



Draft Shasta 2027 Federal Transportation Improvement Program (FTIP)

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Shasta 2027 Federal Transportation Improvement Program

Federal Fiscal Years 2026/27 – 2029/30

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In cooperation/consultation with:

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Redding Area Bus Authority
Dignity Health Connected Living
Pit River Tribe
Redding Rancheria
Federal Land Management Agencies

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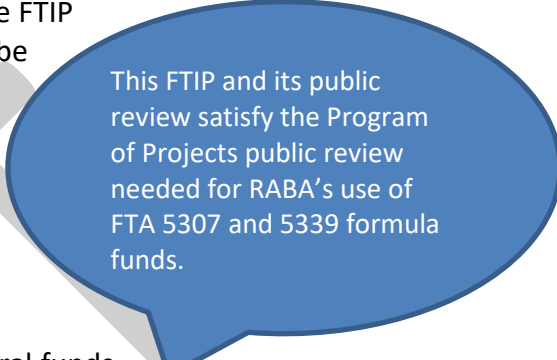
Acronym Guide

AB	Assembly Bill
(C)ARB	(California) Air Resources Board
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CON	Construction
CRP	Carbon Reduction Program
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System (database)
DOT	Department of Transportation
EPA	Environmental Protection Agency
EPSP	Expedited Project Selection Procedures
FAST Act	“Fixing America’s Surface Transportation” Federal Surface Transportation Authorization Act signed December 4, 2015
FHWA	Federal Highway Administration
FSTIP	Federal Statewide Transportation Improvement Program (statewide FTIP)
FTA	Federal Transit Administration
FTA 5303	Federal Transit Administration (Metropolitan Planning funds)
FTA 5307	Federal Transit Administration (Formula Capital & Operating Assistance)
FTA 5310	Federal Transit Administration (Capital Assistance for Mobility of Seniors and Individuals with Disabilities)
FTA 5311	Federal Transit Administration (Rural Areas Capital and Operating Assistance)
FTA 5339	Federal Transit Administration (Formula Bus and Bus Facilities Capital)
FY	Fiscal Year (July 1 through June 30)
FFY	Federal Fiscal Year (October 1 through September 30)
FTIP	Federal Transportation Improvement Program (regional programming document)
HBP	Highway Bridge Program
HES	Hazard Elimination Safety
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program (same as IIP)
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund under the Transportation Development Act
MAP-21	“Moving Ahead for Progress in the 21 st Century” Federal Surface Transportation Authorization Act signed July 6, 2012
MPO	Metropolitan Planning Organization
NHS	National Highway System
OWP	Overall Work Program
PA & ED	Project Approval and Environmental Document
PDT	Project Development Team
PE	Preliminary Engineering
POP	Program of Projects (for FTA formula funds, e.g. Sections 5307 and 5339)

PM	Performance Measures
PM_{2.5} and PM₁₀	Particulate Matter, either under 2.5 or 10.0 microns in diameter or less
PPR	Project Programming Request
PS & E	Plans, Specifications and Estimates
PSR	Project Study Report
RABA	Redding Area Bus Authority
RTP	Regional Transportation Plan
RIP	Regional Improvement Program
ROW	Right of Way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
SB 1	Senate Bill 1 – The Road Repair and Accountability Act of 2017
SGR	State of Good Repair
SHOPP	State Highway Operation and Protection Program
SRTA	Shasta Regional Transportation Agency
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance under the Transportation Development Act
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDA	Transportation Development Act of 1971 (Mills-Alquist-Deddeh Act – SB 325)
TPM	Transportation Performance Management
USC	United States Code

Section 1 – Introduction and Overview

The U.S. Department of Transportation (DOT) has designated the Shasta Regional Transportation Agency (SRTA) as the Metropolitan Planning Organization (MPO) for Shasta County and its three incorporated cities—the cities of Anderson, Redding and Shasta Lake. As the MPO, SRTA is required to prepare a Federal Transportation Improvement Program (FTIP) every four years in accordance with Section 450.324 of the Metropolitan Transportation Planning regulations. The California Streets and Highways Code requires an update to the FTIP every two years, during even-numbered years, and must be submitted before October 1. The FTIP must include all transportation-related projects with federal funding, or that are regionally significant. The FTIP outlines the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system.



This FTIP and its public review satisfy the Program of Projects public review needed for RABA's use of FTA 5307 and 5339 formula funds.

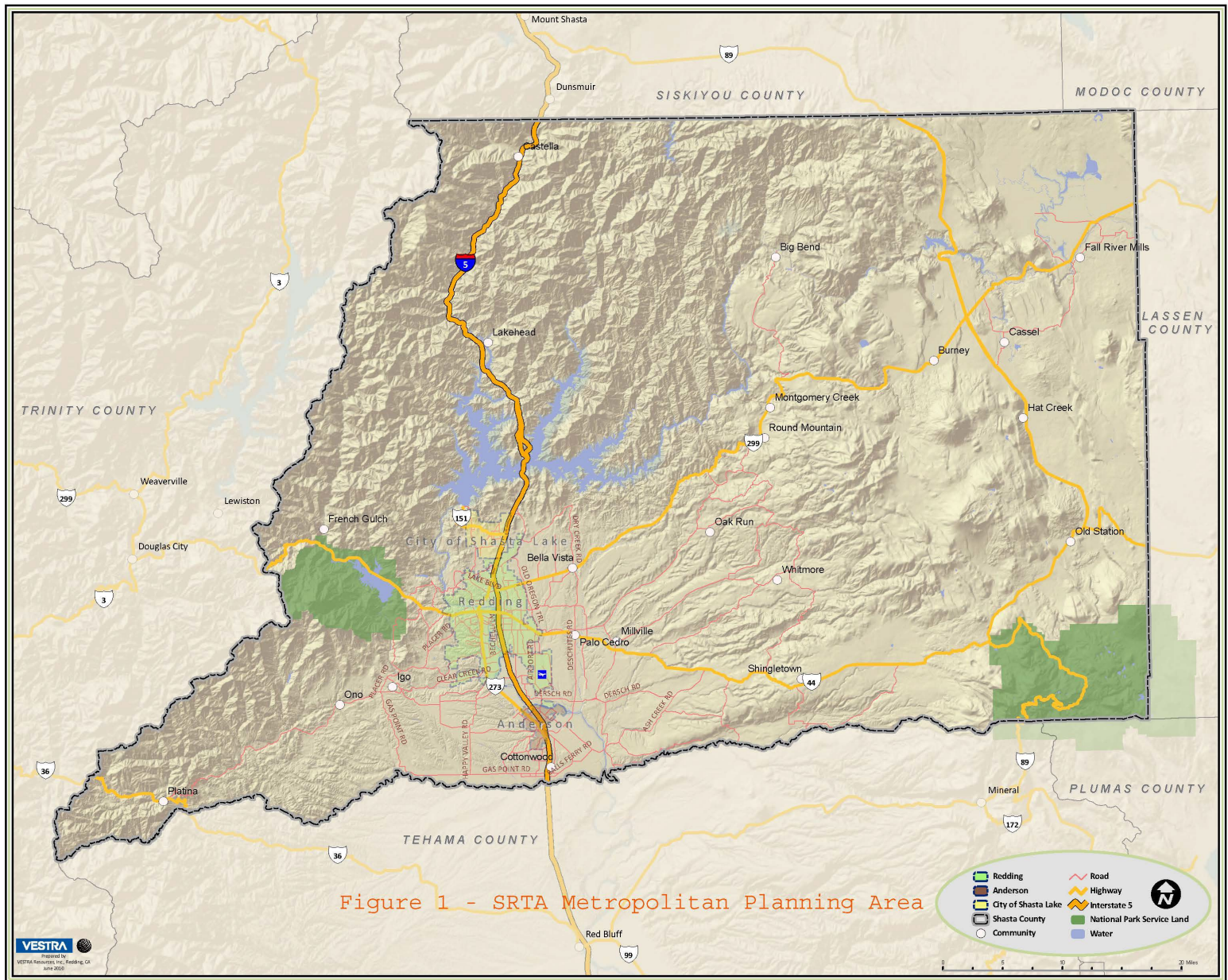
The FTIP also serves as the Program of Projects (POP) for federal funds, including the Redding Area Bus Authority's (RABA's) use of Federal Transit Administration (FTA) Sections 5307 and 5339 formula funds for both operating and capital assistance. Public notification regarding the availability of the draft FTIP, including both the time established for public review and comment and the public hearing held for the document, satisfies both RABA's need to publicly notice POPs for FTA 5307 and 5339 funds. Appendix I includes the 5307 and 5339 POP for the 2027 FTIP.

FTIP Requirements

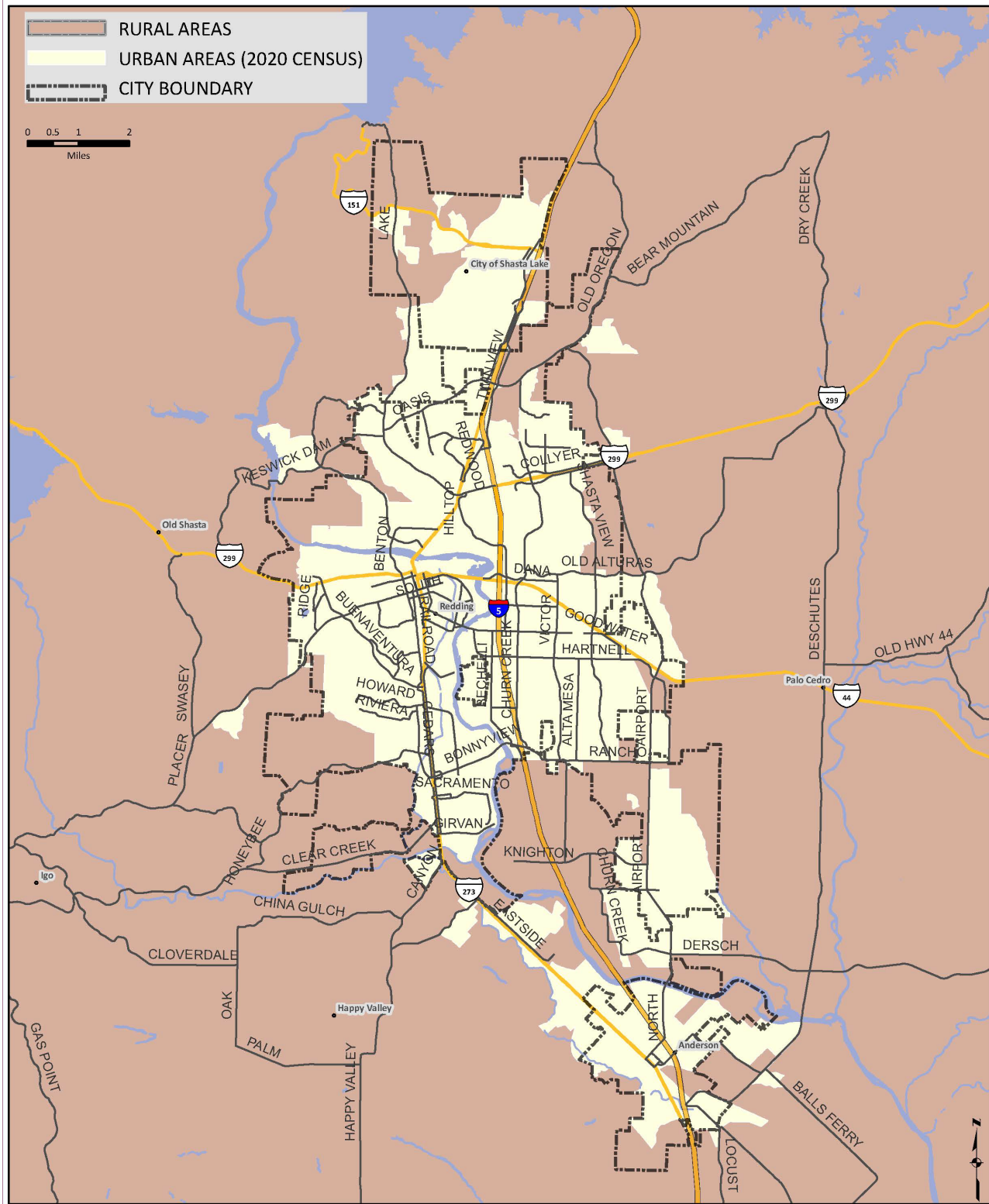
The FTIP is required to identify transportation projects with federal funding, or that are regionally significant, over the next four federal fiscal years (FFYs). Projects identified beyond the four-year cycle, as well as projects without any currently identified funding, are provided for information purposes only. Only projects with dedicated funding are allowed in the first fiscal year, and projects in the second, third, and fourth year are to have a firm funding commitment, or a reasonable expectation of funding availability. Appendix A was developed using SRTA's programming database (URL: <https://srta.ecointeractive.com/>) and represents the projects included in this FTIP. Appendix B shows tables of projects included under the FTIP grouped project listings—those FTIP projects for which one FTIP listing covers multiple projects under that category. Projects within the FTIP are required to be consistent with SRTA's long-range Regional Transportation Plan (RTP) for Shasta County. For the purpose of consistency, each project was given an ID that aligns with a corresponding table or tables, within the 2022 RTP, because not all projects within the RTP have unique project numbers at this time. The 2027 RTP is currently under development, and unique project numbers will be included with the adoption of the plan. When the 2027 RTP is adopted, the project numbers within the FTIP will be updated to align with the unique IDs in the 2027 RTP.

SRTA's metropolitan planning area includes all of Shasta County as shown in Figure 1. Figure 2 shows the County's urban area at a larger scale. The Shasta FTIP is not subject to the conformity

requirements of 40 Code of Federal Regulations (CFR) 93, as the region is in attainment for all six federal National Ambient Air Quality Standards (i.e., Ozone, Carbon Monoxide, Particulate Matter, Nitrogen Dioxide, Sulfur Dioxide, and Lead). As such, the application of Transportation Control Measures does not apply. Additionally, Shasta County, located in the Sacramento Valley Air Basin, is classified under federal standards as either unclassified or attainment for other federal standards (Appendix C).



RURAL AREAS IN SHASTA COUNTY - NEAR CITIES



FTIP Development

Preparation of the FTIP, and its subsequent amendments, are based on input from the region's three cities (Anderson, Redding, and Shasta Lake), the county of Shasta, the California Department of Transportation (Caltrans), the Redding Area Bus Authority (RABA), SRTA's Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC), federally recognized tribal governments (the Pit River Tribe and Redding Rancheria), federal land management agencies, members of the general public, and various transportation-related interest groups.

Projects identified in the FTIP are consistent with the 2022 Regional Transportation Plan for Shasta County (RTP). The RTP is a long-range comprehensive transportation plan, which includes actions to promote future development of all transportation modes based on anticipated funding levels. The 2022 RTP include a "sustainable communities strategies" (SCS) component in compliance with Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008. The SCS contains land use, housing and transportation strategies that will assist the region in meeting its greenhouse gas emission reduction targets.

Transportation Performance Management

The Federal transportation bill Infrastructure Investment and Jobs Act (IIJA) requires MPOs to conduct performance-based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The RTPs are to include the performance measures and targets as well as a description of progress made towards the targets. In addition, the FTIP will provide a description of how investment in the FTIP will contribute towards achieving the transportation performance targets set in the RTP.

The Federal performance measures are split into three groupings under the title "Performance Management" (PM):

- PM 1: Safety
- PM 2: Transportation Asset Management
- PM 3: System Reliability, Freight, Congestion, and Air Quality

The projects programmed within the FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of federal performance targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in this 2027 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Documentation of how this 2027 Shasta FTIP supports the Federal performance measures is included in Appendix J.

Public Involvement and Interagency Consultation

The FTIP has been developed pursuant to SRTA’s 2025 Shasta Participation and Partnership Plan (Title VI). It may be reviewed on the SRTA website at:

<https://sрта.ca.gov/DocumentCenter/View/10072/The-2025-Shasta-Public-Participation-and-Title-VI-Plan>.



The FTIP is derived from projects included in the RTP, transit development plans, the Regional Transportation Improvement Program (RTIP), the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and various local assistance-related planning processes—all of which involve extensive public outreach including agency agendas, public hearings, working groups, and advertised comment periods.

Environmental Justice

Executive Order 12898 of February 11, 1994, requires agencies receiving federal dollars to, to the greatest extent possible, administer and implement their programs, policies, and activities that affect human health or the environment so as to avoid “disproportionately high and adverse human health or environmental effects” on minority and low-income populations. SRTA, and its partner agencies, address Environmental Justice (EJ) throughout the transportation planning and programming process—primarily through public outreach and interagency consultation. The public participation process outlined in the SRTA Participation and Partnership Plan (Title VI), as discussed above, is followed in the development of SRTA plans and programs, affording all segments of the population opportunity to provide input on the development of them.

