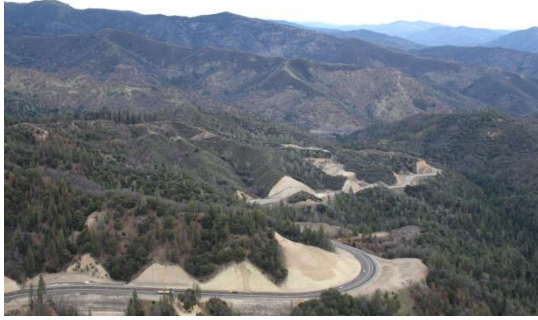




SHASTA 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

**Shasta Regional
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December 12, 2017

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

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

Prepared By:

Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001
www.srta.ca.gov
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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.



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Daniel S. Little, Executive Director

December 15, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2018 Shasta Regional Transportation Improvement Program

Dear Ms. Bransen:

Enclosed, please find two copies of the 2018 Shasta Regional Transportation Improvement Program (RTIP) adopted December 12, 2017, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2018 RTIP recommends \$17.750 million in regional shares, of which \$12.712 million was previously programmed. In addition to carryover projects, SRTA has recommended adding two new projects to the RTIP for project development phases. The below summarizes SRTA's 2018 RTIP, with the regional share contribution in parentheses after each project name:

- Redding to Anderson Six-Lane Project: Phase 1 Construction (\$13.722 million) – This \$30.663 million project would extend the existing six-lane width on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Avenue. \$12.122 million in regional shares were programmed in Fiscal Year (FY) 2019/20 in the 2016 STIP. SRTA and Caltrans have a commitment from Caltrans Headquarters to add another \$16.1 million in State Highway Operation and Protection Program (SHOPP) funds. SRTA and Caltrans, District 2 staff, are recommending returning the project construction to FY 2018/19. SRTA has approved an additional \$1.6 million from SRTA's RTIP share toward the construction cost, for a total RTIP contribution of \$13.722 million.

There is also a Phase 2 project in this corridor extending further south into Anderson. It is included in the RTIP for information.

- Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements (\$400,000) – These funds were originally approved by SRTA in 2013 to fund a portion of the \$2.638 million project need and will carryover in the 2018 RTIP. The \$400,000 RTIP commitment leveraged a \$2.138 million competitive Active Transportation Planning (ATP) grant. The grant included construction funding in FY 2018/19, but

2018 Regional Transportation Improvement Program
December 15, 2017

due to the state fiscal crisis during the 2016 STIP development, this project was delayed to FY 2019/20. The 2018 RTIP returns the RTIP commitment to FY 2018/19 to align with the ATP grant.

- Downtown to Turtle Bay Non-Motorized Improvements (\$1,400,000) – SRTA has long supported a connection from Turtle Bay and the Redding Civic Auditorium to Downtown Redding along the north side of State Route 44. This would essentially be a westerly extension of the Dana to Downtown Trail across the Sacramento River. SRTA programmed \$1.4 million of new regional funds for the environmental, design, and right-of-way phases in FYs 2018/19 and 2019/20.
- North Redding Six-Lane Project (\$1,600,000) – This new project would widen I-5 to six lanes from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of the Oasis Road Overcrossing. This is the final segment to complete the long-standing vision and Caltrans partnership to widen I-5 continuously between Cottonwood and the city of Shasta Lake. SRTA approved \$1.6 million for Caltrans to complete the environmental phase for this segment. This is proposed using 100% RTIP funds in FY 2018/19.
- Planning, Programming and Monitoring (\$628,000) – Prior funding totaling \$190,000 will carry over to FYs 2018/19 and 2019/20. New funding totaling \$438,000 will be split among the final three years of the program.

The Shasta 2018 RTIP is available on SRTA's website at the following address:
<http://www.srta.ca.gov/155/Regional-Transportation-Improvement-Prog>.

Please let me know if you have any questions. I am available at 530-262-6191, or dlittle@srta.ca.gov.

Sincerely,



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

DSL/KKU/al

Enclosures: SRTA Resolution Number 17-13: Adoption of 2018 Shasta Regional Transportation
Improvement Program (Section 16 within Shasta 2018 RTIP)
Shasta 2018 RTIP

C: Bruce de Terra, Chief, Division of Transportation Programming (with two RTIP copies)
Dave Moore, Caltrans District 2 Director (with two RTIP copies)

**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 \$5,038,000 of that capacity—leaving \$5,440,000 available for programming later. These funds are being reserved for the 2020 RTIP for several reasons:

- The reserve funds may be needed for current project if grant efforts are not successful.
- Now that the RTIP has been revitalized under Senate Bill 1 (SB 1), developing projects and grant-leveraging strategies will take several months.
- SB 1 is under threat of repeal which would effectively eliminate the RTIP program and all existing shares.

