

STAFF REPORT



MEETING DATE:	June 30, 2022
SUBJECT:	Correspondence
AGENDA ITEM:	5-4
STAFF CONTACT:	Amy Lindsey, Administrative Associate

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
3/10/22	California Fuel Cell Partnership (CaFCP), Executive Director, Bill Elrick	Letter of invitation to SRTA for membership to join CaFCP as an associate-level member.
4/15/22	California Department of Transportation, Independent Office of Audits, and Investigations	Letter of acceptance for the Indirect Cost Allocation Plan (ICAP) for fiscal year 2022/23 on April 5, 2022.

OUTGOING CORRESPONDENCE

Date	To	Subject
4/26/22	FTA Section 5311 and Intercity Bus Branch, Kathy Pongratz	Letter of support for Trinity County's Trinity Transit 5311(f) Application.
4/26/22	Modoc Transportation Agency/Sage Stage, Executive Director Debbie Pedersen	Letter of support for the Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program.
5/4/22	- City of Anderson, City Manager, Jeff Kiser - City of Redding, Public Works Director, Chuck Aukland - City of Shasta Lake, City Manager, Jessaca Lugo - County of Shasta, Public Works Director, Patrick Minturn	Letter of request – Regional Surface Transportation Program (RSTP) Exchange Funds Project Nominations.
5/19/22	Division of Transportation Programming, MS 82, Department of Transportation, Dana Hendrix	Letter of approval for Administrative Modification No. 5 to the Shasta 2021 Federal Transportation Improvement Program (FTIP).

5/25/22	Senate Committee on Budget & Fiscal Review, Chair, The Honorable Nancy Skinner; Senate Subcommittee 2 on Resources, Environmental Protection and Energy, Chair, The Honorable Bob Wieckowski; Assembly Committee on Budget, Chair, The Honorable Phil Ting; Assembly Subcommittee 3 on Climate Crisis, Resources, Energy, and Transportation, California State Assembly, District 50, Chair, The Honorable Richard Bloom	Letter of support for the Governor's budget proposal for the 2022-2023 Fiscal Year, specifically the funding for low carbon transportation and public transit.
6/9/22 6/15/22 6/15/22 6/15/22	California Transportation Commission, Executive Director, Mitch Weiss	• Letter of support for Active Transportation Program Cycle 6 for city of Redding's Quick Build Park Marina Drive Rapid Implementation Project. • Letter of recommendation for Cycle 6 ATP Funding for the city of Redding's Butte Street Boogie Project. • Letter of recommendation for Cycle 6 ATP Funding for the city of Redding's Hilltop Drive Project. • Letter of recommendation for Cycle 6 ATP Funding for the city of Redding's Victor Avenue Improvement Project.
6/20/22	Division of Transportation Programming, MS 82, Department of Transportation, Dana Hendrix	Letter of approval for Administrative Modification No. 6 to the Shasta 2021 Federal Transportation Improvement Program (FTIP).



Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters



California Fuel Cell Partnership
3300 Industrial Blvd., Suite 1000
West Sacramento, CA 95691
(916) 371-2870
www.cafcp.org | info@cafcp.org

Air Liquide
Anglo American
BayoTech
Cal/EPA Air Resources Board
Cellcentric
Chevron
Cummins Inc.
Daimler Trucks North America
Energy Independence Now
Faurecia Clean Mobility
Ford Motor Company
GM
Honda
Hyundai
Iwatani Corporation of America
Nikola Motor Company
Nissan
California Governor's Office
Shell Hydrogen
South Coast AQMD
Southern California Gas Company
Toyota
Toyota Tsusho America, Inc.
U.S. Department of Energy
U.S. Environmental Protection Agency

March 10, 2022

Sean Tiedgen
Shasta Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA. 96001

Dear Mr. Tiedgen,

On behalf of the California Fuel Cell Partnership (CaFCP) Board of Directors, and in response to your request to join our organization, it is my pleasure to extend an official invitation to Shasta Regional Transportation Agency (SRTA) to join CaFCP as an associate-level member. With this membership you will receive the following benefits:

- One seat in Working Group and across project teams
- Participate as guests in the audience at our bi-annual public forum
- Access to outreach program: legislative briefings and updates, weekly news summary, presence on CaFCP website and social media, access to original artwork and graphics, access to digital and print materials
- Access to technical program: participate in collaborative work, track and measure progress, recommend changes to program plan
- Networking and collaboration: in-person and virtual meetings and forums, introductions to members and other stakeholders
- Access to members-only intranet

Your main contact at CaFCP during onboarding will be Juan Contreras who can be reached at (916) 371-2792 or jcontreras@cafcp.org. He will facilitate Shasta Regional Transportation Agency (SRTA)'s engagement across CaFCP along with receipt of logos, primary contacts, and other related details with you as our primary contact.

Attached are the operating protocols for your reference, which guide our collaborative activities, with additional supporting documents to follow. As an associate-level member, annual dues are typically \$5,000 per year, yet per discussion this year's payment will cover 3 years of membership.

We are incredibly excited to work with you on building a sustainable, zero-emission hydrogen fuel cell transportation market, recognizing Shasta Regional Transportation Agency (SRTA)'s unique value and contribution. Welcome to CaFCP!

Sincerely,

Bill Elrick
Executive Director



Independent Office of Audits and Investigations

April 15, 2022

Transmitted via email

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

Indirect Cost Allocation Plan Acceptance – Shasta Regional Transportation Agency

The Independent Office of Audits and Investigations (IOAI) received the Shasta Regional Transportation Agency's (SRTA) Indirect Cost Allocation Plan (ICAP) for fiscal year (FY) 2022/23 on April 5, 2022.

The SRTA is authorized to use the fixed rate of 135.07 percent of direct salaries and wages plus fringe benefits for billing FY 2022/23 indirect costs to the California Department of Transportation.

Acceptance of the rate is based on the understanding a carry forward provision applies, and no adjustment will be made to previously approved rates. IOAI did not perform an audit of the ICAP. The ICAP may be audited in the future.

Acceptance is also based on the understanding the SRTA agrees to provide subsequent reimbursement if the ICAP is later found to have included unallowable costs, as specified by law, regulation, or the terms and conditions of state or federal awards.

Please retain a copy of this letter for your files. If you have any questions, please contact Jonathan Cox, Audit Manager, at ICAP-ICRP@dot.ca.gov.

Sincerely,

Jonathan Cox
for

Fabiola Torres, Audit Chief

c: On following page

Daniel S. Little
April 15, 2022
Page 2

Enclosure:

Submission Certification

c: Jennifer Pollom, Senior Transportation Planner, Shasta Regional Transportation Agency
Ian Howat, District Local Assistance Engineer, Planning and Local Assistance, District 2, California Department of Transportation
Gilbert Petrissans, Chief, Division of Accounting, California Department of Transportation
Rodney Whitfield, Director, Financial Services, Federal Highway Administration
Grace Regidor, Transportation Finance Specialist, Financial Services, Federal Highway Administration
Jonathan Cox, Audit Manager, Independent Office of Audits and Investigations



FIXED WITH CARRYFORWARD ICAP/ICRP SUBMISSION CERTIFICATION

LOCAL GOVERNMENT AGENCY: Shasta Regional Transportation Agency (SRTA)

Indirect Cost Rate
FISCAL YEAR 2022/23

The indirect cost rate plan contained herein is for use on grants, contracts and other agreements with the Federal Government and the California Department of Transportation (Department), subject to the provisions in Section II. This rate(s) was prepared by the SRTA and accepted by the Independent Office of Audits and Investigations (IOAI).

Note: For entities with multiple tier rates, please include a worksheet with the information below as an attachment to this certification.

SECTION 1: Rates:

Rate Type	Effective Period	Rate	Applicable To	Identify Base
Fixed with Carryforward*	FY 2022/23	135.07%	SRTA	Direct Salaries and Wages, plus fringe benefits
Rate Type	Effective Period	Rate	Applicable To	Identify Base
Fringe Benefit (if applicable)*				

*A Fringe Benefit Rate is only required if you intend to use an additional rate, a separate fringe benefit rate.

[A proposed fringe benefit rate computation should accompany the ICAP/ICRP if it is not approved as part of the LGA's central service cost allocation plan. A fringe benefit rate is not required for Agencies that specifically identify fringe benefit costs to individual employees.]

SECTION 2: General Provisions:

A. Limitations:

The rate(s) in this Agreement is subject to any statutory or administrative limitations and applies to a given grant, contract, or other agreement only to the extent that funds are available. Acceptance of the rate(s) is subject to the following conditions: (1) Only costs incurred by the LGA were included in its indirect cost pool as finally accepted; such costs are legal obligations of the LGA and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; (4) The information provided by the LGA which was used to establish the rate(s) is not later found to be materially incomplete or inaccurate by the Federal Government or the IOAI. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government or the IOAI; (5) Prior actual costs used in the calculation of the approved rate(s) are contained in the LGA's Single Audit which was prepared in accordance with 2 CFR 200. If a Single Audit is not required to be performed, then audited financial statements should be used to support the prior actual costs; and, (6) The rate(s) is based on an estimate of the costs to be incurred during the period.

B. Accounting Changes:

This Agreement is based on the accounting system purported by the LGA to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. Fixed Rate with CarryForward:

The fixed rate(s) used in this Agreement is based on an estimate of the costs for the period(s) covered by the rate(s).

For fixed rates, when the actual costs for the period is determined by the LGA's audited financial statements – any differences between the application of the fixed rate(s) and actual costs will result in an over or under recovery of costs. The over or under recovery will be carried forward, as an adjustment to the calculation of the indirect cost rate(s), to the second fiscal year subsequent to the fiscal year covered by this plan

D. Audit Adjustments:

Immaterial adjustments resulting from the audit of information contained in this plan shall be compensated for in the subsequent indirect cost plans approved after the date of the audit adjustment. Material audit adjustments will require reimbursement from the LGA. For rates covering a future fiscal year, unallowable costs will be removed from the indirect cost pool(s) and the rate(s) appropriately adjusted.