Status of Projects from the 2025 FTIP

The 2025 FTIP, which began in the 2024/25 federal fiscal year (FFY), included several transportation projects and programs that have been authorized, obligated and constructed/implemented. Those projects or project phases that are not expected to be obligated by March 1, 2026, are included in this 2027 FTIP. Previously obligated projects for the last three federal fiscal years for which information was available are included in Appendix E.

Exchange of Federal Funds for State-Only Funds

As the urbanized population of the Shasta Region is under 200,000, SRTA is eligible to participate in a Caltrans program to exchange federal Regional Surface Transportation Program (RSTP) funds for state funds. Exchanging federal funds for state dollars allows greater flexibility on smaller-scale street and road projects, and projects under Article 19 of the State Constitution. Another

example of a federal grant source many times offered by using state funds for projects under one million dollars is the Active Transportation Program.

Amendment and Project Selection Procedures

Under Section 2 - Amendment and Project Selection Procedures of this FTIP, procedures for the amendment of the FTIP, as well as procedures for the selection and priority of projects, are outlined. This section discusses both administrative modifications and formal amendments and also includes discussion of Expedited Project Selection Procedures (EPSP).

Action Element

As discussed in Section 3 - Action Element, the FTIP is organized by projects listed either individually as line items or combined into grouped project listings of similar air quality conformity exempt projects. Each entry includes a summary of the transportation expenditures by fund type. Reports for identified projects (Appendix A) have been produced in SRTA's programming database (<https://srta.ecointeractive.com/>).

These projects are to be implemented by partners in the region (the cities, county, Caltrans, RABA, Native American Tribal Nations, and other public and private entities that maintain, operate, and improve the transportation system in the Shasta Region). Appendix B includes specific project information in tables for grouped project listings from Appendix A.

Financial Element

As discussed in Section 4 - Financial Element, the FTIP Financial Element (Appendix F) is a four-year summary of transportation expenditures and revenues for the Shasta Region beginning in the 2026/27 federal fiscal year (FFY). Based on the program revenues and expenditures for the applicable FTIP funding programs, the Shasta Region's anticipated federal fund expenditures match, or are under, the anticipated revenues—thus satisfying the requirements for the FTIP to be financially constrained. Where required, local matching funds are identified and included in the total cost of the program.

Section 2 – Amendment and Project Selection Procedures

Delegated Authority for FTIP Administrative Modifications and Formal Amendments

In the event that a project in the FTIP needs to be modified, such as to include a change in description, scope, funding or schedule, or to add a new project, SRTA has developed a process that will be used for both formal and administrative amendments consistent with standard Caltrans amendment procedures.

Administrative Modifications: The 2027 FTIP includes a project amendment procedure to allow streamlined amendments if changes are sufficiently minor to qualify as an administrative modification under standard Caltrans amendment procedures. In this case, the amendment may be processed through an administrative modification, in lieu of a formal amendment. During the 2023 FTIP cycle, the Caltrans amendment procedures were further modified to allow all grouped project listings' amendments, regardless of programming size or substance, to use administrative modification procedures, as long as the grouped project listings do not include Federal Transit Administration formula funds.

On January 9, 2012, SRTA received delegated authority by Caltrans to approve administrative modifications to the Federal State Transportation Improvement Program (FSTIP) (Appendix G). As the SRTA Board of Directors previously provided delegation authority to the executive director for these administrative modifications, the Caltrans delegation effectively gives the SRTA executive director authority to approve administrative modifications, allowing for faster programming and project delivery for minor project changes.

Formal Amendments: In addition to administrative modifications, the SRTA executive director is able to approve formal amendments through authority delegated by the SRTA Board of Directors. Upon approval of the formal amendment, the executive director forwards the amendment to Caltrans for review and recommendation of approval to the U.S. Department of Transportation. This authority was delegated to the SRTA executive director December 10, 2013, through Resolution 13-14 (Appendix H).

The criteria under which the SRTA executive director may approve formal amendments are:

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

Amendment Procedures: New Projects

Proponent agencies may propose new projects for inclusion in the FTIP after the document is adopted. In many cases, these new projects are minor safety, emergency, or maintenance projects for which funds can be made available after FTIP adoption. SRTA uses the following procedures to amend such projects, as necessary, into the FTIP:

- The proponent agency will notify the FTIP coordinator of the need to include the new project in the FTIP. This notification shall include the project description, component costs by year, proposed funding source, and anticipated date of construction advertisement or contract execution.
- SRTA shall determine if the proponent agency's request to add a project to the FTIP is fiscally constrained. If so, SRTA would either:
 - Administratively modify the FTIP to add or adjust projects that meet the administrative modification requirements; or
 - Prepare a formal amendment to the FTIP for projects:
 - whose cost change exceeds 40% of the total project cost (or \$10 million) for individually-listed projects;
 - whose scope has changed; or
 - that are a new addition to the FTIP, either stand-alone or grouped project listing.

RESOLUTION



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

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

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

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

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

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

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

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

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

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


 Greg Watkins, Chair
 Shasta Regional Transportation Agency

Administrative Modification and Formal Amendment Procedures

To change the description, funding, and schedule information for projects in the FTIP, SRTA uses the following procedures:

- Agencies notify SRTA in writing (email acceptable) of the need to modify or amend a project in the FTIP. This notification shall indicate the changes needed in the project description, estimated cost, proposed funding sources, anticipated date of construction advertisement, or the anticipated date that the project will be open to the public.
- The SRTA FTIP coordinator will either administratively modify or formally amend the FTIP to make project changes that meet financial constraint as well as to substitute one funding source for another.
- The SRTA FTIP coordinator will ensure that modifications and/or amendments are posted to the SRTA website for access by the board of directors, agency members, partner agencies and the public.

Project Selection Procedures and Project Priorities

The FTIP identifies projects to be implemented using Title 23 and 49 transportation funds. Within the FTIP, projects that are identified in the first year constitute an “agreed to” list of projects for project selection purposes and no further project selection action is required by SRTA. If, however, Caltrans or local agencies wish to proceed with a project earlier than the year it is programmed in the FTIP, federal planning regulations require that a project selection procedure be developed and used to advance projects that are ready to proceed earlier than anticipated.

The following priorities are established for projects that are shown in the 2025 FTIP:

- All projects shown in federal fiscal year (FFY) 2026/27 in the FTIP Action Element shall have first priority.
- All projects shown in FFY 2027/28 in the FTIP Action Element shall have second priority.
- All projects shown in FFY 2028/29 in the FTIP Action Element shall have third priority.
- All projects shown in FFY 2029/30 in the FTIP Action Element shall have fourth priority.

SRTA and project sponsors shall work to implement projects in the 2027 FTIP in the priority order shown and will advance additional projects as financial resources allow.

Expedited Project Selection Procedures (EPSP)

Title 23 CFR Part 450 allows for the movement of projects within the four-year element of the FTIP, subject to procedures agreed to by the cooperating agencies. This section is to certify that SRTA, as the MPO, has a process in place consistent with Expedited Project Selection Procedures.

Projects from the first four years of the 2027 FTIP have been selected using the approved project selection procedures. SRTA and the state have selected all the projects in the first four years of the FTIP based on the project selection procedures below. It has been agreed by all member agencies represented by SRTA and Caltrans per 23 CFR 450.330(c) that all projects within the first

four years of the FTIP may be advanced within the four-year element of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of EPSP outlined below.

Title 23: Highways
PART 450—PLANNING ASSISTANCE AND STANDARDS
Subpart C—Metropolitan Transportation Planning and Programming

§450.330 Project selection from the TIP.

(a) Once a TIP that meets the requirements of 23 U.S.C. 134(j), 49 U.S.C. 5303(j), and §450.324 has been developed and approved, the first year of the TIP shall constitute an “agreed to” list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects, except where the appropriated Federal funds available to the metropolitan planning area are significantly less than the authorized amounts or where there are significant shifting of projects between years. In this case, a revised “agreed to” list of projects shall be jointly developed by the MPO, the State, and the public transportation operator(s) if requested by the MPO, the State, or the public transportation operator(s). If the State or public transportation operator(s) wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State, and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third, or fourth years of the TIP.

(b) In metropolitan areas not designated as TMAs, projects to be implemented using title 23 U.S.C. funds (other than Federal Lands Highway program projects) or funds under title 49 U.S.C. Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved metropolitan TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(c) In areas designated as TMAs, all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) shall be selected by the MPO in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO, from the approved TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(d) Except as provided in §450.324(c) and §450.328(f), projects not included in the federally approved STIP shall not be eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53.

(e) In nonattainment and maintenance areas, priority shall be given to the timely implementation of TCMs contained in the applicable SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93).

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to STIP amendments approved by the California Transportation Commission (CTC). SRTA and Caltrans agree that the State Highway Operation and Protection Program (SHOPP) program manager may advance or delay projects within the four-year element of the FTIP without

amendment to the FTIP/FSTIP, subject to notification to SRTA. Caltrans Division of Local Assistance has implemented a project selection process to produce a four-year FTIP listing of projects for the Highway Bridge Program (HBP). This process was developed in cooperation with the implementing agencies, FHWA, MPOs, and the HBP advisory committee. SRTA and Caltrans agree that the Caltrans Division of Local Assistance may move projects on the HBP list within the four-year cycle without amending the FTIP/FSTIP subject to consultation with the implementing agencies and SRTA.

Advancement and Selection Procedures

To advance projects shown in the later years of the FTIP into earlier years, SRTA uses the following procedures:

- Project sponsors will notify the SRTA FTIP coordinator of the need to advance a project or project component that is identified in the 2027 FTIP.
- The SRTA FTIP coordinator will determine if sufficient financial capacity exists in the FTIP to advance the project into an earlier year. If sufficient financial capacity does not exist, the SRTA FTIP coordinator shall give the project sponsor the opportunity to identify a project listed in the FTIP within its jurisdiction that may be delayed to allow the other project to advance. SRTA will also survey other jurisdictions to determine any project delays warranting a delay in programming which could allow advancement of the project. If such substitution is not possible, then the SRTA FTIP coordinator shall advise the project sponsor that the project advancement is not feasible.
- If sufficient financial capacity does exist, the SRTA FTIP coordinator shall make changes to the 2027 FTIP to advance projects that meet financial constraint. EPSP allows for the movement of projects within the four-year element of the FTIP. The following state-managed programs may be managed with EPSP: all transit programs; SHOPP; Highway Bridge Program (HBP); Active Transportation Program (ATP); Safe Routes to School (SRTS); Highway-Railroad Grade Separation Program; High Risk Rural Roads Program (HR3); Minor Program; and the Highway Safety Improvement Program (HSIP). The following MPO-managed programs may be managed with EPSP: STIP; FTA; Regional Surface Transportation Program (RSTP); and any other applicable program.
- Consultation for transit projects will be coordinated with RABA and/or FTA before the implementation of EPSP procedures.

Section 3 – Action Element: Project and Grouped Project Listings

The tables in Appendix A have been developed using SRTA's programming database (URL: <https://srta.ecointeractive.com/>), representing programming for the FTIP period FFYs 2026/27 through 2029/30. Projects are listed either individually or in groups. Grouped projects are non-capacity increasing and categorized by project type such as bridge replacement, adding shoulders or bike lanes, state highway maintenance or operations, safety improvements, and transit activities. Support tables for grouped project listings are included in Appendix B.



Funding is shown by fund type, phase, and year. Project phases are preliminary engineering (PE), including environmental review, right of way (ROW), and construction (CON). Certain projects, such as transit operations, purchase of vehicles, and grouped listings, show construction dollars only. This is because many projects do not require PE or ROW and, in the case of grouped projects, PE and ROW funding needs are sporadic and varied due to multiple projects.

Section 4 – Financial Element

Financial Plans and Financial Constraint

A financial plan is the mechanism for demonstrating financial constraint in the metropolitan transportation planning and programming process. Financial constraint means that there will be sufficient funds to implement proposed improvements, and to operate and maintain the entire system, by comparing costs with available financial resources. Federal agencies are responsible for making a financial constraint determination of the Federal State Transportation Improvement Program (FSTIP), while the state and MPOs are required to demonstrate financial constraint at the FTIP level.

Financial constraint of this FTIP is demonstrated in Appendix F with separate tables delineating “Revenue” (Table 1), followed by “Programmed” (Table 2), and then a comparison of “Revenues vs. Programmed” (Table 3). These tables summarize the revenues anticipated over the four-year period versus a summary of projects programmed. Specific project funding information may be found in the project overview reports in Appendix A.

FTIP Programming Fund Sources

State Transportation Improvement Program (STIP): The CTC developed the 2024 STIP Fund Estimate to define the financial capacity to program STIP projects utilizing state and federal funds.

STIP projects include Regional Improvement Program (RIP) projects selected by SRTA and Interregional Improvement Program (IIP) projects selected by Caltrans and the CTC. The STIP is a five-year program and is fiscally constrained by year on a statewide basis.

There are currently no IIP funds committed to STIP projects within the Shasta Region. For the five-year STIP cycle 2026/27—2030/31, the programming amounts for the region are:

STIP: RIP Total	\$1,910,000
STIP: IIP Total	\$0

Road Repair and Accountability Act of 2017 – SB 1: Passed by the California Legislature and signed by the governor in 2017, Senate Bill 1 provides new revenues and programs to various projects throughout the state. SRTA has been successful in securing several competitive SB1 grants, including most recently partnering with Caltrans District 2 in receiving TCEP funds for the Interstate 5 – Fix 5 Cascade Gateway Project just north of Redding for engineering and right of way support. An award of \$71 million in TCEP funds in 2022 for construction of the project. Project construction is anticipated to start in 2027 and be completed by the end of 2029.

TCEP: State Share	\$53,912,000
TCEP: Local Share	\$16,937,000

State Highway Operation and Protection Program (SHOPP): Caltrans provided SRTA with programmed funding for the four-year period of the FTIP through the 2026 SHOPP. The funding programmed by Caltrans is shown throughout the FTIP as various lump sum listings, since the work performed under the SHOPP is non-capacity increasing—involving maintenance and operation of the state highway system. Available SHOPP funds total:

SHOPP	\$382,191,000
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Federal Transit Administration (FTA): SRTA, in coordination with Caltrans, and RABA—the administrator for the public mass transit system in the Shasta Region—is responsible for preparing the projected FTA funding to be used in the FTIP. For the purposes of the FTIP, SRTA and RABA are using historical trends as the basis for estimating FTA capital and operating funds. The following figures (based on formula funds and estimates) are anticipated to be available for the four-year period of the FTIP:

Section 5307 – Urbanized Area Formula	\$5,553,836
Section 5310 – Mobility of Seniors and Individuals with Disabilities	\$0
Section 5311 – Rural Area Formula	\$1,102,000

Section 5311(f) – Intercity Bus Program	\$0
Section 5339 – Bus and Bus Facilities Formula	\$0
Section 5339 (c) – Low or No Emission Vehicle	\$0
Toll Credits (Except Section 5310)	\$0
Total FTA	\$6,655,836

Section 5307 funds are based on historical trends for RABA's operating and capital improvement program. As FTA Section 5310 funds are competitive, SRTA has not made a projection for receipt. Section 5311 apportionments have been relatively stable, and all these funds are reasonably expected to be available for transit operations or other transit-related activities in rural areas. Section 5311(f) funds are competitively awarded for intercity bus service. Section 5339 funds are formula funds apportioned through Caltrans. Section 5339(c) funds are discretionary. No funds are currently programmed in the 2027 FTIP.

Highway Bridge Program (HBP): HBP funds are not apportioned to regions and, as such, Caltrans develops a constrained statewide list of local HBP projects for each four-year cycle. Consistent with this listing, local lump sum projects in the Shasta Region are programmed in the FTIP totaling:

HBP – Local	\$20,612,031
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*Does not include toll credits which are tracked by Caltrans.

Federal Highway Non-Discretionary Programs: Projects of this type can include grant awards from the following programs: High Risk Rural Roads (HR3), the Highway Safety Improvement Program (HSIP), and the Highway Improvement Program (HIP). There is currently no funding estimated to be available for the four-year period of the FTIP:

HRRR (HR3) – not currently included in FTIP	\$0
HSIP	\$0
Highway Improvement Program (HIP)	\$0

Active Transportation Program (ATP): On September 26, 2013, Governor Jerry Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation. The ATP consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single, competitive grant program with a focus to encourage increased use of active modes of transportation.