During this interim, SRTA is recommending new funding for: the Redding to Anderson Six-Lane Project Phase 1 cost increases and project match; the cost of environmental and project approval (PA&ED) for a new focus: Interstate 5 North Redding Six-Lane Project—a continuation of I-5 corridor improvements; funding environmental, engineering, 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>

- Executive Director Contact Information

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- RTIP Staff Contact Information

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- **California Transportation Commission (CTC) Staff Contact Information**

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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. The passage of Senate Bill 1 has increased the share amount of funds to the regions. 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 engineering, 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 engineering 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 Plans, Specifications & Estimates (PS&E) and Right-of-Way.	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 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 was circulated and posted for public and interagency review October

29, 2017 through November 29, 2017. Following a public hearing on December 12, 2017, the SRTA Board of Directors approved the Shasta 2018 RTIP.

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 engineering funds for another phase of the project, as needed, as well as environmental 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, that 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 engineering programming 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 proposes using \$5,038,000 of the new capacity for the 2018 STIP, leaving residual programming capacity of \$5,440,000 for future RTIP years.

B. Summary of Requested Programming

Project	Project Description	Requested RTIP Amount	Programming Year	Approximate Length	Total Project Cost
<i>Redding to Anderson Six-Lane (RASL) Project Phase 1</i>	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to	\$13,722,000 Prior Funds: \$12,122,000 New Funds: \$1,600,000 (escalation	FY 2018/19	5.5 miles	\$30,663,000

	Riverside Drive.	and match)			
<i>Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements Project</i>	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000 Prior Funds	FY 2018/19	1.0 mile	\$2,638,000
<i>Downtown to Turtle Bay Non-Motorized Improvements Project</i>	Provide Project Approval & Environmental Design (PA&ED), Plans Specifications & Estimates (PS&E), and Right of Way (ROW) for bicycle and pedestrian path between Downtown Redding to Turtle Bay.	\$1,400,000 New Funds	FYs 2018/19 and 2019/20	2.0 miles	\$7,000,000
<i>North Redding Six-Lane Project</i>	Fund PA&ED for potential new I-5 widening segment from four to six lanes from Cypress Overcrossing to Oasis Road Overcrossing.	\$1,600,000 New Funds	FY 2018/19	5.2 miles	\$1,600,000 for environmental; unknown construction.
<i>Redding to Anderson Six-Lane (RASL) Project Phase 2</i>	Extend six lanes (from four) on I-5 north of the Deschutes Road Interchange. Includes two UPRR replacement overcrossings, and accelerated to 2017/18 to attempt to fully	Prior: \$2,607,000 (already spent)	FY 2017/18	3.2 miles	\$113,595,000

	fund with new grant source. <i>*The 2018 RTIP has an informational programming page for this project, although no regional funds are currently being requested.</i>				
<i>Planning, Programming & Monitoring</i>	Administer STIP and develop projects.	\$628,000 Prior: \$190,000 New: \$438,000	FYs 2018/19 through 2022/23	Not applicable.	\$628,000 total over five years.
	SRTA Programming Total for 2018 RTIP	\$17,750,000		Grand Total	\$156,124,000
	SRTA Programming Reserve	\$5,440,000			

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 (environmental), PS&E (engineering) 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	Fund Source 1	Fund Source 2	Fund Source 3	Fund Source 4	
Overview of Other Funding Included with Delivery of RIP Projects							
Redding to Anderson Six- Lane Project (Phase 1)	13,722,000	0	841,000	16,100,000	0	0	\$30,663,000
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	15,522,000	0	841,000	16,100,000	7,638,000	200,000	40,301,000

Notes: Fund Source 1 = Prior RIP/Local; Fund Source 2 = SHOPP Asset Management Pilot Program Match; Fund Source 3 = ATP; and Fund Source 4 = 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 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. SRTA proposes contributing up to \$1.6 million to the cost escalations, as well as grant match, in 2018/19, 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. \$1.6 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 2018/19.	\$13,722,000
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 0.6 miles north of Oasis Road.	\$1,600,000

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 RTPs. 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
Diestelhorst 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 in 2018/19 and 2019/20.	\$1,400,000

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

The 'Sacramento River Trail (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 are 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 enhances the corridor in the same way. A new proposal to the north of RASL is the Interstate 5 North Redding Six-Lane Project. 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 brings regional and statewide benefits.

