

STAFF REPORT



MEETING DATE:	December 8, 2015
SUBJECT:	Approve 2016 Shasta Regional Transportation Improvement Program (RTIP) (Public Hearing)
AGENDA ITEM:	7
STAFF CONTACT:	Dan Little, Executive Director

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects updated every two years. Upon approval by the board of directors, SRTA's RTIP – along with other RTIPs throughout the state – are forwarded to the California Transportation Commission (CTC) for incorporation into the statewide program referred to as the State Transportation Improvement Program (STIP). The attached Draft 2016 Shasta RTIP contains no new regional funding beyond the \$13.367 million currently programmed, but leverages \$15.7 million in state funds for Interstate 5. The 2016 RTIP has been circulated for public review and staff recommends approval. A public hearing is required.

STAFF RECOMMENDATION:

It is recommended that the board of directors conduct a public hearing and approve the 2016 Shasta RTIP pursuant to the attached resolution.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. This includes estimates of regional shares. Transportation funding at both the federal and state levels is in crises. Neither Congress, nor the State Legislature in extraordinary session, could agree on solutions. As a result, no new STIP funding is available for SRTA to program in the RTIP and projects currently programmed face likely delays of up to four years.

SRTA has four projects in the current STIP. Staff recommendations are summarized in the below table followed by a discussion of each project and recommendations for 2016 RTIP programing:

Project Name and Location	Project Description	Requested RIP Amount	Programming Year
Redding to Anderson Six-Lane Project	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$12,122,000	Fiscal Year 2016/17
Planning, Programming & Monitoring	Administer STIP and develop projects.	\$570,000	Fiscal Years 2016/17, 2017/18, 2018/19
Diestelhorst to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000	Fiscal Year 2018/19

Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk	Install bicycle lanes and sidewalks in the city of Redding.	\$275,000	Fiscal Year 2018/19
	SRTA Programming Total for 2016 RTIP	\$13,367,000	
	SRTA Unused Programming Capacity	\$1,443,000	

- Redding to Anderson Six-Lane Project: Phase 1 Construction (\$27.822 million) – This project would extend the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Avenue. \$12.122 million in regional shares are currently programmed in Fiscal Year (FY) 2016/17. SRTA and Caltrans District 2 have a tentative commitment from Caltrans Headquarters to add another \$15.7 million in State Highway Operation and Protection Program (SHOPP) funds as part of an asset management pilot program that sets aside only \$25 million annually statewide. If approved by the CTC, the SHOPP funds would be available in FY 2016/17; however, the \$12.122 million that is currently programmed in the STIP for FY 2016/17 is at risk of being delayed due to the transportation funding crisis. Staff recommends working with the CTC to retain the \$12.122 million in FY 2016/17. Staff also recommends making the RTIP funding contingent on programming the \$15.7 million SHOPP funds as match.
- Planning, Programming and Monitoring (\$570,000) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming and Monitoring funds to administer the STIP and develop projects. With no new state funds available, it is recommended that this amount carry over with no changes or increases.
- Diestelhorst to Downtown Bike and Pedestrian Trail (\$400,000) – These funds were approved by SRTA in 2013 to fund a portion of the \$2.638 million project need. The strategy was to leverage other grant funds. These funds played a key role in a recent CTC staff recommendation for a \$2.138 million competitive grant for this project. The grant funds are earmarked for construction in FY 2018/19. The \$400,000 in STIP funds are programmed in FY 2016/17. Staff recommends delaying the \$400,000 in STIP funds from FY 2016/17 to FY 2018/19.
- Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk (\$275,000) – SRTA approved partial funding for this project in the 2014 RTIP; however, the city of Redding's efforts to fully fund the project have been unsuccessful to date. Staff recommends delaying this project to FY 2018/19.

It is recommended that the board of directors conduct a public hearing and approve the 2016 Shasta RTIP pursuant to the attached resolution.

OTHER AGENCY INVOLVEMENT:

The 2016 Shasta RTIP has been developed in coordination with Caltrans, the California Transportation Commission, and SRTA member agencies. The Technical Advisory Committee (TAC) reviewed the Draft 2016 RTIP and recommends approval.

FINANCING:

No new projects are being considered in the 2016 RTIP due to insufficient state and federal revenues. Projects that are currently programmed will likely see construction delays of up to four years. Scarce funding means that the strategic investment of RTIP resources is more imperative than ever. The \$15.7 million in SHOPP funds, tentatively committed to the I-5 widening effort, are the direct result of well-thought-out RTIP investment decisions, and other strategies employed by the SRTA Board of Directors.



Daniel S. Little, AICP, Executive Director

Attachments: Resolution Number 15-14, Adoption of 2016 Shasta Regional Transportation Improvement Program (RTIP)
 State Transportation Improvement Program (STIP) Fact Sheet
 Draft 2016 Shasta RTIP

RESOLUTION



RESOLUTION NUMBER:	15-14
SUBJECT:	Adoption of 2016 Shasta Regional Transportation Improvement Program (RTIP)

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2016-17 through 2020-21 of the 2016 RTIP; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in Section 1250 of SRTA's Financial and Accounting Policies and Procedures, approved by the board of directors, October 22, 2013, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, a public hearing was held on the RTIP, and the projects included therein.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves the 2016 Shasta Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the board of directors approves the Interstate 5 project in partnership with the state's commitment of \$15.743 million in matching funds from the State Highway Operation and Protection Program.

PASSED AND ADOPTED this 8th day of December, 2015, by the Shasta Regional Transportation Agency.

Missy McArthur, Chair
Shasta Regional Transportation Agency



Fact Sheet: State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is adopted every two years by the California Transportation Commission (CTC). Each STIP adds two new years to a five-year program. STIP funds, funded with a portion of gas taxes, are divided:

- 75% to regional agencies, like the Shasta Regional Transportation Agency (SRTA), through Regional Improvement Program (RIP) funds; and
- 25% to the state through Interregional Improvement Program (IIP) funds, which do not include any regional shares.

Both RIP and IIP funds are programmed in the STIP.

Regional County Shares:

For each new STIP, SRTA is provided about \$3.0M of RIP funds to program for projects. This amount, known as county shares, can be carried over or be advanced. To maximize funding to the region, SRTA strives to leverage state Interregional Improvement Program funds to supplement its regional shares.

Programming:

SRTA's projects for RIP funding are identified in the RTIP and submitted to the CTC for their approval and programming in the STIP.

Project Types:

STIP projects (RIP- or IIP-funded) typically add capacity to the state's transportation system: state and regional highways, intercity rail, and regional transit.