E. Record Retention:

The proposal and all related documentation must be retained for audit in accordance with the record retention requirements of the State or Federal agreements for which the indirect rate(s) will be billed or for three years after the fiscal year for which the rate(s) is calculated, whichever is longer.

F. Use by Other Federal Agencies:

Authority to accept this agreement by the IOAI has been delegated by the Federal Highway Administration, California Division. The purpose of this acceptance is to permit the LGA to bill indirect costs to Title 23 funded projects administered by the Federal Department of Transportation (DOT).

The acceptance will also be used by the Department in state-only funded projects.

G. Other:

If any Federal contract, grant, or other agreement is reimbursing indirect costs by a means other than the accepted rate(s) in this Agreement, the LGA should (1) credit such costs to the affected programs, and (2) apply the accepted rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

H. Rate Calculation for Fixed Rate with Carryforward:

Note: For entities with multiple tier rates, please include a worksheet with all your rate calculations as an attachment to this certification.

INDIRECT

FY <u>2022/23</u> Budgeted/Estimated Indirect Costs	\$ <u>1,036,240</u>
Carryforward from FY <u>2020/21</u>	\$ <u>524,994</u>
Budgeted FY <u>2022/23</u> Indirect Costs	\$ <u>1,561,233</u>
FY <u>2022/23</u> Budgeted Direct Salaries & Wages (or applicable base) _____	\$ <u>1,155,903</u>
FY <u>2022/23</u> Indirect Cost Rate	<u>135.07</u> %

FRINGE BENEFIT

FY _____ Budgeted/Estimated Costs	\$ _____
Carryforward from FY _____	\$ _____
Budgeted FY _____ Costs	\$ _____
FY _____ Budgeted Direct Salaries & Wages (or applicable base) _____	\$ _____
FY _____ Fringe Benefit Rate	_____ %

CERTIFICATION OF INDIRECT COSTS

This is to certify that I, Daniel S. Little, have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

- All costs included in the proposal to establish billing of an indirect cost rate(s) for fiscal year 2023 (July 1, 2022 to June 30, 2023) are allowable in accordance with the requirements of the Federal and State award(s) to which they apply and 2 Code of Federal Regulations (CFR), Part 200, "Cost Principles", Subpart E, and Appendices V & VII for State, Local, and Indian Tribal Governments. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- All costs included in this proposal are properly allocable to Federal and State awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government and the IOAI will be notified of any accounting changes that would affect the fixed, final, or predetermined rate(s).
- I understand that during the predetermined (or extension) period, there will be no changes to the ICAP/ICRP calculation methodology used, no changes to our financial management system (i.e. change in processes, or in accounting software), and no substantial changes to our organizational structure and program(s).
- I understand that if a rate extension is granted, I may not request a rate review until the extension period ends and that at the end of the extension period, I must re-apply to develop and negotiate a rate(s).

- I understand that the ICAP/ICRP package along with all supporting documentation from which the proposed rates are developed must be retained for audit in accordance with the record retention requirements of the State or Federal agreements for which the indirect rate(s) will be billed or for three years after the fiscal year for which the rate(s) is calculated, whichever is longer.
- Additionally, I understand that in accordance with 2 CFR, Part 200, Appendix VII, refunds shall be made if proposals are later found to have included costs that are unallowable as specified by law or regulation, as identified in Subsection 200.420 to this part, or by the terms and conditions of Federal and State award, or are unallowable because they are clearly not allocable to Federal or State awards. These adjustments or refunds will be made regardless of the type of rate(s) negotiated (predetermined, final, fixed or provisional). For rates covering a future fiscal year (i.e. extended rates), the unallowable costs will be removed from the indirect cost pool(s) and the rate(s) appropriately adjusted for all fiscal years covered by the extension.

I acknowledge as a representative of SRTA that the proper use and application of the indirect rate contained in this indirect cost rate proposal is the responsibility of the SRTA and such use may be subject to audit by the IOAI or Federal Highway Administration. Failure to cooperate with an audit can result in the withdrawal of IOAI acceptance and require immediate reimbursement of previously reimbursed indirect costs.

I declare that the foregoing is true and correct.

Government Unit: SRTA

Signature: 
(Sign in blue ink only)

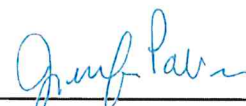
Reviewed, Approved, and Submitted by:

Name of Official: Daniel S. Littel

Title: Executive Director

Date of Execution: 4/5/2022

Email: dlittle@sрта.ca.gov

Signature: 
(Sign in blue ink only)

Prepared By:

Name of Official: Jennifer Pollom

Title: Senior Transportation Planner

Telephone No.: 530-262-6190

Email: jpollom@sрта.ca.gov

INDIRECT COST RATE(S) SUBMISSION ACCEPTANCE

The IOAI has received this ICAP/ICRP and accepts the plan for billing and reimbursement purposes.

Signature:  for

Date: April 15, 2022

Accepted by:
Fabiola Torres
Chief
Planning and Modal Office
Independent Office of Audits and Investigations
(916) 704-3628



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Sean Tiedgen, Executive Director

April 26, 2022

Kathy Pongratz
FTA Section 5311 and Intercity Bus Branch
P.O. Box 942873, MS-39
Sacramento, CA 94273-0001

Subject: Letter of Support for Trinity County's Trinity Transit 5311(f) Application

Ms. Pongratz:

Shasta Regional Transportation Agency (SRTA) supports Trinity County Transportation Commission's (TCTC) and Trinity Transit's coordinated efforts to provide public transportation that connects Trinity County to the greater North State Region. Trinity Transit provides much needed access to essential services in our region, as well as opportunities to connect to other public transportation connections such as Redding Areas Bus Authority, Greyhound, and Amtrak.

SRTA continues to support TCTC and Trinity Transit's application to FTA 5311(f), and we look forward to their continued services that meet our shared regional needs.

Sincerely,

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

for Sean Tiedgen, AICP, Executive Director



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Sean Tiedgen, Executive Director

April 26, 2022

Debbie Pedersen, Executive Director
Modoc Transportation Agency/ Sage Stage
108 S. Main Street
Alturas, CA 96101

Subject: Supporting Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program

Dear Ms. Pedersen,

Shasta Regional Transportation Agency (SRTA) endorses and supports continuing efforts by the Modoc Transportation agency (MTA) and Sage Stage to provide public transportation that connects Modoc County with Reno NV and Susanville CA, Klamath Falls OR, and Redding CA. Sage Stage has provided these services the past 23 years. These connections provide access to much needed services that are not available in our rural area. They offer opportunities for travelers to stitch services together thus enabling travel within the US and abroad.

We are pleased to coordinate regularly with Modoc Sage Stage to help people access needed transportation and services in nearby urbanized areas. Residents of the city and county would be devastated with no available intercity public transportation. Many residents depend and rely upon the services to access general and specialized medical services that are only remotely available. Connecting with all transit bus lines is a much-needed services.

SRTA recognizes that Sage Stage intercity bus services are vital to our remote rural area, where intercity trips connect our clients to services that are not locally available. We wholeheartedly support efforts to obtain critical funding to sustain intercity transportation bus services, and we look forward to continued services to meet our clients and resident's needs.

Respectfully,

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

for Sean Tiedgen, AICP, Executive Director



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

Sean Tiedgen, AICP, Executive Director

May 4, 2022

Mr. Jeff Kiser, City Manager
City of Anderson
1887 Howard Street
Anderson, CA 96007

Re: Regional Surface Transportation Program (RSTP) Exchange Funds Project Nominations

Dear Jeff:

Per the Shasta Regional Transportation Agency (SRTA) approved RSTP policies of April 24, 2018, and February 24, 2022, the SRTA Board of Directors will distribute RSTP exchange funds on a formula basis. The distribution of 2021-22 funds will be provided through a sub-recipient cooperative agreement (SCA) amendment, which the city of Anderson will be required to execute prior to incurring reimbursable expenses for the new RSTP exchange projects for the subject year funding. Per formula, the 2021-22 RSTP exchange funding amount available to the city of Anderson is: **\$149,770**.

As in the past three years, the above allocation was reduced by \$15,000. This constitutes the fourth year of twelve years that Anderson chose for a payback schedule for the \$180,000 STIP region loss for not fully contributing its match commitment to the successful Interstate 5 Redding to Anderson Six Lane (RASL) grant. A project nomination form template is attached to this correspondence.

Please return as many project nomination forms, as needed, **no later than Tuesday, May 31, 2022**, to Kathy Urlie of SRTA staff at:

kurlie@srta.ca.gov

If you require an amendment to your RSTP Exchange SCA (attached), please let Kathy know so that we may include it for the SRTA meeting on June 30, 2022. The City has \$143,663 of FY 2019-20 RSTP exchange funds for general street maintenance and \$143,341 of FY 2020-21 funds for citywide grinder work not yet invoiced to-date.

Questions may be directed to Kathy at 530-604-0406.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Attachment: RSTP Exchange SCA Amendment #3



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

Sean Tiedgen, AICP, Executive Director

May 4, 2022

Mr. Chuck Aukland, Public Works Director
City of Redding
777 Cypress Avenue
Redding, CA 96001

Re: Regional Surface Transportation Program (RSTP) Exchange Funds Project Nominations

Dear Chuck:

Per the Shasta Regional Transportation Agency (SRTA) approved RSTP policies of April 24, 2018, and February 24, 2022, the SRTA Board of Directors will distribute RSTP exchange funds on a formula basis. The distribution of 2021-22 funds will be provided through a sub-recipient cooperative agreement (SCA) amendment, which the city of Redding will be required to execute prior to incurring reimbursable expenses for the new RSTP exchange projects for the subject year funding. The 2021-22 RSTP exchange funding amount available to the city of Redding by formula is: **\$1,381,448**.

