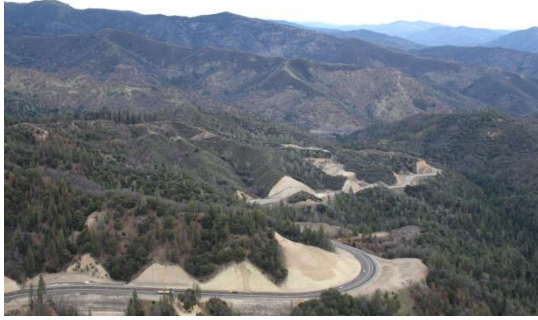




SHASTA 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



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Proposed Action: December 12, 2017

**2018 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

**FOR
FISCAL YEARS 2018/19 – 2022/23
December 12, 2017**

Prepared By:

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In Cooperation With:

City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Caltrans, District 2
Pit River Tribe
Redding Area Bus Authority
Redding Rancheria
Federal Land Management Agencies

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

Insert Transmittal Letter Here After RTIP Approval

DRAFT

DRAFT

**2018 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(RTIP)**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

For development of the 2018 Regional Transportation Improvement Program (RTIP), the Shasta Regional Transportation Agency (SRTA) was advised that \$10,478,00 of new programming capacity was available to the region. Initial recommendations of funding for the 2018 RTIP use \$4,238,00 of that capacity—leaving \$6,240,000 available for programming later. These funds are being reserved since:

- developing projects and grant-leveraging strategies will take several months with the revitalization of the RTIP under Senate Bill 1;
- Senate Bill 1 is under threat of repeal which would effectively eliminate the RTIP program and all existing shares.;
- they may be needed for current projects if grant efforts are not successful.

During this interim, SRTA is recommending new funding for: the Redding to Anderson Six-Lane Project Phase 1 cost increases; the cost of environmental and project approval (PA&ED) for a new focus: North Redding Six-Lane Project—a continuation of I-5 corridor improvements; funding environmental, plans specifications/estimates (PS&E), and right-of-way for a new alternative transportation project from Downtown Redding to Turtle Bay; and funding planning and programming for the last three years of the five-year RTIP.

Section 2. General Information

- Regional Agency Name

Shasta Regional Transportation Agency

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

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

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

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

A. What is the Regional Transportation Improvement Program?

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

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

The Shasta 2018 RTIP includes projects from the 2015 Regional Transportation Plan (RTP) for Shasta County. The RTIP is a nomination programming document based on regional share funds for Shasta County. Under typical conditions, SRTA receives about \$2 to 3 million for regional share programming every two years. Consequently, approved programming does not normally include more than a handful of projects. Candidate projects from the RTP are discussed with Caltrans and the local jurisdictions to initially recommend programming within the RTIP. Preliminary programming recommendations for the 2018 RTIP were made October 10, 2017 to the SRTA Board of Directors by SRTA's Executive Director, and accepted without further input by the directors.

Section 4. Completion of Prior RTIP Projects

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

Browning Complete Streets Project, was deleted from the 2016 STIP. The Redding to Anderson Six-Lane (RASL) Project and the Sacramento River Trail (Diestelhorst Bridge) Project were involuntarily moved from FY 2018/19 to FY 2019/20 in the 2016 STIP to better accommodate the funding crisis. Therefore, there is little 2016 STIP progress to report other than advancing the RASL Phase 1 Project Plans, Specifications and Estimates (PS&E) and Right-of-Way.

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

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC Adopts Fund Estimate and Guidelines	August 16, 2017
Caltrans Identifies State Highway Needs	September 15, 2017
SRTA Considers 2018 RTIP Preliminary Recommendations	October 10, 2017
Caltrans Submits Draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
SRTA Releases Draft 2018 RTIP for Public/Interagency Review	October 29, 2017
SRTA Adopts 2018 RTIP	December 12, 2017
Regions' Deadline to Submit RTIPs to CTC	December 15, 2017
Caltrans' Deadline to Submit ITIP to CTC	December 15, 2017
CTC STIP Hearing Date – South Hearing	January 25, 2018
CTC STIP Hearing Date – North Hearing	February 1, 2018
CTC Publishes Staff Recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

RTIP projects are culled from the RTP working in concert with Caltrans and the Shasta region's local jurisdictions and planning partners. The draft RTIP outlines recommended project priorities and programming years. Per the development and approval schedule table above, 2018 RTIP preliminary recommendations were accepted by the SRTA Board of Directors on October 10, 2017. The draft 2018 Shasta RTIP is being circulated and posted for public and interagency review on October 29, 2017. After a public hearing, the SRTA Board of Directors will consider the RTIP for approval at its meeting of December 12, 2017.

SRTA selects projects in accordance with SRTA's adopted RTIP Project Selection Priorities as outlined below:

Regional Transportation Improvement Program (RTIP) Project Selection Priorities

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

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

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

Caltrans District: 2

SRTA and Caltrans staff have extensively consulted in the development of the 2018 RTIP, particularly on means to retain the Interstate 5 Redding to Anderson Six-Lane (I-5 RASL) Project Phase 1 Construction project, conceptually provide PS&E funds for another phase of the project, as needed, as well as PA&ED funding for I-5 in North Redding. Additionally, Caltrans District 2 has summarized this consultation with a letter dated October 3, 2017 included under Section 17 of this RTIP.