ATP	\$6,248,000
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Non-Federal Revenues: The purpose of identifying these revenue sources is to document the funding that will be used as the match requirement for the federal funds identified above. Some local agencies use TDA (specifically Local Transportation Funds) for "advance construction" whereby local funds are used in advance of federal obligation and reimbursement to occur at a later date. Programmed non-federal funds are as follows:

Transit Fare Revenue	\$0
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State Bond Funds for Transit	\$0
Low Carbon Transit Operations (LCTOP)	\$377,000
Public Transportation Account (PTA)	\$0
SB 125	\$4,340,000
Transportation Development Act (TDA)	\$22,016,000
Non-Federal Total	\$26,733,000

The non-federal funds sources above represent only the amounts contributing to projects listed in the FTIP and not all non-federal funding sources are available. Additional sources of non-federal revenue available for transportation projects in Shasta may be found in Table 1: Revenue, of Appendix F.

Financial Guidelines to Identify Cost to Maintain and Operate the System of Federal Aid Facilities

Federal regulations require the FTIP to identify costs for maintaining and operating the system of federal-aid facilities. SRTA's basis for the calculations of operations and maintenance needs, analysis of revenues dedicated for projects included in the FTIP and plans to address shortfalls are described in the following section.

Operations and Maintenance Costs:

In the California Statewide Streets and Roads Needs Assessment, SRTA's unfunded or deferred maintenance for the region is summarized in Table [C.1](#). The unfunded total represents the local needs for roadway networks in the region and is the most up to date data available at the time of writing. Figure 3 below shows the \$992 million deficit.

Figure 3
Unfunded or Deferred Maintenance

Shasta Region	Estimated Current Total Maintenance/Rehab
Cities and County	\$ 992,000,000
Total	\$ 992,000,000

Shasta County utilizes a Caltrans-maintained Pavement Management System (PMS) as a guide to determine where best to apply its maintenance dollars for resurfacing and overlays. The county generally focuses its overlays on major roads, with slurry, chip and cape seals primarily used for minor and residential roads. The county has also used asphalt rubber slurry seals and may try using asphalt rubber chip seals to improve durability at higher elevations where winter snow is prevalent.

Caltrans reported for SRTA's 2022 RTP that SHOPP-related project needs total approximately \$442.53 million. The 2027 FTIP has \$382.191 million SHOPP funds programmed so far.

Local bridge construction needs total about \$224.9 million in the RTP's twenty-year horizon. For the short term, the current HBP programming for the four FTIP years is \$20,612,000 —which represents only 9% of the projected 20-year need.

With a finding of no unmet transit needs, or a finding of unmet needs that are unreasonable to meet, Transportation Development Act (TDA) funding provides for other uses, including roadway maintenance in the cities and county. The FY 2025/26 TDA budget – excluding state and federal transit grants – is estimated at \$12,364,810, of which \$1,983,781 is apportioned to RABA for public transit and CTSA services, and \$8,584,558 is available for streets and roads.

Efficient operation and maintenance of federal aid routes in other regions are often aided by sales tax measures that are earmarked for improvements to the streets and highway systems, and/or improving public transit and maintenance. Currently, passage of this type of measure in the Shasta Region is unlikely. SRTA has previously hosted a transportation forum and invited subject matter experts to present the pros and cons of self-help funded strategies. While the message was heard by the region's decision makers, support for new taxes is hard to gain. SRTA has set a policy to support state and federal levels to establish a broader funding base beyond fuel taxes to fund transportation. The passage of Senate Bill 1 – The Road Repair and Accountability Act of 2017 by the California State Legislature has replenished transportation planning and capital improvements with the increase in the state excise tax on gasoline and diesel, and the increase to vehicle registration fees. This legislation included a pot of funds specifically for jurisdictions that had adopted their own self-help funding.

Increasing costs of transportation projects due to inflation of the costs of transportation materials and supply chain issues are of significant concern. Various reports, including the National Highway Construction Cost Index, show that construction costs have increased up to 60% for various materials since 2020. At the same time, the federal gas tax of 18.4 cents per gallon has not changed since 1993. Additionally, vehicles are more fuel efficient today and there is a push for the transition of our vehicle fleets to alternative fuel vehicles by 2050. These combined factors present challenges in trying to maintain current infrastructure along with future needs, without proper mechanisms in place to address funding challenges and priorities.

Financial Uncertainties

This FTIP is based on reasonably anticipated revenue sources identified above. However, it is important to note that events such as economic downturns, disasters, or other unforeseen events can shift funding away from transportation. Federal appropriations are conducted annually, as is California's annual budget. Currently, the existing multi-year federal transportation bill, Infrastructure Investment and Jobs act (IIJA) expires on September 30, 2026, and while progress is slowing being made, a new multi-year bill is still only in draft form on one side of Congress with it very likely we may see a one-year continuing resolution, leaving longer-term

projections of federal funding uncertain. Additionally, the Highway Trust Fund is projected to be insolvent by the end of year 2028 without changes to federal transportation revenue.

The figures in the 2027 FTIP represent the best available information from the 2022 RTP and current programming information in the 2027 FTIP.

The FTIP is a living document that can, or may, be amended by the SRTA executive director or board of directors at any time. This flexibility is essential for the ability to deliver projects in a timely manner or to modify projects, as necessary, while keeping the public informed of these actions.

Final Escalation for Revenue and Cost

23 CFR Section 450.324(h) requires an inflation rate to reflect “year of expenditure dollars”. Year of expenditure dollars are subsumed into the project expenses for STIP, SHOPP, and other Caltrans-generated projects in the FTIP. To be conservative, most locally- and state-generated funds are held constant over the four active years of the FTIP; there are some exceptions like for assumptions of passenger fare revenue within the Redding Area Bus Authority’s Capital Plan and for the region’s Transportation Development Act funds.

Appendix A

Summary Table of Projects

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Fiscal Year 2026/27 - 2029/30 Summary of Projects

CTIPS ID	Project	Total in 4-Year Programming in FY26/27-FY29/30	Total Project Cost
11100000114	Planning, Programming and Monitoring	\$ 493,000	\$ 4,333,000
21100000057	Grouped Projects for Operating Assistance to Transit Agencies	\$ 16,482,000	\$ 38,213,158
21100000059	RABA Capital Vehicles (Fare Revenue)	\$ 595,000	\$ 8,702,000
21100000060	RABA Transit Capital	\$ 157,005	\$ 157,005
21100000074	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program	\$ 8,120,000	\$ 120,771,000
21100000075	Grouped Projects for Safety Improvements- SHOPP	\$ 120,942,000	\$ 167,727,000
21100000078	Grouped Projects for Shoulder Improvements - SHOPP Roadway Preservation Program	\$ 226,918,000	\$ 250,670,000
21100000083	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	\$ 21,826,500	\$ 45,598,635
21100000115	Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County	\$ 18,743,000	\$ 33,271,040
21100000119	Grouped Projects for Safety Improvements - SHOPP	\$ 15,715,000	\$ 19,645,000
	Total in DRAFT 2027 FTIP	\$ 429,991,505	\$ 689,087,838

CTIPS ID No 11100000114 in 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
State Cash	\$3,840,000	\$169,000	\$169,000	\$155,000	\$0	\$0	\$4,333,000
State Subtotal	\$3,840,000	\$169,000	\$169,000	\$155,000	\$0	\$0	\$4,333,000
Grand Total	\$3,840,000	\$169,000	\$169,000	\$155,000	\$0	\$0	\$4,333,000

CTIPS ID No 211-0000-0057 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
FTA 5307 - Urbanized Area Formula Program	\$4,444,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$9,964,000
FTA 5310 Elderly & Disabilities	\$426,050	\$0	\$0	\$0	\$0	\$0	\$426,050
FTA 5311 - Non Urbanized	\$1,090,000	\$551,000	\$551,000	\$0	\$0	\$0	\$2,192,000
Intercity Bus - 5311-F	\$891,108	\$0	\$0	\$0	\$0	\$0	\$891,108
FTA Funds Subtotal	\$6,851,158	\$3,051,000	\$3,571,000	\$0	\$0	\$0	\$13,473,158
Public Transportation Account	\$157,000	\$0	\$0	\$0	\$0	\$0	\$157,000
Road Repair and Accountability Act of 2017 (SB1)	\$179,000	\$0	\$0	\$0	\$0	\$0	\$179,000
SB 125 Transit Program	\$3,012,000	\$2,355,000	\$1,985,000	\$0	\$0	\$0	\$7,352,000
STA Transit Assist	\$156,000	\$0	\$0	\$0	\$0	\$0	\$156,000
TDA	\$11,376,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$16,896,000
State Subtotal	\$14,880,000	\$4,855,000	\$5,005,000	\$0	\$0	\$0	\$24,740,000
Grand Total	\$21,731,158	\$7,906,000	\$8,576,000	\$0	\$0	\$0	\$38,213,158

CTIPS ID No 211-0000-0059 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
Bus and Bus Facilities Program - FTA 5339(a)	\$2,487,000	\$0	\$0	\$0	\$0	\$0	\$2,487,000
FTA 5310 Elderly & Disabilities	\$1,614,000	\$0	\$0	\$0	\$0	\$0	\$1,614,000
Low or No Emission Vehicle Program - 5339(c)	\$2,619,000	\$0	\$0	\$0	\$0	\$0	\$2,619,000
FTA Funds Subtotal	\$6,720,000	\$0	\$0	\$0	\$0	\$0	\$6,720,000
Low Carbon Transit Operations Program (LCTOP)	\$414,000	\$377,000	\$0	\$0	\$0	\$0	\$791,000
Road Repair and Accountability Act of 2017 (SB1)	\$10,000	\$218,000	\$0	\$0	\$0	\$0	\$228,000
SB 125 Transit Program	\$963,000	\$0	\$0	\$0	\$0	\$0	\$963,000
State Subtotal	\$1,387,000	\$595,000	\$0	\$0	\$0	\$0	\$1,982,000
Grand Total	\$8,107,000	\$595,000	\$0	\$0	\$0	\$0	\$8,702,000

CTIPS ID No 211-0000-0060 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
Carbon Reduction Program (CRP)	\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
FHWA Funds Subtotal	\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Grand Total	\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005

CTIPS ID No 211-0000-0074 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
SHOPP Advance Construction (AC)	\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000
State Subtotal	\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000
Grand Total	\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000

CTIPS ID No 211-0000-0075 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
SHOPP Advance Construction (AC)	\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000
State Subtotal	\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000
Grand Total	\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000

CTIPS ID No 211-0000-0078 in DRAFT 2027 FTIP

Fund Type	Prior	2027	2028	2029	2030	Future	Total
SHOPP Advance Construction (AC)	\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000
State Subtotal	\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000
Grand Total	\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000

CTIPS ID No 211-0000-0083 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
Highway Bridge Program (HBP)	\$2,932,767	\$11,863,776	\$163,719	\$4,485,420	\$4,099,116	\$18,286,697	\$41,831,495
FHWA Funds Subtotal	\$2,932,767	\$11,863,776	\$163,719	\$4,485,420	\$4,099,116	\$18,286,697	\$41,831,495
Local Transportation Funds	\$392,155	\$509,274	\$13,531	\$160,580	\$531,084	\$2,160,516	\$3,767,140
Local Subtotal	\$392,155	\$509,274	\$13,531	\$160,580	\$531,084	\$2,160,516	\$3,767,140
Grand Total	\$3,324,922	\$12,373,050	\$177,250	\$4,646,000	\$4,630,200	\$20,447,213	\$45,598,635

CTIPS ID No 211-0000-0115 in DRAFT 2027 FTIP							
Fund Type	Prior	2027	2028	2029	2030	Future	Total
ATP-Federal	\$8,867,000	\$6,248,000	\$0	\$0	\$0	\$0	\$15,115,000
Carbon Reduction Program (CRP)	\$1,499,040	\$0	\$0	\$0	\$0	\$0	\$1,499,040
FHWA Funds Subtotal	\$10,366,040	\$6,248,000	\$0	\$0	\$0	\$0	\$16,614,040
Affordable Housing and Sustainable Communities (AHSC)	\$112,000	\$0	\$0	\$0	\$0	\$0	\$112,000
SHOPP Advance Construction (AC)	\$4,050,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,546,000
State Subtotal	\$4,162,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,658,000
Local Transportation Funds	\$0	\$999,000	\$0	\$0	\$0	\$0	\$999,000
Local Subtotal	\$0	\$999,000	\$0	\$0	\$0	\$0	\$999,000
Regional Improvement Program (RIP) Funds	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Regional Subtotal	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Grand Total	\$14,528,040	\$17,743,000	\$1,000,000	\$0	\$0	\$0	\$33,271,040

CTIPS ID No 211-0000-0119 in DRAFT 2027 FTIP

Fund Type	Prior	2027	2028	2029	2030	Future	Total
SHOPP Advance Construction (AC)	\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
State Subtotal	\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Grand Total	\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000

Appendix B

Project Listings and Backup Project Listings

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21100000057 - Grouped Projects for Operating Assistance to Transit Agencies

RTP Project ID:		TBLP116 IN 2022 RTP, TRAN-OPS						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	FTA 5307 - Urbanized Area Formula Program	\$4,444,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$9,964,000
Construction	FTA 5310 Elderly & Disabilities	\$426,050	\$0	\$0	\$0	\$0	\$0	\$426,050
Construction	FTA 5311 - Non Urbanized	\$1,090,000	\$551,000	\$551,000	\$0	\$0	\$0	\$2,192,000
Construction	Intercity Bus - 5311-F	\$891,108	\$0	\$0	\$0	\$0	\$0	\$891,108
Construction	Public Transportation Account	\$157,000	\$0	\$0	\$0	\$0	\$0	\$157,000
Construction	Road Repair and Accountability Act of 2017 (SB1)	\$179,000	\$0	\$0	\$0	\$0	\$0	\$179,000
Construction	SB 125 Transit Program	\$3,012,000	\$2,355,000	\$1,985,000	\$0	\$0	\$0	\$7,352,000
Construction	STA Transit Assist	\$156,000	\$0	\$0	\$0	\$0	\$0	\$156,000
Construction	TDA	\$11,376,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$16,896,000
Total Construction		\$21,731,158	\$7,906,000	\$8,576,000	\$0	\$0	\$0	\$38,213,158
-	Fare Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$21,731,158	\$0	\$0	\$0	\$0	\$0	\$21,731,158
Total Programmed		\$21,731,158	\$7,906,000	\$8,576,000	\$0	\$0	\$0	\$38,213,158
Federal Project Cost:		Stays the same \$13,473,158						
Total Project Cost:		Stays the same \$38,213,158						

RABA-Operating Assistance-1 - RABA Operating Assistance

RTP Project ID:		TBLP116 IN 2022 RTP, TRAN-OPS						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	FTA 5307 - Urbanized Area Formula Program	\$4,444,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$9,964,000
Construction	FTA 5310 Elderly & Disabilities	\$186,050	\$0	\$0	\$0	\$0	\$0	\$186,050
Construction	FTA 5311 - Non Urbanized	\$1,090,000	\$551,000	\$551,000	\$0	\$0	\$0	\$2,192,000
Construction	Intercity Bus - 5311-F	\$891,108	\$0	\$0	\$0	\$0	\$0	\$891,108
Construction	Public Transportation Account	\$157,000	\$0	\$0	\$0	\$0	\$0	\$157,000
Construction	Road Repair and Accountability Act of 2017 (SB1)	\$179,000	\$0	\$0	\$0	\$0	\$0	\$179,000
Construction	SB 125 Transit Program	\$3,012,000	\$2,355,000	\$1,985,000	\$0	\$0	\$0	\$7,352,000
Construction	STA Transit Assist	\$156,000	\$0	\$0	\$0	\$0	\$0	\$156,000
Construction	TDA	\$11,376,000	\$2,500,000	\$3,020,000	\$0	\$0	\$0	\$16,896,000
Total Construction		\$21,491,158	\$7,906,000	\$8,576,000	\$0	\$0	\$0	\$37,973,158
-	Fare Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$21,491,158	\$0	\$0	\$0	\$0	\$0	\$21,491,158
Total Programmed		\$21,491,158	\$7,906,000	\$8,576,000	\$0	\$0	\$0	\$37,973,158
Federal Project Cost:		Stays the same \$13,233,158						
Total Project Cost:		Stays the same \$37,973,158						

21100000059 - RABA Capital Vehicles (Fare Revenue)

