

STAFF REPORT



MEETING DATE: February 29, 2024
SUBJECT: Correspondence
AGENDA ITEM: 9-4
STAFF CONTACT: Amy Lindsey, Administrative Associate

DISCUSSION:

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

INCOMING CORRESPONDENCE

Date	From	Subject
12/18/23	Shasta Living Streets, Executive Director, Anne Wallach Thomas	Letters of support for SRTA's Low-Stress Grant Application.
12/18/23	California State Senate, Senator 1st District, Brian Dahle	
12/19/23	Shasta County Department of Resource Management, Director, Paul A. Hellman	
12/20/23	Healthy Shasta, Healthy Shasta Steering Committee Chair, Janessa Hartmann, MS	
12/21/23	City of Shasta Lake, City Manager, Jessaca Lugo	
12/22/23	Assembly California Legislature, Assemblywoman, 1st District, Megan Dahle	
12/22/23	Pit River Tribe, Tribal Chairperson, Yatch Bamford	
1/2/24	Redding Area Bus Authority (RABA), Transit General Manager, John C. Andoh	
1/2/24	Congress of the United States, House of Representatives, Member of Congress, 1st District of California, Doug LaMalfa	
1/2/24	City of Redding, Department of Public Works, Director, Michael Webb	
1/3/24	Shasta County Department of Public Works, Principal Engineer, Shawn Ankeny	
1/5/24	City of Anderson, Public Works Director, Adam Whelen	

12/29/23	California Department of Transportation, District 2, Office of Regional Planning, Associate Transportation Planner, Brenda Caruso	Letter of Grant Award – Shasta Regional Planning Dashboard.
1/3/24	Eide Bailly, LLP	Letter of intent to audit the financial statements and audit compliance over major federal award programs of SRTA as of and for the year ended June 20, 2023.

OUTGOING CORRESPONDENCE

Date	To	Subject
12/14/23	California Transportation Commission, Assistant Deputy Director, Kacey Ruggiero	Letter of adoption for the 2024 Shasta Regional Transportation Improvement Program (RTIP).
1/9/24	VMP Forestry – CAL Fire Shasta-Trinity (SHU), Mr. David Jaramillo	Letter of support for the city of Redding's Priority Hazardous Fuel Management Project.
1/23/24	Department of Transportation, Division of Financial Programming, MS 82, Office Chief, Mr. Kien Le	Letter of approval for Formal Amendment No. 6 to the Shasta 2023 Federal Transportation Improvement Program (FTIP).
2/22/24	Secretary of the United States Department of Transportation, The Honorable Pete Buttigieg	Letters of support from SRTA and North State Super Region (NSSR) for City of Redding South Bonnyview Divergent Diamond Interchange & Operational Improvement Project for 2024 RAISE Funding.



Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters

Shasta Living Streets

Clean & Active Transportation: Shasta Bike Depot, Redding Bikeshare

*Giving people the resources, skills and confidence they need
to get around safely and conveniently, walking and biking.*

December 18, 2023

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Subject: **Enthusiastic support for a comprehensive planning effort to identify best facilities for biking and walking corridors to connect neighborhoods, towns and cities in Shasta County with a trail-like experience. *Low Stress Walk/Bike Facilities***

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas. The project's objective is to bridge the gap between plans and construction in the region's Strategic Growth Areas, providing active transportation implementation tools to stakeholders.

Shasta Living Streets is a community-based organization supporting our community as we grow together and imagine and build a bigger sense of what our city can be. Across the country, and here in California, we've learned what works and what doesn't — how to plan effectively, design for transportation safety, convenience, and accessibility, and how to make investments to create spaces and provide amenities to enable increasing numbers of people to walk, bike, and roll.

Challenges we face with no transportation choice

In our region, the high cost and lack of transportation choice destabilizes families, leads to poor health, and drives talented young people and retired couples to seek another place to live and play. Leaving our families stressed, our businesses without the employees they need, and our children at risk. Today Shasta County has unacceptably high rates of debilitating health outcomes directly related to inactivity, along with some of the highest levels in the U.S. of death and life-altering injuries from car collisions with people walking and biking.

Enabling Trail-oriented and Transit-oriented Development

We believe our community has an exciting opportunity to build great cities and towns for our residents and visitors by providing access for all-day, all-purpose trips for people walking and bicycling, and by combining this with easily accessible affordable housing to create transit-oriented and trail-oriented development in our region.

This is not about thinking bikes are cool and it's not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling, walking, and transit safe, accessible and convenient for everyday transportation brings tremendous advantages — it allows families to be healthy and save money on housing and transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists. While at the same time powerfully reducing the emissions that cause climate change and preparing our frontline communities for the future.

Preparing our neighborhoods, cities, and towns for the future

We expect this planning process will

- Assess the transportation needs of our community that can be met by high-quality, biking and walking trails, giving people a *trail-like* experience that will enable people of all ages and abilities to walk and ride, especially now that pedal-assist bikes are becoming so popular here for the hills and longer distances in our region.
- Plan for biking and walking corridors that are essential linkages between neighborhoods and new-housing, helping to prepare us for the future.
- Thus enabling the trail-oriented development that will accompany transit-oriented development, to create connected communities, enable people to travel regularly without use of a car, and prepare families and business for the future.

Great need in our community

Creating convenient and safe bicycle networks and walkable neighborhoods in our community is essential to

- Enable the (survey-reported) 60%+ of interested-but-concerned people in our community to replace a car trip with a walking or biking trip
- Reduce transportation costs
- Reduce currently increasing, high rates of injury and death from car crashes in our region
- Reverse alarming negative health outcomes and inactivity behaviors that cause disease

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment.

Low rates of access to exercise opportunities. The latest Robert Wood Johnson County Health data shows access to exercise opportunities significantly lower than the state average.

Access to exercise opportunities:

68% of residents in Shasta County have access to exercise / 93% in State of California

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for this community planning effort that will bring essential trail-oriented development to connect neighborhoods and affordable housing improvements in our region.

For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.



Anne Wallach Thomas

Executive Director, Shasta Living Streets

athomas@shastalivingstreets.org | 530 355-2230

CAPITOL OFFICE
1021 O STREET
SUITE 7230
SACRAMENTO, CA 95814
TEL (916) 651-4001

DISTRICT OFFICES
11230 GOLD EXPRESS DRIVE
SUITE 304
GOLD RIVER, CA 95670
TEL (916) 464-4201

1320 YUBA STREET
SUITE 102
REDDING, CA 96001
TEL (530) 224-7001

California State Senate

SENATOR
BRIAN DAHLE
FIRST SENATE DISTRICT



VICE CHAIR
ENERGY, UTILITIES
& COMMUNICATIONS
ENVIRONMENTAL QUALITY

MEMBER
BUDGET & FISCAL REVIEW
SUBCOMMITTEE #2 ON
RESOURCES, ENVIRONMENTAL
PROTECTION, & ENERGY
GOVERNANCE & FINANCE
NATURAL RESOURCES
& WATER
TRANSPORTATION

December 18, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Support for SRTA's 'Low-Stress Shasta' Grant Application

Dear Mr. Tiedgen:

I write to share my strong support for the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, Strategic Growth Areas (SGAs) in the Shasta Region.

California's rural and smaller urban cities and counties, including those in Shasta County, have limited resources to build and maintain critical transportation infrastructure for all modes of transportation. They frequently rely on leveraging limited local resources, combined with state or federal funds to meet their community's needs and create safe, sustainable, and efficient transportation facilities.

SRTA's project would provide critical project development assistance for multiple local and regionally significant active transportation projects to compete well for future capital funding opportunities. This effort would dial forward federal, state, regional, and local goals of creating more efficient and safer multimodal transportation networks, create more bikeable and walkable communities, help encourage a reduction in greenhouse gas emissions, and support implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy.

SRTA's related planning efforts to help local partners create context sensitive and community supported projects, has already helped generate over \$89 million in capital funding in the last seven years. They have incentivized a broad consortium of partners to work together on this next project, which I strongly encourage Caltrans to fund.

Sincerely,

A handwritten signature in blue ink that reads "Brian Dahle".

BRIAN DAHLE
Senator 1st District



Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Paul A. Hellman
Director
Adam Fieseler
Assistant Director

December 19, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Shasta County Planning Division supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

Objectives and Policies found in the Shasta County General Plan seek to encourage and achieve a reduction in greenhouse gases, a more efficient and multimodal transportation network, and implementation of adopted bikeway plans. The County and its residents would benefit from the Sustainable Communities grant application because it would be a step towards furthering the County's Objectives and Policies. The projects which would be boosted by this grant would help provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability consistent with CalTrans and other agency and State objectives as well. Furthermore, the grant objectives would help to implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects which reduce greenhouse gas emissions, and promote sustainability, preservation, accessibility, safety, innovation, an improved economy, public health, and social equity.

Land Use plays a key role in transportation solutions and The Shasta County Planning Division looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs and to further the goals of the citizens of the Shasta County as they are conveyed in the Shasta County General Plan, GoShasta Active Transportation Plan and Sustainable Communities Strategies. Good luck on the grant application.

Sincerely,

Paul A. Hellman
Director of Resource Management
County of Shasta

PH/ds/trh

☐ Suite 101
AIR QUALITY MANAGEMENT DISTRICT
(530) 225-5674
(530) 225-5237

☐ Suite 102
BUILDING DIVISION
(530) 225-5761
FAX: (530) 245-6468

☒ Suite 103
PLANNING DIVISION
(530) 225-5532
FAX: (530) 245-6468

☐ Suite 201
ENVIRONMENTAL HEALTH
(530) 225-5787
FAX: (530) 225-5413

☐ Suite 200
ADMINISTRATION & COMMUNITY ED
(530) 225-5789
FAX: (530)-225-5807



December 20, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Healthy Shasta Collaborative supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between planning and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

This project will contribute to Healthy Shasta's vision of 'making the healthy choice the easy choice,' by continuing to make it easier and safer for people to walk, bike, scooter, and use public transportation to get to key destinations. Prioritizing active transportation can greatly encourage walking and biking for transportation and recreation leading to a healthier community. We know that 35% of residents do not drive, which means having active transportation that is safe and accessible is important to serving over one third of the community.

Healthy Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. Healthy Shasta staff plan to collaborate with SRTA on these activities. Grant funding would positively benefit the Shasta region and we support the funding of SRTA's efforts in this area.

Sincerely,

A handwritten signature in black ink that reads "Janessa Hartmann". The signature is fluid and cursive, with a large initial "J".

Janessa Hartmann, MS
Healthy Shasta Steering Committee Chair

Caltrans, District 2
Center for Healthy Communities
City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Dignity Health, Mercy Medical Center
Redding
First 5 Shasta
Good News Rescue Mission
Northern Valley Catholic Social Service
Pathways to Hope for Children
Redding Rancheria
Redding School District
Shasta College
Shasta Community Health Center
Shasta County Office of Education
Shasta Regional Transportation Agency
Shasta Family YMCA
Shasta Head Start
Simpson University
The McConnell Foundation
Turtle Bay Exploration Park
University of California Cooperative Extension
Viva Downtown
Whiskeytown National Recreation Area

December 21, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The project would benefit the City of Shasta Lake by providing SRTA with the capacity to assist with planning, public engagement, and design, bringing our active transportation projects to shovel ready status.