Subsequently, Caltrans District 2 staff reconsidered the timing for the RASL Phase 2 project and believe, through an aggressive effort, it may be delivered sooner than anticipated. On October 27, 2017, Caltrans District 2 staff requested the removal of SRTA's initial Fiscal Year 2018/19 pledge of one million dollars PS&E funding from the draft RTIP—with the understanding that if the funds are subsequently needed, or if SRTA wants to retain the original commitment, then the funds will be reintroduced to the RTIP prior to adoption.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

For the 2018 Fund Estimate, the new regional shares available to Shasta are \$10,478,000 as of June 30, 2017. SRTA initially proposes using \$4,238,000 of the new capacity for the 2018 STIP, leaving residual programming capacity of \$6,240,000 for future RTIP years.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount	Programming Year
Redding to Anderson Six-Lane Project (Little Easy)	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$13,322,000 (\$12,122,000 prior and \$1,200,000 new)	FY 2019/20
Planning, Programming & Monitoring	Administer STIP and develop projects.	\$628,000 (\$190,000 prior and \$438,000 new)	FYs 2018/19, 2019/20, 2020/21, 2021/22, and 2022/23

Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000 (prior)	FY 2018/19
North Redding Six-Lane	Extend from four to six lanes on I-5 from 0.3 miles north of Cypress Ave overcrossing to north of Oasis Road Interchange. Proposed only for PA&ED funding.	\$1,200,000 (new)	FY 2018/19
Downtown to Turtle Bay Non-Motorized Improvements	Develop paved non-motorized path connecting Redding Downtown to Turtle Bay and trails to the east. Proposed PA&ED, PS&E, and ROW.	\$1,400,000 (new)	FYs 2018/19 and 2019/20
	SRTA Programming Total for 2018 RTIP	\$16,950,000	
	SRTA Unused Programming Capacity	\$6,240,000	

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

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

Additionally, the city of Redding has secured the majority of funding for the Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvement Project through an Active Transportation Program grant. The 2014 STIP \$400,000 commitment of regional shares to this project was instrumental in the city of Redding receiving the \$2,638,000 ATP grant from the California Transportation Commission.

Focusing on further improving Downtown Redding non-motorized improvements, the SRTA Board of Directors has endorsed a project tying the downtown to Turtle Bay Park and trails to the east. SRTA has offered \$1,400,000 to the city for PA&ED, PS&E and ROW for their efforts to leverage

\$5,500,000 of ATP funding for the \$7 million estimated project. The city will contribute \$100,000 of local match.

Proposed 2018 RTIP	Total RTIP \$	Other Funding \$					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Overview of Other Funding Included with Delivery of RIP Projects							
Redding to Anderson Six- Lane Project (Phase 1)	13,322,000	0	0	16,500,000	0	0	\$29,822,000
Sacramento River Trail to Downtown Non- Motorized Improvement Project	400,000	0	0	0	2,138,000	100,000	\$2,638,000
Downtown to Turtle Bay Non- Motorized Improvements	1,400,000	0	0	0	5,500,000	100,000	\$7,000,000
Totals	15,122,000	0	0	16,500,000	7,638,000	200,000	39,460,000

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

Section 8. Interregional Improvement Program (ITIP) Funding

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

There is no ITIP funding proposed for the Shasta region in the Draft 2018 ITIP.

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

The 2018 RTIP includes a fully-funded Redding to Anderson Six-Lane project phase. Previously funded with SRTA's \$12.122M commitment in the 2014 and 2016 RTIPs, Caltrans has joined SRTA in funding a larger component of the project by programming State Highway Operation and Protection Program (SHOPP) Asset Management Pilot Program Funds. Caltrans District 2 has cost escalation increases associated with the project estimated at approximately \$2 million. SRTA will tentatively contribute up to \$1.2 million to the increase in 2019/20, predicated on Caltrans funding the residual.

For Phase 2 of the Redding to Anderson Six-Lane Project, Caltrans is hoping to accelerate this project within the FY 2017/18 year, so that PS&E is complete and the project may compete well with upcoming grant funding opportunities.

To the north of the Redding to Anderson Six-Lane Project, Caltrans is proposing an additional segment to complete the long-standing vision and partnership to widen I-5 continuously between Cottonwood and Shasta Lake City. \$1.2 million of RIP funding is proposed in FY 2018/19 for Caltrans to complete the PA&ED for this segment.

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

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

See Table B1, as follows.

B1 Evaluation - Regional Level Performance Indicators and Measures from SRTA's 2015 Regional Transportation Plan and Sustainable Communities Strategy Update					
Goal	Indicator/Measures	Current System Performance (Baseline - 2015)		Projected System Performance (2035)	
Congestion Reduction	Daily Vehicle Miles Traveled per capita	26.85		28.44	
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	N/A		N/A	
	Commute Mode Share	AM Peak	PM Peak	AM Peak	PM Peak
	Drive (1 person)	50.9%	49.2%	49.4%	47.7%
	Drive (carpool 2 persons)	20.9%	27.2%	21.0%	27.3%
	Drive (carpool 3+ persons)	16.7%	16.6%	17.6%	17.7%
	Transit	0.4%	0.3%	0.7%	0.6%
	Walk	5.7%	4.8%	5.7%	4.7%
	Bike	1.8%	2.9%	1.8%	1.0%
	Other	3.6%	0.8%	3.8%	0.9%
Infrastructure Condition	Percent of distressed state highway lane- miles	N/A		N/A	
	Pavement Condition Index (local streets and roads) ¹	57		N/A	
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below)	N/A		N/A	
	Percent of transit assets that have surpassed the FTA useful life period.	N/A		N/A	
System Reliability	Highway Buffer Index	N/A		N/A	
Safety	Fatalities per capita	0.0002		N/A	
	Serious injuries per capita	0.0006		N/A	
	Fatalities per 100,000,000 Vehicle Miles Traveled	1.771		N/A	
	Serious injuries per 100,000,000 Vehicle Miles Traveled	5.417		N/A	
Economic Vitality	Percent of housing within 0.5 miles of transit stops with frequent transit service	58.5%		54.1%	
	Percent of jobs within 0.5 miles of transit stops with frequent transit service	84.4%		81.9%	
	Average weekday travel time (minutes)				
	Drive Alone	10.5		9.8	
	Shared ride (2 persons)	8.0		7.8	
	Shared ride (3+ Persons)	8.0		8.1	
	Transit	39.1		35.5	
	Bike	12.3		12.5	
	Walk	13.6		14.6	
Environmental Sustainability	Acres of agricultural land <u>saved</u> from development	n/a		216	
	CO ₂ emissions reduction per capita	n/a		-0.5%	

Notes:

¹Data from California Local Streets & Roads Needs Assessment 2016 Update

2018 RTIP QUALITATIVE ASSESSMENT OF RTP/SCS BENEFITS

Project Name and Location	Project Description	Requested RIP Amount
Redding to Anderson Six-Lane	Extend six lanes (from four) on Interstate 5 (I-5) south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive, beginning FY 2019/20.	\$13,322,000
North Redding Six Lane	Extends from four to six lanes, beginning with PA&ED evaluation in FY 2018/19, Interstate 5 from 0.3 miles north of the Cypress Avenue Overcrossing to north of Oasis Road.	\$1,200,000

Effectiveness of the 2018 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The 'Redding to Anderson Six-Lane' (RASL) project is a carry-over from the 2012, 2014, and 2016 RTIPs. Although predating development of the 2015 RTP, the project is consistent with Goal #2: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently. Regional funds, in combination with state funding, are used here to maintain adequate traffic capacity on the core interregional network. The 'North Redding Six-Lane Project' continues this interstate widening focus to achieve continuous widening of I-5 from Cottonwood to Shasta Lake City. Although only initially proposed for PA&ED, it is similar in consistency with 2015 RTP as the RASL project.