RTP Project ID:			TBLP115 IN 2022 RTP, TRAN-VEH					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Bus and Bus Facilities Program - FTA 5339(a)	\$2,487,000	\$0	\$0	\$0	\$0	\$0	\$2,487,000
Construction	FTA 5310 Elderly & Disabilities	\$1,614,000	\$0	\$0	\$0	\$0	\$0	\$1,614,000
Construction	Low Carbon Transit Operations Program (LCTOP)	\$414,000	\$377,000	\$0	\$0	\$0	\$0	\$791,000
Construction	Low or No Emission Vehicle Program - 5339(c)	\$2,619,000	\$0	\$0	\$0	\$0	\$0	\$2,619,000
Construction	Road Repair and Accountability Act of 2017 (SB1)	\$10,000	\$218,000	\$0	\$0	\$0	\$0	\$228,000
Construction	SB 125 Transit Program	\$963,000	\$0	\$0	\$0	\$0	\$0	\$963,000
Total Construction		\$8,107,000	\$595,000	\$0	\$0	\$0	\$0	\$8,702,000
	California Heavy Duty Voucher Incentive Project (H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	City Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	FTA 5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Private Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Public Transportation Modernization Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	TDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$8,107,000	\$0	\$0	\$0	\$0	\$0	\$8,107,000
Total Programmed		\$8,107,000	\$595,000	\$0	\$0	\$0	\$0	\$8,702,000
Federal Project Cost:			Stays the same \$6,720,000					
Total Project Cost:			Stays the same \$8,702,000					

21100000060 - RABA Transit Capital

RTP Project ID:			TBLP115 IN 2022 RTP, TRANS-CAP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Carbon Reduction Program (CRP)	\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Total Construction		\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
-	Bus and Bus Facilities Program - FTA 5339(a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	FTA 5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local Transportation Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Public Transportation Modernization Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Road Repair and Accountability Act of 2017 (SB1)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Federal Project Cost:			Stays the same \$157,005					
Total Project Cost:			Stays the same \$157,005					

PAC-2023-538 - RABA Microtransit Technology

RTP Project ID:			TBLP115 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Carbon Reduction Program (CRP)	\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Total Construction		\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Total Programmed		\$0	\$157,005	\$0	\$0	\$0	\$0	\$157,005
Federal Project Cost:			Stays the same \$157,005					
Total Project Cost:			Stays the same \$157,005					

21100000074 - Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program

RTP Project ID:				CT-BRIDGE, TBLP84 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000
Total Construction		\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000
Total Prior Costs		\$112,651,000	\$0	\$0	\$0	\$0	\$0	\$112,651,000
Total Programmed		\$112,651,000	\$8,120,000	\$0	\$0	\$0	\$0	\$120,771,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$120,771,000				

11100000305 - Sweetbrier Deck Replacement

RTP Project ID:				TBLP84 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$1,800,000	\$8,120,000	\$0	\$0	\$0	\$0	\$9,920,000
Total Construction		\$1,800,000	\$8,120,000	\$0	\$0	\$0	\$0	\$9,920,000
Total Prior Costs		\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Total Programmed		\$1,800,000	\$8,120,000	\$0	\$0	\$0	\$0	\$9,920,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$9,920,000				

21100000075 - Grouped Projects for Safety Improvements- SHOPP

RTP Project ID:				CT-COL-RE, TBLP82 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000
Total Construction		\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000
Total Prior Costs		\$46,785,000	\$0	\$0	\$0	\$0	\$0	\$46,785,000
Total Programmed		\$46,785,000	\$50,087,000	\$0	\$70,855,000	\$0	\$0	\$167,727,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$167,727,000				

11100000292 - Cascade SHOPP

RTP Project ID:			TBLP82 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$0	\$43,686,000	\$0	\$0	\$0	\$0	\$43,686,000
Total Construction		\$0	\$43,686,000	\$0	\$0	\$0	\$0	\$43,686,000
Total Programmed		\$0	\$43,686,000	\$0	\$0	\$0	\$0	\$43,686,000
Federal Project Cost:			Stays the same \$0					
Total Project Cost:			Stays the same \$43,686,000					

11100000318 - Brighter 273 Safety

RTP Project ID:				TBLP82 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$2,460,000	\$3,080,000	\$0	\$70,855,000	\$0	\$0	\$76,395,000
Total Construction		\$2,460,000	\$3,080,000	\$0	\$70,855,000	\$0	\$0	\$76,395,000
Total Prior Costs		\$2,460,000	\$0	\$0	\$0	\$0	\$0	\$2,460,000
Total Programmed		\$2,460,000	\$3,080,000	\$0	\$70,855,000	\$0	\$0	\$76,395,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$76,395,000				

21100000078 - Grouped Projects for Shoulder Improvements - SHOPP Roadway Preservation Program

RTP Project ID:			CT-RW-PRE, TBLP81 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000
Total Construction		\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000
-	SHOPP Advance Construction (AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$23,752,000	\$0	\$0	\$0	\$0	\$0	\$23,752,000
Total Programmed		\$23,752,000	\$107,647,000	\$10,040,000	\$90,623,000	\$18,608,000	\$0	\$250,670,000
Federal Project Cost:			Stays the same \$0					
Total Project Cost:			Stays the same \$250,670,000					

11100000288 - Diddy Roost Culverts

RTP Project ID:			TBLP81 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$1,090,000	\$5,686,000	\$0	\$0	\$0	\$0	\$6,776,000
Total Construction		\$1,090,000	\$5,686,000	\$0	\$0	\$0	\$0	\$6,776,000
-	SHOPP Advance Construction (AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,090,000	\$0	\$0	\$0	\$0	\$0	\$1,090,000
Total Programmed		\$1,090,000	\$5,686,000	\$0	\$0	\$0	\$0	\$6,776,000
Federal Project Cost:			Stays the same \$0					
Total Project Cost:			Stays the same \$6,776,000					

11100000289 - Flume Creek CAPM

RTP Project ID:				TBLP81 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$2,400,000	\$70,265,000	\$0	\$0	\$0	\$0	\$72,665,000
Total Construction		\$2,400,000	\$70,265,000	\$0	\$0	\$0	\$0	\$72,665,000
-	SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000
Total Programmed		\$2,400,000	\$70,265,000	\$0	\$0	\$0	\$0	\$72,665,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$72,665,000				

11100000291 - Fawndale Culverts

RTP Project ID:		TBLP81 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$1,230,000	\$9,414,000	\$0	\$0	\$0	\$0	\$10,644,000
Total Construction		\$1,230,000	\$9,414,000	\$0	\$0	\$0	\$0	\$10,644,000
-	SHOPP Advance Construction (AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,230,000	\$0	\$0	\$0	\$0	\$0	\$1,230,000
Total Programmed		\$1,230,000	\$9,414,000	\$0	\$0	\$0	\$0	\$10,644,000
Federal Project Cost:		Stays the same \$0						
Total Project Cost:		Stays the same \$10,644,000						

11100000295 - Shingle Station Paving and Drainage

RTP Project ID:				TBLP81 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$1,430,000	\$20,742,000	\$0	\$0	\$0	\$0	\$22,172,000
Total Construction		\$1,430,000	\$20,742,000	\$0	\$0	\$0	\$0	\$22,172,000
-	SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,430,000	\$0	\$0	\$0	\$0	\$0	\$1,430,000
Total Programmed		\$1,430,000	\$20,742,000	\$0	\$0	\$0	\$0	\$22,172,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$22,172,000				

11100000302 - Downtown Redding CAPM

RTP Project ID:		TBLP81 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$5,000,000	\$0	\$8,180,000	\$73,400,000	\$0	\$0	\$86,580,000
Total Construction		\$5,000,000	\$0	\$8,180,000	\$73,400,000	\$0	\$0	\$86,580,000
-	SHOPP Advance Construction (AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Total Programmed		\$5,000,000	\$0	\$8,180,000	\$73,400,000	\$0	\$0	\$86,580,000
Federal Project Cost:		Stays the same \$0						
Total Project Cost:		Stays the same \$86,580,000						

11100000307 - Flume Creek Leftover Culverts

RTP Project ID:				TBLP81 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$1,200,000	\$0	\$0	\$17,223,000	\$0	\$0	\$18,423,000
Total Construction		\$1,200,000	\$0	\$0	\$17,223,000	\$0	\$0	\$18,423,000
-	SHOPP Advance Construction (AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Total Programmed		\$1,200,000	\$0	\$0	\$17,223,000	\$0	\$0	\$18,423,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$18,423,000				

11100000320 - Harlow-Pnderosa CAPM

RTP Project ID:				TBLP81 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$0	\$1,540,000	\$1,860,000	\$0	\$18,608,000	\$0	\$22,008,000
Total Construction		\$0	\$1,540,000	\$1,860,000	\$0	\$18,608,000	\$0	\$22,008,000
-	SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$1,540,000	\$1,860,000	\$0	\$18,608,000	\$0	\$22,008,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$22,008,000				

21100000083 - Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program

RTP Project ID:			BRDGE-LUM					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$2,932,767	\$11,863,776	\$163,719	\$4,485,420	\$4,099,116	\$18,286,697	\$41,831,495
Construction	Local Transportation Funds	\$392,155	\$509,274	\$13,531	\$160,580	\$531,084	\$2,160,516	\$3,767,140
Total Construction		\$3,324,922	\$12,373,050	\$177,250	\$4,646,000	\$4,630,200	\$20,447,213	\$45,598,635
Total Prior Costs		\$3,324,922	\$0	\$0	\$0	\$0	\$0	\$3,324,922
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$20,447,213	\$20,447,213
Total Programmed		\$3,324,922	\$12,373,050	\$177,250	\$4,646,000	\$4,630,200	\$20,447,213	\$45,598,635
Federal Project Cost:			Stays the same \$41,831,495					
Total Project Cost:			Stays the same \$45,598,635					

06C0024 - Replace One-Lane Bridge with Two-Lane Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$1,946,000	\$0	\$0	\$1,946,000
Total Construction		\$0	\$0	\$0	\$1,946,000	\$0	\$0	\$1,946,000
Total Programmed		\$0	\$0	\$0	\$1,946,000	\$0	\$0	\$1,946,000
Federal Project Cost:		Stays the same \$1,946,000						
Total Project Cost:		Stays the same \$1,946,000						

06C0178 - Replace One-Lane Bridge with Two-Lane Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$1,239,420	\$0	\$0	\$1,239,420
Construction	Local Transportation Funds	\$0	\$0	\$0	\$160,580	\$0	\$0	\$160,580
Total Construction		\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
Total Programmed		\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
Federal Project Cost:		Stays the same \$1,239,420						
Total Project Cost:		Stays the same \$1,400,000						

06C0192 - Stand Alone Bridge Preventive Maintenance

RTP Project ID:			TBLP97-99 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Highway Bridge Program (HBP)	\$21,600	\$0	\$0	\$0	\$0	\$0	\$21,600
Preliminary Engineering	Local Transportation Funds	\$5,400	\$0	\$0	\$0	\$0	\$0	\$5,400
Total Preliminary Engineering		\$27,000	\$0	\$0	\$0	\$0	\$0	\$27,000
Right of Way	Highway Bridge Program (HBP)	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
Right of Way	Local Transportation Funds	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
Total Right of Way		\$0	\$0	\$5,000	\$0	\$0	\$0	\$5,000
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$84,320	\$84,320
Construction	Local Transportation Funds	\$0	\$0	\$0	\$0	\$0	\$21,080	\$21,080
Total Construction		\$0	\$0	\$0	\$0	\$0	\$105,400	\$105,400
Total Prior Costs		\$27,000	\$0	\$0	\$0	\$0	\$0	\$27,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$105,400	\$105,400
Total Programmed		\$27,000	\$0	\$5,000	\$0	\$0	\$105,400	\$137,400
Federal Project Cost:			Stays the same \$109,920					
Total Project Cost:			Stays the same \$137,400					

06C0209 - Replace One-Lane Bridge with Two-Lane Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$3,281,000	\$0	\$0	\$0	\$0	\$3,281,000
Total Construction		\$0	\$3,281,000	\$0	\$0	\$0	\$0	\$3,281,000
Total Programmed		\$0	\$3,281,000	\$0	\$0	\$0	\$0	\$3,281,000
Federal Project Cost:		Stays the same \$3,281,000						
Total Project Cost:		Stays the same \$3,281,000						

06C0220 - Replace One-Lane Bridge with Two-Lane Bridge

RTP Project ID:			TBLP97-99 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Highway Bridge Program (HBP)	\$0	\$556,000	\$0	\$0	\$0	\$0	\$556,000
Total Preliminary Engineering		\$0	\$556,000	\$0	\$0	\$0	\$0	\$556,000
Right of Way	Highway Bridge Program (HBP)	\$0	\$224,000	\$0	\$0	\$0	\$0	\$224,000
Total Right of Way		\$0	\$224,000	\$0	\$0	\$0	\$0	\$224,000
Construction	Highway Bridge Program (HBP)	\$0	\$3,872,000	\$0	\$0	\$0	\$0	\$3,872,000
Total Construction		\$0	\$3,872,000	\$0	\$0	\$0	\$0	\$3,872,000
Total Programmed		\$0	\$4,652,000	\$0	\$0	\$0	\$0	\$4,652,000
Federal Project Cost:			Stays the same \$4,652,000					
Total Project Cost:			Stays the same \$4,652,000					

06C0233 - Grouped Projects for Replacing Two-Laned Bridge with Two-Laned Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$2,926,625	\$0	\$2,926,625
Construction	Local Transportation Funds	\$0	\$0	\$0	\$0	\$379,175	\$0	\$379,175
Total Construction		\$0	\$0	\$0	\$0	\$3,305,800	\$0	\$3,305,800
Total Programmed		\$0	\$0	\$0	\$0	\$3,305,800	\$0	\$3,305,800
Federal Project Cost:		Stays the same \$2,926,625						
Total Project Cost:		Stays the same \$3,305,800						

06C0263 - Grouped Projects for Replacing Two-Laned Bridge with Two-Laned Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$1,172,491	\$0	\$1,172,491
Construction	Local Transportation Funds	\$0	\$0	\$0	\$0	\$151,909	\$0	\$151,909
Total Construction		\$0	\$0	\$0	\$0	\$1,324,400	\$0	\$1,324,400
Total Programmed		\$0	\$0	\$0	\$0	\$1,324,400	\$0	\$1,324,400
Federal Project Cost:		Stays the same \$1,172,491						
Total Project Cost:		Stays the same \$1,324,400						

06C0340 - Grouped Projects for Replacing Two-Laned Bridge with Two-Laned Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Highway Bridge Program (HBP)	\$0	\$0	\$63,000	\$0	\$0	\$0	\$63,000
Total Right of Way		\$0	\$0	\$63,000	\$0	\$0	\$0	\$63,000
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$3,780,000	\$3,780,000
Total Construction		\$0	\$0	\$0	\$0	\$0	\$3,780,000	\$3,780,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$3,780,000	\$3,780,000
Total Programmed		\$0	\$0	\$63,000	\$0	\$0	\$3,780,000	\$3,843,000
Federal Project Cost:		Stays the same \$3,843,000						
Total Project Cost:		Stays the same \$3,843,000						

06C0348 - Replace One-Lane Bridge with Two-Lane Bridge

RTP Project ID:		TBLP97-99 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
Total Construction		\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
Total Programmed		\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
Federal Project Cost:		Stays the same \$1,300,000						
Total Project Cost:		Stays the same \$1,300,000						

06C0085 - Grouped Projects for Replacing Two-Laned Bridge with Two-Laned Bridge

RTP Project ID:			TBLP97-99 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Highway Bridge Program (HBP)	\$110,663	\$133,680	\$0	\$0	\$0	\$0	\$244,343
Preliminary Engineering	Local Transportation Funds	\$14,338	\$17,320	\$0	\$0	\$0	\$0	\$31,658
Total Preliminary Engineering		\$125,001	\$151,000	\$0	\$0	\$0	\$0	\$276,001
Right of Way	Highway Bridge Program (HBP)	\$0	\$115,089	\$0	\$0	\$0	\$0	\$115,089
Right of Way	Local Transportation Funds	\$0	\$14,911	\$0	\$0	\$0	\$0	\$14,911
Total Right of Way		\$0	\$130,000	\$0	\$0	\$0	\$0	\$130,000
Construction	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$3,762,171	\$3,762,171
Construction	Local Transportation Funds	\$0	\$0	\$0	\$0	\$0	\$487,429	\$487,429
Total Construction		\$0	\$0	\$0	\$0	\$0	\$4,249,600	\$4,249,600
Total Prior Costs		\$125,001	\$0	\$0	\$0	\$0	\$0	\$125,001
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$4,249,600	\$4,249,600
Total Programmed		\$125,001	\$281,000	\$0	\$0	\$0	\$4,249,600	\$4,655,601
Federal Project Cost:			Stays the same \$4,121,603					
Total Project Cost:			Stays the same \$4,655,601					

PM00137 - Bridge Preventive Maintenance Program (BPMP)