The City's anticipated active transportation projects will create a safe, sustainable transportation system, connecting individuals and households to key destinations in the community. The projects would incorporate collaboration with local partners to implement solutions fulfilling the goals of the Regional Transportation Plan. As an underserved community with a majority of our households considered low to moderate-income, safe, equitable, accessible transportation options are imperative for the livability of our residents, successful economic growth, and progress towards net zero emissions.

The City of Shasta Lake looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



Jessaca Lugo, City Manager
City of Shasta Lake

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

Assembly
California Legislature



MEGAN DAHLE
ASSEMBLYMEMBER, FIRST DISTRICT

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

December 22, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Support for SRTA's 'Low-Stress Shasta' Grant Application

Dear Mr. Tiedgen:

I write to share support for the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application. This application endeavors to expand the reach of key active transportation corridors in, or connecting to, Strategic Growth Areas (SGAs) in the Shasta Region. The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

California's rural and smaller urban cities and counties, including those in Shasta County, have limited resources to build and maintain critical transportation infrastructure for all modes of transportation. They frequently rely on leveraging limited local resources, combined with state or federal funds to meet their communities needs and create safe, sustainable, and efficient transportation facilities.

SRTA's project would provide critical project development assistance for multiple local and regionally significant active transportation projects to compete well for future capital funding opportunities. This effort would dial forward federal, state, regional, and local goals of creating more efficient and safer multimodal transportation networks, create more bikeable and walkable

communities, help encourage a reduction in greenhouse gas emissions, and support implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy.

SRTA's related planning efforts to help local partners create context sensitive and community supported projects, has already helped generate over \$89 million in capital funding in the last seven years. They have incentivized a broad consortium of partners to work together on this next project which I strongly encourage Caltrans to fund.

If you have additional questions please contact my district office at 530-223-6300.

Sincerely,

Sincerely,

A handwritten signature in cursive script that reads "megan Dahle". The signature is written in black ink and is positioned below the printed name.

MEGAN DAHLE
Assemblywoman, 1st District

YATCH BAMFORD
TRIBAL CHAIRMAN

ANTONIO MENDOZA
VICE CHAIRMAN

JOLIE GEORGE
TRIBAL SECRETARY



ALEXANDRO URENA
TRIBAL TREASURER

RUSSELL ELECK
RECORDING SECRETARY

ANDREW MIKE
SERGEANT AT ARMS

ELEVEN AUTONOMOUS BANDS

36970 Park Ave

Burney CA 96013

Phone: (530) 335-5421

December 22, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Pit River Tribe supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to local partners.

The Pit River Tribe recognizes the value of collaborating with Shasta Regional Transportation Agency in providing opportunities for the Tribe and community to have access for safe corridor of travel. The community utilizes the roadways to have access to and from Tribal business and operations. The Pit River Tribe appreciates the attention to details and communicating with the Tribe and is eager to work with the SRTA to identifying the needs of the areas on and near Pit River Tribal lands.

The Pit River Tribe looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs.

If there are further questions, I can be reached at (530) 335-5421.

Sincerely,



Yatch Bamford, Pit River Tribal Chairperson
Pit River Tribe

MADESI

ATWAMSINI

ATSUGEWI

ASTARAWI

APORIGE

AJUMAWI

HAMMAWI

HEWISEDAWI

ILLMAWI

ITSATAWI

KOSEALEKTE



January 2, 2024

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Redding Area Bus Authority (RABA) supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

RABA's is actively reinventing itself to be a mobility manager in Shasta County through moving residents and visitors via bus, demand response, bicycles, scooters and walking. This grant that SRTA intends to apply for will help SRTA facilitate these activities as well as meet Caltrans mission for providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

RABA looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project.

Should you have any questions regarding this letter, please contact me at 530.245.7116 or email jandoh@cityofredding.org.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Andoh", written in a cursive, flowing style.

John C. Andoh
Transit General Manager
Redding Area Bus Authority

REDDING AREA BUS AUTHORITY

777 CYPRESS AVENUE, REDDING, CALIFORNIA 96001-3396 • (530) 245-7116 • FAX (530) 225-4325

EMAIL rabastaff@cityofredding.org • WEB www.RABARide.com

BOARD MEMBERS: MARK MEZZANO - CHAIR, JUSTIN JONES - VICE CHAIR

MICHAEL DACQUISTO, TENESSA AUDETTE, JACK MUNNS, JULIE WINTER, PATRICK JONES, MIKE GALLAGHER

EXECUTIVE STAFF: STEVE BADE - EXECUTIVE OFFICER, JOHN C. ANDOH, CCTM, CPM – TRANSIT GENERAL MANAGER

DOUG LAMALFA

1ST DISTRICT, CALIFORNIA

COMMITTEE ON AGRICULTURE

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

January 2, 2024

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Congress of the United States
House of Representatives
Washington, DC 20515-0501

WASHINGTON OFFICE:
322 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TEL: (202) 225-3076
FAX: (202) 226-0852

CHICO DISTRICT OFFICE:
120 INDEPENDENCE CIRCLE
SUITE B
CHICO, CA 95973
TEL: (530) 343-1000
FAX: (530) 343-0240

REDDING DISTRICT OFFICE:
2885 CHURN CREEK ROAD
SUITE C
REDDING, CA 96002
TEL: (530) 223-5898
FAX: (530) 223-5897

AUBURN DISTRICT OFFICE:
2399 RICKENBACKER WAY
AUBURN, CA, 95602
TEL: (530) 878-5035
FAX: (530) 878-5037

<http://lamalfa.house.gov>

Subject: Letter of Support for Shasta Regional Transportation Agency's Sustainable Transportation Planning project and grant application entitled "Low-Stress Shasta"

Dear Mr. Tiedgen:

I am writing in support of the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant application for the Low-Stress Shasta (LSS) project to expand the reach of key active transportation corridors in, or connecting to, Strategic Growth Areas (SGAs) in the Shasta Region. The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

California's rural and smaller urban cities and counties, including those in Shasta County, have limited resources to build and maintain critical transportation infrastructure for all modes of transportation. They frequently rely on leveraging limited local resources, combined with state or federal funds to meet their communities needs and create safe, sustainable, and efficient transportation facilities.

SRTA's LSS project would provide critical project development assistance for multiple local and regionally significant active transportation projects to compete well for future capital funding opportunities. This effort would dial forward federal, state, regional, and local goals of creating more efficient and safer multimodal transportation networks, create more bikeable and walkable communities, help encourage a reduction in greenhouse gas emissions, and support implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy.

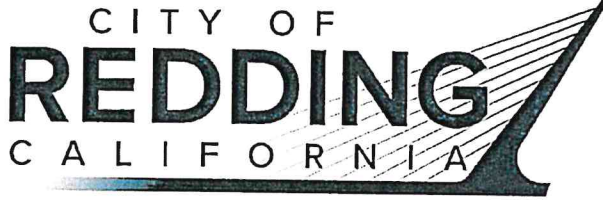
SRTA's related planning efforts to help local partners create context sensitive and community supported projects, has already helped generate over \$89 million in capital funding in the last seven years. They have incentivized a broad consortium of partners to work together on this next project which I strongly encourage Caltrans to fund.

I support and appreciate your consideration of the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant application.

Sincerely,



Member of Congress
1st District of California



CITY OF REDDING

777 Cypress Avenue, Redding, CA 96001
PO BOX 496071, Redding, CA 96049-6071
cityofredding.org

**PUBLIC WORKS
ENGINEERING DIVISION**
530.225.4170
530.245.7024

January 2, 2024

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The Public Works Department strives to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. These projects would help to implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions. The projects support regional coordination with local partners and integrate land use and transportation solutions into the development of these projects.

The City of Redding looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

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

Michael Webb, Director of Public Works





Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

C. TROY BARTOLOMEI, INTERIM DIRECTOR
KEN D. CRISTOBAL, DEPUTY

FPA 020212

January 3, 2024

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

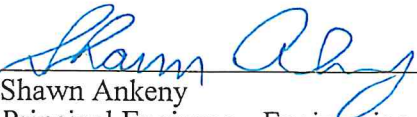
The County of Shasta supports the Shasta Regional Transportation Agency's (SRTA's) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The project will help implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions, improve accessibility, promote a healthy lifestyle, and provide improvements to tribal and economically disadvantaged communities. The project involves regional coordination with local partners to integrate land use and transportation solutions into the development of these Projects.

The County of Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

C. Troy Bartolomei, Interim Director

By: 
Shawn Ankeny
Principal Engineer – Engineering

SRA/ldr



January 5, 2024

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The project's main objective is to tackle the primary shortcomings identified in the Regional Active Transportation Plan. Specifically, the project works to implement initiatives designed to lower greenhouse gas emissions while promoting a healthier way of life for economically disadvantaged communities. Being a disadvantaged community, having accessible transportation is vital to our citizens and businesses.

The City of Anderson looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck with the grant application.

Sincerely,

Adam Whelen
Public Works Director
City of Anderson

AW/

California Department of Transportation

DISTRICT 2
OFFICE OF REGIONAL PLANNING MS 17
1657 RIVERSIDE DRIVE REDDING, CA 96001
PHONE (530) 782-3152 TTY 711 www.dot.ca.gov



December 29, 2023

Mr. Sean Tiedgen
Executive Director
Shasta Regional Transportation Authority
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Tiedgen:

The California Department of Transportation (Caltrans) is pleased to inform SRTA that Conditions of Grant Acceptance have been met and work for the below Transportation Planning grant is authorized to begin effective December 29, 2023.

Grant-Sustainable Communities Competitive– Federal Transit Administration 5304	
Grant Fiscal Year (FY)	2023-24
Work Element#	705.06
Project Title	Shasta Regional Planning Dashboard
Grant Award	\$500,000
Local Match (cash)	\$73,831
Local Match (In-Kind)	0
Total Local Match	\$73,831
% Local Match	12.87
Total Project Amount	\$573,831
Grant Expiration Date	06/30/2026
Final Invoice Due	08/31/2026

As a reminder, SRTA is responsible for satisfying local match commitments in the amount shown above, including any local match amount above the minimum amount that is required with every invoice or request for reimbursement.

Mr. Sean Tiedgen, Executive Director
December 29, 2023
Page 2

Please contact me at brenda.h.caruso@dot.ca.gov or 530-782-3399 to schedule an administrative kick-off meeting to discuss grant requirements and address any questions. I look forward to working with you and your staff on this important project.