How the RTIP facilitates implementation of the SCS:

The 'Redding to Anderson Six-Lane' (RASL) project and the 'North Redding Six-Lane Project' will close critical gaps in the six-laning of I-5 in south and mid county. They predate the 2015 RTP with SCS, but do facilitate its implementation.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring	Administer STIP and develop projects in FYs 2018/19, 2019/20, 2020/21, 2021/22, and 2022/23.	\$628,000

Not applicable.

Project Name and Location	Project Description	Requested RIP Amount
Diesselhorst to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding in FY 2018/19.	\$400,000

Downtown to Turtle Bay Non-Motorized Improvements Project	Connect Downtown Redding to Turtle Bay and trails to the east with a paved trail for bicyclists and pedestrians. Funds PA&ED, PS&E, and ROW.	\$1,400,000
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Effectiveness of the 2018 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The 'Diestelhorst to Downtown Non-Motorized Improvement Project', as well as the 'Downtown to Turtle Bay Non-Motorized Improvements Project' seek to increase active transportation mode share by connecting the popular Sacramento River Trail to the large number and diversity of trip destinations concentrated within the Downtown Redding Strategic Growth Area and trails to the east of downtown. Converting vehicle trips to active transportation trips helps to maintain an acceptable level of service on critical roadways and defers the need for capacity increasing projects. This addresses Goal #1: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment.

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

How the RTIP facilitates implementation of the SCS:

The 'Diestelhorst to Downtown Non-Motorized Improvement Project' and the 'Downtown Redding to Turtle Bay Non-Motorized Improvements Project' are located in the Downtown Redding Strategic Growth Area and is connected to infill and redevelopment efforts.

Challenges the region is facing in implementing its SCS:

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

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

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

Section 11. Regional and Statewide Benefits of RTIP

The majority of the funding in the 2018 Shasta RTIP provides both regional and statewide benefits. The Interstate 5 Redding to Anderson Six-Lane (RASL) Phase I Project clearly has statewide benefits in moving goods through, and to/from, the North State. However, it also has West Coast ramifications as it is the only corridor in the North State providing an expeditious link to Oregon and Washington from points south. I-5 also serves some intraregional needs by connecting the downtowns of the region's only three cities. Phase II of RASL is a continuation of the Phase 1 project, and enhance the corridor in the same way. A new proposal to the north of RASL is the North Redding Six-Lane Project on I-5. Its project limits are from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of the Oasis Road Interchange. As it also enhances the corridor, it also brings regional and statewide benefits.

The two alternative transportation proposals, the Sacramento River Trail to Downtown Non-Motorized Improvement Project and the Downtown Redding to Turtle Bay Non-Motorized Improvements Project facilitate regional connections of bicyclists and pedestrians, facilitating their safety and mobility as they travel adjacent to the Interstate 5 corridor.

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

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (per Section 19.B. of the STIP Guidelines)

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment. This section does not appear to be relevant to the Shasta Region. If found otherwise, the below table cells that do not include "N/A" will be re-evaluated for the final RTIP.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles	N/A	
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	N/A	
	Operational improvements		
	New or reconstructed interchanges	N/A	
	New or reconstructed bridges		
Local Streets and Roads	New lane-miles	N/A	
	Lane-miles rehabilitated	N/A	
	New or upgraded bicycle lane/sidewalk miles		
	Operational improvements	N/A	
	New or reconstructed bridges	N/A	

Section 13. Project Specific Evaluation (per Section 19.C. and D. of the STIP Guidelines)

The RTIP is to include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, as indicated below.

Type	Project	State	Local
General Purpose Lane Miles	North Redding Six-Lane	10.4 miles	
Lane Miles Rehabbed	North Redding Six-Lane	20.8 miles	
Operational Improvements	North Redding Six-Lane	unknown	
New or Upgraded Bike/Ped/Sidewalk Miles	Downtown to Turtle Bay Non-Motorized Improvements		1.4 miles

A project level evaluation will be submitted for projects for which construction is proposed if:

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

Due to the RTIP scope, no project specific evaluation is required for any of the programmed RTIP projects.

Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

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

Project Name and Location	Project Description	Requested RIP Amount	Programming Year
Redding to Anderson Six-Lane Project (Little Easy)	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$13,322,000	Fiscal Year 2019/20
Planning, Programming & Monitoring	Administer STIP and develop projects.	\$628,000	Fiscal Years 2018/19, 2019/20 (offset using prior RTIP 2018/19 programmed amount to fund), 2020/21, 2021/22, and 2022/23
Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvement Project	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000	Fiscal Year 2018/19
North Redding Six-Lane	Extend from four to six lanes on I-5 from 0.3 miles north of Cypress Ave overcrossing to north of Oasis Road Interchange. Proposed only for PA&ED funding.	\$1,200,000	Fiscal Year 2018/19
Downtown to Turtle Bay Non-Motorized Improvements	Develop paved non-motorized path connecting Redding Downtown to Turtle Bay and trails to the east. Proposed PA&ED, PS&E, and ROW.	\$1,400,000	Fiscal Years 2018/19 and 2019/20
SRTA Programming Total for 2018 RTIP		\$16,950,000	

E. Appendices

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

Section 16. Board Resolution or Board Documentation of approval of 2018 RTIP – The December 12, 2017 SRTA Resolution 17-///: The resolution of adoption of the 2018 Regional Transportation Improvement Program (RTIP) will be appended here, once the SRTA Board of Directors adopts the 2018 RTIP.