Similar to last year, SRTA will accept project nominations for RSTP exchange program funding for Fiscal Year 2021-22 for consideration of approval at its meeting of June 30, 2022. A project nomination form template is attached to this correspondence.

Please return as many project nomination forms, as needed, **no later than Tuesday, May 31, 2022**, to Kathy Urlie of SRTA staff at:

kurlie@srta.ca.gov

If you require an amendment to your RSTP Exchange SCA (attached), please let Kathy know so that we may include it for the June SRTA meeting.

Questions may be directed to Kathy at 530-604-0406.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Attachment: RSTP Exchange SCA Amendment #3



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Sean Tiedgen, AICP, Executive Director

May 4, 2022

Ms. Jessaca Lugo, City Manager
City of Shasta Lake
PO Box 777
Shasta Lake, CA 96019

Re: Regional Surface Transportation Program (RSTP) Exchange Funds Project Nominations

Dear Jessaca:

Per the Shasta Regional Transportation Agency (SRTA) approved RSTP policies of April 24, 2018, and February 24, 2022, the SRTA Board of Directors will distribute RSTP exchange funds on a formula basis. The distribution of 2021-22 funds will be provided through a sub-recipient cooperative agreement (SCA) amendment, which the city of Shasta Lake will be required to execute prior to incurring reimbursable expenses for the new RSTP exchange projects for the subject year funding. The 2021-22 RSTP exchange funding amount available to the city of Shasta Lake by formula is: **\$152,124**.

Similar to last year, SRTA will accept project nominations for RSTP exchange program funding for Fiscal Year 2021-22 for consideration of approval at its meeting of June 30, 2022. A project nomination form template is attached to this correspondence.

Please return as many project nomination forms, as needed, **no later than Tuesday, May 31, 2022**, to Kathy Urlie of SRTA staff at:

kurlie@srta.ca.gov

Questions may be directed to Kathy at 530-604-0406. The City has \$158,455 of FY 2019-20 RSTP exchange funds and \$157,675 of FY 2020-21 funds, both for citywide street maintenance, not yet invoiced at this date. Your 2021 SCA amendment is attached for reference.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Attachment: RSTP Exchange SCA Amendment #3



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Sean Tiedgen, AICP, Executive Director

May 4, 2022

Mr. Patrick Minturn, Public Works Director
County of Shasta
1855 Placer Street
Redding, CA 96001

Re: Regional Surface Transportation Program (RSTP) Exchange Funds Project Nominations

Dear Pat:

Per the Shasta Regional Transportation Agency (SRTA) approved RSTP policies of April 24, 2018, and February 24, 2022, the SRTA Board of Directors will distribute RSTP exchange funds on a formula basis. The distribution of 2021-22 funds will be provided through a sub-recipient cooperative agreement (SCA) amendment to the original 2018 agreement, which the county of Shasta will be required to execute prior to incurring reimbursable expenses for the new RSTP exchange projects for the subject year funding. The 2021-22 RSTP exchange funding amount available to the county of Shasta by formula is: **\$312,216**. This amount does not include the annual \$672,168 the county exchanges each year directly with the State.

Similar to last year, SRTA will accept project nominations for RSTP exchange program funding for Fiscal Year 2021-22 for consideration of approval at its meeting on June 30, 2022. A project nomination form template is attached to this correspondence. Your 2021 SCA amendment is attached for reference.

Please return as many project nomination forms, as needed, **no later than Tuesday, May 31, 2022**, to Kathy Urlie of SRTA staff at:

kurlie@srta.ca.gov

Questions may be directed to Kathy at 530-604-0406.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Attachment: RSTP Exchange SCA Amendment #3



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Sean Tiedgen, AICP, Executive Director

May 19, 2022

Ms. Dana Hendrix
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Administrative Modification No. 5 to the Shasta 2021 Federal Transportation Improvement Program (FTIP)

Dear Ms. Hendrix:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 5 to the Shasta 2021 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2021 FTIP is financially constrained. Additionally, the modification is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are the: authorizing resolution; summary of changes for this administrative modification; CTIPS programming pages of the current and prior versions; and the grouped project listings.

This administrative modification updates the following:

- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)** – Alters Federal Transit Administration (FTA) Section 5311 funding for Fiscal Years (FYs) 2021-22 and 2022-23 to match grant funding availability and use by the county of Shasta for Burney Express operations. Other use of Section 5311 funding for capital acquisition will be addressed in a subsequent 2021 FTIP amendment.
- **Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation (Minor Program) (CTIPS ID No. 211-0000-0108)** - Updates the minor listing to the Caltrans approved list, transmitted December 9, 2021. The list adds some maintenance buildings construction on State Routes (SRs) 44 and

May 19, 2022

Page 2

273, as well as a culvert rehabilitation project on Interstate 5 in Shasta Lake City, and a shoulder rehabilitation project on SR 273 in southern Redding.

- **Grouped Projects for Bicycle and Pedestrian Activities (CTIPS ID No. 211-0000-0115)**
– This modification increases the amount of Active Transportation Program (ATP) available to the Victor Corridor Active Transportation (VCAT) Project by \$634,000 within the active years of the FTIP to match the final ATP award from the California Transportation Commission (CTC). Supplemental ATP funding (\$7.217M) awarded by the CTC for the Cottonwood Active Transportation Trunk Line Express (CATTLE) Network is also added in an outlying (non-active) year of the FTIP. A \$760,000 ATP programming correction from 2023-24 to 2022-23 was also made.

An electronic copy will be transmitted by email to you, as well as the copied contact list.

Please do not hesitate to contact Senior Transportation Planner Kathy Urlie at (530) 262-6194, or kurlie@sрта.ca.gov, if you have questions.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Enclosures: SRTA Resolution 11-15
Summary of Changes Spreadsheet
CTIPS Programming Pages (Modified and Prior)
Grouped Project Listing: CTIPS 211-0000-0057
Grouped Project Listing: CTIPS 211-0000-0108
Grouped Project Listing: CTIPS 211-0000-0115

C: Antonio Johnson – FHWA, CA Division
Ted Matley – FTA, Region 9
Rex Hervey – Caltrans, District 2
Rachelle Russell – Shasta County
Will Bond – City of Shasta Lake
Zach Bonnín – City of Redding

RESOLUTION



RESOLUTION NUMBER:	11-15
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures

WHEREAS, the Shasta County Regional Transportation Planning Agency (SCRTPA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County; and

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

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

WHEREAS, the Federal Highway Administration and Federal Transit Administration, in consultation with the California Department of Transportation (Caltrans), has provided revised procedures for administrative modifications to the FSTIP to the governing board and subsequently the executive director of the SCRTPA (or designee); and

WHEREAS, the SCRTPA board identifies that it is appropriate, in addition to all former authorizing delegations, for approval of future FSTIP administrative modification actions to be delegated to the executive director of the SCRTPA (or designee).

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency:

1. Accepts delegation authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached FSTIP/FTIP Administrative Modifications and Amendments Procedures; and
2. Authorizes the executive director to approve administrative modifications to the FSTIP on behalf of the board.

PASSED AND ADOPTED this 25th day of October 2011, by the Shasta County Regional Transportation Planning Agency.

A handwritten signature in black ink, appearing to read "Leonard Moty". The signature is written over a horizontal line.

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency

Shasta 2021 FTIP Summary of Changes Shasta Regional Transportation Agency (SRTA) Administrative Modification No. 5

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR	CURRENT	FFY	Financial Table Fund Source	Net Increase/Decrease	Total Project Cost Change	%	Comments
					CTIPS Amt.	CTIPS Amt.						
Existing	211-0000-0057	Grouped Projects for Operating Assistance to Transit Operators	Makes funding adjustments for FTA 5311, 5311(f), and STA for consistency with pending grant applications.	CON	\$378,000	\$258,000	2021/22	FTA 5311	-\$120,000	\$ (389,000)	-25%	
					\$381,000	\$271,000	2022/23	FTA 5311	-\$110,000			
					\$600,000	\$243,000	2021/22	FTA 5311(f)	-\$357,000			
					\$228,000	\$208,000	2021/22	STA	-\$20,000			
					\$0	\$218,000	2022/23	STA	\$218,000			
Existing	211-0000-0108	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation - Minor Program	Updates Minor Program list to that of CT HQ-transmitted December 9, 2021.	CON	\$832,000	\$5,216,000	2021/22	SHOPP AC	\$4,384,000	\$ 4,384,000	527%	
		Grouped Projects for Bicycle/Pedestrian Facilities in Shasta County	Updates Active Transportation Program (ATP) programming to match CTC ATP awards.	PE	\$0	\$1,352,000	2021/22	ATP	\$1,352,000	\$ 12,537,000	1650%	
Existing	211-0000-0115			ROW	\$0	\$403,000	2022/23	ATP	\$403,000			
				ROW	\$760,000	\$0	2021/22	ATP	-\$760,000			
				ROW	\$0	\$760,000	2022/23	ATP	\$760,000			
				CON	\$0	\$10,444,000	2024/25	ATP	\$10,444,000			

Information only, as outside 2021 Shasta FTIP active years.