Sincerely,

Brenda Caruso

Brenda Caruso
Associate Transportation Planner
Office of Regional Planning



January 3, 2024

To the Board of Directors and Management
Shasta Regional Transportation Agency
Redding, California

This letter is provided in connection with our engagement to audit the financial statements and to audit compliance over major federal award programs of the Shasta Regional Transportation Agency (Agency) as of and for the year ended June 30, 2023. Professional standards require that we communicate with you, certain items including our responsibilities with regard to the financial statement audit, the compliance audit, and the planned scope and timing of our audits, including significant risks we have identified.

Our Responsibilities

As stated in our engagement letter dated January 3, 2024, we are responsible for conducting our audit in accordance with auditing standards generally accepted in the United States of America (GAAS), *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the California Transportation Development Act (TDA), the requirements of the Single Audit Act, as amended; and the provisions of the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), for the purpose of forming and expressing opinions on the financial statements and on major federal award program compliance. Our audits do not relieve you or management of your respective responsibilities.

Our responsibility as it relates to the schedule of expenditures of federal awards is to evaluate its presentation for the purpose of forming and expressing an opinion as to whether it is presented fairly in all material respects in relation to the financial statements as a whole.

Our responsibility relating to other information, whether financial or nonfinancial information (other than financial statements and the auditor's report thereon), included in the entity's annual report includes only the information identified in our report.

Planned Scope of the Audit

Our audits will include examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. Our audit is designed to provide reasonable, but not absolute assurance about whether the financial statements as a whole are free of material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws or governmental regulations. Because of this concept of reasonable assurance and because we will not examine all transactions, there is a risk that material misstatements may exist and not be detected by us.

Our audit procedures will also include determining major federal programs and performing the applicable procedures described in the U.S. Office of Management and Budget *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the entity's major programs.

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements or material noncompliance may not be detected exists, even though the audit is properly planned and performed in accordance with U.S. GAAS, *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the Single Audit Act, as amended; and the provisions of the Uniform Guidance.

Our audits will include obtaining an understanding of the entity and its environment, including its internal control, sufficient to assess the risks of material misstatement of the financial statements, the risk of material noncompliance in the major federal award programs, and as a basis for designing the nature, timing, and extent of further audit procedures, but not for the purpose of expressing an opinion of the effectiveness of the entity's internal control over financial reporting. However, we will communicate to you at the conclusion of our audit, any material weaknesses or significant deficiencies identified. We will also communicate to you:

- Any violation of laws or regulations that come to our attention;
- Our views related to qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures;
- Significant difficulties, if any, encountered during the audit;
- Significant unusual transactions, if any;
- The potential effects of uncorrected misstatements on future-period financial statements; and
- Other significant matters that are relevant to your responsibilities in overseeing the financial reporting process.

Professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." Although we are currently in the planning stage of our audit, we have preliminarily identified the following significant risks that require special audit consideration.

- Management override of internal controls – Professional standards require auditors to address the possibility of management overriding controls. Accordingly, we identified as a significant risk that management of the Agency may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the Agency's financial performance or with the intent of concealing fraudulent transactions.
- Revenue recognition - Professional standards require auditors to assess the possibility of revenue recognition as a significant risk. Accordingly, we identified revenue recognition as a significant risk that revenues may be misstated based on the volume of transactions and the significance of revenues to the Agency.
- Implementation of Governmental Accounting Standards Board (GASB) Statement No. 96, *Subscription-Based Information Technology Arrangements*, effective July 1, 2022.

We expect to begin our audit in approximately February 2024 and issue our report no later than March 31, 2024.

This information is intended solely for the information and use of governing body and management of the Agency and is not intended to be and should not be used by anyone other than these specified parties.

Respectfully,

Eide Bailly LLP

Sacramento, California



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

December 14, 2023

Kacey Ruggiero, Assistant Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Subject: 2024 Shasta Regional Transportation Improvement Program

Dear Ms. Ruggiero:

Enclosed, please find the 2024 Shasta Regional Transportation Improvement Program (RTIP) adopted December 14, 2023, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2024 RTIP recommends new regional shares for programming in the 2024 State Transportation Improvement Program (STIP) as shown below. This is in addition to current carryover programming except where specified:

- Planning, Programming and Monitoring (\$310,000) – New funding totaling \$468,000 is recommended for programming.
- Butte Street Boogie (BSB) Network Project – This project will connect numerous neighborhoods to Redding's downtown Strategic Growth area through a series of active transportation network improvements. SRTA recommends programming \$806,284 in regional shares as match for the Active Transportation Program (ATP) grant-funded project.
- Victor Improvement Project (VIP) – This project will build off and extend previous ATP-funded active transportation improvements. SRTA recommends programming \$999,786 in regional shares as match for the ATP grant-funded project.
- Fix 5 Cascade Gateway (F5CG) (\$3,500,000) – This project will construct freight-related safety enhancements and improve interstate and interregional goods movement along a portion of Interstate 5 in Shasta County. SRTA is requesting that \$3.5 million in regional shares be set aside and remain available for STIP programming, if needed, toward the construction phase of the project.

The 2024 Shasta RTIP is available on SRTA's website at: <https://www.srta.ca.gov/155/Regional-Transportation-Improvement-Prog>. Please contact me if you have any questions at (530) 262-6185, or stiedgen@srta.ca.gov.

Sincerely,

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

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

January 9, 2024

Mr. David Jaramillo
VMP Forestry – CAL FIRE Shasta-Trinity (SHU)
875 Cypress Ave.
Redding, CA 96001

Dear Mr. Jaramillo:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the *city of Redding's Priority Hazardous Fuel Management Project*. The proposal has the Project Tracking Number 23-WP-SHU 58920074. The project is a vital piece in the City's overall strategic plan to reduce and maintain hazardous fuels on City property. As a part of this comprehensive approach to managing vegetation on problematic city-owned properties, the proposed project will be a valuable contribution toward increasing the health and safety of the Redding community as well as neighboring areas.

The City's strategy involves a multi-stepped approach to reduce hazardous fuel loading multiple city of Redding-owned properties totaling approximately 711 acres that have significant potential for rapidly spreading a catastrophic wildfire. The proposed 2024 project includes four key sites at the north end of Redding for a total of 305 acres. The project is intended to protect habitable structures as well as critical infrastructure on or directly near the site. Critical infrastructure includes but are not limited to: transportation facilities, hospitals, electric utility infrastructure, railroad tracks, water systems, fire stations, and surrounding residential subdivisions.

SRTA recently completed the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan, which included a vulnerability assessment of the region's transportation infrastructure. Projections show extreme increases in wildfire probability and severity in the future, including areas with key transportation infrastructure relied on regionally and for the West Coast. The proposed city of Redding project will, in part, reduce fuels on or near the Union Pacific Railroad mainline, Interstate 5, and regional arterials.

I urge you to award funding for the *Priority Hazardous Fuel Management Project* submitted by the city of Redding. The project will be a great step forward towards reducing the risk of catastrophic fire in the City to a level that can be maintained by current resources. The project will result in a safer community, potentially reduce future greenhouse gas emissions from wildfires, protect key infrastructure, and provide a vegetation management model for private landowners in the city.

Respectfully,

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/mk/acl

cc: Leslie Bryan, Utility Analyst, City of Redding Electric Utility



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

January 23, 2024

Mr. Kien Le, Office Chief
Department of Transportation
Division of Financial Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Formal Amendment No. 6 to the Shasta 2023 Federal Transportation
Improvement Program (FTIP)

Dear Mr. Le:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 6 to the Shasta 2023 Federal Transportation Improvement Program (FTIP) for forwarding to California Department of Transportation (Caltrans) for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2023 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2022 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2022 Public Participation and Title VI Plan. The public and interagency review period ran from January 8, 2024 through January 22, 2024, meeting the requisite 14-day review period.

This amendment includes the following programming changes listed below.

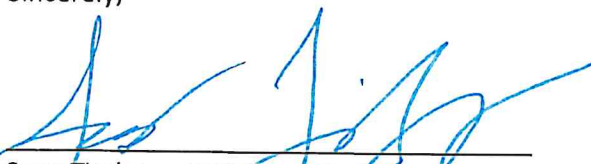
- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)** – This amendment adds \$475,900 in FTA Section 5311 operating assistance funding for FY2026-27 for the Redding Area Bus Authority (RABA) for information purposes only, because this falls outside the current programming years. The amendment also programs Transportation Development Act funds in the amounts of \$6,062,582 (FY2023-24); \$5,695,444 (FY2024-25); \$5,681,095 (FY2025-26) for RABA; and for informational purposes: \$6,125,523 (FY2026-27). Additionally, the amendment programs FTA Section 5310 funding for RABA in the amounts of \$600,000 (FY2024-25); \$600,000 (FY2025-26); and for information purposes: \$238,100 (FY2026-27).

- **RABA Capital Vehicles (Fare Revenue) (CTIPS ID No. 211-0000-0059)** – This amendment programs \$524,000 in FTA Section 5310 funding in FY2024-25 for the acquisition of four small, versatile vans and adds \$3,371,100 in FTA Section 5339(c) to FY2026-27 (information purposes only) to purchase two electric buses and four all-electric vans.
- **RABA Transit Capital (CTIPS ID No. 211-0000-0060)** - This amendment programs \$240,000 in FTA Section 5339a funding and \$60,000 in State of Good Repair (SGR) funding in FY2023-24 for an automated voice announcement system and automatic passenger counter. The amendment also removes \$1,520,000 in FTA Section 5307 funding.
- **Grouped Projects for Highway Bridge Program (HBP) (CTIPS ID No. 211-0000-0083)** – This amendment updates the Highway Bridge Program funds in all active years of the FTIP from the Lump Sum HBP Backup List to align with the list updated by Caltrans Headquarters on October 20, 2023.
- **Grouped Projects for Safety Improvements (HSIP Program) (CTIPS ID No. 211-0000-0093)** – This amendment corrects an administrative error so that HSIP funding formerly shown as \$1,737,600 in FY2023-24, for the City of Redding's Old Oregon Trail (Midland Dr. to Bear Mountain Rd.) project, is now programmed at \$1,641,390 in the same year.

Using the statewide programming database CTIPS, Shasta 2023 FTIP Formal Amendment No. 6 is directly available for review and approval. An electronic copy will be transmitted by email to all regional partners and interested parties, including Caltrans, FTA, and FHWA. The amendment is posted to the SRTA website at <http://www.srta.ca.gov>.

For questions, please do not hesitate to contact Senior Transportation Planner, Keith Williams, at (530) 262-6192, or kwilliams@srta.ca.gov.