RTP Project ID:				TBLP97-99 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Highway Bridge Program (HBP)	\$0	\$0	\$96,719	\$0	\$0	\$0	\$96,719
Preliminary Engineering	Local Transportation Funds	\$0	\$0	\$12,531	\$0	\$0	\$0	\$12,531
Total Preliminary Engineering		\$0	\$0	\$109,250	\$0	\$0	\$0	\$109,250
Construction	Highway Bridge Program (HBP)	\$0	\$290,157	\$0	\$0	\$0	\$377,138	\$667,295
Construction	Local Transportation Funds	\$0	\$37,593	\$0	\$0	\$0	\$48,862	\$86,455
Total Construction		\$0	\$327,750	\$0	\$0	\$0	\$426,000	\$753,750
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$426,000	\$426,000
Total Programmed		\$0	\$327,750	\$109,250	\$0	\$0	\$426,000	\$863,000
Federal Project Cost:				Stays the same \$764,014				
Total Project Cost:				Stays the same \$863,000				

21100000115 - Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County

RTP Project ID:		GP-ATP, TBLSP100-112 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Carbon Reduction Program (CRP)	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Right of Way		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Construction	Affordable Housing and Sustainable Communities (AHSC)	\$112,000	\$0	\$0	\$0	\$0	\$0	\$112,000
Construction	ATP-Federal	\$8,867,000	\$6,248,000	\$0	\$0	\$0	\$0	\$15,115,000
Construction	Carbon Reduction Program (CRP)	\$999,040	\$0	\$0	\$0	\$0	\$0	\$999,040
Construction	Local Transportation Funds	\$0	\$999,000	\$0	\$0	\$0	\$0	\$999,000
Construction	Regional Improvement Program (RIP) Funds	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Construction	SHOPP Advance Construction (AC)	\$4,050,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,546,000
Total Construction		\$14,028,040	\$17,743,000	\$1,000,000	\$0	\$0	\$0	\$32,771,040
Total Prior Costs		\$14,528,040	\$0	\$0	\$0	\$0	\$0	\$14,528,040
Total Programmed		\$14,528,040	\$17,743,000	\$1,000,000	\$0	\$0	\$0	\$33,271,040
Federal Project Cost:		Stays the same \$1,499,040						
Total Project Cost:		Stays the same \$33,271,040						

11100000303 - East Palisades Multiuse Path

RTP Project ID:				-				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$4,050,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,546,000
Total Construction		\$4,050,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,546,000
Total Prior Costs		\$4,050,000	\$0	\$0	\$0	\$0	\$0	\$4,050,000
Total Programmed		\$4,050,000	\$10,496,000	\$0	\$0	\$0	\$0	\$14,546,000
Federal Project Cost:		Stays the same \$0						
Total Project Cost:		Stays the same \$14,546,000						

PPNO 2632A/B - ATP - Victor Improvement Project

RTP Project ID:		TBLSP100-112 IN 2022 RTP						
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	ATP-Federal	\$1,745,000	\$0	\$0	\$0	\$0	\$0	\$1,745,000
Total Preliminary Engineering		\$1,745,000	\$0	\$0	\$0	\$0	\$0	\$1,745,000
Construction	ATP-Federal	\$0	\$6,248,000	\$0	\$0	\$0	\$0	\$6,248,000
Construction	Local Transportation Funds	\$0	\$999,000	\$0	\$0	\$0	\$0	\$999,000
Construction	Regional Improvement Program (RIP) Funds	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Construction		\$0	\$7,247,000	\$1,000,000	\$0	\$0	\$0	\$8,247,000
Total Prior Costs		\$1,745,000	\$0	\$0	\$0	\$0	\$0	\$1,745,000
Total Programmed		\$1,745,000	\$7,247,000	\$1,000,000	\$0	\$0	\$0	\$9,992,000
Federal Project Cost:		Stays the same \$0						
Total Project Cost:		Stays the same \$9,992,000						

21100000119 - Grouped Projects for Safety Improvements - SHOPP

RTP Project ID:			CT-MOBILI, TBLSP81-83 IN 2022 RTP					
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP Advance Construction (AC)	\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Total Construction		\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Total Prior Costs		\$3,930,000	\$0	\$0	\$0	\$0	\$0	\$3,930,000
Total Programmed		\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Federal Project Cost:			Stays the same \$0					
Total Project Cost:			Stays the same \$19,645,000					

11100000304 - Sac Valley ITS

RTP Project ID:				TBLSP81-83 IN 2022 RTP				
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SHOPP	\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Total Construction		\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Total Prior Costs		\$3,930,000	\$0	\$0	\$0	\$0	\$0	\$3,930,000
Total Programmed		\$3,930,000	\$15,715,000	\$0	\$0	\$0	\$0	\$19,645,000
Federal Project Cost:				Stays the same \$0				
Total Project Cost:				Stays the same \$19,645,000				

Appendix C

National Ambient Air Quality Standards Demonstrating Attainment or Unclassified Status of Shasta County*

*As a result of Shasta County being in attainment for all six air quality standards, SRTA's FTIP is not subject to a transportation conformity determination.

2023 Area Designations for State Ambient Air Quality Standards OZONE



Last Updated: November 2023
Air Quality Planning and Science Division, CARB

2023 Area Designations for State Ambient Air Quality Standards PM₁₀



Last Updated: November 2023
Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
PM_{2.5}



Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
CARBON MONOXIDE



Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023 Area Designations for State Ambient Air Quality Standards NITROGEN DIOXIDE



Last Updated: November 2023
Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
SULFUR DIOXIDE



Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
SULFATES



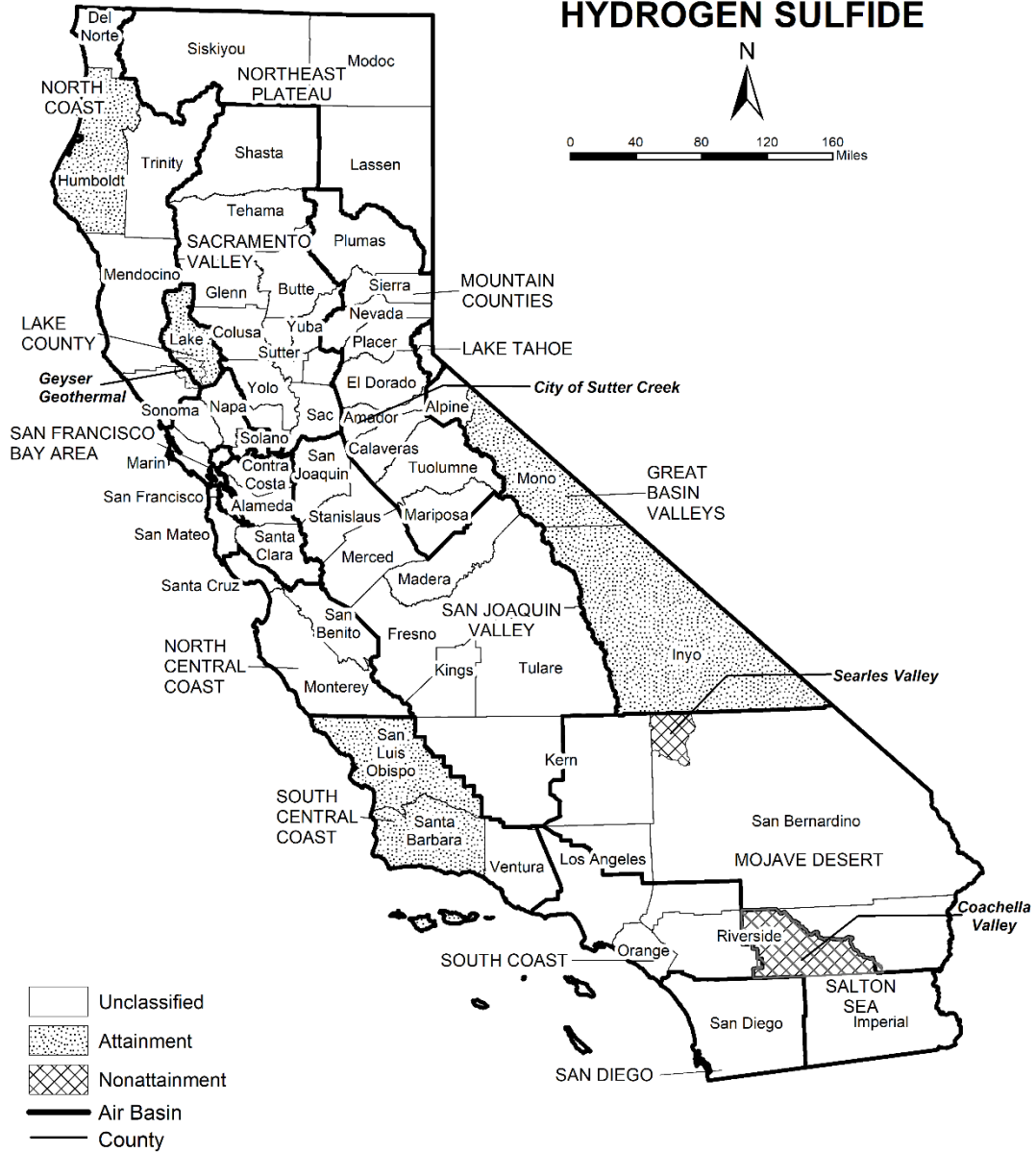
Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
LEAD



Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023
Area Designations for State
Ambient Air Quality Standards
HYDROGEN SULFIDE



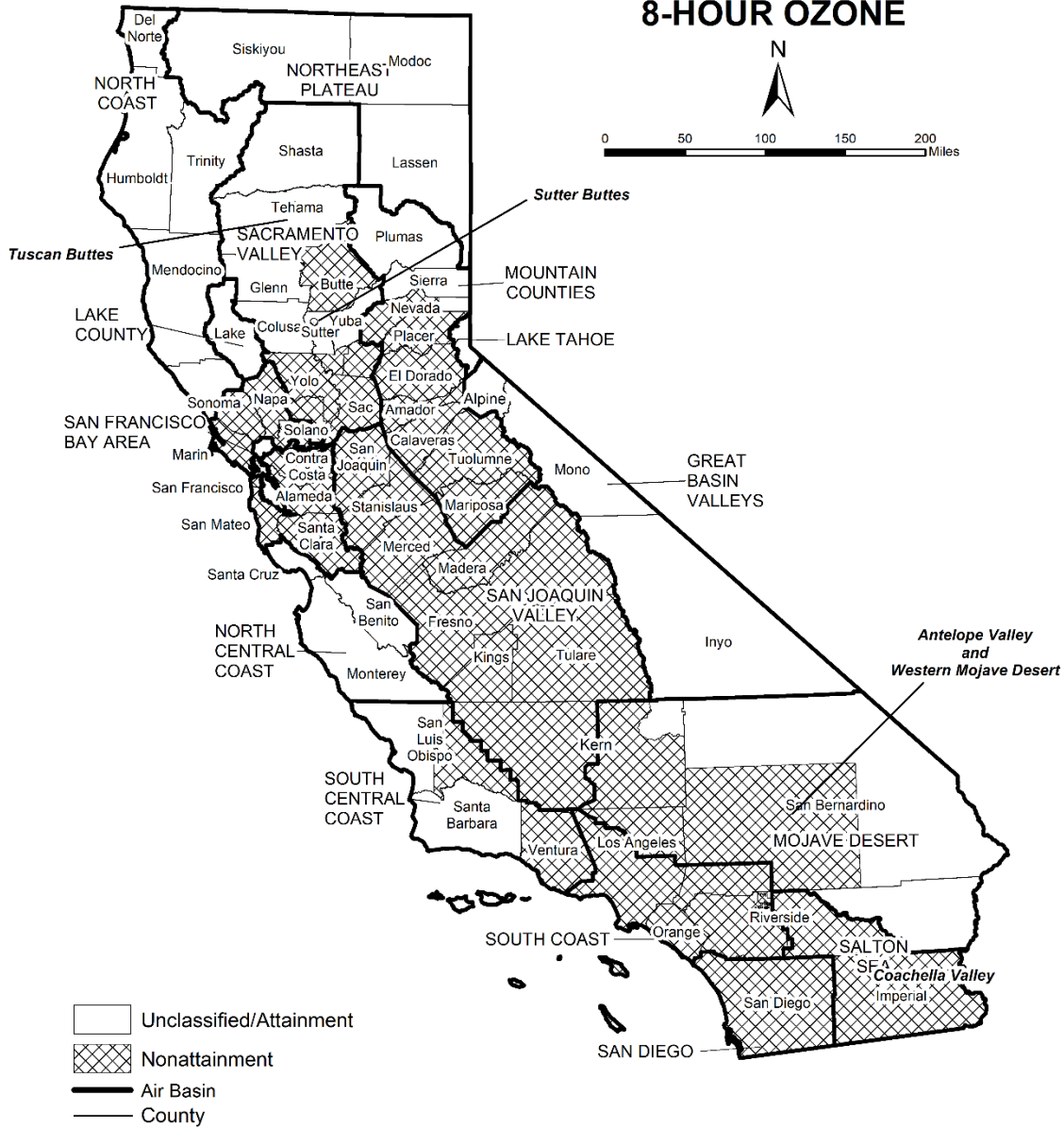
Last Updated: November 2023
 Air Quality Planning and Science Division, CARB

2023 Area Designations for State Ambient Air Quality Standards VISIBILITY REDUCING PARTICLES



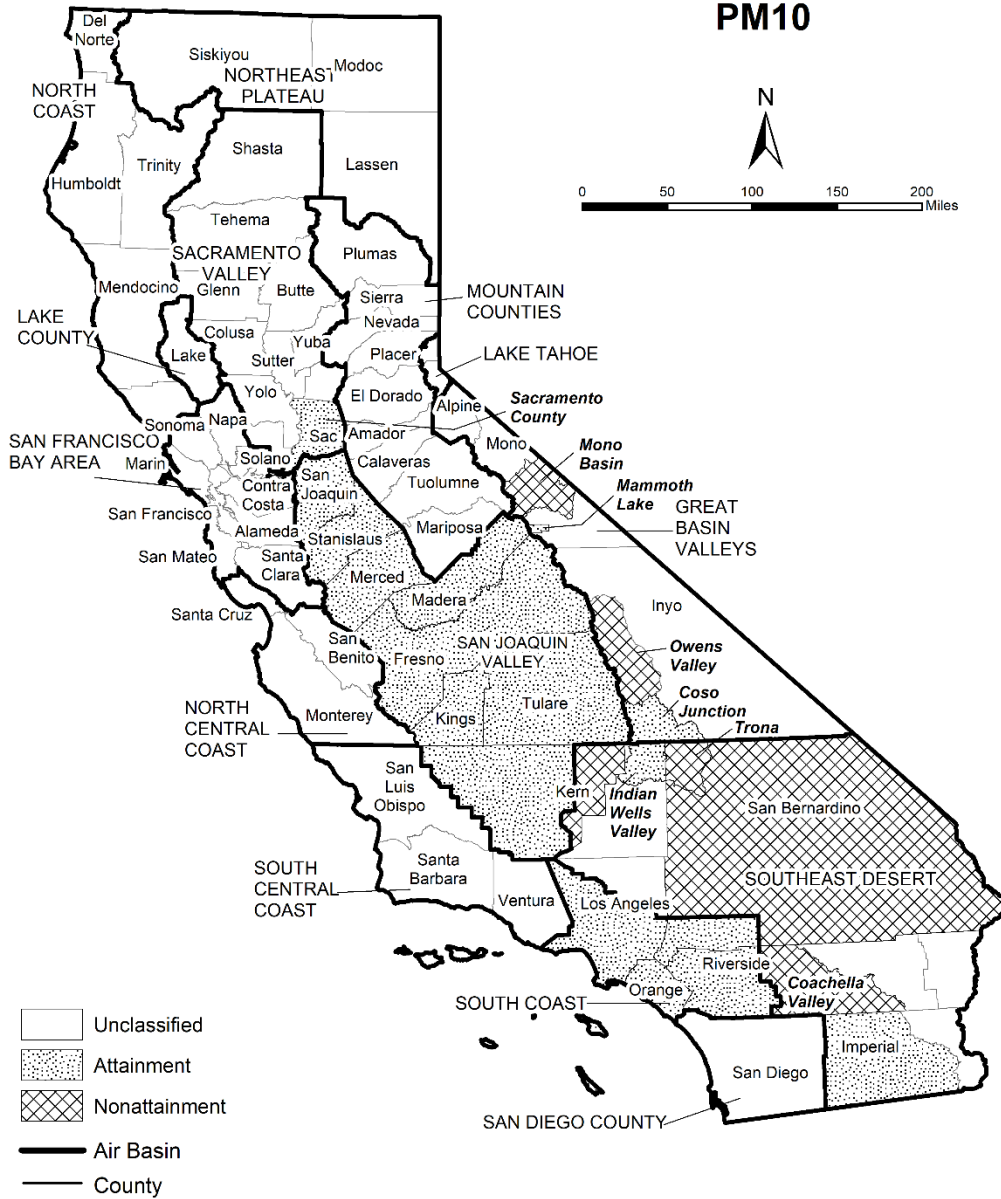
Last Updated: November 2023
Air Quality Planning and Science Division, CARB

