Lake	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>2,000,000</u>	9.25
Total	<u>\$5,400,000</u>	<u>\$5,400,000</u>	<u>\$5,400,000</u>	<u>\$5,400,000</u>	<u>\$21,600,000</u>	

The distribution of minimum funding shall be reevaluated every five years in the event there are major population percentage shifts. The percentages above reflect the distribution of funds in case the amount of funds available changes, not the percentage of population of each agency.

Focus Area -- The STIP funds may be spent for projects anywhere within Shasta County.

Street and Road Maintenance and Rehabilitation -- These are high priority projects use of discretionary funds and up to 10.8% of the STIP is dedicated for rehabilitation/minor projects. Any road rehabilitation utilizing STIP funds will come from the minimum funding given to each agency

as noted above. All other STIP funds shall be used for Street, Road, and Highway Projects as noted below.

State Highway Maintenance and Rehabilitation -- Caltrans has a statewide SHOPP program to address these needs.

Street, Road, and Highway Projects— These are high priority projects accounting for 89.2 percent of the STIP funding making up the primary source of funding available in the region. Projects will be prioritized on a competitive basis using the following methodology. (Total 100 points)

1. **Travel Time and Safety** -- Caltrans Benefit/Cost Analysis - Projects will be run through the model and ranked sequentially from high to low -- a maximum of 30 points possible as follows:

- a. Top quartile 30 points
- b. Second quartile 21 points
- c. Third quartile 14 points
- d. Bottom quartile 7 points

2. **Congestion Relief** -- Projects will be evaluated on their impact and improvement of the level of service (LOS) -- up to 30 points from the following to categories:

- a. Projected LOS for streets and intersections without project (in the year that the project will be implemented):

	<u>Points</u>
LOS A	0
LOS B	2
LOS C	4
LOS D	6
LOS E	8
LOS F	10

- b. Current level of traffic on street as expressed in average daily traffic(ADT):

<u>ADT</u>	<u>Points</u>
Under 2,000	0
2,000 to 5,000	1
5,001 to 10,000	2
10,001 to 15,000	3
15,001 to 20,000	4
20,001 to 25,000	5
25,001 to 30,000	6
30,001 to 35,000	7
35,001 to 40,000	8
40,001 to 45,000	9
Over 45,001	10

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- c. Traffic projected to be diverted from an existing street by project as expressed in average daily traffic(ADT):

<u>ADT</u>	<u>Points</u>
Under 5,000	2
5,001 to 8,000	4
8,001 to 12,000	6
12,001 to 16,000	8
Over 16,001	10

3. **Community Benefit** (Factors must be addressed by specific project purpose) – 20 points possible as follows:

- a. Improves access to work (additive points) Points (0 to 4)

Eliminates sight distance problems or adds turn lane	1
Eliminates accident history problem	1
Provides controlled pedestrian access	1
Constructs traffic signal or improves freeway ramp	1

- b. Leverages non-STIP funds (select one only) Points (0 to 4)

Project funding is 5 to 15% non-STIP funding	1
Project funding is 16 to 25% non-STIP funding	2
Project funding is 26 to 49% non-STIP funding	3
Project funding is 50% or more non-STIP funding	4

- c. Includes provisions for public transit (select one only) Points (0 to 4)

Provides right-of-way for bus stop	1
Constructs bus turnout	2
Installs a bus turnout and a passenger bench	3
Installs a bus turnout and a passenger shelter	4

- d. Creates new jobs (select one only) Points (0 to 4)

Project allows construction of facilities that employs/creates:

0 - 50 jobs	0
51 - 150 jobs	1
151 - 250 jobs	2
251 - 400 jobs	3
401 +	4

- e. Joint agency road project where each participant has at least 5% of the total project within their jurisdiction (select one only) Points (0 to 4)

Single agency project	0
Two agency project	2
Three or more agency project	4

4. **Regional Significance** – Based on functional classification of the road
15 points possible as follows:

- a. Principal arterial and local arterials
- b. Collectors
- c. Local streets

Points

15
10
5

5. **Air Quality** – Maximum of 5 points possible as follows:

Points

- a. Class II bike lanes

1

While a roadway may be constructed with a paved shoulder that could accommodate bicycle travel, to receive points under this section, the facility would require signing and markings in conformance with Caltrans standards.

- b. Sidewalk facilities on both sides (urban) or 4 foot paved shoulder on both sides (rural)

1

- c. Improves Air Quality

3

Benefit will be measured in total project cost per pound emission reduction. Calculations will be according to the latest edition of "Methods to Find Cost-Effectiveness of Funding Air Quality Projects". The median cost per pound for each project shall be taken among all projects. Points shall be awarded as follows:

- Cost less than 50% of median cost
- Cost less than 75% of median cost
- Cost more than 75% of median cost

3
2
1

Barriers to Pedestrian, Bicycle and Disabled Usage – For the purpose of evaluating projects, it is assumed that all projects will incorporate ADA requirements, pedestrian and bicycle routes and safe route to school considerations where applicable.

Public Transit – The methodology for selecting transit projects will be based on the transit study when it is completed later in the fall.

Non-motorized Projects – The methodology for selecting standalone projects is primarily based on the funding program, Congestion Mitigation Air Quality, Recreational Trails Program, or Transportation Enhancement.

Agency to Agency Advances – In order to facilitate projects, agency's may advance one another funding it receives and reschedule projects in order to get a project constructed before it might otherwise occur. The agency advancing the funds shall be reimbursed by the agency receiving the funds. Advances shall also be approved by the RTPA.