RTIP Project Selection Priorities

- ✓ Regional Transportation Plan (RTP) consistency
- ✓ Ability to leverage other funds
- ✓ Regional congestion-relief benefit
- ✓ Capacity-increasing benefit
- ✓ Likelihood of full project funding
- ✓ Other funding not available
- ✓ Cost sharing

Prior SRTA RTIP Projects

- State Route (SR) 44 Dana to Downtown
- Knighton Road Extension to Redding Airport
- Pine Grove Avenue Extension to Lake Boulevard
- North Street Improvement Project
- East Redding Bike Lanes
- South Bonnyview Drive Widening (partial)
- Cypress Avenue Corridor and Bridge Widening (partial)



SR 44 Dana to Downtown Opening, October 2010



SHASTA 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



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December 8, 2015

**2016 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

**FOR
FISCAL YEARS 2016/17 – 2020/21
December 8, 2015**

Prepared By:

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In Cooperation With:

City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Redding Area Bus Authority
Caltrans, District 2

The preparation of this Transportation Improvement Program was financed, in part, by Federal Highway Administration PL funds. The views and project selections herein do not necessarily represent approval by the oversight agency.

**2016 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(RTIP)**

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary

The sample cover letter on the next page outlines project-related programming for the 2016 RTIP.

Section 2. General Information

- **Regional Agency Name**
Shasta Regional Transportation Agency
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.srta.ca.gov>

RTIP document link: <http://www.srta.ca.gov/155/Regional-Transportation-Improvement-Prog>

RTP link: <http://www.srta.ca.gov/142/Regional-Transportation-Plan>

- **Executive Director Contact Information**

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Daniel S. Little, Executive Director

December 10, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2016 Shasta Regional Transportation Improvement Program

Dear Mr. Kempton:

Enclosed, please find the 2016 Shasta Regional Transportation Improvement Program (RTIP) adopted December 8, 2015, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2016 RTIP recommendation totals \$13.367 million in transportation projects, of which all are carryover projects from the 2014 RTIP, as summarized below:

- **Interstate 5 Redding to Anderson Six-Lane Project: Phase I Construction (FY 2016/17)** - Construction of the Redding to Anderson Six-Lane Project is the next priority in the Shasta Regional Transportation Plan (RTP). This project would extend the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive. Please note the following:
 - The requested construction funds (\$12.122 million) are within Shasta's current minimum shares and were programmed in the 2014 RTIP.
 - This stretch of I-5 is critical to California's north/south goods movement. Heavy trucks account for over 15% of all vehicle trips.
 - Surveys show that 50% of vehicle trips on I-5 are interregional trips passing through Shasta County.
 - The project is part of a series of I-5 mainline investments originating from the Fix Five Partnership campaign.Construction remains programmed in 2016/17 to leverage match State Highway Operation and Protection Program (SHOPP) Asset Management Pilot Program funding (\$15.743M).
- **Diestelhorst to Downtown Non-Motorized Improvement Project (FY 2018/19)** - This \$400,000 non-motorized project within the city of Redding will help link the Sacramento River Trailhead at the Diestelhorst Bridge to downtown. Regional share funds are committed match to an Active Transportation Program (ATP) grant award by the CTC. SRTA has re-programmed the funding

from FY 2016/17 in the 2014 RTIP to FY 2018/19 for the 2016 RTIP to match the ATP award timeframe.

- **Browning Street Complete Street Improvements (FY 2018/19)** - This \$275,000 non-motorized project would add bicycle lanes and sidewalks on Browning Street in the city of Redding between Hilltop Drive and Canby Road. SRTA has re-programmed the funding from FY 2016/17 in the 2014 RTIP to FY 2018/19 in the 2016 RTIP.
- **Planning, Programming and Monitoring** – These funds are proposed for project development and to administer the STIP. A total of \$570,000 is recommended over three programming years.

I am available at 530-262-6191, or dlittle@srta.ca.gov, if you have any questions or require additional information.

Sincerely,

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

DSL/KKU/jac

Enclosure: SRTA Resolution Number 15-14: Adoption of 2016 Shasta Regional Transportation
Improvement Program (RTIP)
Shasta 2016 RTIP

C: Bruce de Terra, Chief, Division of Transportation Programming
Dave Moore, Interim Caltrans District 2 Director

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally-mandated master transportation plan which guides a region's transportation investments over a 20- to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every four to five years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to Developing the RTIP

The Shasta 2016 RTIP includes projects from the 2015 Regional Transportation Plan (RTP) for Shasta County. The RTIP is a nomination programming document based on regional share funds for Shasta County. Under typical conditions, SRTA receives about \$3 million for regional share programming every two years. As such, approved programming does not normally include more than a handful of projects. Candidate projects from the RTP are discussed with Caltrans and the local jurisdictions to initially recommend programming within the RTIP. As there is no new funding available for the 2016 STIP, there are no modifications to the 2016 RTIP other than moving several projects' programming out to later years to assist the state in dealing with the STIP financial crisis. These 2016 RTIP preliminary programming recommendations were made October 13, 2015 to the SRTA Board of Directors by SRTA's Executive Director, accepted without further input by the directors, and enfolded in this 2016 RTIP.

Section 4. Completion of Prior RTIP Projects

In addition to Planning, Programming and Monitoring (PPM) in the 2014 RTIP, funds for plans, specifications and estimates, as well as right of way, for the Redding to Anderson Six-Lane Project have been obligated. SRTA's 2014 RTIP project programming was focused on delivery in FY 2016/17. With the state funding crisis, two of the three non-PPM projects are reprogrammed from FY 2016/17 to FY 2018/19 in the 2016 RTIP.

Project Name and Location	Description	Summary of Improvements/Benefits
PPM – Shasta County	Planning and programming funding used to administer the STIP process .	RTIP and STIP projects
Redding to Anderson Six-Lane Project	Perform PS&E and R/W.	Advancing the project

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC Adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans Identifies State Highway Needs	September 15, 2015
SRTA Considers 2016 RTIP Preliminary Recommendations	October 13, 2015
Caltrans Submits Draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
SRTA Releases Draft 2016 RTIP for Interagency/Public Review	November 6, 2015
SRTA Adopts 2016 RTIP	December 8, 2015
Regions' Deadline to Submit RTIPs to CTC	December 15, 2015
Caltrans' Deadline to Submit ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC Publishes Staff Recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

RTIP projects are culled from the RTP working in concert with Caltrans and the Shasta region's local jurisdictions. As there is no new funding available for the 2016 RTIP, no new projects were solicited. RTIP funding priorities for the 2016 RTIP remain the same as the 2014 RTIP, albeit two projects are recommended to be programmed two years later due to the STIP fiscal crisis. The draft RTIP outlines recommended project priorities and programming years. Per the development and approval schedule table above, 2016 RTIP preliminary recommendations were accepted by

the SRTA Board of Directors on October 13, 2015. The draft 2016 Shasta RTIP was circulated and posted for public and interagency review on November 6, 2015. The SRTA Board of Directors will consider the RTIP for approval at its meeting of December 8, 2015.