Section 17. Documentation of Coordination with Caltrans District – An October 3, 2017 Caltrans-SRTA letter documenting consultation and identifying state highway needs is included under this section.

Shasta 2018 RTIP

Section 15. Project Programming Request Forms and Project Maps

a.	I-5 Redding to Anderson Six-Lane Project Phase 1	17
b.	I-5 Redding to Anderson Six-Lane Project Phase 2 (Prior Year RIP Funds Included, Plus Anticipated New Other Funding).....	20
c.	Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements Project.....	24
d.	Redding Downtown to Turtle Bay Non-Motorized Improvements Project.....	28
e.	I-5 North Redding Six-Lane Project.....	32
f.	Planning, Programming and Monitoring.....	35
	(As a planning and programming effort, map not included)	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
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General Instructions

Amendment (Existing Project) Y/N					Date: 10/20/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
02	4C403	0214000070	3445A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	5	R6.2	R11.7	Shasta County RTPA		
				MPO	Element	
				Shasta	CO	
Project Manager/Contact		Phone		E-mail Address		
Eric Orr		(530)225-3466		Eric.Orr@dot.ca.gov		
Project Title						
Redding to Anderson Six Lane - Phase 1 "Little Easy"						
Location (Project Limits), Description (Scope of Work)						
In Shasta County near Redding from 0.6 mile south of Knighton Road Overcrossing to 0.4 mile south of Chum Creek Road Overcrossing. Widen to six lanes.						
Component						
PA&ED						
PS&E Caltrans						
Right of Way Caltrans						
Construction Caltrans						
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Widen I-5 from 4-lanes to 6-lanes. Improve operations of the corridor.						
Purpose and Need						
Add an additional lane northbound and southbound on Interstate 5 in Shasta County from south of Knighton Road OC to the south of the city of Redding. Widen roadway in median to accommodate an additional lane and shoulder in each direction.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		New roadway lane-miles		Miles	9.4	
State Highway Road Construction		Operational Improvements		each	3	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				12/19/2011		
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				12/01/2012		
Begin Design (PS&E) Phase				12/01/2012		
End Design Phase (Ready to List for Advertisement Milestone)				08/19/2016	07/13/19	
Begin Right of Way Phase				01/01/2013		
End Right of Way Phase (Right of Way Certification Milestone)				05/27/2016	11/30/15	
Begin Construction Phase (Contract Award Milestone)				01/20/2017	01/11/20	
End Construction Phase (Construction Contract Acceptance Milestone)				01/18/2019	01/01/24	
Begin Closeout Phase				01/18/2019	01/01/24	
End Closeout Phase (Closeout Report)				01/18/2020	01/01/25	

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PROJECT PROGRAMMING REQUEST

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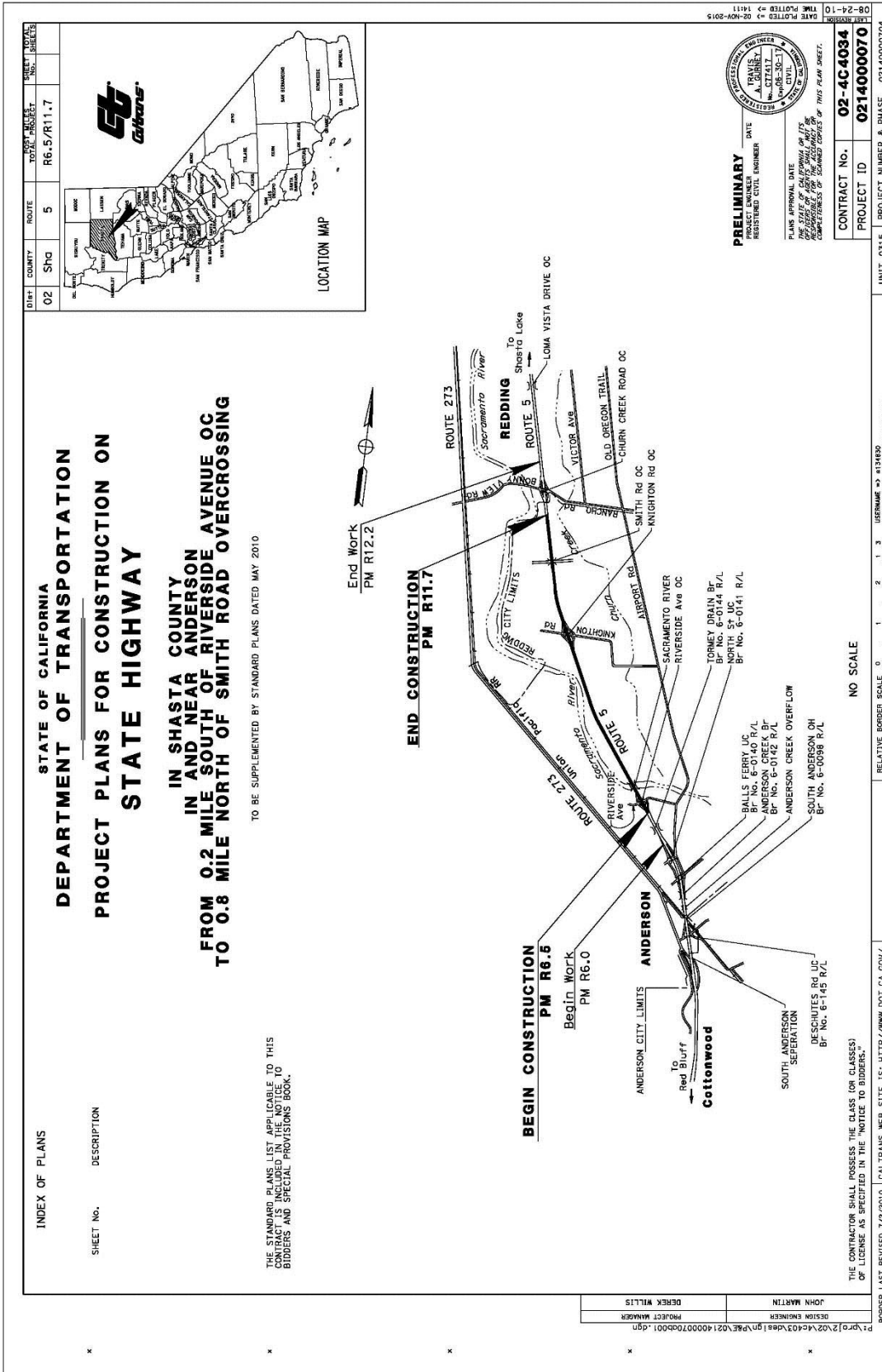
Date: 10/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA, ,	5, ,	4C403	0214000070	3445A	
Project Title: Redding to Anderson Six Lane - Phase 1 "Little Easy"						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	658							658	Caltrans
RAW SUP (CT)	10							10	Caltrans
CON SUP (CT)			2,102					2,102	Caltrans
RAW	6							6	Caltrans
CON			25,763					25,763	Caltrans
TOTAL	674		27,865					28,539	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)			2,200					2,200	
RAW	6							6	
CON			27,622					27,622	
TOTAL	674		29,822					30,496	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)			1,102					1,102	
RAW	6							6	
CON			11,020					11,020	
TOTAL	674		12,122					12,796	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)									
RAW	6							6	
CON			13,322					13,322	
TOTAL	674		13,322					13,996	