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SHORT-RANGE FUNDABLE

Over 20 Years

#1

Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Tab Number	Travel Time Savings	Vehicle Operating Costs Savings	Accident Reductions	Emission Reductions	Total Benefits	Present Value of Project Cost (STIP Only)	Benefit/Cost Ratio	Travel Time & Safety Quartile Pts	Total Cost of Project
1	Redding	ST	2005	1	South Bonnyview Widening	4	\$17,409,520	(\$5,130,207)	(\$3,640,076)	(\$783,848)	\$7,855,389	\$3,783,000	207.65%	30	\$3,783,000
2	Caltrans	ST	2010	2	Highway 44 - Stillwater Project	1	\$8,964,884	(\$4,014,730)	\$12,378,415	(\$970,476)	\$16,358,093	\$15,940,000	102.62%	30	\$31,880,000
4	Caltrans	ST	2010	4	Interstate 5 - expand to six lanes from Riverside Drive to Bonneyview	7	\$45,531,331	(\$14,984,412)	\$62,668,961	(\$5,358,423)	\$87,857,457	\$40,000,000	219.64%	30	\$80,000,000
5	Caltrans	ST	2010	5	Interstate 5 - expand to six lanes from Bonneyview to SR 299E	5	\$39,826,658	(\$22,816,001)	\$23,956,875	(\$5,840,466)	\$35,127,066	\$20,500,000	171.35%	30	\$41,000,000
6	Redding	ST	2010	6	Parkview Bridge - Combined Benefits	15	\$8,568,533	\$8,484,601	\$2,246,556	\$830,852	\$20,130,542	\$12,000,000	167.75%	30	\$14,500,000
7	Caltrans	ST	2005	7	I-5/Cottonwood Hills - Auxiliary Lane	1	\$1,309,003	(\$789,655)	\$6,538,911	(\$391,172)	\$6,667,087	\$2,500,000	266.68%	30	\$5,000,000
8	Redding	ST	2010	8	Widen Hilltop Drive where it crosses Interstate 5	16	\$3,748,154	\$162,037	\$1,120	(\$57,404)	\$3,853,907	\$10,000,000	38.54%	21	\$12,400,000
14	Caltrans	ST	2010	13	Buckhorn Grade Corridor	3	\$44,622,327	\$10,335,374	\$22,646,317	\$1,245,935	\$78,849,953	\$9,600,000	821.35%	30	\$96,184,000
3	Redding	ST	2005	3	Widen Hilltop Drive O/C SR44	3	\$1,585,183	(\$59,002)	(\$132,826)	(\$6,879)	\$1,386,476	\$1,775,001	78.11%	21	\$1,775,001
9	Caltrans	ST	2005		Cottonwood Hills Truck Climbing Lane Southbound		\$1,459,935	(\$703,028)	\$7,290,473	(\$408,901)	\$7,638,479	\$1,300,000	587.58%	30	\$2,600,000
10	Caltrans	ST	2010	9	Liberty Street Imp to SR 44	2	\$11,502,714	\$838,549	\$4,860,495	(\$336,937)	\$16,864,821	\$16,500,000	102.21%	30	\$16,500,000
11	Shasta County	ST	2005	10	Deschutes Road	2	\$0	\$0	\$1,181,596	\$0	\$1,181,596	\$1,200,000	98.47%	30	\$1,141,698
12	Redding	ST	2010	11	Airport Road Interchange at SR 44	20	\$9,403,492	(\$588,633)	(\$93,357)	(\$34,430)	\$8,687,072	\$12,130,000	71.62%	21	\$12,130,000
13	Redding	ST	2010	12	Widen Placer from Airpark to Boston	14	\$4,065,065	(\$1,665,251)	(\$1,052,238)	(\$130,165)	\$1,217,411	\$6,000,000	20.29%	21	\$7,400,000
15	Redding	ST	2005	14	Airport Road North & South	6	\$5,576,363	(\$6,245,785)	\$1,870,050	(\$934,714)	\$265,914	\$18,316,038	1.45%	14	\$18,316,038
16	Shasta County	ST	2010	15	Knighton Road West	9	\$4,118,521	\$2,803,933	\$1,511,731	\$284,070	\$8,718,255	\$18,000,000	48.43%	21	\$18,000,000
17	Caltrans	ST	2010	16	SR 44 Palo Cedro to Shingletown - passing lanes at various locations	4	\$1,009,247	(\$51,335)	\$79,078,664	(\$71,123)	\$79,965,453	\$11,500,000	695.35%	30	\$11,500,000
18	Anderson	ST	2005	18	North Street	13	\$453,753	(\$733,241)	(\$453,788)	(\$85,136)	(\$818,412)	\$3,553,774	-23.03%	7	\$3,553,774

#2a	#2b	#2c	Total #2	#3a	#3b	#3c
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#3d	#3e	Total #3	#4	#5a	#5b	#5c	Total \$5
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EXHIBIT "C"
LONG-RANGE FUNDABLE