Sincerely,



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

ST/KW/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP
Amendments
Summary of Changes Table
Financial Summary Tables
Amended and Original Programming Pages for FTIP Projects

C: Jean Mazur, FTA Region 9
Adekemi Ademuyewo, FHWA CA Division
SRTA Board of Directors

Rex Hervey, CT District 2
Michael Webb, City of Redding, Public Works
William Bond, City of Shasta Lake, Public Works
Troy Bartolomei, Shasta County Public Works
John Andoh, RABA

RESOLUTION



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

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

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

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

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

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

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

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

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

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

For 
Greg Watkins, Chair
Shasta Regional Transportation Agency

Redding Area Bus Authority (RABA)
Program of Projects (POP) - 2023 SRTA FTIP, Formal Amendment 6

(\$'s in 1,000)

FTA 5307 Urbanized Area Formula Grants

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5307
Operating Assistance	Operating projects consistent with 40 CFR Part 93.126	\$ 3,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 9,000
Passenger Loading Facilities	RABA capital improvements to transit passenger loading facilities	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Replacement	Purchase of new buses to replace existing fare revenue buses/vehicles for minor expansions to fleet	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 9,000

FTA 5339(a) Bus and Bus Facilities Program

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5339 (a)
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ 202	\$ 240	\$ -	\$ -	\$ 442

FTA 5339(c) Low or No Emissions Bus Program

Project	Description	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TOTAL 5339 (a)
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ -		\$ 1,586	\$ 2,074	\$ 3,660

Shasta 2023 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Formal Amendment No. 6

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase/ Decrease	Total Project Cost Change	%	Comments
Existing	211-0000-0115	Grouped Projects for Bicycle and Pedestrian Facilities	Programs \$325,250 in FY2022-23 regional Carbon Reduction Program funds (CRP) and \$174,750 in FY2023-24 CRP funds toward construction of the California Street Bikeway project in FY2022-23 and FY2023-24 in Redding.	CON	\$ 2,556	\$ 2,556	2022/23	ATP	\$ -	\$ -	0%	
					\$ 980	\$ 980	2023/24	ATP	\$ -			
					\$ 19,311	\$ 19,311	2024/25	ATP	\$ -			
					\$ 118	\$ 118	2022/23	HIP	\$ -			
					\$ 153	\$ 153	2023/24	HIP	\$ -			
					\$ 150	\$ 150	2023/24	Local Funds (Redding)	\$ -			
					\$ 398	\$ 398	2024/25	Local Funds (Redding)	\$ -			
					\$ 1,661	\$ 1,661	2024/25	Local Funds (Shasta County)	\$ -			
					\$ 350	\$ 350	2022/23	RIP Funds	\$ -			
					\$ 1,311	\$ 1,311	2022/23	COVID-RIP Funds	\$ -			
					\$ 6,044	\$ 6,044	2026/27	ATP	\$ -			Info Only
					\$ 999	\$ 999	2026/27	Local Funds (Redding)	\$ -			Info Only
					\$ 1,000	\$ 1,000	2026/27	Regional Non-Motorized Funds	\$ -			Info Only
Existing	211-0000-0083	Grouped Projects for Bridge Rehabilitation and Reconstruction Program	Updates the Highway Bridge Program to align with the list updated by Caltrans Headquarters on October 20, 2023.	CON	\$ 4,417	\$ 5,923	2022/23	HBP	\$ 1,506	\$ 6,549	35%	
					\$ 3,771	\$ 9,006	2023/24	HBP	\$ 5,235			
					\$ 2,343	\$ 398	2024/25	HBP	\$ (1,945)			
					\$ 6,117	\$ 7,121	2025/26	HBP	\$ 1,004			
					\$ 646	\$ 646	2022/23	Local AC (City of Redding)	\$ -			
					\$ 403	\$ 847	2022/23	Local Transportation Funds (Various Agencies)	\$ 444			
					\$ 546	\$ 1,141	2023/24	Local Transportation Funds (Various Agencies)	\$ 595			
					\$ 316	\$ 64	2024/25	Local Transportation Funds (Various Agencies)	\$ (252)			
					\$ 107	\$ 69	2025/26	Local Transportation Funds (Various Agencies)	\$ (38)			
					\$ -	\$ 12,006	2026/27	HBP				Info Only
					\$ -	\$ 3,780	2027/28	HBP				Info Only
					\$ -	\$ 1,556	2026/27	Local Transportation Funds (Various Agencies)				Info Only
					\$ -	\$ -	2027/28	Local Transportation Funds (Various Agencies)	\$ -			Info Only
Existing	211-0000-0093	Grouped Projects for Safety Improvements (HSIP Program)	Corrects an administrative error to accurately reflect HSIP funding for Redding's Old Oregon Trail (Midland Dr. to Bear Mountain Rd.) shoulder-widening, repaving, and horiz. Alignment project.	CON	\$ -	\$ -	2022/23	HSIP	\$ -	\$ (97)	-6%	
					\$ 1,738	\$ 1,641	2023/24	HSIP	\$ (97)			
					\$ -	\$ -	2024/25	HSIP				
					\$ -	\$ -	2025/26	HSIP				
New	211-0000-0108	Grouped projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing (and/or rehabilitation - Minor Program Projects)		CON	\$ 5,957	\$ 5,957	2022/23	SHOPP AC	\$ -	\$ -	0%	
					\$ 3,734	\$ 3,734	2023/24	SHOPP AC	\$ -			
New	211-0000-0121	Grouped Projects for Railroad/Highway Crossing		CON	\$ 1,596	\$ 1,596	2023/24	STP Railroad/Highway Crossing	\$ -	\$ -	0%	

Shasta 2023 FTIP Summary of Changes
Shasta Regional Transportation Agency (SRTA) Formal Amendment No. 6

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase / Decrease	Total Project Cost Change	%	Comments
					\$ 40	\$ 40	2024/25	STP Railroad/Highway Crossing	\$ -			
Existing	211-0000-0057	Grouped Projects for Operating Assistance to Transit Agencies	Programs \$476k in FTA 5311 funding for FY26-27 (info only); \$5.7M (FY24-25), \$5.7M (FY25-26) in TDA funding, as well as \$6.1M in TDA funding for FY26-27 (info only); and \$600k in FTA5310 funding for FYs 24-25 and 25-26. Another \$238k in FTA5310 funding is programmed for FY26-27 (info only). All programmed funding is for operating assistance.	CON	\$ 3,000	\$ 3,000	2022/23	FTA5307	\$ -	\$ 15,561	90%	
					\$ 2,000	\$ 2,000	2023/24	FTA5307	\$ -			
					\$ 2,000	\$ 2,000	2024/25	FTA5307	\$ -			
					\$ 2,000	\$ 2,000	2025/26	FTA5307	\$ -			
					\$ 496	\$ 496	2022/23	FTA5311	\$ -			
					\$ 385	\$ 385	2023/24	FTA5311	\$ -			
					\$ 464	\$ 464	2025/26	FTA5311	\$ -			
					\$ 2,507	\$ 2,507	2022/23	TDA	\$ -			
					\$ 3,078	\$ 6,063	2023/24	TDA	\$ 2,985			
					\$ -	\$ 5,695	2024/25	TDA	\$ 5,695			
					\$ -	\$ 5,681	2025/26	TDA	\$ 5,681			
					\$ 483	\$ 483	2022/23	RABA Fare Rev	\$ -			
					\$ 489	\$ 489	2023/24	RABA Fare Rev	\$ -			
					\$ 280	\$ 280	2022/23	FTA5311f	\$ -			
					\$ 88	\$ 88	2022/23	FTA5310	\$ -			
					\$ -	\$ 600	2024/25	FTA5310	\$ 600			
					\$ -	\$ 600	2025/26	FTA5310	\$ 600			
					\$ -	\$ 238	2026/27	FTA5310				Info Only
					\$ -	\$ 6,126	2026/27	TDA				Info Only
					\$ -	\$ 476	2026/27	FTA5311				Info Only
Existing	211-0000-0059	RABA Capital Vehicles (Fare Revenue)	Programs \$524k in FTA 5310 funding in FY24-25 for four small vans and adds \$3.4M in FTA 5339(c) to FY26-27 (informational only) to purchase two electric buses and four all-electric vans.	CON	\$ 64	\$ 64	2022/23	Publ. Transp. Mod. Improv.	\$ -	\$ 524	11%	
					\$ 202	\$ 202	2022/23	FTA5339(a)	\$ -			
					\$ 138	\$ 138	2023/24	FTA5339(a)	\$ -			
					\$ 1,586	\$ 1,586	2024/25	FTA5339(c)	\$ 0			
					\$ 2,074	\$ 2,074	2025/26	FTA5339(c)	\$ -			
					\$ 29	\$ 29	2024/25	SGR	\$ -			
					\$ 251	\$ 251	2024/25	LCTOP	\$ -			
					\$ 366	\$ 366	2025/26	LCTOP	\$ -			
					\$ -	\$ 524	2024/25	FTA5310	\$ 524			
					\$ -	\$ 3,371	2026/27	FTA5339(c)				
					\$ -	\$ 218	2026/27	SGR				Info Only
					\$ -	\$ 377	2026/27	LCTOP				Info Only
Existing	211-0000-0060	RABA Transit Capital	Programs \$240k in FTA 5339a funding and \$60k in SGR funding in FY2023-24 for an automated voice announcement system and automatic passenger counter.	CON	\$ -	\$ -	2023/24	FTA5307	\$ -	\$ (1,220)	-64%	
					\$ -	\$ -	2024/25	FTA5307	\$ -			
					\$ 1,520	\$ -	2025/26	FTA5307	\$ (1,520)			
					\$ -	\$ 240	2023/24	FTA5339(a)	\$ 240			
					\$ -	\$ 60	2023/24	SGR	\$ 60			
					\$ -	\$ -	2022/23	LTF	\$ -			
					\$ -	\$ -	2023/24	LTF	\$ -			
					\$ 380	\$ 380	2025/26	LTF	\$ -			

Note: Prior year, FY26/27, and FY27/28 are outside the current 2023 FTIP period and listed as - and shown for information only.

Note: Changes made for this amendment.