Fund No. 2:	Other State - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								SHOPP
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
RAW SUP (CT)									
CON SUP (CT)			1,000					1,000	
RAW									
CON			14,743					14,743	
TOTAL			15,743					15,743	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)			2,200					2,200	
RAW									
CON			14,300					14,300	
TOTAL			16,500					16,500	



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General Instructions

Amendment (Existing Project) Y/N					Date: 10/27/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
02	4C404	0214000071	3445B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	5	R3.8	R7.0	Shasta RTA/Caltrans		
				MPO	Element	
				Shasta	CO	
Project Manager/Contact		Phone		E-mail Address		
Eric Orr		(530)225-3466		Eric.Orr@dot.ca.gov		
Project Title						
Redding to Anderson Six Lane - Phase 2						
Location (Project Limits), Description (Scope of Work)						
In Shasta County in and near Anderson from route 5/273 separation to Sacramento River Bridge. Widen roadway and structures from 4 lanes to 6 lanes. Replace and widen South Anderson OH. Improve drainage. Add ITS elements. Construct retaining walls. Upgrade overhead signs. Modify ramps for conformity to mainline. Replace cable median barrier with concrete median barrier. Improve gore areas with contrasting colored concrete.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Reduce congestion and improve operations. Improve freight movement. Improve safety and security for all users and the surrounding community both on or near the freeway and corresponding rail lines. Increase I-5 from 4 lanes to 6 lanes from Cottonwood to . (continued on Page 2)						
Purpose and Need						
The purpose of this project is to improve operations, safety and reduce delays by reducing merge conflicts through construction of an additional median lane in each direction. Improve distressed pavement, update signage and lighting, improve ITS elements, and improve safety for users and workers.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New roadway lane-miles			Miles	3.2
State Highway Road Construction		New bridges			each	1
State Highway Road Construction		Modified/Reconstructed bridges			each	5
State Highway Road Construction		Operational Improvements			Miles	3.2
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone					Existing	Proposed
Project Study Report Approved					12/20/11	
Begin Environmental (PA&ED) Phase					12/19/2011	12/20/11
Circulate Draft Environmental Document					Document Type	ND
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					12/01/2012	03/29/13
Begin Design (PS&E) Phase					12/01/2012	12/01/12
End Design Phase (Ready to List for Advertisement Milestone)					08/19/2016	05/04/18
Begin Right of Way Phase					01/01/2013	01/01/13
End Right of Way Phase (Right of Way Certification Milestone)					05/27/2016	05/01/18
Begin Construction Phase (Contract Award Milestone)						10/02/18
End Construction Phase (Construction Contract Acceptance Milestone)						10/02/21
Begin Closeout Phase						10/02/21
End Closeout Phase (Closeout Report)						10/02/25

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Date: 10/27/17

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	2,482							2,482	Caltrans
RAW SUP (CT)	50							50	Caltrans
CON SUP (CT)					2,370			2,370	Caltrans
RAW	75							75	Caltrans
CON					32,370			32,370	Caltrans
TOTAL	2,607				34,740			37,347	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	167							167	
PS&E	5,482							5,482	
RAW SUP (CT)	270							270	
CON SUP (CT)	15,600							15,600	
RAW	1,296							1,296	
CON	83,471							83,471	
TOTAL	106,286							106,286	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E	2,482							2,482	
RAW SUP (CT)	50							50	
CON SUP (CT)									
RAW	75							75	
CON									
TOTAL	2,607							2,607	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,482							2,482	
RAW SUP (CT)	50							50	
CON SUP (CT)									
RAW	75							75	
CON									
TOTAL	2,607							2,607	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)					2,370			2,370	
RAW									
CON					32,370			32,370	
TOTAL					34,740			34,740	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Fund No. 3:	SHOPP - Roadway Rehabilitation								Program Code
Existing Funding (\$1,000s)									20.xx.201.120
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	220							220	
CON SUP (CT)	3,900							3,900	
R/W	1,221							1,221	
CON	18,081							18,081	
TOTAL	26,422							26,422	

Fund No. 4:	SB1 - Trade Corridor Enhancement Program (TCEP)								Program Code	
Existing Funding (\$1,000s)									20.xx.723.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									CTC	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)	11,700							11,700		
R/W										
CON	65,390							65,390		
TOTAL	77,090							77,090		

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	167							167	
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL	167							167	