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

Over 20 Years

#1

Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Tab Number	Travel Time Savings	Vehicle Operating Costs Savings	Accident Reductions	Emission Reductions	Total Benefits	Present Value of Project Cost (STIP Only)	Benefit/Cost Ratio	Travel Time & Safety Quartile Pts	Total Cost of Project
19	Redding	LT	2020	1	North Market Street Bridge Widening	4	\$1,546,749	\$2,477,515	\$777,155	\$241,609	\$5,043,028	\$3,500,000	144.09%	30	\$9,270,000
20	Redding	LT	2020	2	North Market Street Widening	5	\$648,358	\$1,095,215	\$1,219,162	(\$89,017)	\$2,873,718	\$2,280,000	126.04%	30	\$3,280,000
21	Redding	LT	2020	3	Canyon Road Extension	9	\$550,410	\$1,056,205	\$99,909	\$31,166	\$1,737,690	\$345,000	503.68%	30	\$645,000
22	Redding	LT	2015	4	Widen Oasis Road Interchange with Interstate 5	5	\$4,730,787	\$178,773	(\$923,682)	\$17,936	\$4,003,814	\$15,000,000	26.69%	21	\$18,000,000
23	Redding	LT	2020	5	Auditorium Drive Bridge	2	\$10,042,451	\$20,231,017	\$5,649,853	\$1,914,763	\$37,838,084	\$7,000,000	540.54%	30	\$9,980,000
24	Redding	LT	2015	6	Widen Old Alturas Road from Shasta View East to city limits	7	\$1,431,495	\$967,058	(\$28,820)	\$40,867	\$2,410,600	\$2,500,000	96.42%	30	\$3,396,000
25	Redding	LT	2015	7	Widen Old Alturas Road from Bradford to Shasta View	4	\$5,062,735	(\$282,537)	(\$310,467)	(\$103,265)	\$4,366,466	\$5,000,000	87.33%	30	\$5,000,000
26	Shasta County	LT	2020	8	Happy Valley Road Realignment	1	\$7,870,751	(\$3,553,576)	(\$2,645,332)	(\$847,055)	\$824,788	\$1,500,000	54.99%	30	\$1,500,000
27	Shasta County	LT	2010	9	Old Oregon Trail from SR 299 to Old Alturas Road - widen and add bike lanes	10	\$0	\$240,130	\$313,081	\$11,431	\$564,642	\$1,500,000	37.64%	30	\$1,500,000
28	Redding	LT	2020	10	Palacio Extension	7	\$3,388,795	\$2,299,533	\$823,365	\$236,710	\$6,748,403	\$2,607,000	258.86%	30	\$3,107,000
29	Redding	LT	2020	11	Cypress Ave Extension	3	\$6,417,942	\$5,717,028	\$1,543,361	\$629,551	\$14,307,881	\$12,000,000	119.23%	30	\$14,400,000
30	Redding	LT	2015	12	Oasis Road over Churn Creek	18	(\$100,404)	\$253,395	(\$60,826)	\$34,492	\$126,657	\$815,000	15.54%	21	\$815,000
31	Redding	LT	2015	13	Widen Rancho Road	10	\$907,269	\$56,669	(\$884,165)	(\$19,364)	\$60,409	\$5,000,000	1.21%	21	\$5,000,000
32	Redding	LT	2020	14	Industrial Street Extension Across I - 5	6	\$6,661,203	\$1,588,699	\$195,512	\$168,483	\$8,613,897	\$3,000,000	287.13%	30	\$4,250,000
33	Shasta Lake	LT	2025	15	Pine Grove Extension to Akrich	4	\$1,686,750	\$1,684,921	\$524,336	\$168,377	\$4,064,384	\$2,115,000	192.17%	30	\$2,115,000
34	Redding	LT	2010	16	Shasta View Extension	11	0 ADT in Model	\$0	\$0	\$0	\$0	\$1,000,000	0.00%	21	\$2,875,000
35	Shasta Lake	LT	2015	17	Pine Grove Interchange East	22	\$0	\$0	\$0	\$0	\$0	\$3,100,000	0.00%	21	\$3,100,000
36	Redding	LT	2020	18	Bellline Road Extension	10	\$1,496,957	\$5,733,840	\$1,582,233	\$715,243	\$9,528,273	\$2,000,000	476.41%	30	\$3,500,000
37	Anderson	LT	2020	19	East Street Widening	16	\$2,154,607	\$1,079,467	\$144,244	\$102,618	\$3,480,936	\$1,107,000	314.45%	30	\$1,107,000
38	Shasta County	LT	2015	20	Black Ranch Rd Extension	1	\$305,411	\$182,351	\$0	\$18,367	\$506,129	\$600,000	84.35%	30	\$600,000
39	Redding	LT	2015	21	Westside Road Extension	13	\$720,598	\$239,826	\$64,636	\$32,712	\$1,057,772	\$281,000	376.43%	30	\$281,000
40	Anderson	LT	2025	22	Balls Ferry Interconnection to Gateway	2	\$3,264,254	\$2,615,746	\$696,298	\$286,892	\$6,863,190	\$955,000	718.66%	30	\$955,000
41	Caltrans	LT	2010	23	Shasta Divide	8	\$0	\$0	\$1,662,932	\$0	\$1,662,932	\$12,000,000	13.86%	21	\$24,000,000
42	Redding	LT	2010	24	Gold Street Railroad Crossing	11	\$433,768	\$232,406	\$60,406	\$0	\$726,580	\$5,500,000	13.21%	21	\$9,450,000
43	Redding	LT	2025	25	South Bonny View Grade Separation	3	\$0	(\$495,780)	(\$118,840)	(\$48,780)	(\$663,400)	\$4,000,000	-16.59%	14	\$7,350,000
44	Redding	LT	2010	26	Buenaventura Blvd Widening	7	\$385,981	\$339,435	(\$17,317)	(\$30,997)	(\$1,768)	\$300,000	-0.59%	14	\$300,000
45	Anderson	LT	2020	27	Deschutes/I-5 interchange phase 2	26	\$856,038	\$188,230	\$102,658	(\$66,391)	\$1,080,535	\$8,400,000	12.86%	21	\$8,400,000
46	Anderson	LT	2005	28	Deschutes/I-5 Interchange, Phase 1	11	\$788,496	(\$158,279)	\$0	(\$85,196)	\$546,021	\$5,344,000	10.22%	21	\$5,344,000
47	Redding	LT	2025	29	Hartnell at Airport Rd widening	13	(\$82,066)	(\$265,563)	(\$166,839)	(\$21,950)	(\$536,418)	\$5,000,000	-10.73%	14	\$5,870,000
48	Redding	LT	2010	30	Hilltop Drive Widening	14	\$1,160,352	(\$3,539,508)	(\$3,127,347)	(\$308,554)	(\$5,815,057)	\$2,500,000	-232.60%	7	\$2,500,000
49	Redding	LT	2010	31	Hawley Road Widening	11	\$1,387,720	(\$239,489)	(\$469,281)	(\$38,459)	\$640,491	\$5,750,000	11.14%	21	\$5,750,000

**Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects**

#2a

#2b

#2c

Total #2

#3a

#3b

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Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	ADT as of Year of Project	Facility Code	Congestion Relief LOS w/o project	Congestion Relief LOS Pts	Current ADT	Current ADT Pts	Congestion Relief ADT Diverted	Congestion Relief ADT Diverted Pts	Congestion Relief Total Pts	Community Benefit Access Pts	Community Benefit Leverage of Funds Pts	Community Benefit Public Transit Pts
19	Redding	LT	2020	1	North Market Street Bridge Widening	34,055	3	D	6	27,154	6	<5000	2	14	2	4	2
20	Redding	LT	2020	2	North Market Street Widening	36,100	3	D	6	27,230	6	<5000	2	14	2	3	2
21	Redding	LT	2020	3	Canyon Road Extension	13,622	9	C	4	12,361	3	<5000	2	9	2	3	2
22	Redding	LT	2015	4	Widen Oasis Road Interchange with Interstate 5	18,004	1	E	8	5000-10000	2	<5000	2	12	2	3	0
23	Redding	LT	2020	5	Auditorium Drive Bridge	20,237	3	A	0	15,778	4	5K to 8K	4	8	1	3	2
24	Redding	LT	2015	6	Widen Old Alturas Road from Shasta View East to city limits	11,902	6	A	0	10,000-15,000	3	<5000	2	5	3	3	2
25	Redding	LT	2015	7	Widen Old Alturas Road from Bradford to Shasta View	16,592	6	A	0	10,000-15,000	3	<5000	2	5	2	1	2
26	Shasta County	LT	2020	8	Happy Valley Road Realignment	8,084	9	C	4	7,001	2	<5000	2	8	1	0	2
27	Shasta County	LT	2010	9	Old Oregon Trail from SR 299 to Old Alturas Road - widen and add bike lanes	7,267	6	A	0	6,017	2	<5000	2	4	0	0	4
28	Redding	LT	2020	10	Palacio Extension	2,551	6	A	0	0	0	<5000	2	2	1	2	2
29	Redding	LT	2020	11	Cypress Ave Extension	4,415	6	A	0	N/A	0	<5000	2	2	1	2	2
30	Redding	LT	2015	12	Oasis Road over Churn Creek	7,277	6	A	0	3,250	1	<5000	2	3	1	4	2
31	Redding	LT	2015	13	Widen Rancho Road	9,954	6	A	0	5000-10000	2	<5000	2	4	2	2	2
32	Redding	LT	2020	14	Industrial Street Extension Across I - 5	3,654	6	A	0	3,001	1	<5000	2	3	1	3	2
33	Shasta Lake	LT	2025	15	Pine Grove Extension to Akrich	9,536	9	C	4	2,796	1	<5000	2	7	1	1	4
34	Redding	LT	2010	16	Shasta View Extension	N/A	6	A	0	N/A	0	<5000	2	2	1	4	2
35	Shasta Lake	LT	2015	17	Pine Grove Interchange East	3,176	6	A	0	2,365	1	<5000	2	3	2	0	4
36	Redding	LT	2020	18	Beltline Road Extension	4,078	9	A	0	1,930	0	<5000	2	2	1	3	2
37	Anderson	LT	2020	19	East Street Widening	7,953	6	A	0	5,081	2	<5000	2	4	0	0	0
38	Shasta County	LT	2015	20	Black Ranch Rd Extension	361	6	B	2	<2000	0	<5000	2	4	1	0	4
39	Redding	LT	2015	21	Westside Road Extension	679	6	A	0	<2000	0	<5000	2	2	2	1	2
40	Anderson	LT	2025	22	Balls Ferry Interconnection to Gateway	1,177	9	0	0	0	0	<5000	2	2	2	0	0
41	Caltrans	LT	2010	23	Shasta Divide	6,434	4	B	2	6,126	2	<5000	2	6	1	4	0
42	Redding	LT	2010	24	Gold Street Railroad Crossing	1,512	6	A	0	+/- 1500	0	<5000	2	2	1	3	0
43	Redding	LT	2025	25	South Bonny View Grade Separation	25,812	5	C	4	19,914	4	<5000	2	10	0	4	1
44	Redding	LT	2010	26	Buenaventura Blvd Widening	12,103	6	C	4	10001-15000	3	<5000	2	9	2	0	2
45	Anderson	LT	2020	27	Deschutes/I-5 interchange phase 2	2,100	1	A	0	+/- 2100	1	<5000	2	3	2	0	0
46	Anderson	LT	2005	28	Deschutes/I-5 Interchange, Phase 1	1,871	N/A	A	0	>2000	0	<5000	2	2	2	0	0
47	Redding	LT	2025	29	Hartnell at Airport Rd widening	4,998	6	B	2	4,206	1	<5000	2	5	2	1	2
48	Redding	LT	2010	30	Hilltop Drive Widening	15,337	6	F	10	10,000-15,000	3	<5000	2	15	2	2	2
49	Redding	LT	2010	31	Hawley Road Widening	3,978	6	A	0	2,015	0	<5000	2	2	2	0	2
\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$	\$\$\$\$\$\$\$\$