Sum of Net		Column Labels	
Row Labels		2021/22	2022/23
ATP		\$592,000	\$1,501,000
FTA 5311		(\$120,000)	(\$110,000)
FTA 5311(f)		(\$357,000)	
SHOPP AC		\$4,384,000	
STA		(\$20,000)	\$218,000
Grand Total		\$4,479,000	\$1,609,000
			\$10,444,000
			\$16,532,000

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0057	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-OPS		
COUNTY: Shasta County	ROUTE:		PM:	Admin Mod No. 5	EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Jenn Pollom

PHONE: (530) 262-6195

EMAIL: jpollom@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
20	Active	05/13/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	100,486,000		
19	Official	02/07/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	4	100,875,000		
18	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	99,818,000		
17	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	105,598,000		
16	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	95,612,000		
15	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	95,363,000		
14	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	94,198,000		
13	Official	08/18/2017	KURLIE	Amendment -	4	81,486,000		
12	Official	03/02/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	2	81,874,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 9	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000
* Funding Agency: Redding Area Bus Authority	Total:	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 9	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	4,534,000	374,000	258,000	271,000	385,000				5,822,000
* Funding Agency: Various Agencies	Total:	4,534,000	374,000	258,000	271,000	385,000				5,822,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 9	PE									
* Fund Type: TDA	RW									
	CON	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000
* Funding Agency: Shasta County RTPA	Total:	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 9	PE									
* Fund Type: Fare Revenues	RW									
	CON	5,474,000	474,000	630,000	636,000	643,000				7,857,000
* Funding Agency: Redding Area Bus Authority	Total:	5,474,000	474,000	630,000	636,000	643,000				7,857,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 9	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON			243,000						243,000
* Funding Agency: Various Agencies	Total:			243,000						243,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 9	PE									
* Fund Type: Public Transportation Account	RW									
	CON			200,000						200,000
* Funding Agency: Shasta County RTPA	Total:			200,000						200,000

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

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 9	PE									
* Fund Type: Local Transportation Funds	RW									
	CON			485,000						485,000
* Funding Agency: Glenn County Transportation Commission	Total:			485,000						485,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE									
* Fund Type: STA Transit Assist	RW									
	CON			208,000	218,000					426,000
* Funding Agency: Shasta County	Total:			208,000	218,000					426,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	RW									
	CON			130,000						130,000
* Funding Agency: Tehama County Transportation Commission	Total:			130,000						130,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	80,631,000	4,419,000	4,198,000	5,632,000	5,606,000				100,486,000
	Total:	80,631,000	4,419,000	4,198,000	5,632,000	5,606,000				100,486,000

Comments:

***** Version 20 - 05/10/2022 *****
Administrative Modification 5 decreases FTA 5311 amounts for 2021/22 and 2022/23 operating assistance and will likely transfer unused 5311 funding (and increased apportionment amounts) to future transit capital amendment, per JPollom information. Also modifies FTA 5311(f) funding, and STA, for Burney Express/Shasta County.

***** Version 19 - 01/19/2022 *****
Formal Amendment #4 programs additional FTA 5307 operating assistance in FYs 2021-22 and 2022-23 per RABA 12/2021 request and correspondingly adjusts local funding.

***** Version 18 - 05/12/2021 *****
Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCoplant.

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.

***** Version 16 - 04/16/2020 *****
Updates RABA operating assistance to RABA 4-20-2020 approved budget.

***** Version 15 - 02/11/2020 *****
Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.

***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.

***** Version 13 - 07/18/2017 *****
Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.

***** Version 12 - 01/23/2017 *****
Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMinturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.

***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.

***** Version 9 - 07/08/2015 *****
Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).

***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.

***** Version 7 - 04/29/2014 *****
Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.

***** Version 6 - 09/23/2013 *****
Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0057	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories)	MPO Aprv: 02/07/2022
CT PROJECT ID:			MPO ID: TRAN-OPS		State Aprv:
COUNTY: Shasta County	ROUTE:	PM:		Prior	Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Jenn Pollom

PHONE: (530) 262-6195

EMAIL: jpollom@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Official	02/07/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	4	100,875,000		
18	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	99,818,000		
17	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	105,598,000		
16	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	95,612,000		
15	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	95,363,000		
14	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	94,198,000		
13	Official	08/18/2017	KURLIE	Amendment -	4	81,486,000		
12	Official	03/02/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	2	81,874,000		
11	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	81,789,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 9	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000
* Funding Agency: Redding Area Bus Authority	Total:	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 9	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	4,534,000	374,000	378,000	381,000	385,000				6,052,000
* Funding Agency: Various Agencies	Total:	4,534,000	374,000	378,000	381,000	385,000				6,052,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 9	PE									
* Fund Type: TDA	RW									
	CON	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000
* Funding Agency: Shasta County RTPA	Total:	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 9	PE									
* Fund Type: Fare Revenues	RW									
	CON	5,474,000	474,000	630,000	636,000	643,000				7,857,000
* Funding Agency: Redding Area Bus Authority	Total:	5,474,000	474,000	630,000	636,000	643,000				7,857,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 9	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON			600,000						600,000
* Funding Agency: Shasta County RTPA	Total:			600,000						600,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 9	PE									
* Fund Type: Public Transportation Account	RW									
	CON			200,000						200,000
* Funding Agency: Shasta County RTPA	Total:			200,000						200,000

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

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			485,000						485,000
* Funding Agency: Glenn County Transportation Commission	Total:			485,000						485,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE									
	RW									
* Fund Type: STA Transit Assist	CON			228,000						228,000
* Funding Agency: Shasta County	Total:			228,000						228,000
* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			130,000						130,000
* Funding Agency: Tehama County Transportation Commission	Total:			130,000						130,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	80,631,000	4,419,000	4,695,000	5,524,000	5,606,000				100,875,000
	Total:	80,631,000	4,419,000	4,695,000	5,524,000	5,606,000				100,875,000

Comments:

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

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

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

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

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

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.

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

Updates RABA operating assistance to RABA 4-20-2020 approved budget.

***** Version 15 - 02/11/2020 *****

Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.

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

Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.

***** Version 13 - 07/18/2017 *****

Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.

***** Version 12 - 01/23/2017 *****

Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMinturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.

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

Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.

***** Version 9 - 07/08/2015 *****

Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).

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

Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.

***** Version 7 - 04/29/2014 *****

Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.

***** Version 6 - 09/23/2013 *****

Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).

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

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: REX HERVEY

Admin Mod No. 5
PHONE: (916) 825-8166

EMAIL: rex.hervey@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
16	Active	05/13/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	15,840,000		
15	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	11,456,000		
14	Official	07/16/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	13	11,246,000		
13	Official	06/24/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	12	10,053,000		
12	Official	09/06/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	10,644,000		
11	Official	12/20/2018	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	9,656,000		
10	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	9,161,000		
9	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	8,561,000		
8	Official	07/10/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	13	9,161,000		

* CT Minor Pgm. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	9,161,000	1,463,000	5,216,000						15,840,000
* Funding Agency: Caltrans	Total:	9,161,000	1,463,000	5,216,000						15,840,000

Comments:

***** Version 16 - 05/09/2022 *****
Admin Mod 5 modification of GP listings per CT HQ 12-09-2021 request. Adds new minor projects to region.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 1 and 7.
***** Version 14 - 07/16/2020 *****
Administrative Modification 13 per WLonberg 7-10-2020 email request. Adds projects 4H690 and 0J440, and adds support costs to them, as well as to 2H620 and 0J430.
***** Version 13 - 06/16/2020 *****
Administrative Modification 12 per WLonberg 6-15-2020 email request. Reconciles 2019/20 programming and adds new project 0J430 Near Hat Creek at Panorama Vista Point: ADA upgrades and parking lot paving.
***** Version 12 - 08/09/2019 *****
Per W. Lonnberg's 8/6/2019 email, add new project 2H970 and decrease cost for project 3H610.
***** Version 11 - 12/20/2018 *****
Per W. Lonnberg's 12/20/2018 email, add new project 2H620 and increase cost for project 3H610.
***** Version 2 - 09/04/2018 *****
Formal Amendment 1 per ABagde 7-6-2018 email of State Minor Program 2018-19 programming. Adds Project 2H730 In Redding at Hilltop Drive OC: Construct right turn lane.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 7 - 07/21/2017 *****Minor program additions per ABagde confirmation (7-13-2017) of minor program revisions requested by WLonberg.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore information only.
***** Version 5 - 07/01/2015 *****
New State Minor Program FY 2015/16 \$2.617M programming per ABagde 7-1-2015 email request. EA-5 4G840 and 4G650.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP. Added 14/15 \$909K per WL email 5-15-2014 for new federalized project 4E270.
***** Version 2 - 07/16/2013 *****
Increases EA 4E270 from \$773K to \$860K per 6-24-2013 ABagde email re: 2013/14 minor program group listing.
***** Version 1 - 04/18/2013 *****
NOTE: RTP ID = 5-36,37,46

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

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

pullovers, etc.) **Prior**

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: WENDY LONNBERG

PHONE: (530) 225-4316

EMAIL: wendy.lonnberg@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	(Dollars in whole)	Prog Con	Prog RW	PE
1	Active	01/10/2021	KURLIE	Adoption - Carry Over	0	11,456,000			

* CT Minor Pgm. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	9,161,000	1,463,000	832,000						11,456,000
	Total:	9,161,000	1,463,000	832,000						11,456,000

Comments:

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 1 and 7.
***** Version 14 - 07/16/2020 *****
Administrative Modification 13 per WLonnnberg 7-10-2020 email request. Adds projects 4H690 and 0J440, and adds support costs to them, as well as to 2H620 and 0J430.
***** Version 13 - 06/16/2020 *****
Administrative Modification 12 per WLonnnberg 6-15-2020 email request. Reconciles 2019/20 programming and adds new project 0J430 Near Hat Creek at Panorama Vista Point: ADA upgrades and parking lot paving.
***** Version 12 - 08/09/2019 *****
Per W. Lonnberg's 8/6/2019 email, add new project 2H970 and decrease cost for project 3H610.
***** Version 11 - 12/20/2018 *****
Per W. Lonnberg's 12/20/2018 email, add new project 2H620 and increase cost for project 3H610.
***** Version 2 - 09/04/2018 *****
Formal Amendment 1 per ABagde 7-6-2018 email of State Minor Program 2018-19 programming. Adds Project 2H730 In Redding at Hilltop Drive OC: Construct right turn lane.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 7 - 07/21/2017 *****Minor program additions per ABagde confirmation (7-13-2017) of minor program revisions requested by WLonnnberg.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore information only.
***** Version 5 - 07/01/2015 *****
New State Minor Program FY 2015/16 \$2.617M programming per ABagde 7-1-2015 email request. EA-5 4G840 and 4G650.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP. Added 14/15 \$909K per WL email 5-15-2014 for new federalized project 4E270.
***** Version 2 - 07/16/2013 *****
Increases EA 4E270 from \$773K to \$860K per 6-24-2013 ABagde email re: 2013/14 minor program group listing.
***** Version 1 - 04/18/2013 *****
NOTE: RTP ID = 5-36,37,46