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General Instructions

Amendment (Existing Project) Y/N					Date: 10/23/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
02				2560		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Redding, City of		
				MPO	Element	
				Shasta	LA	
Project Manager/Contact		Phone		E-mail Address		
Chuck Aukland		(530)225-4170		caukland@ci.redding.ca.us		
Project Title						
Sacramento River Trail to Downtown Non-Motorized Improvements						
Location (Project Limits), Description (Scope of Work)						
In Redding along Riverside Drive, Center Street and Division Streets and linking the Sacramento river Trail near the Lake Redding Bridge to the city of Redding's downtown. The project will provide non-motorized transportation facilities and improvements that will include curb, gutter, and sidewalk, minor pavement widening and re-striping of travel lanes.						
Component						
PA&ED		Implementing Agency				
		Redding, City of				
PS&E		Redding, City of				
Right of Way		Redding, City of				
Construction		Redding, City of				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Purpose and Need						
The improvements are needed to provide a safe, efficient mode of transportation from recreational areas to the city's downtown core.						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N		Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/31/2016	
Circulate Draft Environmental Document					11/30/2017	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					04/16/2018	
Begin Design (PS&E) Phase					06/30/2018	
End Design Phase (Ready to List for Advertisement Milestone)					04/15/2019	
Begin Right of Way Phase					06/30/2018	
End Right of Way Phase (Right of Way Certification Milestone)					04/15/2019	
Begin Construction Phase (Contract Award Milestone)					06/30/2019	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2020	
Begin Closeout Phase					12/02/2020	
End Closeout Phase (Closeout Report)					06/01/2021	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/23/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA				2560	
Project Title: Sacramento River Trail to Downtown Non-Motorized Improvements						

Existing Total Project Cost (\$1,000s)								Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	148							148 Redding, City of
PS&E	316							316 Redding, City of
RAW SUP (CT)								
CON SUP (CT)								
RAW	40							40 Redding, City of
CON			2,134					2,134 Redding, City of
TOTAL	504		2,134					2,638
Proposed Total Project Cost (\$1,000s)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	148							148
PS&E	316							316
RAW SUP (CT)								
CON SUP (CT)								
RAW	40							40
CON			2,134					2,134
TOTAL	504		2,134					2,638

Fund No. 1:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Redding, City of
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON			100					100	
TOTAL			100					100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON		100						100	
TOTAL		100						100	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta County RTPA
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON			400					400	
TOTAL			400					400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON		400						400	
TOTAL		400						400	

Fund No. 3: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	148							148	
PS&E	316							316	
RAW SUP (CT)									
CON SUP (CT)									
RAW	40							40	
CON			1,634					1,634	
TOTAL	504		1,634					2,138	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Fund No. 4: ATP - Infrastructure Cycle 2									Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC This funding was proposed for incorporation into the 2016 STIP since it was already awarded; however, it was evidently entered as LTF—see above funding #3—by the State.
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	148							148	
PS&E	316							316	
RAW SUP (CT)									
CON SUP (CT)									
RAW	40							40	
CON		1,634						1,634	
TOTAL	504	1,634						2,138	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									



Diestelhorst Downtown Trail

City of Redding



Print Date: May 20, 2015

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date: 10/28/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
02						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				CITY OF REDDING		
				MPO	Element	
				Shasta		
Project Manager/Contact		Phone		E-mail Address		
Chuck Auckland		530-225-4170		caukland@cityofredding.org		
Project Title						
Downtown to Turtle Bay Non-Motorized Improvements						
Location (Project Limits), Description (Scope of Work)						
In Redding, on Trinity Street from Center Street to Continental Street and along State Route 44 from Continental Street to Sundial Bridge Drive. The project will construct non-motorized improvements including a paved pedestrian and bicycle multi-use path linking downtown Redding with the Turtle Bay Exploration Park and trails leading to the eastside of Redding.						
Component						
PA&ED		City of Redding				
PS&E		City of Redding				
Right of Way		City of Redding				
Construction		City of Redding				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
To provide connectivity between downtown businesses, residences, workplaces, recreation and shopping near Turtle Bay Park and east R						
Purpose and Need						
The purpose is to provide direct non-motorized improvements from Downtown Redding and the Sacramento River Trail to the Turtle Bay Exploration Park and links to trails connecting to the eastside of Redding consistent with the Downtown Redding Transportation Plan. Currently, bicycle and pedestrian traffic traveling between downtown and Turtle Bay are forced to share an undefined network of existing streets, sidewalks and trails. This scattered network is extremely deficient in serving users.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed			Miles	1.4
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved					N/A	
Begin Environmental (PA&ED) Phase						10/01/18
Circulate Draft Environmental Document Document Type						10/01/19
Draft Project Report						NA
End Environmental Phase (PA&ED Milestone)						04/01/20
Begin Design (PS&E) Phase						04/15/20
End Design Phase (Ready to List for Advertisement Milestone)						11/01/20
Begin Right of Way Phase						04/15/20
End Right of Way Phase (Right of Way Certification Milestone)						11/01/20
Begin Construction Phase (Contract Award Milestone)						04/01/21
End Construction Phase (Construction Contract Acceptance Milestone)						11/01/21
Begin Closeout Phase						11/15/21
End Closeout Phase (Closeout Report)						06/01/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/28/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA					
Project Title: Downtown to Turtle Bay Non-Motorized Improvements						

Existing Total Project Cost (\$1,000s)								Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								City of Redding
PS&E								City of Redding
RAW SUP (CT)								
CON SUP (CT)								
RAW								City of Redding
CON								City of Redding
TOTAL								
Proposed Total Project Cost (\$1,000s)								Notes
E&P (PA&ED)		1,170						
PS&E			100					
RAW SUP (CT)								
CON SUP (CT)								
RAW			130					
CON				5,600				
TOTAL		1,170	230	5,600				

Fund No. 1:	ATP	Existing Funding (\$1,000s)							Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON				5,500				5,500	
TOTAL				5,500				5,500	

Fund No. 2:	Local Funds	Existing Funding (\$1,000s)							Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									City of Redding
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON				100				100	
TOTAL				100				100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