Sum of Net	1	2	3	4	5	6
Row Labels	Column Labels	2023/24	2024/25	2025/26	Grand Total	
FTA5307	2022/23	\$0	\$0	\$0	(\$1,520)	(\$1,520)
FTA5310		\$0		\$1,124	\$600	\$1,724
FTA5339(a)		\$0	\$240			\$240
HBP		\$1,506	\$5,235	(\$1,945)	\$1,004	\$5,800
HSIP		\$0	(\$97)			(\$97)
Local Transportation Funds (Various Agencies)		\$444	\$595	(\$252)	(\$38)	\$749
SGR			\$60	\$0		\$60
TDA		\$0	\$2,985	\$5,695	\$5,681	\$14,361
Grand Total		\$1,950	\$9,018	\$4,622	\$5,727	\$21,317

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 6
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2023		FY 2024		FY 2025		FY 2026		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax		\$16,870	\$16,870	\$17,039	\$17,039	\$17,210	\$17,210	\$17,382	\$17,382	\$68,501
	Gas Tax (Subventions to Cities)		\$4,680	\$4,680	\$4,727	\$4,727	\$4,775	\$4,775	\$4,822	\$4,822	\$19,004
	Gas Tax (Subventions to Counties)		\$12,190	\$12,190	\$12,312	\$12,312	\$12,435	\$12,435	\$12,560	\$12,560	\$49,497
	Other Local Funds		\$5,359	\$5,359	\$5,485	\$5,485	\$5,630	\$5,630	\$5,768	\$5,768	\$22,242
	County General Funds										
	City General Funds										
	Street Taxes and Developer Fees		\$2,514	\$2,514	\$2,564	\$2,564	\$2,616	\$2,616	\$2,668	\$2,668	\$10,362
	RSTP Exchange funds		\$2,845	\$2,845	\$2,921	\$2,921	\$3,014	\$3,014	\$3,100	\$3,100	\$11,880
	Transit		\$483	\$483	\$489	\$489	\$493	\$493	\$498	\$498	\$1,963
	Transit Fares		\$483	\$483	\$489	\$489	\$493	\$493	\$498	\$498	\$1,963
	Other (See Appendix 1)		\$19,345	\$19,345	\$10,837	\$11,610	\$10,975	\$10,975	\$11,464	\$11,464	\$53,394
Local Total		\$42,057	\$42,057	\$33,850	\$34,623	\$34,308	\$34,308	\$35,112	\$35,112	\$146,100	
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix 2)		\$1,311	\$1,311							\$1,311
Regional Total		\$1,311	\$1,311							\$1,311	
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$82,724	\$82,724	\$18,734	\$18,734	\$46,020	\$46,020	\$102,317	\$102,317	\$249,795
	SHOPP		\$74,833	\$74,833	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$238,170
	SHOPP Prior										
	State Minor Program		\$7,891	\$7,891	\$3,734	\$3,734					\$11,625
	State Transportation Improvement Program (STIP) ¹		\$4,240	\$4,240	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,622
	STIP		\$4,240	\$4,240	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,622
	STIP Prior										
	State Bond		\$63	\$63							\$63
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$63	\$63							\$63
	Active Transportation Program (ATP) ¹		\$2,556	\$2,556	\$980	\$980	\$19,311	\$19,311			\$22,847
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$4,417	\$5,923	\$3,771	\$9,006	\$2,343	\$398	\$6,117	\$7,121	\$22,446
	Road Repair and Accountability Act of 2017 (SB1)		\$1,873	\$1,873		\$60	\$29	\$29			\$1,962
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)						\$251	\$251	\$366	\$366	\$617	
State Total		\$95,873	\$97,379	\$23,542	\$28,837	\$73,159	\$71,214	\$108,920	\$109,924	\$307,354	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,000	\$3,000	\$2,000	\$2,000	\$2,000	\$2,000	\$3,520	\$2,000	\$9,000
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$88	\$88				\$1,124		\$600	\$1,812
	5311 - Formula Grants for Rural Areas		\$496	\$496	\$385	\$385			\$464	\$464	\$1,345
	5311f - Intercity Bus		\$280	\$280							\$280
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$202	\$138	\$240	\$994	\$994	\$1,050	\$1,050	\$2,486
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)		\$88	\$88			\$1,586	\$1,586	\$2,074	\$2,074	\$3,746
	Federal Transit Total		\$4,154	\$4,154	\$2,523	\$2,625	\$4,580	\$5,704	\$7,108	\$6,188	\$18,671
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$118	\$118	\$153	\$153					\$271
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$1,738	\$1,641	\$1,057	\$1,057	\$925	\$925	\$3,623
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program					\$1,596		\$40			\$1,636
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)											
Tribal Transportation Program											
Other (see Appendix 5)											
Federal Highway Total		\$118	\$118	\$1,891	\$3,390	\$1,057	\$1,097	\$925	\$925	\$5,530	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total			\$4,272	\$4,272	\$4,414	\$6,015	\$5,637	\$6,801	\$8,033	\$7,113	\$24,201
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			\$143,513	\$145,019	\$61,806	\$69,475	\$113,104	\$112,323	\$152,065	\$152,149	\$478,966

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

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Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 6
(\$'s in 1,000)

Page 2 of 5

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 6
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2023		FY 2024		FY 2025		FY 2026		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	
LOCAL	Local Total		\$4,039	\$4,483	\$4,441	\$5,036	\$2,375	\$7,818	\$487	\$6,130	\$23,467
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)		\$1,311	\$1,311							\$1,311
	Regional Total		\$1,311	\$1,311							\$1,311
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$82,724	\$82,724	\$18,734	\$18,734	\$46,020	\$46,020	\$102,317	\$102,317	\$249,795
	SHOPP		\$74,833	\$74,833	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$238,170
	SHOPP Prior										
	State Minor Program		\$7,891	\$7,891	\$3,734	\$3,734					\$11,625
	State Transportation Improvement Program (STIP) ¹		\$4,240	\$4,240	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,622
	STIP		\$4,240	\$4,240	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,622
	STIP Prior										
	State Bond		\$63	\$63							\$63
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$63	\$63							\$63
	Active Transportation Program ¹		\$2,556	\$2,556	\$980	\$980	\$19,311	\$19,311			\$22,847
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$4,417	\$5,923	\$3,771	\$9,008	\$2,343	\$398	\$6,117	\$7,121	\$22,448
	Road Repair and Accountability Act of 2017 (SB1)		\$1,873	\$1,873		\$60	\$29	\$29			\$1,962
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix B)						\$251	\$251	\$366	\$366	\$617	
	State Total		\$95,873	\$97,379	\$23,542	\$28,837	\$73,159	\$71,214	\$108,920	\$109,924	\$307,354
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,000	\$3,000	\$2,000	\$2,000	\$2,000	\$2,000	\$3,520	\$2,000	\$9,000
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$88	\$88				\$1,124		\$600	\$1,812
	5311 - Formula Grants for Rural Areas		\$496	\$496	\$385	\$385			\$464	\$464	\$1,345
	5311f - Intercity Bus		\$280	\$280							\$280
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$202	\$138	\$240	\$994	\$994	\$1,050	\$1,050	\$2,486
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$88	\$88			\$1,586	\$1,586	\$2,074	\$2,074	\$3,748
		Federal Transit Total		\$4,154	\$4,154	\$2,523	\$2,625	\$4,580	\$5,704	\$7,108	\$6,188
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$118	\$118	\$153	\$153					\$271
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$1,736	\$1,641	\$1,057	\$1,057	\$925	\$925	\$3,623
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program					\$1,596		\$40			\$1,636
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)										
Tribal Transportation Program											
Other (see Appendix D)											
	Federal Highway Total		\$118	\$118	\$1,891	\$3,390	\$1,057	\$1,097	\$925	\$925	\$5,530
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$4,272	\$4,272	\$4,414	\$6,015	\$5,637	\$6,801	\$8,033	\$7,113	\$24,201
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$105,495	\$107,445	\$32,397	\$39,888	\$81,171	\$85,833	\$117,440	\$123,167	\$356,333

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

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TABLE 2: PROGRAMMED - APPENDICES

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 6
(\$'s in 1,000)

[illegible]

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 6
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2023		FY 2024		FY 2025		FY 2026		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	
LOCAL	Local Total	\$38,018	\$37,574	\$29,409	\$29,587	\$31,933	\$26,490	\$34,625	\$28,982	\$122,633
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
Other										
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program									
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
Other										
	Federal Highway Total									
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total									
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$38,018	\$37,574	\$29,409	\$29,587	\$31,933	\$26,490	\$34,625	\$28,982	\$122,633

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	EPA TABLE II or III EXEMPT CATEGORY Null

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

PHONE: (530) 262-6195

EMAIL: kwilliams@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
25	Active	12/19/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	132,124,000		
24	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	109,723,000		
23	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	106,959,000		
22	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	106,679,000		
21	Official	06/21/2022	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		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 7	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	14,746,000	3,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000		27,746,000
* Funding Agency: Redding Area Bus Authority	Total:	14,746,000	3,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000		27,746,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 7	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	5,394,000	496,000	385,000		464,000	476,000			7,215,000
* Funding Agency: Various Agencies	Total:	5,394,000	496,000	385,000		464,000	476,000			7,215,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 7	PE									
* Fund Type: TDA	RW									
	CON	61,492,000	2,507,000	6,063,000	5,695,000	5,681,000	6,126,000			87,564,000
* Funding Agency: Shasta County RTPA	Total:	61,492,000	2,507,000	6,063,000	5,695,000	5,681,000	6,126,000			87,564,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 7	PE									
* Fund Type: Fare Revenues	RW									
	CON	6,578,000	483,000	489,000						7,550,000
* Funding Agency: Redding Area Bus Authority	Total:	6,578,000	483,000	489,000						7,550,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 7	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON	243,000	280,000							523,000
* Funding Agency: Various Agencies	Total:	243,000	280,000							523,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 7	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
	CON		88,000							88,000
* Funding Agency: Shasta County RTPA	Total:		88,000							88,000

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

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON				600,000	600,000	238,000			1,438,000
* Funding Agency: Redding Area Bus Authority	Total:				600,000	600,000	238,000			1,438,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	88,453,000	6,854,000	8,937,000	8,295,000	8,745,000	8,840,000	2,000,000		132,124,000
	Total:	88,453,000	6,854,000	8,937,000	8,295,000	8,745,000	8,840,000	2,000,000		132,124,000

Comments:

***** Version 25 - 12/10/2023 *****

Formal Amend. 6 to 2023 FTIP programs \$476k in FTA 5311 funding for FY26-27 (info only); \$6.1M (FY23-24), \$5.7M (FY24-25), \$5.7M (FY25-26) in TDA funding, as well as \$6.1M in TDA funding for FY26-27 (info only); and \$600k in FTA5310 funding for FYs 24-25 and 25-26. Another \$238k in FTA5310 funding is programmed for FY26-27 (info only).

***** Version 24 - 08/10/2023 *****

Formal Amend. 5 to 2023 FTIP - Programs \$2M in FTA Section 5307 funding in each of these years: FY2023-24, FY2024-25, and FY2025-26. Also programs \$464.2k in Section 5311 funding in 2025-26. \$200k in PTA funding removed from FY24-25 related to interregional transit service.

***** Version 23 - 03/30/2023 *****

Admin Mod No. 2 - Adds \$280k for Shasta County Burney Express in FY 2022/23 of FTIP 2023 - Incl. use of toll credits.

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

Project data transferred from 2020 FTIP.