In an RTIP programming cycle with more funding availability, SRTA selects projects in accordance with SRTA's adopted RTIP Project Selection Priorities as outlined below:

Regional Transportation Improvement Program (RTIP) Project Selection Priorities

The Regional Transportation Improvement Program (RTIP) is a candidate listing of transportation projects proposed for funding with State Transportation Improvement Program (STIP) monies. The Shasta Regional Transportation Agency (SRTA) makes transportation funding decisions based on the availability of its regional share of STIP funds, called Regional Improvement Program (RIP) funds, while Caltrans makes funding decisions for the Interregional Improvement Program (IIP) funds portion of the STIP. The RTIP must be submitted by December 15th of odd-numbered years to the California Transportation Commission (CTC) for approval and incorporation into the STIP. As SRTA's share of RIP funds is insufficient to meet all needs of the region, the board of directors hereby adopts (October 22, 2013) the following priorities for assessing and selecting RTIP candidate projects:

- 1) Project consistency with Regional Transportation Plan (RTP).** The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations.
- 2) Project ability to leverage other funds for the region.** Due to limited RTIP funding availability, the project should be able to leverage other funds, such as state Interregional Transportation Improvement Program (ITIP) funds, local funds, state grants, federal grants, and/or State Highway Operation and Protection Program (SHOPP) dollars.
- 3) Regional congestion-relief benefit.** Priority will be given to projects that serve wide-spread regional traffic needs – as opposed to ones that serve localized areas and/or individual development projects. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and/or Caltrans.
- 4) Capacity increasing benefit.** RTIP funding priority will be for new facilities. RTIP funds will generally not be used for maintenance and/or safety which have other dedicated transportation funding sources.
- 5) Likelihood of full project funding.** RTIP projects will not be programmed unless full funding can be reasonably expected.
- 6) Other eligible funds.** Projects more appropriately funded through other eligible programs shall have low priority for RTIP funding. Examples of other eligible funding include bridge, safety, and/or rehabilitation programs.

7) **Cost sharing.** Priority should be given to projects where there is appropriate cost sharing among local, state and/or federal fund sources considering project benefits and agency responsibilities/needs.

C. Consultation with Caltrans District 2 (Required per Section 17)

SRTA and Caltrans staff have extensively consulted in the development of the 2016 RTIP, particularly on means to retain the Redding to Anderson Six-Lane Project Phase 1 Construction project within the 2016/17 fiscal year to avoid further programming delays. Additionally, Caltrans District 2 has summarized this consultation with a letter dated November 4, 2015 included under Section 17 of this RTIP.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire five years of the 2016 STIP. This is due primarily to the decrease in the price-based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

For the 2016 Fund Estimate, the regional shares available to Shasta are \$18,385,000. SRTA has used \$3,575,000 of that capacity in FYs 2014/15 and 2015/16 to support the Redding to Anderson Six-Lane Project phases, as well as for Planning, Programming and Monitoring. SRTA will use \$13,367,000 of the remaining capacity for the 2016 STIP, leaving residual programming capacity of \$1,443,000 for future RTIP years.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount	Programming Year
Redding to Anderson Six-Lane Project	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$12,122,000	Fiscal Year 2016/17
Planning, Programming & Monitoring	Administer STIP and develop projects.	\$570,000	Fiscal Years 2016/17,

			2017/18, and 2018/19
Diestelhorst to Downtown Non- Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000	Fiscal Year 2018/19
Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk	Install bicycle lanes and sidewalks in the city of Redding.	\$275,000	Fiscal Year 2018/19
	SRTA Programming Total for 2016 RTIP	\$13,367,000	
	SRTA Unused Programming Capacity	\$1,443,000	

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects.

SRTA has received a Caltrans commitment to match RTIP funds for the Redding to Anderson Six-Lane Project from the SHOPP Asset Management Pilot Program. The project includes safety and rehabilitation benefits in addition to operational improvements associated with adding a new lane in each direction.

Additionally, the city of Redding has secured the majority of funding for the Diestelhorst to Downtown Non-Motorized Improvement Project through an Active Transportation Program grant. The 2014 STIP \$400K commitment of regional shares to this project was instrumental in the city of Redding receiving the \$2.638M ATP grant from the California Transportation Commission. The city of Redding, for its Browning Street Complete Streets project is providing an initial \$55K match.

Proposed 2016 RTIP	Total RTIP \$	Other Funding \$					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Redding to Anderson Six- Lane Project	12,122,000	0	0	15,743,000	0	0	27,865,000
Diestelhorst to Downtown Non- Motorized Improvement	400,000	0	0	0	2,138,000	100,000	2,638,000

Project							
Browning Street Complete Streets	275,000	0	0	0	0	55,000	330,000
Totals	12,797,000	0	0	15,743,000	2,138,000	155,000	30,833,000

Notes: Fund Source 1 = SHOPP Asset Management Pilot Program Match; Fund Source 2 = ATP; and Fund Source 3 = Local.

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between, and connecting, urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164, and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

There is no ITIP funding proposed for the Shasta region in the 2016 ITIP.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

The 2016 RTIP includes a fully-funded Redding to Anderson Six-Lane project phase. Previously funded with SRTA's \$12.122M commitment in the 2014 RTIP, Caltrans has joined SRTA in funding a larger phase of the project by programming State Highway Operation and Protection Program (SHOPP) Asset Management Pilot Program Funds.

A Phase II will be ready to list this year but is not proposed for construction programming due to a lack of STIP funds.

A Phase III, adding median lanes from Deschutes Interchange to North Street, has completed project approval and environmental documentation, but funding is needed for plans, specifications and estimates, right-of-way, and construction.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the Guidelines)

2016 RTIP QUALITATIVE ASSESSMENT

Project Name and Location	Project Description	Requested RIP Amount
Redding to Anderson Six-Lane	Extend six lanes (from four) on Interstate 5 (I-5) south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive, beginning FY 2016/17.	\$12,122,000

Effectiveness of the 2016 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The 'Redding to Anderson Six-Lane' (RASL) project is a carry-over from the 2012 and 2014 RTIPs. Although predating development of the 2015 RTP, the project is consistent with Goal #2: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently. Regional funds, in combination with state funding, are used here to maintain adequate traffic capacity on the core interregional network.