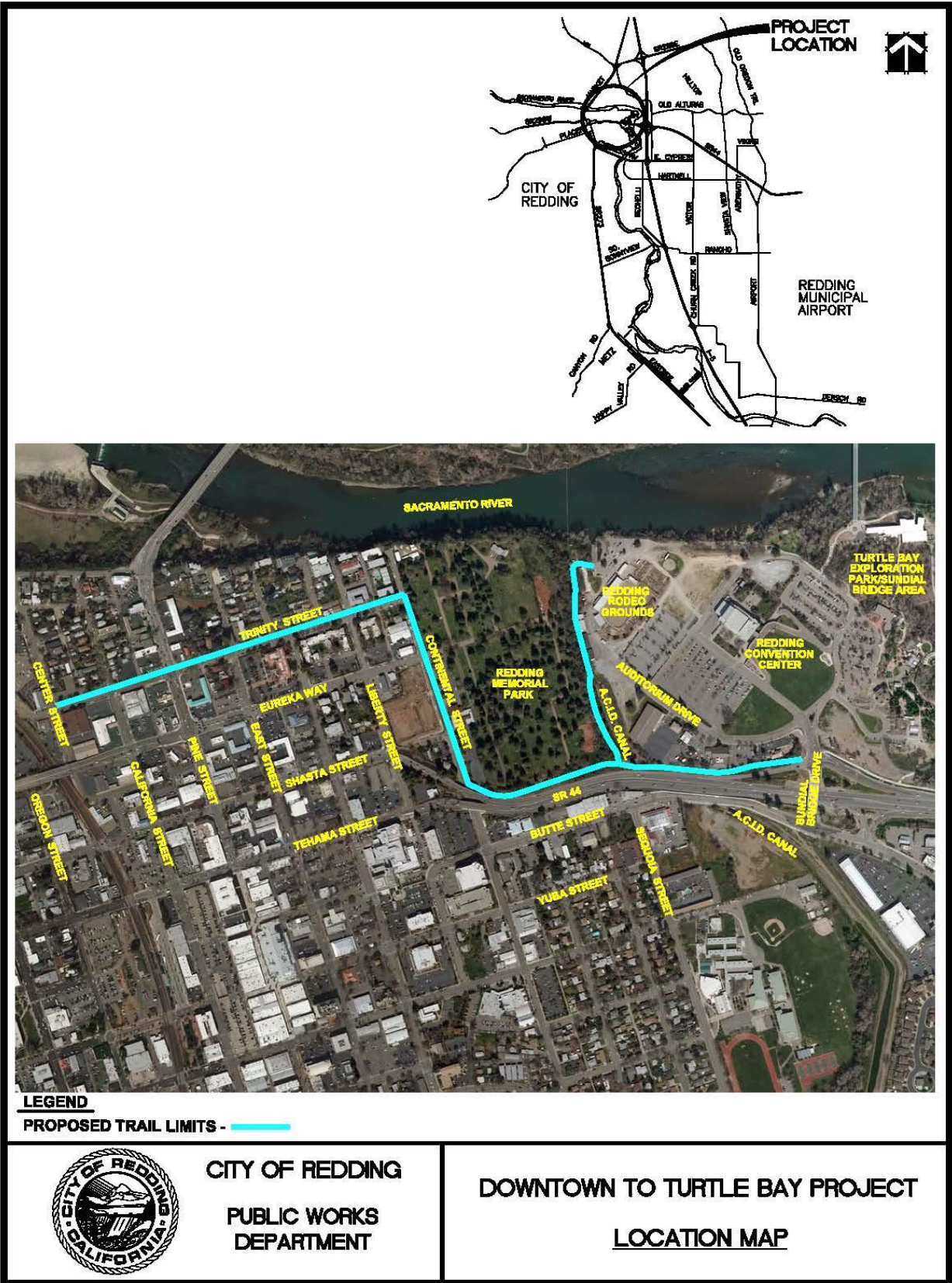
Date: 10/28/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA					
Project Title: Downtown to Turtle Bay Non-Motorized Improvements						

Fund No. 3:	RTIP -								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
RMV SUP (CT)									
CON SUP (CT)									
RMV									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,170						1,170	
PS&E			100					100	
RMV SUP (CT)									
CON SUP (CT)									
RMV			130					130	
CON									
TOTAL		1,170	230					1,400	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date: 10/28/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
02	0H920	0215000083	3597			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA	5	R14.8	R20.0	Caltrans		
				MPO	Element	
				Shasta	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Eric Orr		(530) 225-3466		eric.orr.dot.ca.gov		
Project Title						
North Redding 6 Lane						
Location (Project Limits), Description (Scope of Work)						
In Shasta County in Redding from 0.3 mile north of Cypress Avenue Overcrossing to 0.6 mile north of Oasis Road Overcrossing. Widen Interstate 5 from 4 lanes to 6 lanes.						
Component						
PA&ED		Implementing Agency				
		Caltrans				
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Reduce congestion and improve operations, safety and freight movement.						
Purpose and Need						
Improve operations on Interstate 5 by reducing merging conflicts and congestion, maintaining reasonable and efficient traffic operations, and improving safety for users and workers.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New roadway lane-miles			Miles	10.4
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed
Project Study Report Approved					02/14/17	
Begin Environmental (PA&ED) Phase						07/02/18
Circulate Draft Environmental Document					Document Type	
Draft Project Report						05/07/21
End Environmental Phase (PA&ED Milestone)						09/17/21
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/28/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA	5	0H920	0215000083	3597	
Project Title: North Redding 6 Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		1,200						1,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,200						1,200	

Fund No. 1:	RIP - National Highway System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,200						1,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,200						1,200	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



NORTH REDDING 6 LANE PROJECT
PROJECT LOCATION
ATTACHMENT A

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date: 10/28/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
02		0218000007	2368			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Shasta Regional Transportation Agency		
				MPO	Element	
				Shasta	LA	
Project Manager/Contact		Phone		E-mail Address		
Dave Wallace		(530)262-6187		DWallace@srtc.ca.us		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Shasta RTA						
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Purpose and Need						
Planning, Programming, and Monitoring of STIP projects per Section 21 of STIP Guidelines.						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/28/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA			0218000007	2368	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									Shasta RTA
RAW									
CON	2,815	190						3,005	Shasta RTA
TOTAL	2,815	190						3,005	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Prior 2018/19 \$190K shared between 2018/19 and 2019/20.
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	2,815	95	95	146	146	146		3,443	
TOTAL	2,815	95	95	146	146	146		3,443	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	2,815	190						3,005	
TOTAL	2,815	190						3,005	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	2,815	95	95	146	146	146		3,443	
TOTAL	2,815	95	95	146	146	146		3,443	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Shasta 2018 RTIP

Section 16. SRTA Board of Directors Resolution of Approval of 2018 RTIP

DRAFT

Insert SRTA Resolution Here Upon Adoption of 2018 RTIP

DRAFT

Shasta 2018 RTIP

Section 17. Documentation of Coordination with Caltrans District 2

DRAFT

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

DIVISION OF PLANNING AND LOCAL ASSISTANCE

1657 RIVERSIDE DRIVE, MS-5

REDDING, CA 96001

PHONE (530) 225-2564

FAX (530) 225-2459

TTY 711

www.dot.ca.gov

*Making Conservation**a California Way of Life..*

October 3, 2017

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

Dear Mr. Little:

The 2018 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) on September 15, 2015, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta Regional Transportation Agency's (SRTAs) portion of this statewide list.