***** Version 21 - 06/17/2022 *****

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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: 09/12/2023 State Aprv: 09/14/2023 Federal Aprv: 09/15/2023
CT PROJECT ID:			MPO ID.: TRAN-OPS		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Null

PRIOR

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

PHONE: (530) 262-6195

EMAIL: kwilliams@srta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
24	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	109,723,000		
23	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	106,959,000		
22	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	106,679,000		
21	Official	06/21/2022	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		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 6	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	14,746,000	3,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000		27,746,000
* Funding Agency: Redding Area Bus Authority	Total:	14,746,000	3,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000		27,746,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 6	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	5,394,000	496,000	385,000		464,000				6,739,000
* Funding Agency: Various Agencies	Total:	5,394,000	496,000	385,000		464,000				6,739,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 6	PE									
* Fund Type: TDA	RW									
	CON	61,492,000	2,507,000	3,078,000						67,077,000
* Funding Agency: Shasta County RTPA	Total:	61,492,000	2,507,000	3,078,000						67,077,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 6	PE									
* Fund Type: Fare Revenues	RW									
	CON	6,578,000	483,000	489,000						7,550,000
* Funding Agency: Redding Area Bus Authority	Total:	6,578,000	483,000	489,000						7,550,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 6	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON	243,000	280,000							523,000
* Funding Agency: Various Agencies	Total:	243,000	280,000							523,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 6	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
	CON		88,000							88,000
* Funding Agency: Shasta County RTPA	Total:		88,000							88,000

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

Project Total:	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	88,453,000	6,854,000	5,952,000	2,000,000	2,464,000	2,000,000	2,000,000		109,723,000
Total:	88,453,000	6,854,000	5,952,000	2,000,000	2,464,000	2,000,000	2,000,000		109,723,000

Comments:

***** Version 24 - 08/10/2023 *****

Formal Amend. 5 to 2023 FTIP - Programs \$2M in FTA Section 5307 funding in each of these years: FY2023-24, FY2024-25, and FY2025-26. Also programs \$464.2k in Section 5311 funding in 2025-26. \$200k in PTA funding removed from FY24-25 related to interregional transit service.

***** Version 23 - 03/30/2023 *****

Admin Mod No. 2 - Adds \$280k for Shasta County Burney Express in FY 2022/23 of FTIP 2023 - Incl. use of toll credits.

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

Project data transferred from 2020 FTIP.

***** Version 21 - 06/17/2022 *****

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Adds Shasta County FTA 5311(f) 2017-18 amount (\$84,664.14) for Burney Express per DRMT 12-8-2016 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: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Fare Revenue) (Purchase of new buses to replace existing fare revenue buses/vehicles or for minor expansions to the fleet.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-VEH		
COUNTY: Shasta County	ROUTE:		PM:	FINAL	EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
20	Active	12/10/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	24,710,000		
19	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	20,815,000		
18	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	17,959,000		
17	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	15,941,000		
16	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	18,668,000		
15	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	15,527,000		
14	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	16,481,000		
13	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	16,530,000		
12	Official	12/22/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	6	14,849,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 11	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,445,000								9,445,000
* Funding Agency: Redding Area Bus Authority	Total:	9,445,000								9,445,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 11	PE									
* Fund Type: TDA	RW									
	CON	1,746,000								1,746,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000								1,746,000

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 11	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,724,000	64,000							1,788,000
* Funding Agency: Redding Area Bus Authority	Total:	1,724,000	64,000							1,788,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 11	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	1,643,000	202,000	138,000						1,983,000
* Funding Agency: Redding Area Bus Authority	Total:	1,643,000	202,000	138,000						1,983,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 11	PE									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON	717,000		1,586,000	2,074,000	3,371,000				7,748,000
* Funding Agency: Redding Area Bus Authority	Total:	717,000		1,586,000	2,074,000	3,371,000				7,748,000

* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 11	PE									
* Fund Type: California Heavy Duty Voucher Incentive Project (H)	RW									
	CON	105,000								105,000
* Funding Agency: Various Agencies	Total:	105,000								105,000

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

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 11	PE									
	RW									
* Fund Type: Private Funds	CON	30,000								30,000
* Funding Agency: Various Agencies	Total:	30,000								30,000
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 11	PE									
	RW									
* Fund Type: City Funds	CON	100,000								100,000
* Funding Agency: Redding, City of	Total:	100,000								100,000
* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 11	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON				29,000		218,000			247,000
* Funding Agency: Redding Area Bus Authority	Total:				29,000		218,000			247,000
* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 11	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON				251,000	366,000	377,000			994,000
* Funding Agency: Redding Area Bus Authority	Total:				251,000	366,000	377,000			994,000
* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 11	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON				524,000					524,000
* Funding Agency: Redding Area Bus Authority	Total:				524,000					524,000
Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	15,510,000	266,000	138,000	2,390,000	2,440,000	3,966,000			24,710,000
	Total:	15,510,000	266,000	138,000	2,390,000	2,440,000	3,966,000			24,710,000

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

Comments:

***** Version 20 - 12/10/2023 *****

Formal Amd. 6 to 2023 FTIP programs \$524k in FTA 5310 funding in FY24-25 for four small vans and adds \$3.4M in FTA 5339(c) to FY26-27 (informational only) to purchase two electric buses and four all-electric vans.

***** Version 19 - 08/10/2023 *****

Formal Amd. 5 to 2023 FTIP increases FTA Section 5339(a) funding in FY23-24 to \$138,000 for the installation of new farebox equipment. The amendment also increases programmed FTA Section 5339(c) funds in FY24-25 to \$1.586M to replace a 40? diesel bus w/37 seats (3 APA positions) and two gas-fueled cutaway vans (up to 16 seats) that meet minimal useful life requirements; and in FY2025-26 to \$2.074M to replace two more 40? diesel buses w/37 seats (2 APA positions) meeting useful life requirements. All these buses and vans will be replaced with new electric vehicles. Local match is programmed as \$29k (SGR) and \$251k (LCTOP) for FY24-25, and \$366k (LCTOP) for FY25-26. \$218k (SGR) and \$377k (LCTOP) are programmed (information only) for FY26-27).

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

Project data transferred from 2020 FTIP.

***** Version 17 - 05/13/2021 *****

Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCoplant. Replacement vans: Gas powered, 4 w/c and 6 seats or 2 w/c 12 seats in following quantities: 2020-21=2; 2021-22=3; 2022-23=3; and 2023-24=1.

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

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2020-21: 6 20-25 cut-aways, gas-fueled, with up to 16 seats. 2021-22: 3 vehicles like 2020-21. 2022-23: 3 vehicles like 2020-21 and 2 replacement buses (low sulfur diesel, 35-foot, 32 seats with 3 ADA positions). 2023-24: Same type and quantity as 2022-23. 2018 RTP Goals 3 and 4.

***** Version 15 - 04/16/2020 *****

Per RABA BOD approved 04-20-2020 budget. FTA 5307 in 2021-22 includes \$20K for revenue fare service vehicles grant administration.

***** Version 2 - 09/07/2018 *****

Per AMaggiore 9-7-2018 email to match FY 2018-19 FTA 5339 programming to fund availability--an overall reduction.

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

Project data transferred from 2016 FTIP. Updated figures from RABA 4-Year TIP - April 2018. FY 2018-19 vehicle quantities and specs: 1) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats; 2) 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats; and 3) one all-electric coach--see Version 12 below. FY 2020-21 vehicle specs: 1) 2 replacement buses,-- See specs under Version 11 below. FY 2021-22 vehicle specs: 5 paratransit vans per above specs. FY 2021-22 includes \$20K FTA 5307, no match, for grant administration.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Fare Revenue) (Purchase of new buses to replace existing fare revenue buses/vehicles or for minor expansions to the fleet.)	MPO Aprv: 09/12/2023 State Aprv: 09/14/2023 Federal Aprv: 09/15/2023
CT PROJECT ID:			MPO ID.: TRAN-VEH		
COUNTY: Shasta County	ROUTE:	PM:		PRIOR	EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	20,815,000		
18	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	17,959,000		
17	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	15,941,000		
16	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	18,668,000		
15	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	15,527,000		
14	Official	09/26/2018	KURLIE	Amendment - Cost/Scope/Sch. Change	1	16,481,000		
13	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	16,530,000		
12	Official	12/22/2017	KURLIE	Amendment - Cost/Scope/Sch. Change	6	14,849,000		
11	Official	08/18/2017	KURLIE	Amendment -	4	13,788,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 10	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	9,445,000								9,445,000
* Funding Agency: Redding Area Bus Authority	Total:	9,445,000								9,445,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 10	PE									
* Fund Type: TDA	RW									
	CON	1,746,000								1,746,000
* Funding Agency: Shasta County RTPA	Total:	1,746,000								1,746,000

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 10	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	1,724,000	64,000							1,788,000
* Funding Agency: Redding Area Bus Authority	Total:	1,724,000	64,000							1,788,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 10	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	1,643,000	202,000	138,000						1,983,000
* Funding Agency: Redding Area Bus Authority	Total:	1,643,000	202,000	138,000						1,983,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 10	PE									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON	717,000		1,586,000	2,074,000					4,377,000
* Funding Agency: Redding Area Bus Authority	Total:	717,000		1,586,000	2,074,000					4,377,000

* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 10	PE									
* Fund Type: California Heavy Duty Voucher Incentive Project (H)	RW									
	CON	105,000								105,000
* Funding Agency: Various Agencies	Total:	105,000								105,000

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

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 10	PE									
* Fund Type: Private Funds	RW									
	CON	30,000								30,000
* Funding Agency: Various Agencies	Total:	30,000								30,000
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 10	PE									
* Fund Type: City Funds	RW									
	CON	100,000								100,000
* Funding Agency: Redding, City of	Total:	100,000								100,000
* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 10	PE									
* Fund Type: Road Repair and Accountability Act of 2017	RW									
	CON				29,000		218,000			247,000
* Funding Agency: Redding Area Bus Authority	Total:				29,000		218,000			247,000
* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 10	PE									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	RW									
	CON				251,000	366,000	377,000			994,000
* Funding Agency: Redding Area Bus Authority	Total:				251,000	366,000	377,000			994,000
Project Total:										
	PE									
	RW									
	CON	15,510,000	266,000	138,000	1,866,000	2,440,000	595,000			20,815,000
	Total:	15,510,000	266,000	138,000	1,866,000	2,440,000	595,000			20,815,000

Comments:

***** Version 19 - 08/10/2023 *****

Formal Amd. 5 to 2023 FTIP increases FTA Section 5339(a) funding in FY23-24 to \$138,000 for the installation of new farebox equipment. The amendment also increases programmed FTA Section 5339(c) funds in FY24-25 to \$1.586M to replace a 40' diesel bus w/37 seats (3 APA positions) and two gas-fueled cutaway vans (up to 16 seats) that meet minimal useful life requirements; and in FY2025-26 to \$2.074M to replace two more 40' diesel buses w/37 seats (2 APA positions) meeting useful life requirements. All these buses and vans will be replaced with new electric vehicles. Local match is programmed as \$29k (SGR) and \$251k (LCTOP) for FY24-25, and \$366k (LCTOP) for FY25-26. \$218k (SGR) and \$377k (LCTOP) are programmed (information only) for FY26-27).

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

Project data transferred from 2020 FTIP.

***** Version 17 - 05/13/2021 *****

Formal Amendment #1 programs to RABA-approved federal programming dated 5-14-2021 per email from YCopland. Replacement vans: Gas powered, 4 w/c and 6 seats or 2 w/c 12 seats in following quantities: 2020-21=2; 2021-22=3; 2022-23=3; and 2023-24=1.

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

Project data transferred from 2018 FTIP through Admin Mod 13, and amended with RABA June 2020 budget. 2020-21: 6 20-25 cut-aways, gas-fueled, with up to 16 seats. 2021-22: 3 vehicles like 2020-21. 2022-23: 3 vehicles like 2020-21 and 2 replacement buses (low sulfur diesel, 35-foot, 32 seats with 3 ADA positions). 2023-24: Same type and quantity as 2022-23. 2018 RTP Goals 3 and 4.