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

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

Admin Mod No. 5

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: DAN WAYNE

PHONE: (530) 262-6186

EMAIL: dwayne@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
13	Active	05/19/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	38,531,000	1,935,000	8,192,000
12	Official	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	41,790,000	1,533,000	6,502,000
11	Official	06/21/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	28,442,000	773,000	3,015,000
10	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	20,620,000		1,247,000
9	Official	05/13/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	11	20,620,000		1,247,000
8	Official	10/03/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	7	13,446,000		
7	Official	02/22/2019	KWILLIAM	Amendment - Carry Over	3	13,219,000		
6	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	12,756,000		
5	Official	01/12/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	7	12,756,000		

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 11	PE			1,352,000	338,000					1,690,000
	RW				402,000					402,000
* Fund Type: Active Transportation Program (ATP)	CON	8,011,000	6,740,000				5,730,000			20,481,000
* Funding Agency: Redding, City of	Total:	8,011,000	6,740,000	1,352,000	740,000		5,730,000			22,573,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 11	PE	1,247,000	472,000	118,000						1,837,000
	RW				151,000		351,000			502,000
* Fund Type: Local Transportation Funds	CON	1,306,000	434,000							1,740,000
* Funding Agency: Redding, City of	Total:	2,553,000	906,000	118,000	151,000		351,000			4,079,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 11	PE			1,197,000	1,796,000					2,993,000
	RW				760,000					760,000
* Fund Type: Active Transportation Program (ATP)	CON	1,034,000				76,000	10,444,000			11,554,000
* Funding Agency: Shasta County	Total:	1,034,000		1,197,000	2,556,000	76,000	10,444,000			15,307,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 11	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	190,000								190,000
* Funding Agency: Shasta County RTPA	Total:	190,000								190,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 11	PE									
	RW									
* Fund Type: Private Funds	CON	70,000								70,000
* Funding Agency: Various Agencies	Total:	70,000								70,000

* CT Minor Pgm. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 11	PE									
	RW									
* Fund Type: National Hwy System	CON	1,345,000								1,345,000
* Funding Agency: Caltrans	Total:	1,345,000								1,345,000

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

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* FTA Funds -										
* Fund Source 7 of 11	PE									
	RW									
* Fund Type: Alternative Transportation in Parks and Public Land	CON	800,000								800,000
* Funding Agency: Caltrans	Total:	800,000								800,000
* Other Fed -										
* Fund Source 8 of 11	PE									
	RW									
* Fund Type: Safe Routes to School (SRTS) Program	CON	690,000								690,000
* Funding Agency: Redding, City of	Total:	690,000								690,000
* Other Fed -										
* Fund Source 9 of 11	PE		942,000	236,000						1,178,000
	RW				271,000					271,000
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Shasta County RTPA	Total:		942,000	236,000	271,000					1,449,000
* RIP -										
* Fund Source 10 of 11	PE				494,000					494,000
	RW									
* Fund Type: State Cash	CON									
* Funding Agency:	Total:				494,000					494,000
* Local Funds -										
* Fund Source 11 of 11	PE									
	RW									
* Fund Type: County Funds	CON						1,661,000			1,661,000
* Funding Agency:	Total:						1,661,000			1,661,000
Project Total:										
	PE	1,247,000	1,414,000	2,903,000	2,628,000					8,192,000
	RW				1,584,000		351,000			1,935,000
	CON	13,446,000	7,174,000			76,000	17,835,000			38,531,000
	Total:	14,693,000	8,588,000	2,903,000	4,212,000	76,000	18,186,000			48,658,000

Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prior

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: DAN WAYNE

PHONE: (530) 262-6186

EMAIL: dwayne@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
12	Active	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	41,790,000	1,533,000	6,502,000
11	Official	06/21/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	28,442,000	773,000	3,015,000
10	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	20,620,000		1,247,000
9	Official	05/13/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	11	20,620,000		1,247,000
8	Official	10/03/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	7	13,446,000		
7	Official	02/22/2019	KWILLIAM	Amendment - Carry Over	3	13,219,000		
6	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	12,756,000		
5	Official	01/12/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	7	12,756,000		
4	Official	05/26/2017	KURLIE	Amendment -	3	9,263,000		

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 13	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency: Redding, City of	CON	8,011,000	6,740,000				17,535,000			32,286,000
	Total:	8,011,000	6,740,000				17,535,000			32,286,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 13	PE	1,247,000	472,000	118,000						1,837,000
* Fund Type: Local Transportation Funds	RW				151,000		351,000			502,000
* Funding Agency: Redding, City of	CON	1,306,000	434,000							1,740,000
	Total:	2,553,000	906,000	118,000	151,000		351,000			4,079,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 13	PE			1,197,000	1,796,000					2,993,000
* Fund Type: Active Transportation Program (ATP)	RW			760,000						760,000
* Funding Agency: Shasta County	CON	1,034,000				76,000				1,110,000
	Total:	1,034,000		1,957,000	1,796,000	76,000				4,863,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 13	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Shasta County RTPA	CON	190,000								190,000
	Total:	190,000								190,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 13	PE									
* Fund Type: Private Funds	RW									
* Funding Agency: Various Agencies	CON	70,000								70,000
	Total:	70,000								70,000

* CT Minor Pgm. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 13	PE									
* Fund Type: National Hwy System	RW									
* Funding Agency: Caltrans	CON	1,345,000								1,345,000
	Total:	1,345,000								1,345,000

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

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 13	PE									
* Fund Type: Alternative Transportation in Parks and Public Land	RW									
	CON	800,000								800,000
* Funding Agency: Caltrans	Total:	800,000								800,000
* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 13	PE									
* Fund Type: Safe Routs to School (SRTS) Program	RW									
	CON	690,000								690,000
* Funding Agency: Redding, City of	Total:	690,000								690,000
* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 13	PE		942,000	236,000						1,178,000
* Fund Type: Highway Infrastructure Program (HIP)	RW				271,000					271,000
	CON									
* Funding Agency: Shasta County RTPA	Total:		942,000	236,000	271,000					1,449,000
* RIP -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 13	PE				494,000					494,000
* Fund Type: State Cash	RW									
	CON									
* Funding Agency:	Total:				494,000					494,000
* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 13	PE									
* Fund Type: County Funds	RW									
	CON						1,661,000			1,661,000
* Funding Agency:	Total:						1,661,000			1,661,000
* Future Need -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 12 of 13	PE									
* Fund Type: Future Funds	RW									
	CON						1,167,000			1,167,000
* Funding Agency:	Total:						1,167,000			1,167,000
* Future Need -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 13 of 13	PE									
* Fund Type: Future Funds	RW									
	CON						731,000			731,000
* Funding Agency:	Total:						731,000			731,000
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,247,000	1,414,000	1,551,000	2,290,000					6,502,000
	RW			760,000	422,000		351,000			1,533,000
	CON	13,446,000	7,174,000			76,000	21,094,000			41,790,000
	Total:	14,693,000	8,588,000	2,311,000	2,712,000	76,000	21,445,000			49,825,000

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

Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

211-0000-0057 Grouped Projects for Operating Assistance to Transit Agencies 2021 FTIP Admin Mod No. 5 (in 1,000s)

Agency	County	Project Title	Funding Source	Description	20/21	21/22	22/23	23/24	Total Cost (\$'000)
City of Redding	Shasta	RABA Operations	FTA 5307	RABA operations and administration	\$1,546	\$1,000	\$2,000	\$1,500	\$6,046
City of Redding	Shasta	RABA Operations	Fare Revenue	RABA operations and administration	\$474	\$630	\$636	\$643	\$2,383
Various Agencies	Shasta	Rural Transit Operations	FTA 5311 Non Urbanized	Rural transit operations, administration and projects connecting to transit services	\$374	\$258	\$271	\$385	\$1,288
Shasta Regional Transportation Agency	Shasta	SRTA Transit Operating Contribution	TDA	Transit operations local funding contribution	\$2,025	\$1,044	\$ 2,507	\$ 3,078	\$8,654
County of Shasta	Shasta	Burney Express	FTA 5311(f)	Operating assistance for Burney Express		\$243			\$243
Shasta Regional Transportation Agency	Shasta	Salmon Runner Intercity Bus Service	PTA	Operating assistance for Intercity Bus Service		\$200			\$200
Shasta County Tehama County Transportation Commission	Shasta	Salmon Runner Intercity Bus Service	STA	Operating assistance for Burney Express		\$208	\$ 218		\$426
Glenn County Transportation Commission	Tehama	Salmon Runner Intercity Bus Service	LCTOP	Operating assistance for Intercity Bus Service		\$130			\$130
	Glenn	Salmon Runner Intercity Bus Service	TDA	Operating assistance for Intercity Bus Service		\$485			\$485
Total					\$4,419	\$4,198	\$5,632	\$5,606	\$19,855

Shasta RTA - Minor Grouped Projects Listing 2021 FSTIP
CTIPs No 211-0000-0108

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>FHS</u>	<u>Prog Code</u>	<u>Estimated Construction State/Federal</u>	<u>Estimated Right of Way</u>	<u>Estimated Capital Outlay Support (Life of Project)</u>	<u>Total Project Cost</u>	<u>Performance Value</u>
02	Shasta	273	19.8	In Redding, at George Drive at the Field Maintenance Region office. Office expansion.	4H670	0218000169	201.352	\$571,000	\$0	\$831,000	\$ 1,402,000	1
02	Shasta	5	R22.04	In Shasta Lake City, on Route 5 at 0.1 mile south of Route 151 and on Route 151 at 0.1 mile east of Shasta Street. Culvert rehabilitation.	0J740	0219000155	201.151	\$800,000	\$0	\$523,000	\$ 1,323,000	5
02	Shasta	273	11.9/12.6	In Redding, from Clear Creek Road to 0.4 mile north of Westwood Avenue. Construct shoulders.	1J420	0220000076	201.310	\$1,140,000	\$0	\$707,000	\$ 1,847,000	1
02	Shasta	44	62.5	Near Old Station, at the Hat Creek Maintenance Station. Construct building.	1J600	0220000109	201.352	\$500,000	\$0	\$144,000	\$ 644,000	1