In preparation for the 2018 STIP cycle, on August 21, 2017, Caltrans met with you to discuss State highway needs. Caltrans provided a comprehensive list of needs on the SHS in the Shasta County region for discussion. The list included current programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects already fully or partially funded in the STIP. SRTA currently has 2 projects programmed in the STIP. Redding to Anderson Six Lane (RASL) Phase 1 on Interstate 5 (I-5) is a fully funded partnered project combining STIP and State Highway Operations Protection Program (SHOPP) Asset Management funds. This project is programmed for construction in FY 2019/20 in both the STIP and the SHOPP. SHOPP construction funds are proposed to be programmed with the 2018 SHOPP. The second project programmed in the STIP is RASL Phase 2, currently funded through design and right of way phases. Both SRTA and the Caltrans are requesting additional funding to complete design and are requesting construction programming through the SHOPP, the Trade Corridor Enhancement Program (TCEP) and the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant. District are looking for creative and innovative opportunities to fund the construction phase.

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

Mr. Little
October 3, 2017
Page 2

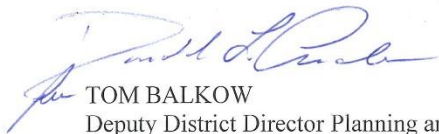
Shasta RTA has shown continued commitment to programming the majority of their STIP fund on the State highway system. They have been successful recipients of 2006's Proposition 1B CMIA and STIP Augmentation funds on multiple state highway projects worth tens of millions of dollars in improvements to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

Caltrans recognizes 2018 STIP funding is prioritized to escalate funds on the existing program, to reinstate projects deleted or delayed and then to program new projects in the STIP. The District and SRTA have worked together to ensure existing programmed projects are made whole and are also seeking to program the environmental phase on the next highest priority I-5 project – North Redding Six Lane. Once constructed this project will see I-5 in Shasta County with six lanes from the Cottonwood to Shasta Lake City, over a total of 19 miles.

The District is also supportive of SRTAs focus on active transportation throughout the Shasta region. Public participation efforts to improve multimodal operations on SR 273, led by Caltrans in partnership with local jurisdictions have recently been completed. These efforts will assist in the development of a multimodal corridor plan for the entire route. Parallel efforts have been led by SRTA in partnership with Caltrans and local jurisdictions on the GoShasta Plan to evaluate active transportation for the entire region. SRTA and the City of Redding have a partnered STIP/ATP project currently programmed to improve multimodal use in Downtown Redding. Another proposed multimodal project in Downtown Redding will link the multimodal paths along SR 44 to the programmed project in Downtown Redding along the Sacramento River. This project is proposed to be funded with STIP and SHOPP Minor and will be a Cycle 4 ATP candidate project.

We look forward to continued cooperation and collaboration in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-4671 or me at the number above.

Sincerely,



TOM BALKOW
Deputy District Director Planning and Local Assistance

Enclosure

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

2018 State Highway Needs District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	COMMENTS
2	SHA	5	R2.0/R12.2	Redding to Anderson Six Lane	Add median lanes. Expand I-5 to 6-Lanes Deschutes to Bonnyview	3442	4C402	Complete	Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. Anticipate exploring funding options in future STIP Cycles.
2	SHA	5	R6.2/R11.7	Redding to Anderson Six Lane "Little Easy" (Phase 1)	Add median lanes. Riverside to Bonnyview	3445A	4C403	Complete	Project is fully funded. Asset management amend SHOPP funds to construct in FY 18/19. SHOPP amendment "Little Asset" pending.
2	SHA	5	R3.8 to R7.0	Redding to Anderson Six Lane "Big Easy" (Phase 2)	Add median lanes. Deschutes to Riverside. Replace Anderson OH	3445B	4C404	Complete	Asset management "Big Southern" SHOPP amendment and TCEP application pending for additional PS&E, RW, and CON. Project is programmed through PS&E and R/W. Project limits decreased due to increase of project limits in 4C403.
2	SHA	5	15.4/19.5	North Redding Six Lane	Expand freeway to six lanes from north of Route 5/299 separation to north of Oasis Rd interchange.	3597	0H920	Complete	Proposed for PA&ED Only programming. Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	44	R3.6/R7.0	Redding to Palo Cedro 4 Lanes (aka Stillwater Project Report Alt J)	Construct interchange at SR44 and Stillwater road and widen SR 44 from 2 lanes to 4 lanes.	0137	36840	Complete	PA&ED Complete, remaining components unfunded except for \$3.2 million HPP funds. Total cost (support and capital) for small interchange is around \$11 million. Caltrans is exploring options for projects that meet the funds available. Other projects have higher priority within the region.
2	SHA	44	R4.6/R6.4	Stillwater Operations/Improvements	Construct Interchange at SR44 and Stillwater road	3595	36841	Complete	Project is in construction with a combination of HPP funds and SHOPP funds.
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	Public Engagement plan scheduled for completion the end of August 2017. District will be applying for Cycle 4 ATP funds for a Active Transportation Plan that will develop a list of prioritized candidate projects to move forward to project development. Project was a candidate for ITIP TE and RTIP TE prior to removal of TE from the STIP with the enactment of MAP-21. Corridor has a need for multimodal facilities. Project in the Draft DSMP, RTP (2010), and SR 273 TCR (2013)
2	SHA	5	R11.5/R12.8	Bonnyview Interchange	Reconstruct Interchange	3667	2H800	Initiated	Project at request of City of Redding. PSR/PDS currently at 90% completion. Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	5	R6.5/R6.8	Riverside Interchange	Reconstruct Interchange		2H650	Initiated	Reimbursement PSR/PDS with City of Anderson.
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete	2015 State Highway needs meeting shows this project as the lowest priority for SRTA. Possibly a new PSR would be needed. Project alternative is included in a PSR. Project in the Draft DSMP, RTP (2010), I-5 TCR (2008), and 299-44-36-395 CMP (2008)