How the RTIP facilitates implementation of the SCS:

The 'Redding to Anderson Six-Lane' (RASL) project will close a critical gap in the six-laning of I-5 in the south county area. It predates the 2015 RTP with SCS and does not directly facilitate its implementation.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring	Administer STIP and develop projects in FYs 2016/17, 2017/18, and 2018/19.	\$570,000

Not applicable.

Project Name and Location	Project Description	Requested RIP Amount
Diesselhorst to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding in FY 2018/19.	\$400,000
Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk	Install bicycle lanes and sidewalks in the city of Redding in FY 2018/19.	\$275,000

Effectiveness of the 2016 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The 'Diestelhorst to Downtown Non-Motorized Improvement Project' seeks to increase active transportation mode share by connecting the popular Sacramento River Trail to the large number and diversity of trip destinations concentrated within the Downtown Redding Strategic Growth Area. The 'Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk' project extends the reach of this regional trail network further to enhance access to high-density residential development and commercial/job sites. Converting vehicle trips to active transportation trips helps to maintain an acceptable level of service on critical roadways and defers the need for capacity increasing projects. This addresses Goal #1: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment.

The 'Diestelhorst to Downtown Bike and Pedestrian Trail' also helps close gaps in the region's network of Class I and Class IV bikeways, thereby addressing Goal #3: Provide an integrated, context-appropriate range of practical transportation choices. This next generation of active transportation infrastructure increases community health, safety, and well-being, helping to satisfy Goal #4: Create vibrant, people-centered communities.

How the RTIP facilitates implementation of the SCS:

Both the 'Diestelhorst to Downtown Non-Motorized Improvement Project' is located in the Downtown Redding Strategic Growth Area and is connected to infill and redevelopment efforts. The 'Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk' provides a critical connection between the large concentration of retail and multifamily housing on the east side of I-5 and the Sacramento River to Downtown Redding Strategic Growth Area via the recently completed 'Dana to Downtown' project.

Challenges the region is facing in implementing its SCS:

Full realization of the region's SCS requires participation from the private sector development community and local jurisdictions. Numerous transit-oriented infill and redevelopment opportunities exist, but require public-private partnership and funding support to deliver the project type and scale necessary to meet SCS goals. Potential funding sources include the Affordable Housing & Sustainable Communities Program; however, extensive project-level planning and conceptual design is needed to ready projects of this type for capital funding opportunities. Additional funding is needed to partner with private sector developers and to perform conceptual design work. SRTA developed and has successfully deployed an 'Infill & Redevelopment Incentive Pilot Program' utilizing Prop 84 funding, but additional funds are needed to continue the program.

Similar to development projects, planning and conceptual design for the next generation of active transportation projects are needed to compete for Active Transportation Program (ATP) and other funding opportunities. Funding support is needed to develop design guidelines for the next generation of active transportation infrastructure, and to prepare specific projects for capital grant funding.

Other key strategies for reducing mobile source greenhouse gas emissions in need of funding support include: electric vehicle charging infrastructure, interregional public transportation, consolidated goods and freight support infrastructure, and technology-based solutions.

Section 11. Regional and/or Statewide Benefits of RTIP

The majority of the funding in the 2016 Shasta RTIP provides both regional and statewide benefits. The Interstate 5 Redding to Anderson Six-Lane Phase I Project clearly has statewide benefits in moving goods through, and to/from, the North State. However, it also has West Coast ramifications as it is the only corridor in the North State providing an expeditious link to Oregon and Washington from points south. I-5 also serves some intraregional needs by connecting the downtowns of the region's only three cities.

Planning, Programming and Monitoring in the RTIP provides a means by which to develop future projects and administer project programming.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

B1 Evaluation - Regional Level Performance Indicators and Measures from SRTA's 2015 Regional Transportation Plan and Sustainable Communities Strategy					
Goal	Indicator/Measures	Current System Performance (Baseline - 2010)		Projected System Performance (2035)	
Congestion Reduction	Daily Vehicle Miles Traveled per capita	26.85		28.44	
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	N/A		N/A	
	Commute Mode Share	AM Peak	PM Peak	AM Peak	PM Peak
	Drive (1 person)	50.9%	49.3%	49.4%	47.7%
	Drive (carpool 2 persons)	20.9%	27.1%	21.0%	27.3%
	Drive (carpool 3+ persons)	16.5%	16.5%	17.6%	17.7%
	Transit	0.4%	0.3%	0.7%	0.6%
	Walk	6.0%	1.0%	1.8%	1.0%
	Bike	1.9%	5.0%	5.7%	4.7%
	Other	3.4%	0.8%	3.8%	0.9%
Infrastructure Condition	Percent of distressed state highway lane- miles	N/A		N/A	
	Pavement Condition Index (local streets and roads) ¹	60		N/A	
	Percent of highway bridge lane-miles In need of replacement or rehabilitation (Sufficiency Rating of 80 or below)	N/A		N/A	
	Percent of transit assets that have surpassed the FTA useful life period.	N/A		N/A	
System Reliability	Highway Buffer Index	N/A		N/A	
Safety	Fatalities per capita	0.0001		N/A	
	Serious injuries per capita.	0.0052		N/A	
	Fatalities per 100,000,000 Vehicle Miles Traveled	0.91		N/A	
	Serious injuries per 100,000,000 Vehicle Miles Traveled	44.30		N/A	
Economic Vitality	Percent of housing within 0.5 miles of transit stops with frequent transit service	58.5%		54.1%	
	Percent of jobs within 0.5 miles of transit stops with frequent transit service	84.4%		81.9%	
	Average weekday travel time (minutes)				
	Drive Alone	10.5		9.8	
	Shared ride (2 persons)	8		7.8	
	Shared ride (3+ Persons)	7.9		8.1	
	Transit	40.8		35.5	
	Bike	12.1		12.5	
	Walk	13.6		14.6	
Environmental Sustainability	Acres of agricultural land <u>saved</u> from development	n/a		216	
	CO ₂ emissions reduction per capita	n/a		-0.5%	

Notes:

¹Data from California Local Streets & Roads Needs Assessment 2014 Update

Section 13. Project Specific Evaluation

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

Due to the RTIP scope and limited STIP funding, no project specific evaluation is required for any of the four programmed RTIP projects.

Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

See the table of projects below. Maps of each capital project are included after the applicable Project Programming Request (PPR) Form under Appendix 15.