Area Designations for National Ambient Air Quality Standards 8-HOUR OZONE



Last Updated: November 2023
 Map reflects the 2015 8-hour ozone standard of 0.070 ppm
 Air Quality Planning and Science Division, CARB

Area Designations for National Ambient Air Quality Standards PM10



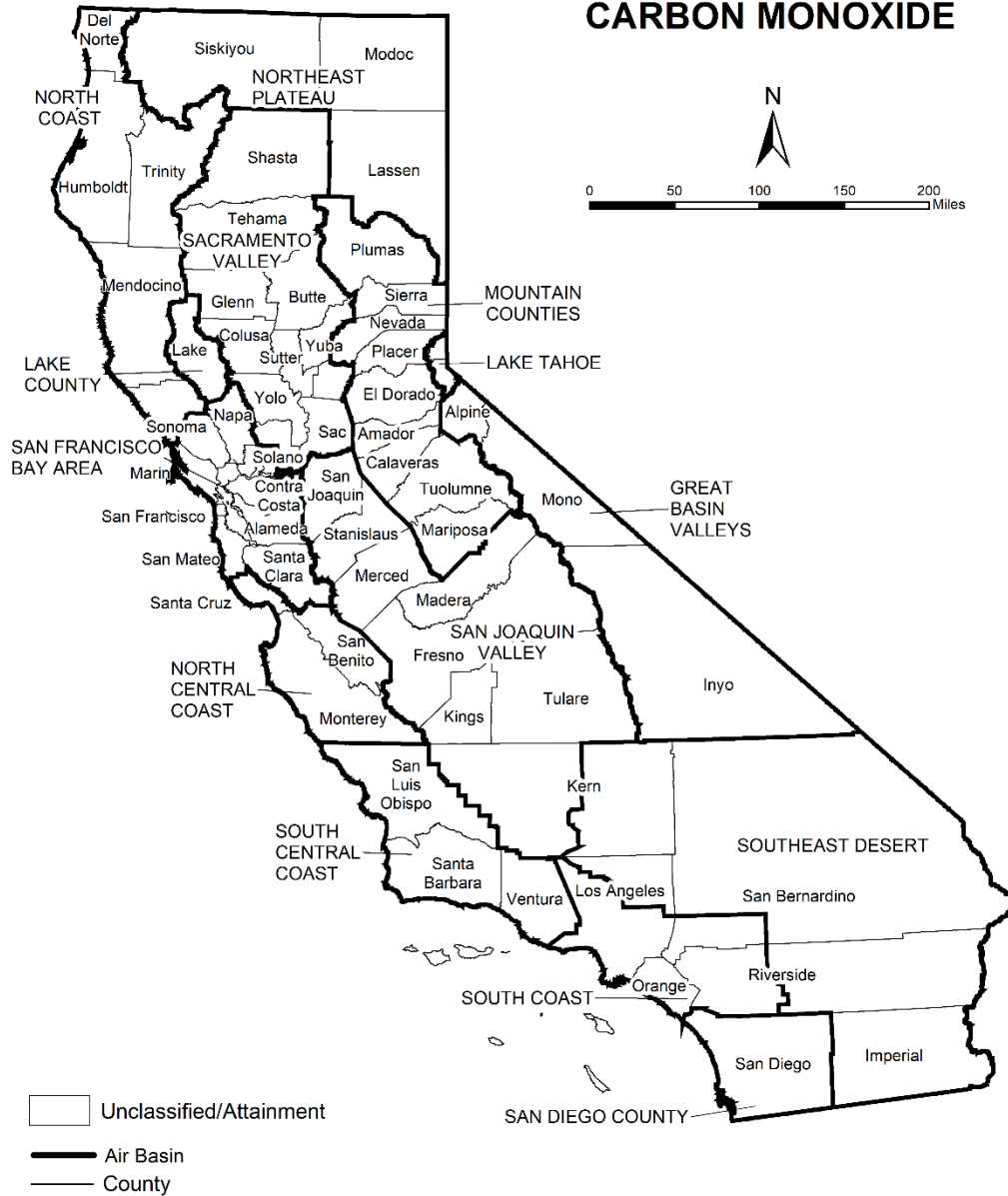
Last Updated: November 2023
Air Quality Planning and Science Division

Area Designations for National Ambient Air Quality Standards PM_{2.5}



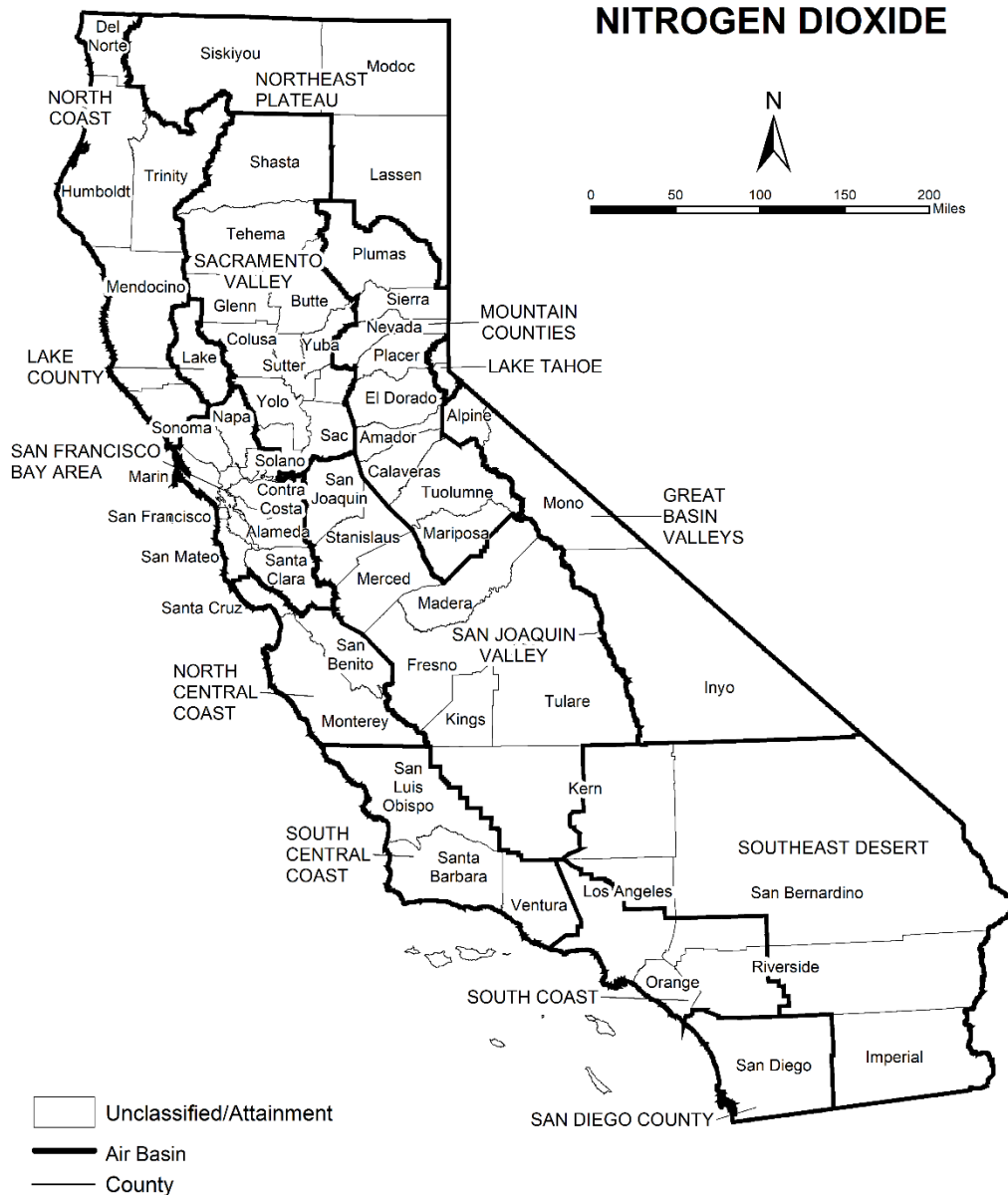
Last Updated: November 2023
Air Quality Planning and Science Division

Area Designations for National Ambient Air Quality Standards **CARBON MONOXIDE**



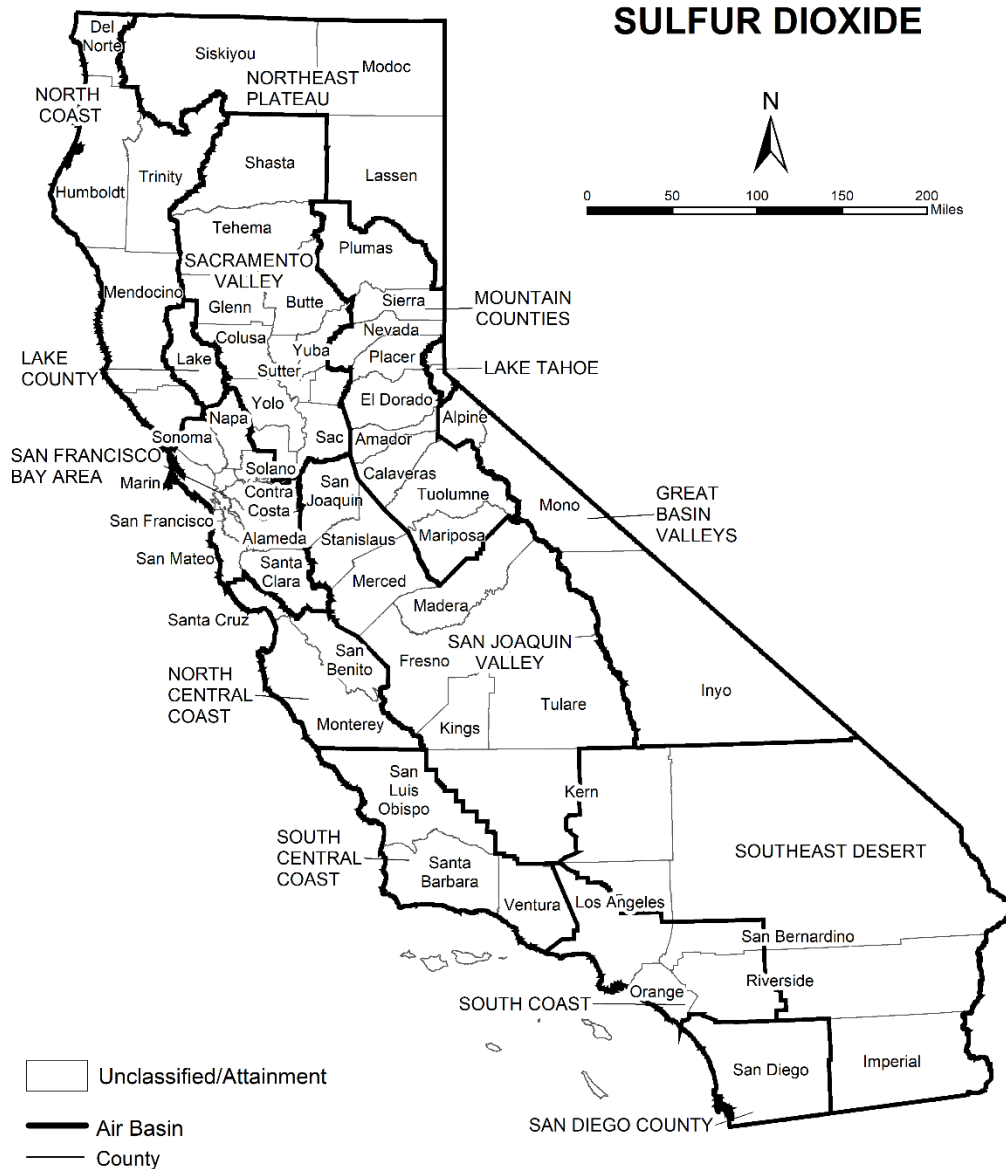
Last Updated: November 2023
Air Quality Planning and Science Division

Area Designations for National Ambient Air Quality Standards NITROGEN DIOXIDE



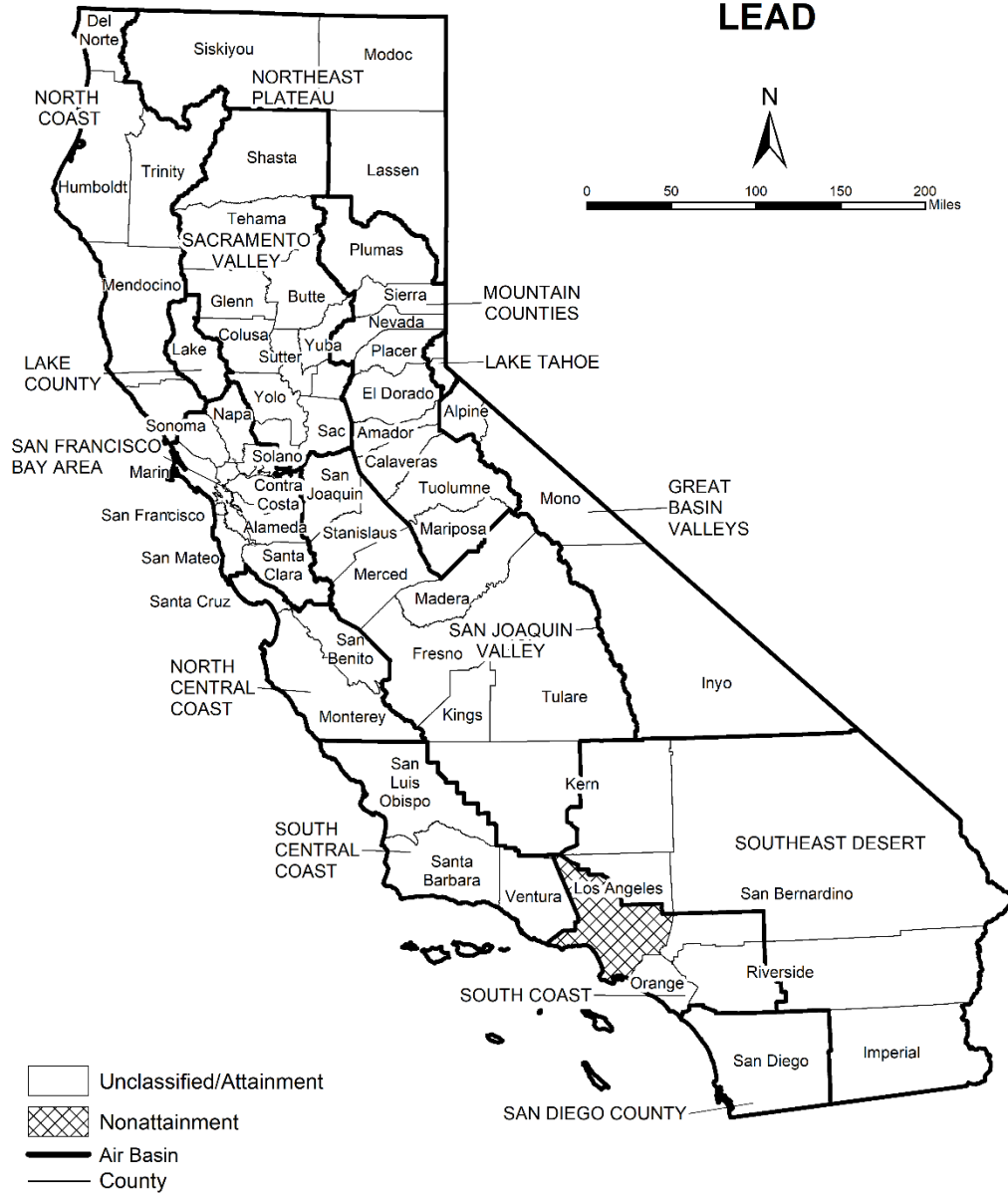
Last Updated: November 2023
Air Quality Planning and Science Division

Area Designations for National Ambient Air Quality Standards SULFUR DIOXIDE



Last Updated: November 2023
Air Quality Planning and Science Division

Area Designations for National Ambient Air Quality Standards LEAD



Last Updated: November 2023
Air Quality Planning and Science Division

Appendix D

Public Involvement and Interagency Consultation

[This will be updated after the DRAFT 2027 FTIP is shared with partner agencies.]