**Grouped Projects for Bicycle and Pedestrian Facilities in Shasta 2021 FTIP Back-Up List - Administrative
Modification No. 5**

CTIPS ID No. 211-0000-0115

Agency	County	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total by FFY
Redding	Shasta	Bechelli and Loma Vista Active Transportation Corridor Improvements	Construction of a mix of buffered bike lanes, separated bike lanes, sidewalks, accessible driveways, curb ramps, enhanced crossings with flashing beacons, pedestrian refuge islands and safety lighting, and landscaping.	2018/19	\$0	\$935,000	\$935,000
				2020/21	\$6,740,000 ATP	\$434,000	\$7,174,000
Redding	Shasta	Victor Ave & Cypress Ave Active Transportation (VCAT) project	Along Victor Ave, Cypress Ave, and Alfreda Way, construct shared use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections.	2020/21	\$0	\$0	\$0
				2021/22	\$1,352,000 ATP	\$118,000	\$1,470,000
				2022/23	\$740,000 ATP	\$151,000	\$891,000
Shasta County	Shasta	Cottonwood Active Transportation Trunk Line Express (CATTLE) Network	In the unincorporated community of Cottonwood, develop a complete, low-stress bicycle/pedestrian network connecting residents to key Cottonwood attractions and community resources.	2020/21	\$0	\$942,000 HIP SOF	\$942,000
				2021/22	\$1,197,000 ATP Funds	\$236,000 HIP SOF	\$1,433,000
				2022/23	\$2,556,000 ATP Funds	\$765,000 RIP & HIP SOF	\$3,321,000
				2023/24	\$76,000 ATP Funds	\$0	\$76,000
				2024/25	\$10,444,000 ATP	\$1,661,000	\$12,105,000
				Total	\$23,105,000	\$3,581,000	\$16,242,000



May 25, 2022

The Honorable Nancy Skinner, Chair
Senate Committee on Budget & Fiscal Review
California State Senate, District 9
1021 O Street, Suite 8630
Sacramento, CA 95814

The Honorable Bob Wieckowski, Chair
Senate Subcommittee 2 on Resources,
Environmental Protection and Energy
California State Senate, District 10
1021 O Street, Room 6530
Sacramento, CA 95814

The Honorable Phil Ting, Chair
Assembly Committee on Budget
California State Assembly, District 19
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Richard Bloom, Chair
Assembly Subcommittee 3 on Climate Crisis,
Resources, Energy, and Transportation
California State Assembly, District 50
1021 O Street, Room 8130
Sacramento, CA 95814

RE: Governor's Proposed 2022-2023 Budget

Dear Senator Skinner, Assemblymember Ting, Senator Wieckowski, and Assemblymember Bloom,

On behalf of the undersigned organizations, we write to express our support for the Governor's Budget proposal for the 2022-2023 fiscal year, specifically the funding for low carbon transportation and public transit.

California cities and transit agencies are partnering with mobility providers to launch services in urban, suburban, and rural areas to reduce single occupancy vehicle trips, vehicle miles traveled (VMT), and greenhouse gas (GHG) emissions; promote economic mobility and equity by connecting Californians to jobs, critical healthcare appointments, education, and businesses; provide needed transportation in transit deserts; and increase ridership for existing public transit.

We strongly support the proposed transportation funding programs, including the Zero-Emission Vehicle Acceleration and Transportation Infrastructure packages. Specifically, within these packages, we support and recommend:

- **Zero-Emission Mobility:** We support at least \$419 million for sustainable community-based transportation equity projects, as proposed in the Governor's budget, which increase access to zero-emission mobility in low-income communities:
 - We also strongly support the Governor's proposal for the additional \$1.7 billion in 2021-2022 instead of future years to accelerate the deployment of these important projects that expand access to clean mobility options and zero-emission vehicles in California's most disadvantaged communities.
 - Within this investment, we recommend providing flexibility to the California Air Resources Board (CARB) to determine the best appropriation of funding between its equity programs, including Clean Mobility Options (CMO), Sustainable Transportation Equity Project (STEP), and Clean Mobility in Schools (CMIS).
 - Also, if additional discretionary funding becomes available through cap-and-trade auction proceeds, we recommend increasing funding for low carbon transportation equity projects to align with CARB's projected needs for these programs.
 - We also strongly support proposed funding for a new Sustainable Communities Strategies Pilot program for projects that reduce vehicle miles traveled (VMT) through innovative technologies, including on-demand microtransit.
- **Transportation Infrastructure:** We also support the proposed investments in transit and rail, including \$2 billion in statewide transit projects, \$1.25 billion for southern California projects, and ongoing support for the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program.
- **Transit Operational Expense Funding:** We support additional funding for transit operational expenses. This would benefit public transit in general, and operations funding is particularly important for the expansion and financial sustainability of new mobility services, which generally do not rely on large physical assets.

Finally, we note the importance of electrifying all types of vehicles in the State, including those increasingly used and ideal in more flexible, innovative shared transit services. We encourage you to explore ways to accelerate the available supply of zero-emission shuttle, minivan, and wheelchair accessible vehicles in California (which are either non-existent or very limited), and to build in flexibility in these programs for their use in the interim.

We greatly appreciate the opportunity to provide input and stand ready to work with the Legislature, Administration, and other stakeholders to support the Governor's Proposed Budget and accelerate the deployment of clean and equitable mobility options throughout the State.

Sincerely,

Tom Butt
Mayor
City of Richmond

Aaron Laurel
City Manager
City of West Sacramento

Jim Throop
City Manager
City of Cupertino

Lisa McGhee
Business Development Manager
GreenPower Motor Company

Karen King
CEO
Golden Empire Transit

Henry Li
General Manager / CEO
SacRT

Daniel Ramot
CEO
Via

Jeanne Krieg
CEO
Eastern Contra Costa Transit Agency

Sean Tiedgen, AICP
Executive Director
Shasta Regional Transportation Agency

Orville Thomas
State Policy Director
CALSTART



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

Sean Tiedgen, AICP, Executive Director

June 9, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**Subject: Active Transportation Program Cycle 6 Quick Build
 Park Marina Drive Rapid Implementation Project**

Dear Mr. Weiss:

I am pleased to submit this letter of support for the City of Redding's grant application under the Active Transportation Program (ATP) Cycle 6 Quick Build for its Park Marina Drive Rapid Implementation Quick Build Roadway Safety Project. For many decades, the community has not realized the full potential for this prime riverfront corridor. The recently completed Park Marina Corridor Plan shone a light on this opportunity for the community, and surrounding underdeveloped land is now poised for development consistent with the region's Sustainable Communities Strategy. The proposed active transportation improvements could spearhead development and transform this thoroughfare into a destination corridor.

The proposed improvements will add a two-way separated bikeway and crosswalks for safer pedestrian and bicycle travel along Park Marina Drive, connecting Turtle Bay and Sundial Bridge with The Park Marina Plaza commercial and business centers. Upon completion of this project, the community will benefit from slower vehicle speeds and low-stress facilities designed for users of all ages and abilities.

I support the City's proposed separated bikeway and the reduction of vehicle travel lanes along Park Marina Drive. In addition to leading the sustainable development of this centrally located urban corridor, the Park Marina Drive Rapid Implementation Project will enhance local and regional mobility for users of all ages and abilities. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen".

Sean Tiedgen, AICP, Executive Director



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

Sean Tiedgen, AICP, Executive Director

June 15, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Recommend Cycle 6 ATP Funding for the City of Redding's Butte Street Boogie Project

Dear Mr. Weiss:

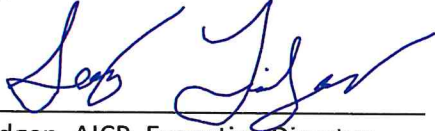
On behalf of the Shasta Regional Transportation Agency (SRTA), thank you for your careful consideration of the City of Redding's Butte Street Boogie Project for funding under Cycle 6 of the Active Transportation Program (ATP). As the designated metropolitan planning organization (MPO) for the Shasta Region, we have worked closely with the city of Redding and community partners to develop a project that meets local needs, implements regional plans, and fits the priorities of the ATP program. SRTA has committed \$806,284 in Regional Improvement Program funding toward the project cost.

To meet the needs of local residents and help achieve greenhouse gas emission reduction targets, the Shasta Region is focusing its limited active transportation resources on projects that link residents to destinations within designated strategic growth areas and that provide connections to regional activity centers. SRTA has prioritized high-quality active transportation facilities that provide safe, comfortable, and intuitive travel for users of all ages and abilities. Context-appropriate bicycle boulevards, such as the Butte Street Boogie, are part of the suite of low-stress designs comprising the region's growing, low-stress active transportation network.

The Butte Street Boogie Project formalizes an existing popular route for people who walk or bike. The project closes sidewalk gaps, installs new marked crossings and curb ramps, and adds traffic calming strategies. It serves predominately low-income residential neighborhoods by enhancing connections to schools, employment, transit and bike centers, and the greater regional active transportation network.