#3d	#3e	Total #3	#4	#5a	#5b	#5c	Total \$5
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EXHIBIT "D"
LONG-RANGE UNFUNDABLE

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

Over 20 Years

#1

Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Tab Number	Travel Time Savings	Vehicle Operating Costs Savings	Accident Reductions	Emission Reductions	Total Benefits	Present Value of Project Cost (STIP Only)	Benefit/Cost Ratio	Travel Time & Safety Quartile Pts	Total Cost of Project
50	Redding	UN	2020	1	Tarmac Road Extension	8	\$487,226	\$320,759	\$85,813	\$31,433	\$925,231	\$3,500,000	26.44%	21	\$4,425,000
51	Redding	UN	2010	2	Victor from Shasta View to SR 44 - widen to 4 lanes	27	\$1,105,165	(\$103,751)	(\$1,213,120)	(\$29,922)	(\$241,628)	\$4,500,000	-5.37%	14	\$5,235,000
52	Redding	UN	2015	3	Eastside Road Extension	6	\$401,557	\$151,767	\$35,074	\$14,622	\$603,020	\$4,185,000	14.41%	21	\$4,185,000
53	Redding	UN	2010	4	Cascade Blvd Realignment	25	\$0	\$0	\$0	\$0	\$0	\$975,000	0.00%	14	\$1,072,500
54	Caltrans	UN	2010	5	Cottonwood Hills Truck Climbing Lane Northbound		\$1,379,236	(\$1,978,195)	\$792,055	(\$678,772)	(\$385,676)	\$3,300,000	-11.69%	14	\$6,600,000
55	Redding	UN	2010	6	Hartnell from Victor to Shasta View - widen to 4 lanes	12	\$2,288,294	(\$1,219,013)	(\$2,457,645)	(\$136,206)	(\$1,524,570)	\$4,000,000	-38.11%	7	\$4,893,000
56	Redding	UN	2025	7	Cypress Interchange Reconstruction	1						\$8,650,000	0.00%	14	\$9,650,000
57	Redding	UN	2015	8	Widen Quartz Hill Road	8	\$0	(\$4,917)	(\$7,282)	(\$700)	(\$12,899)	\$2,000,000	-0.64%	14	\$3,105,000
58	Shasta Lake	UN	2005	9	Shasta Gateway Drive Extension	9	\$237,862	\$188,825	\$49,686	\$19,579	\$495,952	\$1,875,000	26.45%	21	\$1,875,000
59	Redding	UN	2020	10	Victor Ave Widening	12	\$304,263	(\$1,590,559)	(\$3,345,973)	(\$171,996)	(\$4,804,265)	\$1,000,000	-480.43%	7	\$1,670,000
60	Redding	UN	2020	11	Shasta View Widening	17	(\$133,899)	(\$688,798)	(\$3,214,351)	(\$84,957)	(\$4,122,005)	\$3,710,000	-111.11%	7	\$4,710,000
61	Shasta County	UN	2015	12	Bear Mountain Road - Widen and Improve to 55	2	\$5,220,587	(\$12,939,119)	(\$63,457,602)	(\$1,520,387)	(\$72,696,521)	\$2,430,000	-2991.63%	7	\$2,430,000
62	Anderson	UN	2005	13	Gateway Drive Extension	16	\$947,484	\$581,840	\$71,797	\$54,930	\$1,656,051	\$4,497,170	36.82%	21	\$4,497,170
63	Shasta Lake	UN	2010	14	Hardenbrook Extension	21	\$363,953	\$195,081	\$0	\$18,598	\$577,632	\$1,620,000	35.66%	21	\$1,620,000
64	Shasta Lake	UN	2005	15	Cascade Blvd Realignment, Phase 1	10	\$0			\$0	\$0	\$2,083,962	0.00%	14	\$2,083,962
65	Shasta Lake	UN	2020	16	Cascade Extension	13	\$0	\$0	\$0	\$0	\$0	\$1	0.00%	14	\$0
66	Anderson	UN	2020	17	Emily Drive Widening	14	\$0	\$5,932	\$807	\$457	\$7,196	\$590,400	1.22%	21	\$590,400