DRAFT

Appendix E

Summary of FFYs 2022-23, 2023-24, and 2024-25 Federally Obligated Projects

DRAFT

Net Obligations for State and Local Federal-aid Highway Projects - Federal FY 2023

Federal Fiscal Year (FFY) 2022-23 Shasta County Federal Funds Obligation/De-Obligation Report (for the period Oct. 1, 2022 to Sept. 30, 2023)

County	Proj No	State Proj No	Description	Fed Funds Change	Prog Cd	Date	Project Status	FTIP	Prog Cd Description
Shasta	32L0433	0218000030L	BIG BEND ROAD IN SHASTA COUNTY - SITE #1: MP 7.65 ROARING CREEK, SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES.	\$ (3,249.20)	ER01	2/9/2023	Closed	EMERGENCY RELIEF	EMERGENCY REL 2022 SUPPLEMENT
Shasta	39AF005	0219000149S	IN SHASTA COUNTY ABOUT 20 MILES WEST OF REDDING AT 0.8 MILE EAST OF HOADLEY PEAK ROAD AND AT 1.3 MILES EAST OF HOADLEY PEAK ROAD. PERMANENT RESTORATION CONSTRUCT NEW DISPOSAL SITES	\$ (154,680.21)	ER01	6/28/2023	Active		EMERGENCY REL 2022 SUPPLEMENT
Shasta	15A6002	0221000055L	CA20-3 ZOGG FIRE PR REPAIRS ON PLATINA ROAD PERMANENT RESTORATION	\$ 323,851.30	ER03	6/21/2023	Active		EMERGENCY REL 2023 SUPPLEMENT
Shasta	15A6001	0221000054L	CA20-3 ZOGG FIRE EO REPAIRS ON PLATINA ROAD EMERGENCY OPENING	\$ 104,417.21	ER03	7/13/2023	Active		EMERGENCY REL 2023 SUPPLEMENT
Shasta	39AA001	0219000089S	IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MI EAST OF LEMN CR BR STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL	\$ (1,885.54)	ER12	11/4/2022	Closed		EMERGENCY REL 2018 SUPPLEMENT
Shasta	39AA001	0219000089S	IN SHASTA COUNTY NEAR BELLA VISTA AT 0.3MI EAST OF LEMN CR BR STABILIZE WATER LINE, REPLACE UNSTABLE SOIL WITH RSP, BED WATERLINE IN APPROPRIATE MATERIAL, PROVIDE TRAFFIC CONTROL	\$ 2,779.63	ER14	11/4/2022	Closed		EMERGENCY REL 2019 SUPPLEMENT
Shasta	32L0433	0218000030L	BIG BEND ROAD IN SHASTA COUNTY - SITE #1: MP 7.65 ROARING CREEK, SITE #3: MP14. SITES AS DEFINED/SHOWN ON DAF # PMP-SHACO-002-0 SITE #1: REPAIR LANE AND SHOULDER WASHOUT AND REPLACE GUARDRAIL. SITE #2: REPAIR SHOULDER WASHOUTS. BOTH SITES REPAIRED AS PERMANENT RESTORATION USING EMERGENCY OPENING PROCEDURES.	\$ (4,834.80)	ER14	2/9/2023	Closed	EMERGENCY RELIEF	EMERGENCY REL 2019 SUPPLEMENT
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (0.65)	H100	5/12/2023	Closed	BRDGE-LUM	BR REPL - 65% ON SYS - STEA03
Shasta	0058355	0200000016S	ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC)	\$ (2,903,690.17)	L01R	2/13/2023	Active		INTERSTATE MAINTENANCE RESTORE
Shasta	0058355	0200000016S	ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC)	\$ (2,653,153.91)	L050	2/13/2023	Active		NHS- NATL HIGHWAY SYS
Shasta	X089123	0214000011S	IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION	\$ 395.72	L050	3/15/2023	Closed		NHS- NATL HIGHWAY SYS
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (986,822.84)	L1C0	5/12/2023	Closed	BRDGE-LUM	BRIDGE PROGRAM - 85% ON/OFF
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (0.01)	L1CE	5/12/2023	Closed	BRDGE-LUM	BRIDGE 85% ON/OFF S-LU EXT
Shasta	0058358	0214000026S	ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	\$ (374,893.61)	M001	10/21/2022	Closed		NATIONAL HIGHWAY PERF PROGRAM
Shasta	0058358	0214000026S	ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	\$ (0.04)	M001	4/7/2023	Closed	COLLISION REDUCTION	NATIONAL HIGHWAY PERF PROGRAM
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (94,727.12)	M001	5/12/2023	Closed	BRDGE-LUM	NATIONAL HIGHWAY PERF PROGRAM
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (105,115.63)	M0E1	5/12/2023	Closed	BRDGE-LUM	NATIONAL HWY PERF PROGRAM EXT
Shasta	5906107	0200020261L	OLD FORTY-FOUR DRIVE @ OAK RUN CREEK, BRIDGE NO. 06C-0098 BRIDGE REPLACEMENT	\$ (9,475.88)	M24E	6/14/2023	Closed	BRDGE-LUM	SURFACE TRANS FLEX- MAP-21 EXT
Shasta	P299192	0212000062S	ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR INGOT FROM 5.0 MILES TO 4.3 MILES WEST OF BUZZARD ROOST RD CURVE IMPROVEMENT (TC)	\$ (71,299.05)	MS3E	4/13/2023	Active		HIGHWAY SAFETY IMP PROG EXTENS
Shasta	5068001	02451714L	CYPRESS AVE. @ SAC RIVER, BR #. 06C0108 L&R (NEW BRIDGE # 06C0377) REPLACE BRIDGES	\$ (5,040.57)	Q100	5/12/2023	Closed	BRDGE-LUM	BR REPL - 65% ON SYS - TEA21
Shasta	5068036	0200020170L	EASTSIDE ROAD AT OLNEY CREEK BR.# 06C0335 BRIDGE REPLACEMENT	\$ 88,530.00	Y001	2/23/2023	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5906124	0215000032L	BEAR MOUNTAIN ROAD AT DEEP HOLE CREEK BR (06C-0263) BRIDGE REPLACEMENT	\$ 26,559.00	Y001	3/15/2023	Active	BRIDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	P299212	0216000036S	IN SHASTA COUNTY AT AND NEAR BURNEY FROM 2.6 MILES EAST OF CARBERRY FLAT ROAD TO 0.3 MILE EAST OF BURNEY MOUNTAIN POWER ROAD PAVEMENT REHABILITATION	\$ 16,545,000.00	Y001	5/8/2023	Active	SHASTA COUNTY RTPA	NATIONAL HIGHWAY PERF IJJA
Shasta	0058361	0215000083S	IN SHASTA COUNTY IN REDDING FROM 0.3 MILE NORTH OF CYPRESS AVENUE OVERCROSSING TO 0.6 MILE NORTH OF OASIS ROAD OVERCROSSING. WIDEN TO 6 LANES	\$ 1,581,413.90	Y001	5/24/2023	Active	REGIONAL IMPROVEMENT	NATIONAL HIGHWAY PERF IJJA
Shasta	5068036	0200020170L	EASTSIDE ROAD AT OLNEY CREEK BR.# 06C0335 BRIDGE REPLACEMENT	\$ 779,063.00	Y110	2/23/2023	Active	BRDGE-LUM	HIP BRIDGE FORMULA PROGRAM
Shasta	5068045	0212000052L	OLD ALTURAS ROAD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5 MILES WEST OF OLD OREGON TRAIL BRIDGE REHAB - WIDENING AND SIDEWALKS	\$ 4,993,092.00	Y113	9/6/2023	Active	211-0000-0083	HIP BRIDGE FORMULA PROGRAM

Shasta	5906087	02456884L	SPRING CREEK RD AT FALL RIVER (BR# 06C0209) BRIDGE REPLACEMENT (TC)	\$ 10,000.00	Y233	5/2/2023	Active	BRDGE-LUM	STBG IJIA OFF-SYSTEM BRIDGE
Shasta	5068032	0200020234L	SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET BRIDGE REPLACEMENT (TC)	\$ 25,685.85	Y233	6/21/2023	Active	BRDGE-LUM	STBG IJIA OFF-SYSTEM BRIDGE
Shasta	5068057	0218000009L	ON CHURN CREEK ROAD BETWEEN HARTNELL AVENUE AND CYPRESS AVENUE, AND MARAGLIA STREET BETWEEN CHURN CREEK ROAD AND HILLTOP DRIVE. FILL IN SIDEWALK GAPS, CONSTRUCT ADA RAMPS, PROVIDE BICYCLE LANES, STREET LIGHTS, ENHANCED PEDESTRIAN CROSSWALKS WITH REFUGE ISLAND AND FLASHING BEACONS.	\$ 93,653.15	YS30	7/26/2023	Active	GP-HSIP	HIGHWAY SAFETY IMP PROG IJIA
Shasta	7500254	0017000249L	CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC)	\$ 500,000.00	YS40	11/16/2022	Active		RAIL HWY CROSS HAZARD ELM IJIA
Shasta	7500254	0017000249L	CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC)	\$ (450,000.00)	YS40	11/23/2022	Active		RAIL HWY CROSS HAZARD ELM IJIA
Shasta	0058358	0214000026S	ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	\$ (215,808.10)	Z001	10/21/2022	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	0058362	0218000047S	ON STATE ROUTE: 5. IN SHASTA AND SISKIYOU COUNTIES ABOUT 7 MILES NORTH OF POLLARD FLAT FROM 0.8 MILE SOUTH TO 0.7 MILE NORTH OF SIMS ROAD UNDERCROSSING AND FROM 0.6 MILE SOUTH OF CASTLE CRAGS DRIVE UNDERCROSSING TO 0.2 MILE SOUTH OF SOUTH DUNSMUIR UNDERCROSSING. REPLACE BRIDGE	\$ (2,681,949.02)	Z001	12/2/2022	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	X089123	0214000011S	IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION	\$ (165,884.42)	Z001	12/15/2022	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	0058355	0200000016S	ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE BAY OC TO BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC)	\$ (2,281,620.77)	Z001	2/13/2023	Active		NATIONAL HIGHWAY PERF FAST
Shasta	0058356	0214000022S	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE FROM 0.2 MILE SOUTH TO 0.9 MILE NORTH OF PIT RIVER BRIDGE OVERHEAD. BRIDGE DECK MAINTENANCE (TC)	\$ (611,010.83)	Z001	2/13/2023	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	0058358	0214000026S	ON STATE ROUTE: 5. IN SHASTA COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILE NORTH OF FOURTH STREET OVERCROSSING TO 0.3 MILE NORTH OF FAWNDALE OVERCROSSING. WORKER SAFETY (TC)	\$ (97.26)	Z001	4/7/2023	Closed	COLLISION REDUCTION	NATIONAL HIGHWAY PERF FAST
Shasta	P273013	0216000033S	ON STATE ROUTE: 273. IN SHASTA COUNTY IN REDDING FROM 0.1 MILE NORTH OF SOUTH REDDING UNDERPASS TO 0.1 MILE NORTH OF CALIFORNIA STREET. ADA IMPROVEMENTS	\$ 4,062,300.00	Z001	5/8/2023	Active	211-0000-0098	NATIONAL HIGHWAY PERF FAST
Shasta	0058356	0214000022S	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE FROM 0.2 MILE SOUTH TO 0.9 MILE NORTH OF PIT RIVER BRIDGE OVERHEAD. BRIDGE DECK MAINTENANCE (TC)	\$ 132.92	Z001	6/28/2023	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	5906119	0214000079L	GAS POINT ROAD BRIDGE (06C-0183) OVER NO NAME DITCH, 1.9 MILES WEST OF I-5. BR.# 06C0183 BRIDGE REPLACEMENT	\$ (2,514.50)	Z001	7/10/2023	Closed	BRDGE-LUM	NATIONAL HIGHWAY PERF FAST
Shasta	X089123	0214000011S	IN SHASTA COUNTY AT VARIOUS LOCATIONS. PAVEMENT REHABILITATION	\$ (867,767.50)	Z030	12/15/2022	Closed		REDISTRIB CERTAIN AUTH FAST
Shasta	000C504	0214000028S	ON STATE ROUTE: 299. IN SHASTA AND TRINITY COUNTIES AT VARIOUS LOCATIONS. WORKER SAFETY IMPROVEMENTS	\$ (337,785.61)	Z232	6/21/2023	Active		STBG <5K POP - FAST
Shasta	P299199	0200020196S	ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR BURNEY FROM 0.2 MILE WEST OF SONOMA STREET TO 0.3 MILE WEST OF ROUTE 89. PULVERIZE PAVEMENT AND SHOULDER WIDENING (TC)	\$ (86,128.34)	Z240	12/21/2022	Closed	ROADWAY PRESERVATION	SURFACE TRANSP BLOCK GRFS-FLEX
Shasta	5068064	0221000156L	ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS(TC)	\$ 16,837.00	Z911	9/14/2023	Active	GP-ATP	HIGHWAY INFRA 5K TO 200K POP
Shasta	5068064	0221000156L	ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS(TC)	\$ 100,670.00	Z912	9/14/2023	Active	GP-ATP	HIGHWAY INFRA UNDER 5K POP
Shasta	0058357	0213000001S	ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR REDDING AT VARIOUS LOCATIONS FROM TEHAMA COUNTY LINE TO SISKIYOU COUNTY LINE. COLLISION SEVERITY REDUCTION (TC)	\$ (1,187,771.60)	ZS30	8/16/2023	Active		HIGHWAY SAFETY IMP PROG FAST
Shasta	P044059	0217000045S	ON STATE ROUTE: 44. IN SHASTA COUNTY NEAR VIOLA FROM 0.4 MILE EAST TO 1.1 MILES EAST OF BRIDGE CREEK ROAD. IMPROVE CURVE	\$ (412,348.88)	ZS3E	10/21/2022	Closed		HIGHWAY SFTY IMP PRG FAST EXT

Net Obligations for State and Local Federal-aid Highway Projects - Federal FY 2024

Federal Fiscal Year (FFY) 2023-24 Shasta County Federal Funds Obligation/De-Obligation

Report (for the period Oct. 1, 2023 to Sept. 30, 2024)