Project Name and Location	Project Description	Requested RIP Amount	Programming Year
Redding to Anderson Six-Lane Project	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$12,122,000	Fiscal Year 2016/17
Planning, Programming & Monitoring	Administer STIP and develop projects.	\$570,000	Fiscal Years 2016/17, 2017/18, and 2018/19
Diestelhorst to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000	Fiscal Year 2018/19
Browning Street from Churn Creek Road to Canby Road Bike Lane and Sidewalk	Install bicycle lanes and sidewalks in the city of Redding.	\$275,000	Fiscal Year 2018/19
	SRTA Programming Total for 2016 RTIP	\$13,367,000	

E. Appendices

Section 15. Projects Programming Request (PPR) Forms – SRTA has included PPRs for each of the RTIP programming requests under Section 15. The Redding to Anderson Six-Lane Project Phase 2 is included for informational purposes, as it has already received prior year funding, yet has no new funding during the RTIP five-year cycle.

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP – The resolution the SRTA Board of Directors passes December 8, 2015 will be appended here.

Section 17. Documentation of Coordination with Caltrans District – A November 4, 2015 Caltrans-SRTA letter documenting consultation and identifying state highway needs is included under this section.

Shasta 2016 RTIP

Section 15. Project Programming Request Forms and Project Maps

- a. I-5 Redding to Anderson Six-Lane Project
Phase 120**
- b. I-5 Redding to Anderson Six-Lane Project
Phase 2 (Included for Information Only as
Project Not Fully Funded).....23**
- c. Diestelhorst to Downtown Non-Motorized
Improvement Project.....26**
- d. Browning Street Complete Streets
Improvements.....30**
- e. Planning, Programming and
Monitoring.....33**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☒ Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
02	4C403	0214000070	3445A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	5	R6.2	R11.7	Shasta Regional Transportation Agency		
				MPO	Element	
				Shasta	CO	
Project Manager/Contact		Phone		E-mail Address		
Derek Willis		(530)225-3466		derek.willis@dot.ca.gov		
Project Title						
Redding to Anderson Six Lane - Phase 1 "Little Easy"						
Location, Project Limits, Description, Scope of Work						
In Shasta County - Bonnyview to Riverside. Widen to six lanes.						
☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
Add an additional lane northbound and southbound on Interstate 5 in Shasta County from south of Knighton Road OC to the south of the city of Redding. Widen roadway in median to accommodate an additional lane and shoulder in each direction.						
Project Benefits						
☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				12/19/11		
Circulate Draft Environmental Document				Document Type		
Draft Project Report				/ /		
End Environmental Phase (PA&ED Milestone)				12/01/12		
Begin Design (PS&E) Phase				12/01/12		
End Design Phase (Ready to List for Advertisement Milestone)				08/01/14	08/19/16	
Begin Right of Way Phase				01/01/13		
End Right of Way Phase (Right of Way Certification Milestone)				03/01/14	05/27/16	
Begin Construction Phase (Contract Award Milestone)				02/01/15	01/20/17	
End Construction Phase (Construction Contract Acceptance Milestone)				01/01/17	01/18/19	
Begin Closeout Phase				01/01/17	01/18/19	
End Closeout Phase (Closeout Report)				01/01/18	01/18/20	

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PROJECT PROGRAMMING REQUEST

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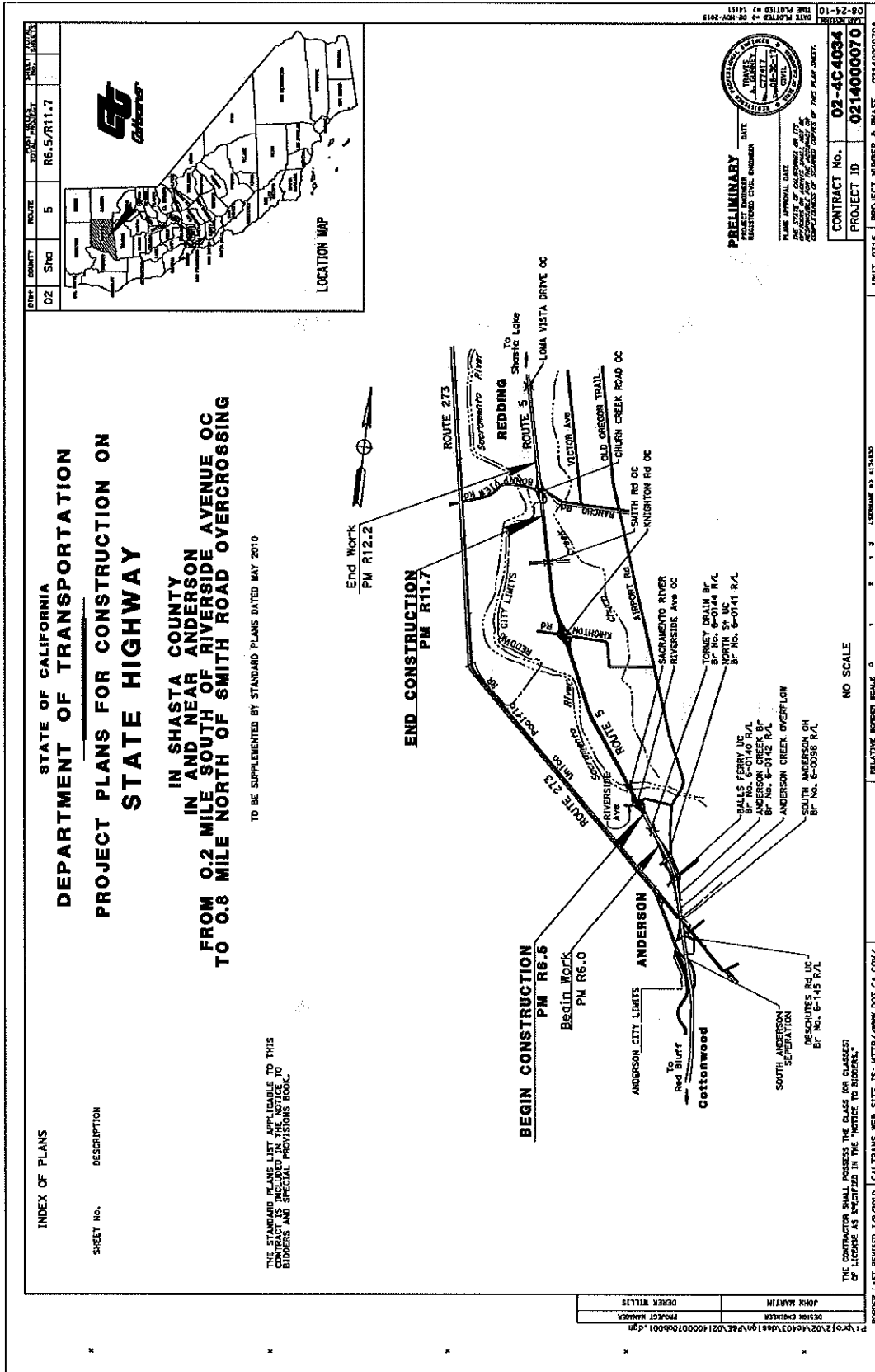
Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA	5	4C403	0214000070	3445A	
Project Title: Redding to Anderson Six Lane - Phase 1 "Little Easy"						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E	658							658	Caltrans
RAW SUP (CT)	10							10	Caltrans
CON SUP (CT)		1,102						1,102	Caltrans
RAW	6							6	Caltrans
CON		11,020						11,020	Caltrans
TOTAL	674	12,122						12,796	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)		2,102						2,102	
RAW	6							6	
CON		25,763						25,763	
TOTAL	674	27,865						28,539	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)		1,102						1,102	
RAW	6							6	
CON		11,020						11,020	
TOTAL	674	12,122						12,796	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E	658							658	RIP funding contingent on SHOPP match only available in FY 2016/17.
RAW SUP (CT)	10							10	
CON SUP (CT)		1,102						1,102	
RAW	6							6	
CON		11,020						11,020	
TOTAL	674	12,122						12,796	