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

Combindes 2000 TO 2025 with Unfundable 2000-2025 Projects										Over 20 Years				#1	
/----- /----- /----- /----- /-----\															
Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Tab Number	Travel Time Savings	Vehicle Operating Costs Savings	Accident Reductions	Emission Reductions	Total Benefits	Present Value of Project Cost (STIP Only)	Benefit/Cost Ratio	Travel Time & Safety Quantile Pts	Total Cost of Project
67	Redding	UN	2020	18	Old Oregon Trail Realignment	18	\$3,138,745	(\$3,105,929)	(\$3,158,308)	(\$394,777)	(\$3,520,269)	\$5,250,000	-67.05%	7	\$6,250,000
68	Caltrans	UN	2010	19	SR 44 Realign the "Dips"	6	\$829,112	(\$1,350,297)	(\$5,290)	(\$181,999)	(\$708,474)	\$36,000,000	-1.97%	14	\$36,000,000
69	Redding	UN	2015	20	Widen Churn Creek From Browning to 299	9	\$0	(\$902,501)	(\$3,345,351)	(\$89,834)	(\$4,337,686)	\$6,000,000	-72.29%	7	\$6,000,000
70	Redding	UN	2010	21	Twin View Road and Oasis Road - realignment	19	\$646,543	(\$1,802,186)	(\$170,927)	(\$170,430)	(\$1,497,000)	\$2,000,000	-74.85%	7	\$6,700,000
71	Redding	UN	2025	22	Old Oregon Trail Midland to Frontier	5	\$794,120	(\$675,147)	(\$148,807)	(\$88,240)	(\$118,074)	\$3,273,000	-3.61%	14	\$3,273,810
72	Shasta Lake	UN	2010	23	Realign Cascade Blvd at Oasis Road	17	(\$288,985)	(\$812,055)	(\$695,069)	(\$76,203)	(\$1,872,312)	\$2,000,000	-93.62%	7	\$6,040,000
73	Redding	UN	2005	24	Westside Road Frontage Extension	17	\$226,923	\$130,430			\$357,353	\$966,038	36.99%	21	\$966,038
74	Anderson	UN	2005	25	Oxyoke/SR273 Intersection	12	\$0	\$6,510	(\$421,883)	\$1,687	(\$413,686)	\$780,000	-53.04%	7	\$780,000
75	Shasta County	UN	2015	26	Widen Old 44 Drive from Stillwater to Deschutes Road at 45 -WEST	3	\$15,861,952	(\$23,775,607)	(\$2,472,062)	(\$5,055,604)	(\$15,441,321)	\$8,940,000	-172.72%	7	\$8,940,000
76	Anderson	UN	2015	27	East Street Extension	12	0 ADT in Model		\$0	\$0	\$0	\$1,330,000	0.00%	14	\$1,330,000
77	Anderson	UN	2005	28	Riverside Avenue Widening	14	\$0	(\$263,374)	(\$3,273,014)	(\$29,342)	(\$3,565,730)	\$1,832,170	-194.62%	7	\$1,832,170
78	Shasta Lake	UN	2010	29	Unnamved street extension - Shasta Lake	24	\$0	\$0	\$0	\$0	\$0	\$1,770,000	0.00%	14	\$1,770,000
79	Anderson	UN	2005	30	Stingy Lane Widening	18	\$0	(\$458,540)	(\$77,068)	(\$40,915)	(\$576,523)	\$743,208	-77.57%	7	\$743,208
80	Anderson	UN	2020	31	Balls Ferry Widening	15	(\$113,830)	(\$262,563)	(\$8,891)	(\$20,066)	(\$405,350)	\$955,000	-42.45%	7	\$955,000
81	Redding	UN	2005	32	Parkview Avenue Widening	8	\$0	(\$8,835)	(\$297,226)	(\$51,261)	(\$357,322)	\$590,000	-60.56%	7	\$685,000
82	Anderson	UN	2005	33	Fairgrounds Extension - construct new road	15	\$0	\$0	\$0	\$0	\$0	\$966,038	0.00%	14	\$966,038
83	Shasta Lake	UN	2010	34	Pine Grove East extension	23	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	14	N/A

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

Combines 2000 TO 2025 with Unfundable 2000-2025 Projects										#2a	#2b	#2c	Total #2	#3a	#3b	#3c	
Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	ADT as of Year of Project	Facility Code	Congestion Relief LOS w/o project	Congestion Relief LOS Pts	Current ADT	Current ADT Pts	Congestion Relief ADT Diverted	Congestion Relief ADT Diverted Pts	Congestion Relief Total Pts	Community Benefit Access Pts	Community Benefit Leverage of Funds Pts	Community Benefit Public Transit Pts
50	Redding	UN	2020	1	Tarmac Road Extension	204	6	A	0	0	0	<5000	2	2	1	1	2
51	Redding	UN	2010	2	Victor from Shasta View to SR 44 - widen to 4 lanes	11,993	6	C	4	9,050	2	<5000	2	8	1	1	2
52	Redding	UN	2015	3	Eastside Road Extension	665	6	A	0	<2000	0	<5000	2	2	1	0	2
53	Redding	UN	2010	4	Cascade Blvd Realignment	4,000	6	A	0	3,800	1	<5000	2	3	3	1	4
54	Caltrans	UN	2010	5	Cottonwood Hills Truck Climbing Lane Northbound	24,061	2	B	2	17,217	4	<5000	2	8	0	4	0
55	Redding	UN	2010	6	Hartnell from Victor to Shasta View - widen to 4 lanes	15,898	6	E	8	13,514	3	<5000	2	13	1	1	2
56	Redding	UN	2025	7	Cypress Interchange Reconstruction	11,098	1	0	0	8,035	2	<5000	2	4	2	1	2
57	Redding	UN	2015	8	Widen Quartz Hill Road	5,099	6	A	0	<2000	0	<5000	2	2	2	3	2
58	Shasta Lake	UN	2005	9	Shasta Gateway Drive Extension	204	6	A	0	>2000	0	<5000	2	2	0	3	0
59	Redding	UN	2020	10	Victor Ave Widening	12,246	6	C	4	9,180	2	<5000	2	8	2	3	2
60	Redding	UN	2020	11	Shasta View Widening	12,401	6	C	4	7,641	2	<5000	2	8	2	2	2
61	Shasta County	UN	2015	12	Bear Mountain Road - Widen and Improve to 55	4,171	6	C	4	<2000	0	<5000	2	6	2	4	2
62	Anderson	UN	2005	13	Gateway Drive Extension	333	6	A	0	>2000	0	<5000	2	2	0	0	0
63	Shasta Lake	UN	2010	14	Hardenbrook Extension	292	8	A	0	250	0	<5000	2	2	1	0	0
64	Shasta Lake	UN	2005	15	Cascade Blvd Realignment, Phase 1	2,131	6	A	0	2001-5000	1	<5000	2	3	2	1	4
65	Shasta Lake	UN	2020	16	Cascade Extension		6	A	0	0	0	<5000	2	2	2	4	2
66	Anderson	UN	2020	17	Emily Drive Widening	2,590	6	A	0	1,903	0	<5000	2	2	0	0	0