The two alternative transportation proposals, the Sacramento River Trail (Diestelhorst) 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. Therefore, the table below, included for illustrative purposes, is not relevant.

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		2.0 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. Benefit Cost Analysis output calculations also follow the PPRs for the Redding to Anderson Six-Lane Project phases.

Project	Project Description	Requested RTIP Amount	Programming Year	Approximate Length	Total Project Cost
<i>Redding to Anderson Six-Lane (RASL) Project Phase 1</i>	Extend six lanes (from four) on I-5 south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive.	\$13,722,000 Prior Funds: \$12,122,000 New Funds: \$1,600,000 (escalation and match)	FY 2018/19	5.5 miles	\$30,663,000
<i>Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements Project</i>	Install bicycle lanes and sidewalks in the city of Redding.	\$400,000 Prior Funds	FY 2018/19	1.0 mile	\$2,638,000
<i>Downtown to Turtle Bay Non-Motorized Improvements Project</i>	Provide Project Approval & Environmental Design (PA&ED), Plans Specifications & Estimates (PS&E), and Right of Way (ROW) for bicycle and pedestrian path between Downtown Redding to Turtle Bay.	\$1,400,000 New Funds	FYs 2018/19 and 2019/20	2.0 miles	\$7,000,000

<i>I-5 North Redding Six-Lane Project</i>	Fund PA&ED for potential new I-5 widening segment from four to six lanes from Cypress Overcrossing to Oasis Road Overcrossing.	\$1,600,000 New Funds	FY 2018/19	5.2 miles	\$1,600,000 for environmental; unknown construction.
<i>Redding to Anderson Six-Lane (RASL) Project Phase 2</i>	Extend six lanes (from four) on I-5 north of the Deschutes Road Interchange. Includes two UPRR replacement overcrossings, and accelerated to 2017/18 to attempt to fully fund with new grant source. <i>*The 2018 RTIP has an informational programming page for this project, although no regional funds are currently being requested.</i>	Prior: \$2,607,000 (already spent)	FY 2017/18	3.2 miles	\$113,595,000
<i>Planning, Programming & Monitoring</i>	Administer STIP and develop projects.	\$628,000 Prior: \$190,000 New: \$438,000	FYs 2018/19 through 2022/23	Not applicable.	\$628,000 total over five years.
	SRTA Programming Total for 2018 RTIP	\$17,750,000		Grand Total	\$156,124,000
	SRTA Programming Reserve	\$5,440,000			

F. Appendices

Section 15. Projects Programming Request (PPR) Forms – SRTA has included PPRs for each of the RTIP programming requests under Section 15. As noted above under Section 14, a map of each project follows the respective PPR. The Redding to Anderson Six-Lane (RASL) 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 Trade Corridor Enhancement Program funding added. Benefit Cost Analysis calculations for the RASL Project phases are included after each respective phase's PPR and map.

Section 16. Board Resolution or Board Documentation of approval of 2018 RTIP – The December 12, 2017 SRTA Resolution 17-13: The resolution of adoption of the 2018 Regional Transportation Improvement Program (RTIP) is appended here.

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. Projects Programming Request Forms and Projects Maps

a.	I-5 Redding to Anderson Six-Lane Project Phase 1	19
	Map.....	21
	Benefit Cost Calculation.....	22
b.	I-5 Redding to Anderson Six-Lane Project Phase 2 (Information Only as Prior Year RIP Funds Included, Plus Other New Funding).....	23
	Map.....	27
	Benefit Cost Calculation.....	28
c.	Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements Project.....	29
	Map.....	32
d.	Redding Downtown to Turtle Bay Non-Motorized Improvements Project.....	33
	Map.....	36
e.	Interstate 5 North Redding Six-Lane Project.....	37
	Map.....	39
f.	Planning, Programming and Monitoring.....	40
	As a planning and programming effort, project map not applicable.	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

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
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	167							167	
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	841		29,822					30,663	

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
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	658							658	
RAW SUP (CT)	10							10	
CON SUP (CT)									
RAW	6							6	
CON			13,722					13,722	
TOTAL	674		13,722					14,396	Con Sup and Con Cap proposed to be used to match TCEP in PPNO 3445B