The Butte Street Boogie, when combined with the electric bikeshare program and education/support services provided at the new Bike Depot, will provide local residents the facilities, the means, and the encouragement needed to replace vehicle trips with active transportation trips. If the Butte Street Boogie is selected for funding, all of these elements and contributions will come together to achieve transformational change.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director



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

Sean Tiedgen, AICP, Executive Director

June 15, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Recommend Cycle 6 ATP Funding for the City of Redding's Hilltop Drive Project

Dear Mr. Weiss:

On behalf of the Shasta Regional Transportation Agency, thank you for your careful consideration of the City of Redding's Hilltop Drive Project for funding under Cycle 6 of the Active Transportation Program (ATP). As the designated metropolitan planning organization (MPO) for the Shasta Region, we have worked closely with the city of Redding to develop a project that meets local needs, implements regional plans, and fits the priorities of the program. SRTA has committed \$826,930 in Regional Improvement Program funding and \$163,731 in Regional Non-Motorized Program funding toward the project cost.

To meet the needs of local residents and help achieve greenhouse gas emission reduction targets, the Shasta Region is focusing its limited active transportation resources on projects that link residents to destinations within designated strategic growth areas and that provide connections to regional activity centers. SRTA has prioritized high-quality active transportation trunk lines that provide safe, comfortable, and intuitive travel for users of all ages and abilities. Protected bike lanes, separated paths, sidewalks, and low-stress bike boulevards are all examples of designs that characterize this growing network of low-stress, active transportation trunk lines. The Hilltop Drive project has it all! When combined with the non-infrastructure activities planned, this project represents a quantum leap forward in real transportation alternatives throughout the region's most populous city. If funded, this project will improve residents' active transportation access to grocery stores, dining, transit, pharmacies, schools, multi-family and senior housing, and the city's active transportation highway between (the Dana-to-Downtown Trail) the Mount Shasta Mall and Downtown Redding.

If unfunded, this vital neighborhood connection will maintain few direct walking connections and no low-stress bicycling routes. Unfortunately, this is the only through street for thousands of residents in the project area, most of whom have incomes below the Redding median household income.

Addressing substandard walking and bicycling conditions on Hilltop Drive can improve access to Redding's extensive trail system and expand access to other neighborhoods, schools, employment areas, recreational destinations, and commercial areas. The North Hilltop and Bluffs neighborhoods are home to many multi-family and senior housing units, which increases the importance of all-ages-and-abilities bicycle facilities and also the safety improvements for all road users.

The *Redding Active Transportation Plan*, *Downtown Redding Specific Plan*, and *GoShasta Regional Active Transportation Plan*, all highlight the community's desire for improved active transportation facilities in and around Downtown and Central Redding. During recent local planning processes, residents, active transportation stakeholders, and school officials confirmed the Hill Drive neighborhood enhancements would address significant barriers and improve connections for walking and bicycling in the area. In a recent survey, more than 80% of the respondents shared that better bike facilities, more complete sidewalks, and traffic calming in the project area would encourage them to walk or bike more often.

SRTA is confident that the project will increase the number of active transportation trips in the region while also addressing other ATP program objectives.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director



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Sean Tiedgen, AICP, Executive Director

June 15, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Recommend Cycle 6 ATP Funding for the City of Redding's Victor Avenue Improvement Project

Dear Mr. Weiss:

On behalf of the Shasta Regional Transportation Agency (SRTA), thank you for your careful consideration of the City of Redding's Victor Avenue Improvement Project for funding under Cycle 6 of the Active Transportation Program (ATP). As the designated metropolitan planning organization (MPO) for the Shasta Region, we have worked closely with the city of Redding and community partners to develop a project that meets local needs, implements regional plans, and fits the priorities of the ATP program. SRTA has committed \$999,786 in Regional Improvement Program funding toward the project cost.

Victor Avenue is one of the few north-south active transportation corridors in east Redding due to the lack of connectivity in adjacent neighborhood and collector roadways, and because Churn Creek runs parallel to Victor Avenue, the options for east-west travel are limited to just three east-west corridors over three miles – all of which rely on Victor Avenue to access. Land use along Victor Avenue is largely residential yet located in reasonable proximity to a variety of trip destinations along major intersecting arterials. Though Victor Avenue is a strategically important corridor for active transportation on Redding's east side, large portions of the corridor are characterized by the absence of safe bicycling and pedestrian infrastructure. Extensive improvements are needed to connect residential neighborhoods to nearby jobs, schools, shopping, parks, and community services. For all of these reasons, Victor Avenue is identified in the GoShasta Regional Active Transportation Plan as a priority corridor in the region's expanding network of high-quality active transportation trunk lines.

Building upon Redding's Cycle 5 ATP grant for the Victor Avenue and Cypress Avenue Active Transportation (VCAT) Project, the proposed Victor Avenue Improvement Project extends these improvements north of Cypress Avenue, adds Mistletoe Lane, and an entire network of low-stress bicycle boulevards in adjacent neighborhoods. The project includes new bike lanes, shared-use paths, sidewalk widening, speed tables,

sharrows, ADA improvements, and a mini-roundabout. A crosswalk near Mistletoe Elementary School, where a student on a bicycle was hit by a driver, will also be greatly improved. Together, these coordinated improvements will provide a low-stress environment for users of all ages and abilities.

As part of the *Redding Active Transportation Plan*, *Downtown Redding Specific Plan*, and *GoShasta Regional Active Transportation Plan*, the community has played an important role in identifying the obstacles to active transportation and the development of potential solutions. During recent local planning processes, residents, active transportation stakeholders, and school officials confirmed that the proposed Victor Avenue Improvement Project would effectively address their barriers and improve connections for walking and bicycling in the area.

Without ATP funding, local resources would allow for only the most basic and minimal improvements, not commensurate with the corridor's strategic function. As demonstrated by previous ATP grant awards, the Shasta Region and the CTC are able to provide truly transformative outcomes when resources are combined.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director



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Sean Tiedgen, AICP, Executive Director

June 20, 2022

Ms. Dana Hendrix
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Administrative Modification No. 6 to the Shasta 2021 Federal Transportation Improvement Program (FTIP)

Dear Ms. Hendrix:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 5 to the Shasta 2021 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2021 FTIP is financially constrained. Additionally, the modification is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are the: authorizing resolution; summary of changes for this administrative modification; CTIPS programming pages of the current and prior versions; and the grouped project listing.

This administrative modification updates the following:

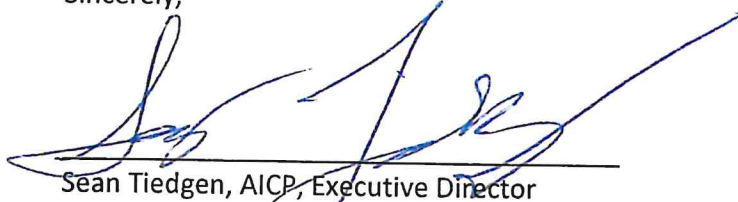
- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)** – Increases Federal Transit Administration (FTA) Section 5311 funding for Fiscal Years (FYs) 2021-22 and 2022-23 to reflect the use of toll credits by the county of Shasta. Toll credits will also be used for FTA 5311(f) fund use by Shasta County. State Transit Assistance programming has been eliminated.

An electronic copy will be transmitted by email to you, as well as the copied contact list.

Administrative Modification No. 6 to the Shasta 2021 FTIP
June 20, 2022
Page 2

Please do not hesitate to contact Senior Transportation Planner Kathy Urlie at kurlie@srta.ca.gov, or 530-262-6194, if you have questions.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/KKU/acl

Enclosures: SRTA Resolution 11-15
Summary of Changes Spreadsheet
CTIPS Programming Pages (Modified and Prior)
Grouped Project Listing: CTIPS 211-0000-0057

C: Antonio Johnson – FHWA, CA Division
Ted Matley – FTA, Region 9
Rachelle Russell – Shasta County
Cayman Morgan – CT, DRMT

RESOLUTION



RESOLUTION NUMBER:	11-15
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures

WHEREAS, the Shasta County Regional Transportation Planning Agency (SCRTPA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County; and

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

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

WHEREAS, the Federal Highway Administration and Federal Transit Administration, in consultation with the California Department of Transportation (Caltrans), has provided revised procedures for administrative modifications to the FSTIP to the governing board and subsequently the executive director of the SCRTPA (or designee); and

WHEREAS, the SCRTPA board identifies that it is appropriate, in addition to all former authorizing delegations, for approval of future FSTIP administrative modification actions to be delegated to the executive director of the SCRTPA (or designee).

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency:

1. Accepts delegation authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached FSTIP/FTIP Administrative Modifications and Amendments Procedures; and
2. Authorizes the executive director to approve administrative modifications to the FSTIP on behalf of the board.

PASSED AND ADOPTED this 25th day of October 2011, by the Shasta County Regional Transportation Planning Agency.

A handwritten signature in black ink, appearing to read "Leonard Moty".