***** Version 15 - 04/16/2020 *****

Per RABA BOD approved 04-20-2020 budget. FTA 5307 in 2021-22 includes \$20K for revenue fare service vehicles grant administration.

***** Version 2 - 09/07/2018 *****

Per AMaggiore 9-7-2018 email to match FY 2018-19 FTA 5339 programming to fund availability--an overall reduction.

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

Project data transferred from 2016 FTIP. Updated figures from RABA 4-Year TIP - April 2018. FY 2018-19 vehicle quantities and specs: 1) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats; 2) 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats; and 3) one all-electric coach--see Version 12 below. FY 2020-21 vehicle specs: 1) 2 replacement buses,-- See specs under Version 11 below. FY 2021-22 vehicle specs: 5 paratransit vans per above specs. FY 2021-22 includes \$20K FTA 5307, no match, for grant administration.

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

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

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

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

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

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

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

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

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

Per RABA April 6, 2015 FTIP update per CAUkland for FTA 5307 application submittal. Formal Amendment No. 3 advances capital programming into earlier yrs of FTIP. 2014-15 vehicle quantities Products of CTIPS

and specs: 1) 3 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans = gas-fueled, 20-25 foot cutaways with up to 16 seats. 2016/17 and 2017/18 quantities and specs: 3 paratransit vans each FY per above specs. 2017-18: 2 replacement Burney vans, gas-fueled, 23-foot cutaways, 16 seats. FTA 5339- and PTMISEA-funded FY 2014-15 replacement bus--same specs as above.

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

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

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

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

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

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

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

FINAL

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

									(Dollars in whole)		
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE			
16	Active	12/19/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	2,072,000					
15	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	3,292,000					
14	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	3,488,000					
13	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	2,652,000					
12	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	3,530,000					
11	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	2,362,000					
10	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	2,158,000					
9	Official	08/18/2017	KURLIE	Amendment -	4	2,127,000					
8	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	2,258,000					

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	697,000								697,000
* Funding Agency: Redding Area Bus Authority	Total:	697,000								697,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	65,000				380,000				445,000
* Funding Agency: Shasta County RTPA	Total:	65,000				380,000				445,000

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	566,000								566,000
* Funding Agency: Redding Area Bus Authority	Total:	566,000								566,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	64,000		240,000						304,000
* Funding Agency:	Total:	64,000		240,000						304,000

* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
* Fund Type: Road Repair and Accountability Act of 2017	RW									
	CON			60,000						60,000
* Funding Agency: Redding Area Bus Authority	Total:			60,000						60,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,392,000		300,000		380,000				2,072,000
	Total:	1,392,000		300,000		380,000				2,072,000

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

Comments:

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

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

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

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

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

Project data transferred from 2020 FTIP.

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

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

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

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

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

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

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

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

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

Adjustments based on RABA June 2017 approved budget.

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

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

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

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

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

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

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

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

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0060	TITLE (DESCRIPTION): RABA Transit Capital (Transit agency purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital.)	MPO Aprv: 09/12/2023 State Aprv: 09/14/2023 Federal Aprv: 09/15/2023
CT PROJECT ID:			MPO ID.: TRANS-CAP		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

PRIOR

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

PHONE: (530) 225-4170

EMAIL: ycopland@cityofredding.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
15	Official	09/12/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	5	3,292,000		
14	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	3,488,000		
13	Official	06/04/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	1	2,652,000		
12	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	3,530,000		
11	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	2,362,000		
10	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	2,158,000		
9	Official	08/18/2017	KURLIE	Amendment -	4	2,127,000		
8	Official	09/13/2016	KURLIE	Adoption - Carry Over	0	2,258,000		
7	Official	04/28/2015	KURLIE	Amendment - Cost/Scope/Sch. Change	3	2,345,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	697,000				1,520,000				2,217,000
* Funding Agency: Redding Area Bus Authority	Total:	697,000				1,520,000				2,217,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	65,000				380,000				445,000
* Funding Agency: Shasta County RTPA	Total:	65,000				380,000				445,000

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: Public Transportation Modernization Improvement	RW									
	CON	566,000								566,000
* Funding Agency: Redding Area Bus Authority	Total:	566,000								566,000

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	64,000								64,000
* Funding Agency:	Total:	64,000								64,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,392,000				1,900,000				3,292,000
	Total:	1,392,000				1,900,000				3,292,000

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

Comments:

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

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

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

Project data transferred from 2020 FTIP.

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

Formal Amendment #1 programs to RABA-approved federal programming per email dated 5-14-2021 from 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 and 4.

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

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

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

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

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

Adjustments based on RABA June 2017 approved budget.

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

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

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

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

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

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

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

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

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

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

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

FINAL

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
44	Active	12/10/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	72,571,000		
43	Official	05/19/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	93,200,000		
42	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	92,554,000		
41	Official	12/22/2022	KTAGUCH	Amendment -	1	88,163,000		
40	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	79,109,000		
39	Official	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	79,109,000		
38	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	76,553,000		
37	Official	01/27/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	14	42,072,000		
36	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	75,576,000		

* Local HBRR -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: Highway Bridge Program	RW									
	CON	36,845,000	5,923,000	9,006,000	398,000	7,121,000	7,652,000		646,000	67,591,000
* Funding Agency: Various Agencies	Total:	36,845,000	5,923,000	9,006,000	398,000	7,121,000	7,652,000		646,000	67,591,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	2,029,000	847,000	1,141,000	64,000	69,000	1,556,000			5,706,000
* Funding Agency: Various Agencies	Total:	2,029,000	847,000	1,141,000	64,000	69,000	1,556,000			5,706,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON	-726,000								-726,000
* Funding Agency: Shasta County	Total:	-726,000								-726,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON		646,000						-646,000	
* Funding Agency: Redding, City of	Total:		646,000						-646,000	

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	38,148,000	7,416,000	10,147,000	462,000	7,190,000	9,208,000			72,571,000
	Total:	38,148,000	7,416,000	10,147,000	462,000	7,190,000	9,208,000			72,571,000

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

Comments:

***** Version 44 - 12/10/2023 *****
Amend. 6 to SRTA's 2023 FTIP updates HBP GP listing to CT HQ version from 10-20-23.
***** Version 43 - 05/16/2023 *****
Admin. Mod 3 - Adds \$646,269 in AC to FY22/23 for the city of Redding's Bridge#06C0104 - Old Alturas Rd over Churn Creek project.
***** Version 42 - 05/04/2023 *****
Admin. Mod 2 per email request to update to CT HQ 3-22-2023 version.
***** Version 2 - 12/07/2022 *****
KT: Formal Amendment #1, HBP updated for FY 22/23 - 25/26, per Caltrans/COR request. HBP backuplist released by Caltrans 10/24/22
***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
Updates HBP to HQ approved 10-29-2021 version per ABagde 11-01-2021 email request.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.
***** Version 36 - 04/09/2020 *****
Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.
***** Version 35 - 11/05/2019 *****
Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.
***** Version 34 - 04/03/2019 *****
Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.
***** Version 33 - 03/07/2019 *****
Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.
***** Version 32 - 01/15/2019 *****
Per HBP 10-26-2018 update per ABagde 10-30-2018 email.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 30 - 04/30/2018 *****
Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).
***** Version 29 - 12/27/2017 *****
Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.
***** Version 28 - 12/07/2017 *****
Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.
***** Version 27 - 05/01/2017 *****
Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.
***** Version 26 - 01/23/2017 *****
Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP.
***** Version 24 - 04/10/2016 *****
Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.
***** Version 23 - 12/21/2015 *****
Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.
***** Version 22 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.
***** Version 21 - 12/16/2014 *****
Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.
***** Version 18 - 12/23/2013 *****
Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.
***** Version 17 - 06/14/2013 *****
NOTE: RTP ID = 5-40,41,42,43,44

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0083	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes).)	MPO Aprv: 05/19/2023 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: BRDGE-LUM		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

PRIOR

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
43	Official	05/19/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	93,200,000		
42	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	92,554,000		
41	Official	12/22/2022	KTAGUCH	Amendment -	1	88,163,000		
40	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	79,109,000		
39	Official	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	79,109,000		
38	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	76,553,000		
37	Official	01/27/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	14	42,072,000		
36	Official	05/20/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	10	75,576,000		
35	Official	11/20/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	8	41,818,000		

* Local HBRR -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: Highway Bridge Program	RW									
	CON	36,845,000	4,820,000	4,317,000	2,659,000	6,224,000	31,870,000		646,000	87,381,000
* Funding Agency: Various Agencies	Total:	36,845,000	4,820,000	4,317,000	2,659,000	6,224,000	31,870,000		646,000	87,381,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	2,029,000	403,000	546,000	316,000	107,000	3,144,000			6,545,000
* Funding Agency: Various Agencies	Total:	2,029,000	403,000	546,000	316,000	107,000	3,144,000			6,545,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON	-726,000								-726,000
* Funding Agency: Shasta County	Total:	-726,000								-726,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON		646,000						-646,000	
* Funding Agency: Redding, City of	Total:		646,000						-646,000	

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	38,148,000	5,869,000	4,863,000	2,975,000	6,331,000	35,014,000			93,200,000
	Total:	38,148,000	5,869,000	4,863,000	2,975,000	6,331,000	35,014,000			93,200,000

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

Comments:

***** Version 43 - 05/16/2023 *****
Admin. Mod 3 - Adds \$646,269 in AC to FY22/23 for the city of Redding's Bridge#06C0104 - Old Alturas Rd over Churn Creek project.
***** Version 42 - 05/04/2023 *****
Admin. Mod 2 per email request to update to CT HQ 3-22-2023 version.
***** Version 2 - 12/07/2022 *****
KT: Formal Amendment #1, HBP updated for FY 22/23 - 25/26, per Caltrans/COR request. HBP backuplist released by Caltrans 10/24/22
***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
Updates HBP to HQ approved 10-29-2021 version per ABagde 11-01-2021 email request.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.
***** Version 36 - 04/09/2020 *****
Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.
***** Version 35 - 11/05/2019 *****
Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.
***** Version 34 - 04/03/2019 *****
Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.
***** Version 33 - 03/07/2019 *****
Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.
***** Version 32 - 01/15/2019 *****
Per HBP 10-26-2018 update per ABagde 10-30-2018 email.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 30 - 04/30/2018 *****
Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).
***** Version 29 - 12/27/2017 *****
Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.
***** Version 28 - 12/07/2017 *****
Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.
***** Version 27 - 05/01/2017 *****
Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.
***** Version 26 - 01/23/2017 *****
Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP.
***** Version 24 - 04/10/2016 *****
Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.
***** Version 23 - 12/21/2015 *****
Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.
***** Version 22 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.
***** Version 21 - 12/16/2014 *****
Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.
***** Version 18 - 12/23/2013 *****
Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.
***** Version 17 - 06/14/2013 *****
NOTE: RTP ID = 5-40,41,42,43,44