Fund No. 2:	SHOPP Asset Management								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									SHOPP Asset Management
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)		1,000						1,000	
RAW									
CON		14,743						14,743	
TOTAL		15,743						15,743	



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☒ Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
02	4C404	0214000071	3445B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	5	R3.8	R6.2	Shasta Regional Transportation Agency		
				MPO	Element	
				Shasta	CO	
Project Manager/Contact		Phone		E-mail Address		
Derek Willis		(530)225-3466		derek.willis@dot.ca.gov		
Project Title						
Redding to Anderson Six Lane - Phase 2						
Location, Project Limits, Description, Scope of Work						
In Shasta County - Deschutes to Riverside. Widen to six lanes.						
☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
Add an additional lane northbound and southbound on Interstate 5 in Shasta County from the Deschutes to the Knighton Road overcrossing. Widen roadway in median to accommodate an additional lane and shoulder in each direction for added capacity and improved operations.						
Project Benefits						
☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				12/19/11		
Circulate Draft Environmental Document				Document Type	/ /	
Draft Project Report				/ /		
End Environmental Phase (PA&ED Milestone)				12/01/12		
Begin Design (PS&E) Phase				12/01/12		
End Design Phase (Ready to List for Advertisement Milestone)				08/01/14	08/19/16	
Begin Right of Way Phase				01/01/13		
End Right of Way Phase (Right of Way Certification Milestone)				03/01/14	05/27/16	
Begin Construction Phase (Contract Award Milestone)				/ /		
End Construction Phase (Construction Contract Acceptance Milestone)				/ /		
Begin Closeout Phase				/ /		
End Closeout Phase (Closeout Report)				/ /		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA, ,	5, ,	4C404	0214000071	3445B	
Project Title: Redding to Anderson Six Lane - Phase 2						

Existing Total Project Cost (\$1,000s)								Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	
E&P (PA&ED)								
PS&E	2,482							Caltrans
R/W SUP (CT)	50							Caltrans
CON SUP (CT)					2,370			Caltrans
R/W	75							Caltrans
CON					32,370			Caltrans
TOTAL	2,607				34,740			
Proposed Total Project Cost (\$1,000s)								Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	
E&P (PA&ED)								
PS&E	2,482							
R/W SUP (CT)	50							
CON SUP (CT)							2,370	
R/W	75							
CON							32,370	
TOTAL	2,607						34,740	

Fund No. 1:	RIP - National Hwy System (NH)							Program Code
	Existing Funding (\$1,000s)							20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Funding Agency
E&P (PA&ED)								Shasta RTA
PS&E	2,482							
R/W SUP (CT)	50							
CON SUP (CT)								
R/W	75							
CON								
TOTAL	2,607							
Proposed Funding (\$1,000s)								Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	
E&P (PA&ED)								
PS&E	2,482							
R/W SUP (CT)	50							
CON SUP (CT)								
R/W	75							
CON								
TOTAL	2,607							

Fund No. 2:	Future Need - Future Funds (NO-FUND)							Program Code
	Existing Funding (\$1,000s)							FUTURE
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Funding Agency
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)							2,370	
R/W								
CON							32,370	
TOTAL							34,740	
Proposed Funding (\$1,000s)								Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)							2,370	
R/W								
CON							32,370	
TOTAL							34,740	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☒ Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
02				2560		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Redding, City of		
				MPO	Element	
				Shasta	LA	
Project Manager/Contact		Phone		E-mail Address		
Chuck Aukland		(530)225-4170		caukland@ci.redding.ca.us		
Project Title						
Diestelhorst to Downtown Non-Motorized Improvement Project						
Location, Project Limits, Description, Scope of Work						
In Redding, construct a mix of paths from the Sacramento River Trail to Downtown via Benton, Riverside Drive, Center Street, and Division Street. Provide off-street path and Class II separated bikeways; complete sidewalk gaps; improve all intersections; and include an enhanced crossing, including median and rapid flashing beacons and corridor lighting.						
☐ Includes ADA Improvements ☒ Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED		Redding, City of				
PS&E		Redding, City of				
Right of Way		Redding, City of				
Construction		Redding, City of				
Purpose and Need						
The improvements are needed to provide a safe, efficient mode of transportation from recreational areas to the city's downtown core.						
Project Benefits						
☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				01/06/14	08/31/16	
Circulate Draft Environmental Document				06/30/15	11/30/17	
Draft Project Report				/ /	/ /	
End Environmental Phase (PA&ED Milestone)				12/20/15	04/16/18	
Begin Design (PS&E) Phase				06/30/14	06/30/18	
End Design Phase (Ready to List for Advertisement Milestone)				03/30/17	04/15/19	
Begin Right of Way Phase				06/30/16	06/30/18	
End Right of Way Phase (Right of Way Certification Milestone)				03/01/17	04/15/19	
Begin Construction Phase (Contract Award Milestone)				06/15/17	06/30/19	
End Construction Phase (Construction Contract Acceptance Milestone)				09/30/17	12/01/20	
Begin Closeout Phase				10/15/17	12/02/20	
End Closeout Phase (Closeout Report)				03/30/18	06/01/21	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TGRP No.
02	SHA,	,			2560	
Project Title: Diestelhorst to Downtown Non-Motorized Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	25							25	Redding, City of
PS&E	55							55	Redding, City of
R/W SUP (CT)									Redding, City of
CON SUP (CT)									Redding, City of
R/W	30							30	Redding, City of
CON		400						400	Redding, City of
TOTAL	110	400						510	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)		148						148	
PS&E			316					316	
R/W SUP (CT)									
CON SUP (CT)									
R/W			40					40	
CON				2,134				2,134	
TOTAL		148	356	2,134				2,638	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		400						400	
TOTAL		400						400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				400				400	
TOTAL				400				400	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	25							25	Redding, City of
PS&E	55							55	
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON									
TOTAL	110							110	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				100				100	
TOTAL				100				100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA, ,	, ,			2560	
Project Title: Diestelhorst to Downtown Non-Motorized Improvement Project						