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency

Shasta 2021 FTIP Summary of Changes Shasta Regional Transportation Agency (SRTA) Administrative Modification No. 6

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FY	Financial Table Fund Source	Net Increase/Decrease	Total Project Cost Change	%	Comments
Existing	211-0000-0057	Grouped Projects for Operating Assistance to Transit Operators	Makes funding adjustments for FTA 5311, and STA for consistency with pending grant applications. Includes notation in comments section of CTIPS about use of toll credits for FTA 5311 and 5311(f).	CON	\$258,000	\$486,000	2021/22	FTA 5311	\$228,000	\$ 27,000	3%	
					\$271,000	\$496,000	2022/23	FTA 5311	\$225,000			
					\$208,000	\$0	2021/22	STA	-\$208,000			
					\$218,000	\$0	2022/23	STA	-\$218,000			

Sum of Net Row Labels	2021/22	2022/23	Grand Total
FTA 5311	\$228,000	\$225,000	\$453,000
STA	(\$208,000)	(\$218,000)	(\$426,000)
Grand Total	\$20,000	\$7,000	\$27,000

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0057	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: TRAN-OPS		
COUNTY: Shasta County	ROUTE:	PM:		Final - Admin Mod No. 6	EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Jenn Pollom

PHONE: (530) 262-6195

EMAIL: jpollom@scta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
21	Active	06/20/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	6	100,513,000		
20	Official	05/19/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	100,486,000		
19	Official	02/07/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	4	100,875,000		
18	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	99,818,000		
17	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	105,598,000		
16	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	95,612,000		
15	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	95,363,000		
14	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	94,198,000		
13	Official	08/18/2017	KURLIE	Amendment -	4	81,486,000		

*** FTA Funds -**

* Fund Source 1 of 8

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency: Redding Area Bus Authority

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000
Total:	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000

*** FTA Funds -**

* Fund Source 2 of 8

* Fund Type: FTA 5311 - Non Urbanized

* Funding Agency: Various Agencies

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	4,534,000	374,000	486,000	496,000	385,000				6,275,000
Total:	4,534,000	374,000	486,000	496,000	385,000				6,275,000

*** Local Funds -**

* Fund Source 3 of 8

* Fund Type: TDA

* Funding Agency: Shasta County RTPA

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000
Total:	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000

*** Local Funds -**

* Fund Source 4 of 8

* Fund Type: Fare Revenues

* Funding Agency: Redding Area Bus Authority

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	5,474,000	474,000	630,000	636,000	643,000				7,857,000
Total:	5,474,000	474,000	630,000	636,000	643,000				7,857,000

*** FTA Funds -**

* Fund Source 5 of 8

* Fund Type: Intercity Bus - 5311-F

* Funding Agency: Various Agencies

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON			243,000						243,000
Total:			243,000						243,000

*** Other State -**

* Fund Source 6 of 8

* Fund Type: Public Transportation Account

* Funding Agency: Shasta County RTPA

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON			200,000						200,000
Total:			200,000						200,000

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

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			485,000						485,000
* Funding Agency: Glenn County Transportation Commission	Total:			485,000						485,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			130,000						130,000
* Funding Agency: Tehama County Transportation Commission	Total:			130,000						130,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	80,631,000	4,419,000	4,218,000	5,639,000	5,606,000				100,513,000
	Total:	80,631,000	4,419,000	4,218,000	5,639,000	5,606,000				100,513,000

Comments:

***** Version 21 - 06/17/2022 *****
Revises FTA 5311 programming to reflect toll credits for FYs 2021/22 and 2022/23 rural operating assistance. 5311 toll credits: FY 2021/22=\$217,152; FY 2022/23=\$221,495. FTA 5311(f) toll credits programming also included: FY 2021/22=\$108,411. Eliminates STA match due to toll credits addition.

***** Version 20 - 05/10/2022 *****
Administrative Modification 5 decreases FTA 5311 amounts for 2021/22 and 2022/23 operating assistance and will likely transfer unused 5311 funding (and increased apportionment amounts) to future transit capital amendment, per JPollom information. Also modifies FTA 5311(f) funding, and STA, for Burney Express/Shasta County.

***** Version 19 - 01/19/2022 *****
Formal Amendment #4 programs additional FTA 5307 operating assistance in FYs 2021-22 and 2022-23 per RABA 12/2021 request and correspondingly adjusts local funding.

***** Version 18 - 05/12/2021 *****
Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCoplant.

***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.

***** Version 16 - 04/16/2020 *****
Updates RABA operating assistance to RABA 4-20-2020 approved budget.

***** Version 15 - 02/11/2020 *****
Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.

***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.

***** Version 13 - 07/18/2017 *****
Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.

***** Version 12 - 01/23/2017 *****
Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMInturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.

***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.

***** Version 9 - 07/08/2015 *****
Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).

***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.

***** Version 7 - 04/29/2014 *****
Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.

***** Version 6 - 09/23/2013 *****
Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).

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

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

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

Prior-Admin Mod No. 5

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Jenn Pollom

PHONE: (530) 262-6195

EMAIL: jpollom@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
20	Active	05/13/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	100,486,000		
19	Official	02/07/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	4	100,875,000		
18	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	99,818,000		
17	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	105,598,000		
16	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	95,612,000		
15	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	95,363,000		
14	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	94,198,000		
13	Official	08/18/2017	KURLIE	Amendment -	4	81,486,000		
12	Official	03/02/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	2	81,874,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 9	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000
* Funding Agency: Redding Area Bus Authority	Total:	12,200,000	1,546,000	1,000,000	2,000,000	1,500,000				18,246,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 9	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	4,534,000	374,000	258,000	271,000	385,000				5,822,000
* Funding Agency: Various Agencies	Total:	4,534,000	374,000	258,000	271,000	385,000				5,822,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 9	PE									
* Fund Type: TDA	RW									
	CON	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000
* Funding Agency: Shasta County RTPA	Total:	58,423,000	2,025,000	1,044,000	2,507,000	3,078,000				67,077,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 9	PE									
* Fund Type: Fare Revenues	RW									
	CON	5,474,000	474,000	630,000	636,000	643,000				7,857,000
* Funding Agency: Redding Area Bus Authority	Total:	5,474,000	474,000	630,000	636,000	643,000				7,857,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 9	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON			243,000						243,000
* Funding Agency: Various Agencies	Total:			243,000						243,000

* Other State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 9	PE									
* Fund Type: Public Transportation Account	RW									
	CON			200,000						200,000
* Funding Agency: Shasta County RTPA	Total:			200,000						200,000

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

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			485,000						485,000
* Funding Agency: Glenn County Transportation Commission	Total:			485,000						485,000
* Other State -										
* Fund Source 8 of 9	PE									
	RW									
* Fund Type: STA Transit Assist	CON			208,000	218,000					426,000
* Funding Agency: Shasta County	Total:			208,000	218,000					426,000
* Other State -										
* Fund Source 9 of 9	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			130,000						130,000
* Funding Agency: Tehama County Transportation Commission	Total:			130,000						130,000
Project Total:										
	PE									
	RW									
	CON	80,631,000	4,419,000	4,198,000	5,632,000	5,606,000				100,486,000
	Total:	80,631,000	4,419,000	4,198,000	5,632,000	5,606,000				100,486,000

Comments:

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

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

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

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

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

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

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

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2018 RTP Goals 3, 4, and 7.

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

Updates RABA operating assistance to RABA 4-20-2020 approved budget.

***** Version 15 - 02/11/2020 *****

Adds North State Intercity Bus Service from Redding to Sacramento operations funding for 2021/22: total \$1,942,789. SHA PTA \$200K funds from SJJPA through IGA. GP listing includes RABA, Burney Express, and North State Intercity Bus operations.

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

Project data transferred from 2016 FTIP. First four years of RABA 7-Year Plan revenue added, as well as SRTA-projected revenue for some grant fund sources for the active period.

***** Version 13 - 07/18/2017 *****

Revises FTA 5311 and 5311(f) programming per county need. Adds LCTOP funding (\$272,968) for 2016-17 RABA operations use. Adds in June 2017-adopted RABA budget figures.

***** Version 12 - 01/23/2017 *****

Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-23016 letter to PMinturn. Transfers FTA 5307 2015-16 assistance to RABA to 2016-17, as FTA did not approve RABA 2015-16 application prior to 2015 FTIP lapse.

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

Project data transferred from 2014 FTIP. Amended with RABA 5-year budget and Burney Express recent FTA 5311(f) award.

***** Version 9 - 07/08/2015 *****

Per 7-7-2015 FTA 5311(f) letter from CT, DRMT awarding County PW \$176,850 for Burney Express 2015-16 operating assistance. Includes toll credits (\$78,999).

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

Project data transferred from 2012 FTIP. Updated with 14/15 estimated RABA budget figures. JARC (FTA 5316) prior year \$60K combined with prior year 5311. NF (5317) prior year \$119K renamed 5310 for grouped listing. Both revisions consistent with MAP-21 subsuming JARC and NF under 5311 and 5310 programs, respectively.

***** Version 7 - 04/29/2014 *****

Increased FTA 5311 apportionment for FY 2014; carry through to FY 2016.

***** Version 6 - 09/23/2013 *****

Toll credits being used (50%) for: SSNP 12/13 NF award (\$58,322) and Golden Umbrella 12/13 JARC award for Sr. Companion Program (\$28,510). No toll credits for GU 12/13 JARC award for Foster Grandparent Program (\$31,983).

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

211-0000-0057 Grouped Projects for Operating Assistance to Transit Agencies 2021 FTIP Admin Mod No. 6 (in 1,000s)									
Agency	County	Project Title	Funding Source	Description	20/21	21/22	22/23	23/24	Total Cost (\$'000)
City of Redding	Shasta	RABA Operations	FTA 5307	RABA operations and administration	\$1,546	\$1,000	\$2,000	\$1,500	\$6,046
City of Redding	Shasta	RABA Operations	Fare Revenue	RABA operations and administration	\$474	\$630	\$636	\$643	\$2,383
Various Agencies	Shasta	Rural Transit Operations	FTA 5311 Non Urbanized	Rural transit operations and administration	\$374	\$486	\$496	\$385	\$1,741
Shasta Regional Transportation Agency	Shasta	SRTA Transit Operating Contribution	TDA	Transit operations local funding contribution	\$2,025	\$1,044	\$ 2,507	\$ 3,078	\$8,654
County of Shasta	Shasta	Burney Express	FTA 5311(f)	Operating assistance		\$243			\$243
Shasta Regional Transportation Agency	Shasta	Salmon Runner Intercity Bus Service	PTA	Operating assistance for Intercity Bus Service		\$200			\$200
Shasta County Tehama County Transportation Commission	Shasta	Burney Express	STA	Operating assistance for Burney Express		\$	-		\$0
Shasta County Transportation Commission	Tehama	Salmon Runner Intercity Bus Service	LCTOP	Operating assistance for Intercity Bus Service		\$130			\$130
Glenn County Transportation Commission	Glenn	Salmon Runner Intercity Bus Service	TDA	Operating assistance for Intercity Bus Service		\$485			\$485
Total					\$4,419	\$4,218	\$5,639	\$5,606	\$19,882