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

Combines 2000 TO 2025 with Unfundable 2000-2025 Projects										#2a	#2b	#2c	Total #2	#3a	#3b	#3c	
Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	ADT as of Year of Project	Facility Code	Congestion Relief LOS w/o project	Congestion Relief LOS Pts	Current ADT	ADT Pts	Congestio n Relief ADT Diverted	Congestion Relief ADT Diverted Pts	Congestion Relief Total Pts	Community Benefit Access Pts	Community Benefit Leverage of Funds Pts	Community Benefit Public Transit Pts
67	Redding	UN	2020	18	Old Oregon Trail Realignment	10,625	6	B	2	7,083	2	<5000	2	6	1	2	2
68	Caltrans	UN	2010	19	SR 44 Realign the "Dips"	6,839	4	A	0	5,918	2	<5000	2	4	0	0	0
69	Redding	UN	2015	20	Widen Churn Creek From Browning to 299	8,500	6	A	0	5000-10000	2	<5000	2	4	2	2	2
					Twin View Road and Oasis Road - realignment												
70	Redding	UN	2010	21		9,178	6	B	2	1,451	0	<5000	2	4	1	4	2
71	Redding	UN	2025	22	Old Oregon Trail Midland to Frontier	11,099	9	C	4	4,719	1	<5000	2	7	1	1	0
72	Shasta Lake	UN	2010	23	Realign Cascade Blvd at Oasis Road	4,228	6	A	0	2,049	1	<5000	2	3	1	4	2
73	Redding	UN	2005	24	Westside Road Frontage Extension	115	6	A	0	>2000	0	<5000	2	2	1	0	0
74	Anderson	UN	2005	25	Oxyoke/SR273 Intersection	7,590	6	A	0	5001-10000	2	<5000	2	4	4	1	0
75	Shasta County	UN	2015	26	Widen Old 44 Drive from Stillwater to Deschutes Road at 45 -WEST	20,335	6	C	4	5000-10000	2	<5000	2	8	2	0	4
76	Anderson	UN	2015	27	East Street Extension	N/A	6	A	0	N/A	0	<5000	2	2	0	0	0
77	Anderson	UN	2005	28	Riverside Avenue Widening	8,912	6	A	0	5001-10000	2	<5000	2	4	3	0	0
78	Shasta Lake	UN	2010	29	Unnamved street extension - Shasta Lake	0		A	0	0	0	<5000	2	2	1	0	0
79	Anderson	UN	2005	30	Stingy Lane Widening	7,415	6	A	0	5001-10000	2	<5000	2	4	2	0	3
80	Anderson	UN	2020	31	Balls Ferry Widening	10,701	9	C	4	8,813	2	<5000	2	8	0	0	0
81	Redding	UN	2005	32	Parkview Avenue Widening	4,455	6	A	0	5001-10000	2	<5000	2	4	1	0	2
82	Anderson	UN	2005	33	Fairgrounds Extension - construct new road	184	6	A	0	>2000	0	<5000	2	2	0	0	0
83	Shasta Lake	UN	2010	34	Pine Grove East extension							<5000	2	2			