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

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

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RICK SOMERS

PHONE: (530) 225-3015

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

PROJECT VERSION HISTORY (Printed Version is Shaded)

FINAL

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
28	Active	12/10/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	31,212,000		
27	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	31,308,000		
26	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	32,365,000		
25	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	29,975,000		
24	Official	01/27/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	14	26,244,000		
23	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	30,461,000		
22	Official	09/06/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	29,794,000		
21	Official	04/23/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	5	28,884,000		
20	Official	02/22/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	28,509,000		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
* Funding Agency: Redding, City of	CON	11,780,000		1,641,000						13,421,000
	Total:	11,780,000		1,641,000						13,421,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Redding, City of	CON	3,315,000		178,000						3,493,000
	Total:	3,315,000		178,000						3,493,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
* Funding Agency: Shasta County	CON	11,537,000								11,537,000
	Total:	11,537,000								11,537,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Shasta County	CON	1,195,000								1,195,000
	Total:	1,195,000								1,195,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
* Funding Agency: Shasta Lake, City of	CON	641,000				925,000				1,566,000
	Total:	641,000				925,000				1,566,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	28,468,000		1,819,000		925,000				31,212,000
	Total:	28,468,000		1,819,000		925,000				31,212,000

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

Comments:

***** Version 28 - 12/10/2023 *****
Amendment 6 to SRTA's 2023 FTIP includes an administrative correction, effectively reducing HSIP funding programmed in FY2023-24 from \$1.7M to \$1.6M on Redding's HSIP6-02-002 project.
***** Version 27 - 05/05/2023 *****
Admin Mod No. 2 per email request for update to align with CTHQ HSIP project listing from 3/15/2023. Two projects completed and removed from group project listing.
***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. Upgraded with CT HQ HSIP listing of 12/15/2020. 2018 RTP Goals 1, 3 and 4.
***** Version 23 - 02/11/2020 *****
Administrative Mod No. 9 per RSomers email request and CT HQ approval (Jan 2020) of project cost increase to HSIP7-02-002.
***** Version 22 - 07/12/2019 *****
Formal Amnd No. 6 per ABagde 6-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 21 - 04/03/2019 *****
Formal Amnd No. 5 per ABagde 3-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 20 - 01/14/2019 *****
Formal Amend. No. 3 to 2019 FTIP per 12-14-19 ABagde email request for HSIP update.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP. FYs 2020-21 and 2021-22 programming added per 3-29-2018 ABagde email of CT HQ HSIP update.
***** Version 18 - 04/27/2017 *****
Formal Amendment No. 3 per 3-24-2017 ABagde email request for HSIP update.
***** Version 17 - 12/20/2016 *****
Formal Amendment No. 2 to 2017 FTIP per 12/7/2016 ABagde email request for HSIP update.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP. HQ-approved revisions per RSomers and JMeyer 8-23-16 and 7-28-2016 emails, respectively. Toll credits remain for Cycle 6.
***** Version 14 - 02/19/2016 *****
Formal Amendment No. 6 per 2-3-2016 ABagde email request for two city of Redding projects. Makes local funds adjustments for county of Shasta. Retains 100% toll credit for Cycle 6; otherwise, 10% nonfederal match.
***** Version 13 - 12/21/2015 *****
Formal Amendment No. 5 per 11-19-2015 LGreen email request. Retains 100% toll credit availability for Cycle 6; otherwise, 10% nonfederal match. City of Redding 6-02-001 and 6-02-002 modified further on 12-22-2015, and 12-31-2015 by RSomers with CLui HQ approval.
***** Version 12 - 07/14/2015 *****
Request from CT D2 Rick Somers to change HSIP6-02-001 to 100% federal funding and advance \$100,800 HSIP project funding from 2016/17 to 2014/15. Various total project cost and federal/local share increases to HSIP4-02-004, HSIP5-02-001, and HSIP6-02-002--all city of Redding.
***** Version 11 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email request. Provides 100% federal funding with toll credit use for Cycle 6 projects.
***** Version 10 - 12/16/2014 *****
Formal Amendment No. 2 per 12-5-2014 ABagde email requesting update. 10% nonfederal match included. Minor modification to EPA exempt category description to align with HSIP purpose.
***** DFTIP Version 2 - 08/08/2014 *****
Amendment No. 1 per 6-9-2014 ABagde email requesting 2015 FTIP inclusion. 10% nonfederal match by year included, as directed.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 7 - 01/29/2014 *****
Formal amendment #8 for 11-15-2013 HSIP project list update per ABagde 11-20-2013 email. kku
***** Version 6 - 06/14/2013 *****
Revised ammdment per direction from HQ. ET
***** Version 5 - 12/27/2012 *****
Amendment 1 to add HR3 projects per email Abhijit Bagde-10/29/12. jrb
NOTE: RTP ID = 5-41,51, 54, 55

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0093	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - HSIP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers)	MPO Aprv: 05/09/2023 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: GP - HSIP		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Shasta County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RICK SOMERS

PHONE: (530) 225-3015

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

PROJECT VERSION HISTORY (Printed Version is Shaded)

PRIOR

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
27	Official	05/09/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	31,308,000		
26	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	32,365,000		
25	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	29,975,000		
24	Official	01/27/2021	KURLIE	Amendment - Cost/Scope/Sch. Change	14	26,244,000		
23	Official	02/11/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	9	30,461,000		
22	Official	09/06/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	6	29,794,000		
21	Official	04/23/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	5	28,884,000		
20	Official	02/22/2019	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	28,509,000		
19	Official	07/06/2018	KURLIE	Adoption - Carry Over	0	30,510,000		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
	CON	11,780,000		1,737,000						13,517,000
* Funding Agency: Redding, City of	Total:	11,780,000		1,737,000						13,517,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	3,315,000		178,000						3,493,000
* Funding Agency: Redding, City of	Total:	3,315,000		178,000						3,493,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
	CON	11,537,000								11,537,000
* Funding Agency: Shasta County	Total:	11,537,000								11,537,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	1,195,000								1,195,000
* Funding Agency: Shasta County	Total:	1,195,000								1,195,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
* Fund Type: Highway Safety Improvement Program	RW									
	CON	641,000				925,000				1,566,000
* Funding Agency: Shasta Lake, City of	Total:	641,000				925,000				1,566,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	28,468,000		1,915,000		925,000				31,308,000
	Total:	28,468,000		1,915,000		925,000				31,308,000

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

Comments:

***** Version 27 - 05/05/2023 *****
Admin Mod No. 2 per email request for update to align with CTHQ HSIP project listing from 3/15/2023. Two projects completed and removed from group project listing.
***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP through Admin Mod 13. Upgraded with CT HQ HSIP listing of 12/15/2020. 2018 RTP Goals 1, 3 and 4.
***** Version 23 - 02/11/2020 *****
Administrative Mod No. 9 per RSomers email request and CT HQ approval (Jan 2020) of project cost increase to HSIP7-02-002.
***** Version 22 - 07/12/2019 *****
Formal Amnd No. 6 per ABagde 6-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 21 - 04/03/2019 *****
Formal Amnd No. 5 per ABagde 3-13-2019 email request for HSIP update. Increases total project cost for HSIP6--02-002.
***** Version 20 - 01/14/2019 *****
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NOTE: RTP ID = 5-41,51, 54, 55



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

Sean Tiedgen, AICP, Executive Director

February 22, 2024

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support for City of Redding South Bonnyview Divergent Diamond Interchange & Operational Improvement Project for 2024 RAISE Funding

Dear Secretary Buttigieg:

The Shasta Regional Transportation Agency (SRTA), as the designated metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the Shasta County Region, is pleased to support the South Bonnyview Divergent Diamond Interchange & Operational Improvement Project (Project), in the city of Redding, for 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funding.

As the regional economic hub along Interstate 5 (I-5) for far northern California and the Shasta Region, the city of Redding's South Bonnyview interchange and related operational improvements will serve multiple major new developments – including planned and newly constructed shopping centers and a planned relocation of the Redding Rancheria tribal casino. Additionally, the Project area serves as the southern gateway to Redding and is the priority truck corridor to the Stillwater Business Park and other key regional shovel-ready industrial parcels within Redding.

The Project supports identified needs by SRTA and the California Department of Transportation to improve safety, enhance efficiency, and ensure travel time reliability on I-5, the most important north-south highway corridor on the west coast, for goods and people movement. If funded, the project would complement recent improvements made to I-5 and enhance access to Redding's premier southern gateway business park. The project is consistent with the 2022 Regional Transportation Plan, in that the new interchange will continue to support mixed-use development in one of the region's next strategic growth areas, will provide complete streets design features, does not require additional lanes to handle future traffic needs, improves regional goods movement between I-5 and State Route 273, and improves access to the Redding Regional Airport.

The divergent diamond interchange will employ innovative traffic-management strategies, as well as an additional roundabout, to increase the value of the existing infrastructure to spur smart development. It maximizes efficiency of existing facilities thereby reducing the need to reconstruct new facilities and helping maximize transportation dollars. Thank you for your careful consideration of this essential project and the economic development it promises in rural northern California, and I urge your support to provide 2024 RAISE funding for this project.

Respectfully,

A blue ink signature of Sean Tiedgen, AICP, Executive Director, is written over a horizontal line.

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



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

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John Clerici, Chair

Jon Clark

Butte County Assn. of Governments

Mike Azevedo

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Mardy Thomas

Glenn County Transportation Comm.

Beth Burks

Humboldt Co Assn of Governments

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

John Clerici

Lassen County Transportation Comm.

Nephele Barrett

Mendocino Council of Govts

Debbie Pedersen

Modoc County Transportation Comm.

Mike Woodman

Nevada County Transportation Comm.

Jim Graham

Plumas County Transportation Comm.

Sean Tiedgen

Shasta County SRTA/MPO

Bryan Davey

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez

Tehama County Transportation Comm.

Panos Kokkas

Trinity County Transportation Comm.

February 22 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary Buttigieg:

On behalf of the North State Super Region, I would like to offer our support for the South Bonnyview Divergent Diamond Interchange & Operational Improvement Project (Project) for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program in the City of Redding, California.

As the regional economic hub for far northern California, the City of Redding's South Bonnyview interchange and related operational improvements is poised to serve multiple major new developments – including planned and newly constructed shopping centers and a relocated Redding Rancheria tribal casino. The Project is also the priority truck corridor for the Stillwater Business Park at the southern gateway to the city and the region's key shovel-ready industrial parcels.

The divergent diamond interchange will employ innovative traffic-management strategies – including a roundabout – to get the maximum value of the existing infrastructure to efficiently spur smart development. Thank you for your careful consideration of this essential project and the economic development it promises in rural northern California.

The NSSR is comprised of California's 16 northern counties. Like many parts of America, the NSSR represents rural California where infrastructure investment is hard to come by. An investment in this project will demonstrate the administration's commitment to investing in rural America.

Sincerely,

John Clerici, Executive Secretary
Lassen County Transportation Commission
Chair, North State Super Region