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									ATP - Infrastructure Cycle 2
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		148						148	
PS&E			316					316	
R/W SUP (CT)									
CON SUP (CT)									
R/W			40					40	
CON				1,634				1,634	
TOTAL		148	356	1,634				2,138	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☒ Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
02				2559		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Redding, City of		
				MPO	Element	
				Shasta	LA	
Project Manager/Contact		Phone		E-mail Address		
Chuck Aukland		(530)225-4170		caukland@ci.redding.ca.us		
Project Title						
Browning Street Complete Streets Improvements						
Location, Project Limits, Description, Scope of Work						
In Redding along Browning Street between Canby Road and Churn Creek Road. Construct non-motorized transportation facilities improvements which will include curb, gutter, and sidewalk, minor pavement widening and re-striping of travel lanes.						
☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED		Redding, City of				
PS&E		Redding, City of				
Right of Way		Redding, City of				
Construction		Redding, City of				
Purpose and Need						
The improvements are needed to provide safe and efficient alternative modes of transportation creating a complete street corridor between the city of Redding's eastern edge to the city's downtown.						
Project Benefits						
☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				01/01/15	08/31/16	
Circulate Draft Environmental Document				06/30/15	11/30/17	
Draft Project Report				//	//	
End Environmental Phase (PA&ED Milestone)				12/20/15	04/16/18	
Begin Design (PS&E) Phase				12/01/14	06/30/18	
End Design Phase (Ready to List for Advertisement Milestone)				01/15/17	04/15/19	
Begin Right of Way Phase				//	//	
End Right of Way Phase (Right of Way Certification Milestone)				//	//	
Begin Construction Phase (Contract Award Milestone)				04/01/17	06/30/19	
End Construction Phase (Construction Contract Acceptance Milestone)				08/01/17	12/01/20	
Begin Closeout Phase				09/15/17	12/02/20	
End Closeout Phase (Closeout Report)				10/30/17	06/01/21	

ADA Notice

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

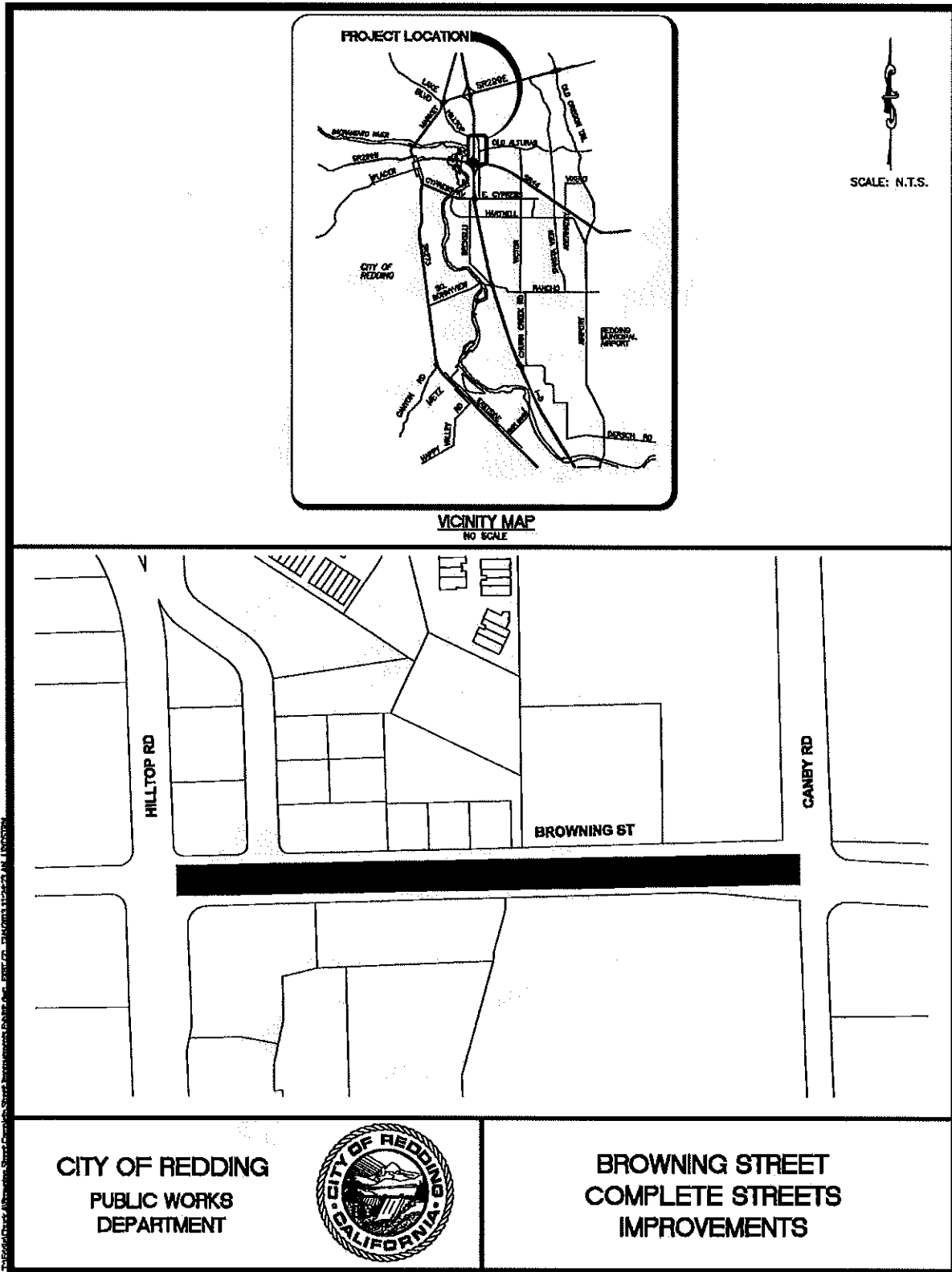
Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA,				2559	
Project Title: Browning Street Complete Streets Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	5							5	Redding, City of
PS&E	50							50	Redding, City of
R/W SUP (CT)									Redding, City of
CON SUP (CT)									Redding, City of
R/W									Redding, City of
CON		275						275	Redding, City of
TOTAL	55	275						330	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)			5					5	
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				275				275	
TOTAL			55	275				330	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		275						275	
TOTAL		275						275	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				275				275	
TOTAL				275				275	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	5							5	Redding, City of
PS&E	50							50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	55							55	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)			5					5	
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			55					55	