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
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)			2,200					2,200	
RAW									
CON			13,900					13,900	
TOTAL			16,100					16,100	

Fund No. 3:		Local Contribution							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	

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									
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									

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									

INDEX OF PLANS

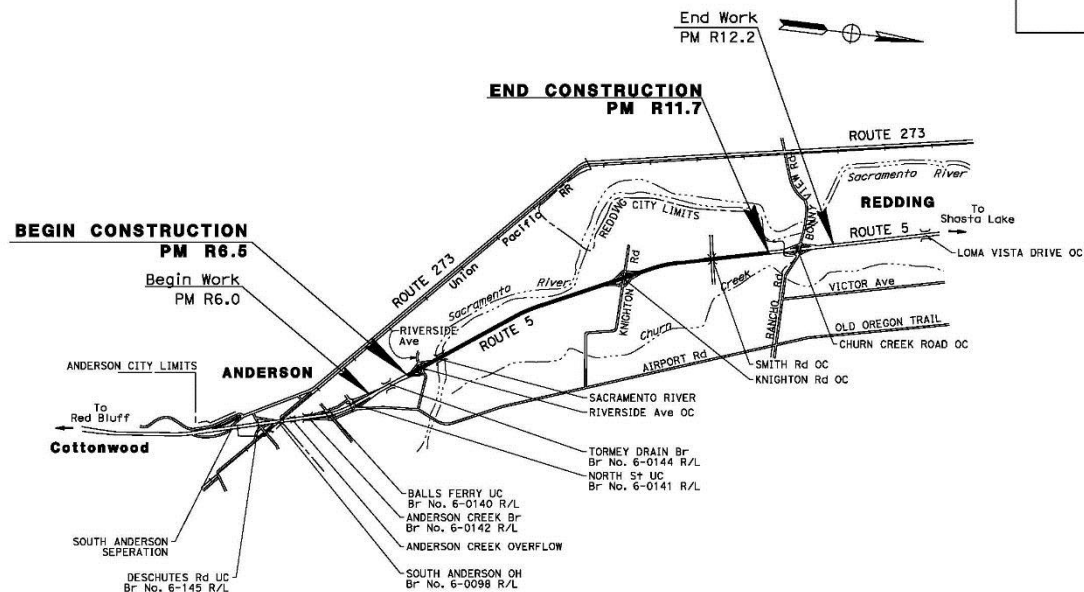
SHEET No. DESCRIPTION

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN SHASTA COUNTY
IN AND NEAR ANDERSON
FROM 0.2 MILE SOUTH OF RIVERSIDE AVENUE OC
TO 0.8 MILE NORTH OF SMITH ROAD OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010



PRELIMINARY
PROJECT ENGINEER
REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS
OFFICERS OR AGENTS SHALL NOT BE
RESPONSIBLE FOR THE ACCURACY OR
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. **02-4C4034**
PROJECT ID **0214000070**

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

RELATIVE BORDER SCALE 15 IN INCHES 0 1 2 3
USERNAME => a134830
DGN FILE => 0214000070db001.dgn

UNIT 0315 PROJECT NUMBER & PHASE 02140000704

District: 2

PROJECT: Redding to Anderson 6-Lane Phase 1

EA: 02-4C403

PPNO: 3445a

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$82.0
Life-Cycle Benefits (mil. \$)	\$37.7
Net Present Value (mil. \$)	-\$44.3
Benefit / Cost Ratio:	0.5
Rate of Return on Investment:	2.8%
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$2.6	\$0.0	\$2.6	\$0.1
Veh. Op. Cost Savings	-\$0.2	\$0.0	-\$0.2	-\$0.0
Accident Cost Savings	\$32.1	\$3.2	\$35.2	\$1.8
Emission Cost Savings	-\$0.0	\$0.0	-\$0.0	-\$0.0
TOTAL BENEFITS	\$34.5	\$3.2	\$37.7	\$1.9

Person-Hours of Time Saved	531,351	26,568
CO ₂ Emissions Saved (tons)	-1,604	-80
CO ₂ Emissions Saved (mil. \$)	-\$0.0	-\$0.0

Should benefit-cost results include:

1) Induced Travel? (y/n)

2) Vehicle Operating Costs? (y/n)

3) Accident Costs? (y/n)

4) Vehicle Emissions? (y/n)
includes value for CO₂e

Default = Y

Default = Y

Default = Y

Default = Y

Transportation Economics
Caltrans DOTD

Cal-BIC - 3) Results
RSLP1_Cal-BICv6.0_INFRA_TIGER_Final_12052017.xls

Page 1
12/5/2017

Shasta 2018 Regional Transportation Improvement Program - Page 22

The I-5 RASL Phase 2 Project (pp. 23-28) is included for information only.