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

						#3d	#3e	Total #3	#4	#5a	#5b	#5c	Total \$5			
Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Community Benefit New Job Pts	Community Benefit Joint Agency Pts	Community Benefit Total Pts	Regional Significance Pts	Air Quality Bike Lane Pts	Air Quality Sidwalk Facility Pts	Total Air Quality Improvement Pts	Air Quality Total Pts	Total Project Points	Cumulative Amount of STIP Commitments	LONG TERM + Unfundable
50	Redding	UN	2020	1	Tarmac Road Extension	4	0	8	10	1	1	0	2	43	\$3,500,000	\$330,096,813
51	Redding	UN	2010	2	Victor from Shasta View to SR 44 - widen to 4 lanes	0	0	4	15	1	1	0	2	43	\$8,000,000	\$334,596,813
52	Redding	UN	2015	3	Eastside Road Extension	3	0	6	10	1	1	0	2	41	\$12,185,000	\$338,781,813
53	Redding	UN	2010	4	Cascade Blvd Realignment	4	0	12	10	1	1	0	2	41	\$13,160,000	\$339,756,813
54	Caltrans	UN	2010	5	Cottonwood Hills Truck Climbing Lane Northbound	0	0	4	15	0	0	0	0	41	\$16,460,000	\$343,056,813
55	Redding	UN	2010	6	Hartnell from Victor to Shasta View - widen to 4 lanes	0	0	4	15	1	1	0	2	41	\$20,460,000	\$347,056,813
56	Redding	UN	2025	7	Cypress Interchange Reconstruction	0	0	5	15	1	1	0	2	40	\$29,110,000	\$355,706,813
57	Redding	UN	2015	8	Widen Quartz Hill Road	0	0	7	15	1	1	0	2	40	\$31,110,000	\$357,706,813
58	Shasta Lake	UN	2005	9	Shasta Gateway Drive Extension	4	2	9	5	1	1	0	2	39	\$32,985,000	\$359,581,813
59	Redding	UN	2020	10	Victor Ave Widening	0	0	7	15	1	1	0	2	39	\$33,985,000	\$360,581,813
60	Redding	UN	2020	11	Shasta View Widening	0	0	6	15	1	1	0	2	38	\$37,695,000	\$364,291,813
61	Shasta County	UN	2015	12	Bear Mountain Road - Widen and Improve to 55	0	0	8	15	0	1	0	1	37	\$203,474,039	\$366,721,813
62	Anderson	UN	2005	13	Gateway Drive Extension	1	0	1	10	1	1	0	2	36	\$38,482,170	\$371,218,983
63	Shasta Lake	UN	2010	14	Hardenbrook Extension	0	0	1	10	1	1	0	2	36	\$40,102,170	\$372,838,983
64	Shasta Lake	UN	2005	15	Cascade Blvd Realignment, Phase 1	0	0	7	10	1	1	0	2	36	\$42,186,132	\$374,922,945
65	Shasta Lake	UN	2020	16	Cascade Extension	0	0	8	10	1	1	0	2	36	\$42,186,133	\$374,922,946
66	Anderson	UN	2020	17	Emily Drive Widening	0	0	0	10	1	1	0	2	35	\$42,776,533	\$375,513,346

Shasta County Regional Transportation Planning Agency
Summary of Benefit Cost Model Scoring
Short Term, Long Term and Unfundable Listing
Combines 2000 TO 2025 with Unfundable 2000-2025 Projects

						#3d	#3e	Total #3	#4	#5a	#5b	#5c	Total \$5			
Project Count	Agency	ST/LT/UN	Project Band	Control Code	Project Name	Community Benefit New Job Pts	Community Benefit Joint Agency Pts	Community Benefit Total Pts	Regional Significance Pts	Air Quality Bike Lane Pts	Air Quality Sidwalk Facility Pts	Total Air Quality Improvement Pts	Air Quality Total Pts	Total Project Points	Cumulative Amount of STIP Commitments	LONG TERM + Unfundable
67	Redding	UN	2020	18	Old Oregon Trail Realignment	0	0	5	15	1	1	0	2	35	\$48,026,533	\$380,763,346
68	Caltrans	UN	2010	19	SR 44 Realign the "Dips"	0	0	0	15	0	1	0	1	34	\$84,026,533	\$416,763,346
69	Redding	UN	2015	20	Widen Churn Creek From Browning to 299	0	0	6	15	1	1	0	2	34	\$90,026,533	\$422,763,346
70	Redding	UN	2010	21	Twin View Road and Oasis Road - realignment	4	0	11	10	1	1	0	2	34	\$92,026,533	\$424,763,346
71	Redding	UN	2025	22	Old Oregon Trail Midland to Frontier	0	0	2	10	0	0	0	0	33	\$95,299,533	\$428,036,346
72	Shasta Lake	UN	2010	23	Realign Cascade Blvd at Oasis Road	4	0	11	10	1	1	0	2	33	\$97,299,533	\$430,036,346
73	Redding	UN	2005	24	Westside Road Frontage Extension	1	0	2	5	1	1		2	32	\$98,265,571	\$431,002,384
74	Anderson	UN	2005	25	Oxyoke/SR273 Intersection	0	4	9	10	1	1	0	2	32	\$99,045,571	\$431,782,384
75	Shasta County	UN	2015	26	Widen Old 44 Drive from Stillwater to Deschutes Road at 45 -WEST	0	0	6	10	0	1	0	1	32	\$107,985,571	\$440,722,384
76	Anderson	UN	2015	27	East Street Extension	0	0	0	15	0	0	0	0	31	\$109,316,571	\$442,052,384
77	Anderson	UN	2005	28	Riverside Avenue Widening	0	0	3	15	1	1	0	2	31	\$111,147,741	\$443,884,554
78	Shasta Lake	UN	2010	29	Unnamved street extension - Shasta Lake	0	0	1	10	1	1	0	2	29	\$112,917,741	\$445,654,554
79	Anderson	UN	2005	30	Stingy Lane Widening	0	0	5	10	1	1	0	2	28	\$113,660,949	\$446,397,762
80	Anderson	UN	2020	31	Balls Ferry Widening	0	0	0	10	1	1	0	2	27	\$114,615,949	\$447,352,762
81	Redding	UN	2005	32	Parkview Avenue Widening	0	0	3	10	1	1	0	2	26	\$115,205,949	\$447,942,762
82	Anderson	UN	2005	33	Fairgrounds Extension - construct new road	0	0	0	5	1	1	0	2	23	\$116,171,987	\$448,908,800
83	Shasta Lake	UN	2010	34	Pine Grove East extension			0					0	16	\$116,171,987	\$448,908,800