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☒ Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
02		0215000010	2368			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Shasta County RTPA		
				MPO	Element	
				Shasta	LA	
Project Manager/Contact		Phone		E-mail Address		
Dave Wallace		(530)262-6187		DWallace@srta.ca.us		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring						
☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	Shasta RTA					
Purpose and Need						
Planning, Programming, and Monitoring of STIP projects per Section 21 of STIP Guidelines.						
Project Benefits						
☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA, ,	, ,		0215000010	2368	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Shasta RTA
R/W									
CON	2,435	190	190	190				3,005	Shasta RTA
TOTAL	2,435	190	190	190				3,005	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,435	190	190	190				3,005	
TOTAL	2,435	190	190	190				3,005	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
R/W SUP (CT)									\$250 CON voted 07/01/02
CON SUP (CT)									\$69 CON voted 09/07/06
R/W									\$70 CON voted 11/08/07
CON	2,435	190	190	190				3,005	\$364 CON voted 08/28/08
TOTAL	2,435	190	190	190				3,005	\$365 CON voted 12/10/09
									\$365 CON voted 08/12/10
									\$364 CON voted 04/26/12
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,435	190	190	190				3,005	
TOTAL	2,435	190	190	190				3,005	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Shasta 2016 RTIP

Section 16. SRTA Board of Directors Resolution of Approval of 2016 RTIP

Insert SRTA Board of Directors Resolution 15-14 Here.

Shasta 2016 RTIP

Section 17. Documentation of Coordination with Caltrans District 2

DEPARTMENT OF TRANSPORTATION

DISTRICT 2
DIVISION OF PLANNING AND LOCAL ASSISTANCE
1657 RIVERSIDE DRIVE, MS-5
REDDING, CA 96001
PHONE (530) 225-2564
FAX (530) 225-2459
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

November 4, 2015

Mr. Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Ste 202
Redding, CA 96001

Dear Mr. Little:

The 2016 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) on September 15, 2015, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta Regional Transportation Agency's (SRTAs) portion of this statewide list.

In preparation for the 2016 STIP cycle, on July 14, 2015, Caltrans met with you to discuss State highway needs. Caltrans provided a comprehensive list of needs on the SHS in Shasta County for discussion. The list included current programmed projects and proposed future projects. Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP. SRTA currently has 2 projects programmed in the STIP. Redding to Anderson (RASL) Phase 1 on Interstate 5 is a fully funded partnered project combining STIP and State Highway Operations Protection Program (SHOPP) Asset Management funds. This project is programmed for construction in FY 2016/17 in both the STIP and the SHOPP. The District is very supportive of SRTAs request to maintain the construction FY so the project is able to continue participation in the SHOPP Asset Management Pilot Program. The second project programmed in the STIP is RASL Phase 2, currently funded through design and right of way phases. Both SRTA and the District are looking for creative and innovative opportunities to fund the construction phase.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability."*

Mr. Little
November 4, 2015
Page 2

Shasta RTA has shown continued commitment to programming the majority of their STIP fund on the State highway system. They have been successful recipients of 2006's Proposition 1B CMIA and STIP Augmentation funds on multiple state highway projects worth tens of millions of dollars in improvements to the state highway in Shasta County.

Caltrans recognizes 2016 STIP funding is essentially nonexistent with no new capacity for new projects. The department is aware of SRTAs expectation of a 50/50 total project funding partnership between themselves and Caltrans on the RASL project(s). Caltrans is also aware of SRTAs desire to program the environmental phase on the next highest priority Interstate (I) 5 project once funding has been identified and become available. As such, the District is preparing a project initiation document. We look forward to continued cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-4671 or me at the number above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Balkow', with a long horizontal line extending to the left.

TOM BALKOW
Acting Deputy District Director Planning and Local Assistance

Enclosure

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability."*

2016 STIP State Highway Needs District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	COMMENTS
2	SHA	5	R2.0/R12.2	Redding to Anderson Six Lane	Add median lanes. Expand I-5 to 6-Lanes Descutes to Bonnyview	3442	4C402	Complete	Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. Anticipate exploring funding options in future STIP Cycles.
2	SHA	5	R6.2/R11.7	Redding to Anderson Six Lane "Little Easy" (Phase 1)	Add median lanes. Riverside to Bonnyview	3445A	4C403	Complete	Project is fully funded. Asset management pilot to amend SHOPP funds to construct in FY 16/17. SHOPP amendment adds \$15.7 million to project construction and lengthens project limits.
2	SHA	5	R5.5/R6.7	Redding to Anderson Six Lane "Big Easy" (Phase 2)	Add median lanes. North St to Riverside	3445B	4C404	Complete	Project is programmed through PS&E and ROW. Project limits decreased due to increase of project limits in 4C403.
2	SHA	5	R3.8/R6.0	Redding to Anderson Six Lane (Phase 3)	Add median lanes. Descutes to North St	TBD	TBD	Complete	PA&ED complete. Funding needed for PS&E, ROW and Construction.
2	SHA	5	15.4/19.5	Redding to Shasta Lake Six Lane	Expand freeway to six lanes from north of Route 5299 separation to north of Oasis Rd interchange.	3597	0H920	Initiated	PA&ED in 2016 STIP or 2018 STIP depending on construction funding for the Redding to Anderson Six Lane project. Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	44	R3.6/R7.0	Redding to Palo Cedro 4 Lanes (aka Stillwater Project Report Alt J)	Construct interchange at SR44 and Stillwater road and widen SR 44 from 2 lanes to 4 lanes.	0137	36840	Complete	PA&ED Complete, remaining components unfunded except for \$3.2 million HPP funds. Total cost (support and caplay) for small interchange is around \$11 million. Caltrans is exploring options for projects that meet the funds available. Other projects have higher priority within the region.
2	SHA	273	3.8/20.033	273 Bike Lanes	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	Project was a candidate for ITIP TE and RTP TE prior to removal of TE from the STIP with the enactment of MAP-21. Corridor has a need for multimodal facilities. Project in the Draft DSMP, RTP (2010), and SR 273 TCR (2013)
2	SHA	5	R11.5/R12.8	Bonnyview Interchange	Reconstruct Interchange			Initiated	Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete	2015 State Highway needs meeting shows this project as the lowest priority for SRTA. Possibly a new PSR would be needed. Project alternative is included in a PSR. Project in the Draft DSMP, RTP (2010), I-5 TCR (2008), and 299-44-36-395 CMP (2008)