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

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 Regional Transportation Agency/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	Implementing Agency					
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. (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	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

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
R/W SUP (CT)	50							50	Caltrans
CON SUP (CT)					2,370			2,370	Caltrans
R/W	75							75	Caltrans
CON					32,370			32,370	Caltrans
TOTAL	2,607				34,740			37,347	
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)	166							166	
PS&E	5,482							5,482	
R/W SUP (CT)	270							270	
CON SUP (CT)	15,600							15,600	
R/W	1,296							1,296	
CON	90,781							90,781	
TOTAL	113,595							113,595	

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	
R/W SUP (CT)	50							50	
CON SUP (CT)									
R/W	75							75	
CON									
TOTAL	2,607							2,607	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,482							2,482	
R/W SUP (CT)	50							50	
CON SUP (CT)									
R/W	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									
R/W SUP (CT)									
CON SUP (CT)					2,370			2,370	
R/W									
CON					32,370			32,370	
TOTAL					34,740			34,740	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
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)									TCEP - Statewide (TCEP match comes from STIP programmed funds in PPNO 3445A)
PS&E									
R/W SUP (CT)									
CON SUP (CT)	11,700							11,700	
R/W									
CON	56,000							56,000	
TOTAL	67,700							67,700	

Fund No. 5:	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)									TCEP - Regional Corridor (TCEP match comes from STIP programmed funds in PPNO 3445A)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	16,000							16,000	
TOTAL	16,000							16,000	

Fund No. 6:		Local Contribution							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)									City of Anderson, Shasta County \$500K Anderson and \$200K Shasta County local contributions.
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	700							700	
TOTAL	700							700	

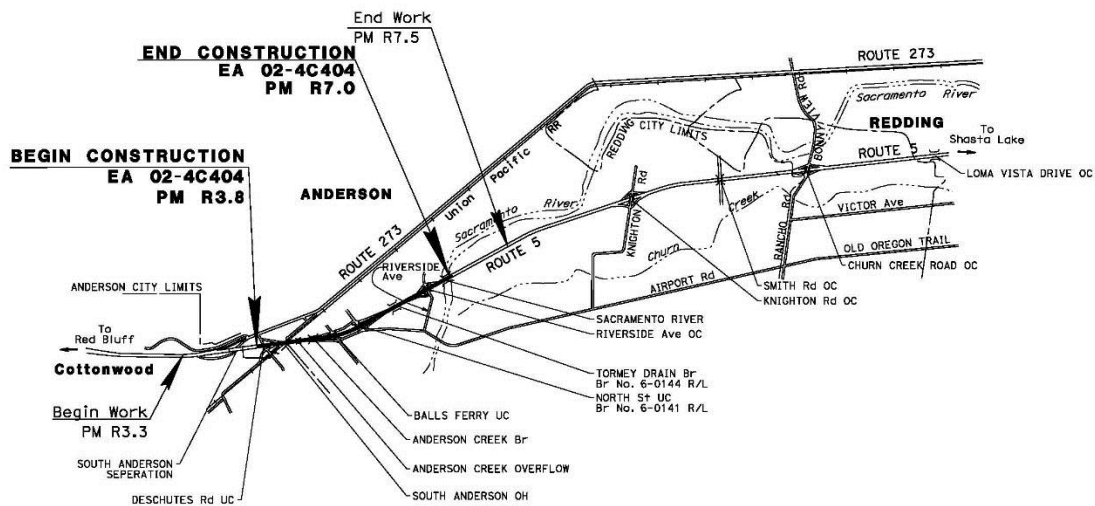
Fund No. 7:		Local							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	166							166	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	166							166	

Fund No. 8:									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									

SHEET No.	DESCRIPTION
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THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

PRELIMINARY
PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	02-4C4044
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PROJECT ID	0214000071
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ER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 1
IS IN INCHES

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USERNAME => 8129496
DGN FILE => Big and Little Easy Location.dgn

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UNIT 0315	PROJECT NUMBER & PHASE	02140000711
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District: 2

PROJECT: Redding to Anderson 6-Lane Phase 2

EA: 02-4C404

PPNO: 3445b

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$93.4
Life-Cycle Benefits (mil. \$)	\$75.2
Net Present Value (mil. \$)	-\$18.2
Benefit / Cost Ratio:	0.8
Rate of Return on Investment:	4.8%
Payback Period:	13 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$2.5	\$0.0	\$2.5	\$0.1
Veh. Op. Cost Savings	-\$0.2	\$0.0	-\$0.2	-\$0.0
Accident Cost Savings	\$66.3	\$6.6	\$72.9	\$3.6
Emission Cost Savings	-\$0.0	\$0.0	-\$0.0	-\$0.0
TOTAL BENEFITS	\$68.7	\$6.6	\$75.2	\$3.8

Person-Hours of Time Saved	534,949	26,747
CO ₂ Emissions Saved (tons)	-1,607	-80
CO ₂ Emissions Saved (mil. \$)	-\$0.0	-\$0.0

Should benefit-cost results include:

1) Induced Travel? (y/n)

2) Vehicle Operating Costs? (y/n)

3) Accident Costs? (y/n)

4) Vehicle Emissions? (y/n)
includes value for CO₂e

Y
Default = Y

Y
Default = Y

Y
Default = Y

Y
Default = Y

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

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 Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No	
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+	Total	
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+	Total	
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
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			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
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			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	
R/W SUP (CT)									
CON SUP (CT)									
R/W	40							40	
CON			1,634					1,634	
TOTAL	504		1,634					2,138	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
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
PS&E									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--when the 2016 STIP was processed.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)	148							148	
PS&E	316							316	
R/W SUP (CT)									
CON SUP (CT)									
R/W	40							40	
CON		1,634						1,634	
TOTAL	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									
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									



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: 12/5/17	
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	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Chuck Auckland		530-225-4170		cauckland@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:	1	Senate:	1	Congressional:	1	
Project Benefits						
Provide connectivity between downtown businesses, residences, workplaces, recreation & shopping near Turtle Bay Park and E. Redding.						
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	2
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No	
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: 12/5/17

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+	Total	
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						1,170	
PS&E			100					100	
RAW SUP (CT)									
CON SUP (CT)									
RAW			130					130	
CON				5,600				5,600	
TOTAL		1,170	230	5,600				7,000	

Fund No. 1:	ATP - Cycle 4								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
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								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)									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: 12/5/17

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									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,170						1,170	
PS&E			100					100	
RAW SUP (CT)									
CON SUP (CT)									
RAW			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									
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									

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									



PROPOSED TRAIL LIMITS -



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

General Instructions

Amendment (Existing Project) Y/N					Date:	12/5/17
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	Shasta Regional Transportation Agency/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						
Interstate 5 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		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)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/5/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
02	SHA	5	0H920	0215000083	3597	
Project Title: Interstate 5 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									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		1,600						1,600	
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL		1,600						1,600	

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									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,600						1,600	PA&ED only
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL		1,600						1,600	

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
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
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		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)									
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	Prior 2018/19 \$190K split between 2018/19 and 2019/20.

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	Prior 2018/19 \$190K programmed amount split between 2018/19 and 2019/20.

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

RESOLUTION



RESOLUTION NUMBER:	17-13
SUBJECT:	Adoption of 2018 Shasta Regional Transportation Improvement Program (RTIP)

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

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

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

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, local governments, tribal partners, and federal land management agencies, a five-year RTIP for funding made available for transportation improvements for Fiscal Years 2018-19 through 2022-23 of the 2018 RTIP; and

WHEREAS, the 2018 RTIP has been developed consistent with: the policies and procedures outlined in SRTA's RTIP Project Selection Priorities, last approved by the board of directors on October 22, 2013; the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 16, 2017; and SRTA's 2016 Shasta Participation and Partnership Plan (Title VI) approved December 13, 2016; and

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

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves the 2018 Shasta Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the board of directors approves the Interstate 5 Redding to Anderson Six-Lane Project Phase 1 in partnership with the state's commitment of \$16.1 million in matching funds from the State Highway Operation and Protection Program.

PASSED AND ADOPTED this 12th day of December, 2017, by the Shasta Regional Transportation Agency.

A blue ink signature of Greg Watkins, written in a cursive style, is positioned above a horizontal line.

Greg Watkins, Chair
Shasta Regional Transportation Agency

Shasta 2018 RTIP

Section 17. Documentation of Coordination with Caltrans District 2

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

DIVISION OF PLANNING AND LOCAL ASSISTANCE

1657 RIVERSIDE DRIVE, MS-5

REDDING, CA 96001

PHONE (530) 225-2564

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*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

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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)