County	Proj No	State Proj N	Description	Fed Funds Change	Proj Cd	Date	Project Status	FTIP	Proj Cd Description
Shasta	32L0540	021900006	ON GILMAN ROAD IN SHASTA COUNTY, AT SEVERAL LOCATIONS FROM 0.7 TO 6.3 MILES EAST OF INTE	\$ (5,194.04)	ER01	10/19/2023	Closed	EMERGENCY RELIEF	EMERGENCY REL 2022 SUPPLEMENT
Shasta	15A6002	022100005	CA20-3 ZOGG FIRE PR REPAIRS ON PLATINA ROAD AT 3 LOCATIONS PERMANENT RESTORATION	\$ (117,028.45)	ER03	9/19/2024	Active		EMERGENCY REL 2023 SUPPLEMENT
Shasta	32L0545	021900009	ON KESWICK DAM ROAD APPROXIMATELY 2,250 FEET WEST OF LAKE BOULEVARD. PLACE BARRICADES	\$ (2.40)	ER14	4/30/2024	Closed	EMERGENCY RELIEF	EMERGENCY REL 2019 SUPPLEMENT
Shasta	5906088	02456894L	CASSEL FALL RIVER ROAD BRIDGE AT PIT RIVER. BR. # 06C0039 BRIDGE REPLACEMENT	\$ 3,974.05	H240	8/2/2024	Active	BRDGE-LUM	STP - STATE FLEXIBLE - STEA03
Shasta	P044054	021500006	IN SHA CO NEAR PALO CEDRO FROM CLOUGH CRK BR TO 0.6 M W OF DESCHUTES RD UC CONSTRUCT	\$ 360.00	H240	9/18/2024	Active	SHOPP MOBILITY	STP - STATE FLEXIBLE - STEA03
Shasta	6202009	021500006	ON STATE ROUTE: 44. HWY 44 FROM CLOUGH CREEK TO 0.6 MILE WEST OF DESCHUTES RD OVERCROS	\$ (1,024.19)	HY10	4/24/2024	Closed		HIGH PRIORITY PROJ SEC 1702
Shasta	6202007	020002004	ON STATE ROUTE: 299. HWY 299 BETWEEN TRINITY & SHASTA COUNTIES; APPROX 20 MILES WEST OF	\$ (2,940.00)	LY10	4/23/2024	Active		HIGH PRIORITY PROJ SEC 1702
Shasta	6202009	021500006	ON STATE ROUTE: 44. HWY 44 FROM CLOUGH CREEK TO 0.6 MILE WEST OF DESCHUTES RD OVERCROS	\$ (1,975.81)	LY10	4/24/2024	Closed		HIGH PRIORITY PROJ SEC 1702
Shasta	0058355	020000001	ON STATE ROUTE: 5. IN SHA CO ABOUT 8 MI N OF SHA LAKE CITY & NEAR LAKEHEAD FRM TURNTABLE	\$ (14,000.00)	M0E1	3/20/2024	Closed	CT - BRIDGE	NATIONAL HWY PERF PROGRAM EXT
Shasta	P299192	021200006	ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR INGOT FROM 5.0 MILES TO 4.3 MILES WEST OF BUZZ	\$ (6,235.24)	MS3E	10/27/2023	Closed		HIGHWAY SAFETY IMP PROG EXTENS
Shasta	P299192	021200006	ON STATE ROUTE: 299. IN SHASTA COUNTY NEAR INGOT FROM 5.0 MILES TO 4.3 MILES WEST OF BUZZ	\$ (125,830.57)	MS3E	1/2/2024	Closed	211-0000-0075	HIGHWAY SAFETY IMP PROG EXTENS
Shasta	P044060	022300001	ON STATE ROUTE: 44. IN LASSEN COUNTY ABOUT 9 MILES EAST OF OLD STATION FROM SHASTA COUN	\$ 26,121,900.00	Y001	12/18/2023	Active	SH_RDWAYP	NATIONAL HIGHWAY PERF IJIA
Shasta	5068038	020002017	(WESTSIDE ROAD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MILES SOU	\$ 181,298.00	Y001	1/4/2024	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJIA
Shasta	5068045	021200005	OLD ALTURAS ROAD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5 MILES WEST OF OLD OREGON TRAIL E	\$ 220,922.00	Y001	3/11/2024	Active		NATIONAL HIGHWAY PERF IJIA
Shasta	5906138	022100004	ASH CREEK ROAD AT ANDERSON CREEK BRIDGE REPLACEMENT. APPROX. 4 MILES SOUTHEAST OF AND	\$ 480,000.00	Y001	4/8/2024	Active	211-0000-0083	NATIONAL HIGHWAY PERF IJIA
Shasta	5474015	021500004	MOODY CREEK BR (06C-0060) ON CASCADE BLVD BRIDGE REPLACEMENT	\$ 115,973.00	Y001	5/9/2024	Active		NATIONAL HIGHWAY PERF IJIA
Shasta	5068045	021200005	OLD ALTURAS ROAD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5 MILES WEST OF OLD OREGON TRAIL E	\$ 1,590,220.00	Y001	7/3/2024	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJIA
Shasta	5474015	021500004	MOODY CREEK BR (06C-0060) ON CASCADE BLVD BRIDGE REPLACEMENT	\$ 69,053.00	Y001	7/8/2024	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJIA
Shasta	5906088	02456894L	CASSEL FALL RIVER ROAD BRIDGE AT PIT RIVER. BR. # 06C0039 BRIDGE REPLACEMENT	\$ 158,920.95	Y001	8/2/2024	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJIA
Shasta	5068038	020002017	(WESTSIDE ROAD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MILES SOU	\$ 3,498,705.00	Y113	1/4/2024	Active	BRDGE-LUM	HIP BRIDGE FORMULA PROGRAM
Shasta	5068045	021200005	OLD ALTURAS ROAD (BRIDGE # 06C-0104) AT CHURN CREEK, 1.5 MILES WEST OF OLD OREGON TRAIL E	\$ 646,269.00	Y114	3/11/2024	Active		HIP BRIDGE FORMULA PROGRAM-24
Shasta	5068032	020002023	SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET BRIDGE REPLA	\$ (0.10)	Y233	10/26/2023	Closed	BRDGE-LUM	STBG IJIA OFF-SYSTEM BRIDGE
Shasta	0058645	02180000C	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE CITY FROM PIT RIVE	\$ 31,835,715.99	Y238	12/27/2023	Active	ROADWAY PRESERVATION	STBG <5K POP - IJIA
Shasta	0058364	022000011	IN SHASTA COUNTY ABOUT 5 MILES NORTH OF SHASTA LAKE CITY FROM 1.0 MILE NORTH OF FAWNDA	\$ 500,000.00	Y520	8/27/2024	Active	GROUPED FLAP	FEDERAL LANDS PLANNING IJIA
Shasta	5068057	02180000C	ON CHURN CREEK ROAD BETWEEN HARTNELL AVENUE AND CYPRESS AVENUE, AND MARAGLIA STREET	\$ (0.34)	YS30	10/25/2023	Closed	GP-HSIP	HIGHWAY SAFETY IMP PROG IJIA
Shasta	P044060	022300001	ON STATE ROUTE: 44. IN LASSEN COUNTY ABOUT 9 MILES EAST OF OLD STATION FROM SHASTA COUN	\$ 2,762,100.00	YS30	12/18/2023	Active	SH_RDWAYP	HIGHWAY SAFETY IMP PROG IJIA
Shasta	5068062	021900016	NINE INTERSECTIONS WITHIN THE CITY OF REDDING. ENHANCED PEDESTRIAN CROSSINGS INCLUDING I	\$ (61,316.68)	YS30	5/6/2024	Closed	GP-HSIP	HIGHWAY SAFETY IMP PROG IJIA
Shasta	5068052	021400014	ON OLD OREGON TRAIL BETWEEN PASO ROBLES AVENUE AND BEAR MOUNTAIN ROAD WIDEN SHOUL	\$ 1,641,390.00	YS30	6/10/2024	Active	GP-HSIP	HIGHWAY SAFETY IMP PROG IJIA
Shasta	0058337	023789045	ON STATE ROUTE: 5. IN SHA CO NR LAKEHEAD AT SACTO RVR,BR#06-0089 (TC) REPLACE BRIDGE (TC)	\$ 300,000.00	Z001	11/30/2023	Active		NATIONAL HIGHWAY PERF FAST
Shasta	0058643	021400002	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 9 MILES NORTH OF SHASTA LAKE CITY FROM O'BRIEN	\$ (415,157.21)	Z232	11/17/2023	Closed		STBG <5K POP - FAST
Shasta	P044056	021500006	ON STATE ROUTE: 44. IN SHASTA COUNTY NEAR PALO CEDRO FROM CLOUGH CREEK BRIDGE TO 0.6 M	\$ (891,568.28)	Z232	5/22/2024	Closed		STBG <5K POP - FAST
Shasta	5068032	020002023	SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET BRIDGE REPLA	\$ (45,075.06)	Z233	10/26/2023	Closed	BRDGE-LUM	STBG FAST OFF-SYSTEM BRIDGE
Shasta	0058645	02180000C	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 6 MILES NORTH OF SHASTA LAKE CITY FROM PIT RIVE	\$ 110,384.01	Z2E2	12/27/2023	Active	ROADWAY PRESERVATION	STBG <5K POP - FAST EXT
Shasta	5068032	020002023	SHARON AVENUE (BRIDGE 06C0344) OVER ACID CANAL, 300 FEET N/W RUSSELL STREET BRIDGE REPLA	\$ (78,859.17)	Z2E3	10/26/2023	Closed	BRDGE-LUM	STBG FAST OFF-SYS BRIDGE EXT
Shasta	5906140	022100016	IN THE UNINCORPORATED COMMUNITY OF COTTONWOOD, ON MAIN ST, GAS POINT RD, 1ST ST, 4TH	\$ (747,722.70)	Z303	4/3/2024	Closed	GP-ATP	TRANS ALTERN 5K AND UNDER FAST
Shasta	5068064	022100015	ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDE	\$ 153,268.00	Z920	8/2/2024	Active	GP-ATP	HIGHWAY INFRA 5K TO 200K POP
Shasta	0058363	021700015	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 9 MILES NORTH OF POLLARD FLAT AT VARIOUS LOCA	\$ (162,103.18)	Z530	2/7/2024	Closed		HIGHWAY SAFETY IMP PROG FAST
Shasta	0058363	021700015	ON STATE ROUTE: 5. IN SHASTA COUNTY ABOUT 9 MILES NORTH OF POLLARD FLAT AT VARIOUS LOCA	\$ (44.14)	Z530	6/26/2024	Closed	21100000108	HIGHWAY SAFETY IMP PROG FAST
Shasta	130L302	022300017	EASTSIDE ROAD IN THE CITY OF REDDING, SHASTA COUNTY,AT THE UPRR RAILROAD CROSSING, WORK	\$ 80,000.00	Z550	10/26/2023	Active	HWY-R 130	RAIL HWY PROTECT DEV FAST
Shasta	130R302	022300017	EASTSIDE ROAD IN THE CITY OF REDDING, SHASTA COUNTY,AT THE UPRR RAILROAD CROSSING, WORK	\$ 1,556,000.00	Z550	10/26/2023	Active	VAR170017	RAIL HWY PROTECT DEV FAST

Federal Fiscal Year (FFY) 2025 Shasta County Federal Funds Obligation/De-Obligation Report (for the period Oct. 1, 2024 to Sept. 30, 2025)

County	Proj No	State Proj No	Description	Fed Funds Change	Prog Cd	Date	Project Status	FTIP	Prog Cd Description
Shasta	0058359	0218000125S	ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE SOUTH OF CHURN CREEK ROAD OVERCROSSING. WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$ (2,172,998.22)	Z231	3/19/2025	Closed		STBG 5-200K POP FAST
Shasta	0058359	0218000125S	ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE SOUTH OF CHURN CREEK ROAD OVERCROSSING. WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$ (4,773.39)	Z231	5/29/2025	Closed		STBG 5-200K POP FAST
Shasta	0058359	0218000125S	ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE SOUTH OF CHURN CREEK ROAD OVERCROSSING. WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$ (4,183,394.88)	Z460	3/19/2025	Closed		NATIONAL HWY FREIGHT PROGRAM
Shasta	0058359	0218000125S	ON STATE ROUTE: 5. IN SHASTA COUNTY IN AND NEAR ANDERSON FROM ROUTE 5/273 SEPARATION TO 0.4 MILE SOUTH OF CHURN CREEK ROAD OVERCROSSING. WIDENING TO 6 LANES, BRIDGE REPLACEMENT AND WIDENING AND ROADWAY REHABILITATION.	\$ (3,721.85)	Z460	5/29/2025	Closed		NATIONAL HWY FREIGHT PROGRAM
Shasta	0059179	0213000004S	ON STATE ROUTE: 5. IN SISKIYOU COUNTY NEAR WEED FROM 0.1 MILE SOUTH OF DEETZ ROAD UNDERCROSSING TO 0.6 MILE NORTH OF BLACK BUTTE OVERHEAD 02-00004L. BRIDGE REPLACEMENT - SOUTHBOUND ONLY	\$ (380,167.90)	Z001	1/16/2025	Closed		NATIONAL HIGHWAY PERF FAST
Shasta	32L0516	0219000041L	BIG BEND ROAD PM 12.3 SITE #2. CA17-2 DAF # PMP-SHACO-002-2 REPAIR SLIDE ON ROADWAY WHICH CAUSED GUARDRAIL AND NORTHBOUND LANE TO SLIP-OUT. CON EO AS FORCE ACCOUNT. PE PR REGULAR FEDERAL AID PROJECT.	\$ (1,201.62)	ER01	3/28/2025	Active		EMERGENCY REL 2022 SUPPLEMENT
Shasta	32L0516	0219000041L	BIG BEND ROAD PM 12.3 SITE #2. CA17-2 DAF # PMP-SHACO-002-2 REPAIR SLIDE ON ROADWAY WHICH CAUSED GUARDRAIL AND NORTHBOUND LANE TO SLIP-OUT. CON EO AS FORCE ACCOUNT. PE PR REGULAR FEDERAL AID PROJECT.	\$ 284,542.89	ER05	6/18/2025	Active	EMERGENCY RELIEF	EMERGENCY REL 2025 SUPPLEMENT
Shasta	39AF004	0219000149S	ON STATE ROUTE: 299. IN SHASTA COUNTY ABOUT 20 MILES WEST OF REDDING AT 0.8 MILE EAST OF HOADLEY PEAK ROAD AND AT 1.3 MILES EAST OF HOADLEY PEAK ROAD. PERMANENT RESTORATION CONSTRUCT NEW DISPOSAL SITES	\$ (160,201.17)	ER01	5/20/2025	Closed		EMERGENCY REL 2022 SUPPLEMENT
Shasta	39AF004	0219000149S	ON STATE ROUTE: 299. IN SHASTA COUNTY ABOUT 20 MILES WEST OF REDDING AT 0.8 MILE EAST OF HOADLEY PEAK ROAD AND AT 1.3 MILES EAST OF HOADLEY PEAK ROAD. PERMANENT RESTORATION CONSTRUCT NEW DISPOSAL SITES	\$ (19,038.38)	ER01	8/6/2025	Closed		EMERGENCY REL 2022 SUPPLEMENT
Shasta	5068018	02918247L	DIESTELHORST BRIDGE, SAC R., IN REDDING. HISTORIC BRIDGE REHAB (TC)	\$ (21,034.50)	L22E	11/8/2024	Closed	CTIPS# 211-0000-0096	STP- ENHANCEMENT S-LU EXT
Shasta	5068024	02456654L	TWIN VIEW BLVD 0.4 MILES S OF OASIS RD AT CHURN CREEK BRIDGE REPLACEMENT	\$ (29,009.50)	M240	11/12/2024	Closed	RD-TWIN-B	SURFACE TRANS FLEX - MAP-21
Shasta	5068027	02918438L	S SIDE OF MISTLETOE LN (MISTLETOE ES) CURB, GUTTER, SIDEWALK, BIKE L	\$ (2,389.44)	LU3E	11/12/2024	Closed	CTIPS# 211-0000-0095	SFE RTS SCHOOL EITHER S-LU EXT
Shasta	5068035	0200020169L	EASTSIDE RD @ CANYON HOLLOW CREEK (BRIDGE 06C0085) BRIDGE REPLACEMENT	\$ 110,662.00	Y001	6/24/2025	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5068037	0200020171L	CANYON RD @ ACID CANAL. BR. # 06C0307 BRIDGE REPLACEMENT	\$ 162,949.00	Y001	12/2/2024	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5068038	0200020172L	(WESTSIDE ROAD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MILES SOUTH OF CANYON CREEK ROAD BRIDGE	\$ 31,055.84	H100	6/18/2025	Active	BRDGE-LUM	BR REPL - 65% ON SYS - STEA03
Shasta	5068038	0200020172L	(WESTSIDE ROAD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MILES SOUTH OF CANYON CREEK ROAD BRIDGE	\$ 13,209.06	H120	6/18/2025	Active	BRDGE-LUM	BR REP & REH 20% ON/OFF-STEAO3
Shasta	5068038	0200020172L	(WESTSIDE ROAD) / RAILROAD AVE (BRIDGE 06C0071) OVER CANYON HOLLOW CREEK, 0.1 MILES SOUTH OF CANYON CREEK ROAD BRIDGE	\$ 223,095.00	H1C0	6/18/2025	Active	BRDGE-LUM	HWY BR PROG 85% ON/OFF
Shasta	5068039	0200020173L	GIRVAN ROAD OVER OLNEY CREEK BR#06C0341 BRIDGE REPLACEMENT	\$ 296,575.00	Y001	1/16/2025	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5068064	0221000156L	ALONG VICTOR AVENUE, CYPRESS AVENUE, AND ALFREDA WAY CONSTRUCT SHARED USE PATHS, SIDEWALKS, CURB/GUTTER/CURB RAMPS, BIKE LANES, AND PROTECTED INTERSECTIONS(TC)	\$ 500,000.00	Y607	6/11/2025	Active	GP-ATP	CARBON REDCN 5K-49999 POP IJJA
Shasta	5906040	021A1000L	KNIGHTON RD EXTENSION FROM I-5 TO AIRPORT RD NEW ALIGNMENT WITH 300' BRIDGE	\$ (106,360.34)	Q240	4/21/2025	Closed	CTIPS ID:11100000017	STP - STATE FLEXIBLE - TEA21
Shasta	5906146	0225000073L	DRY CREEK ROAD AT DRY CREEK BRIDGE STAND ALONE BRIDGE PREVENTIVE MAINTENANCE	\$ 21,600.00	Y001	1/30/2025	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5906147	0225000074L	VARIOUS LOCATIONS ACROSS SHASTA COUNTY REPLACE JOINT SEALS (06C0357, 06C0200, 06C0390, 06C0002, 06C0095), METHYL METHACRYLATE DECK TREATMENT (06C0055, 06C0022, 06C0259, 06C0018), POLYESTER CONCRETE DECK OVERLAY (06C0084)	\$ 79,568.80	Y001	1/30/2025	Active	BRDGE-LUM	NATIONAL HIGHWAY PERF IJJA
Shasta	5906148	0225000090L	.7 MILE EAST OF IRON MOUNTAIN ROAD REPLACE 1-LANE BRIDGE WITH 2-LANE BRIDGE	\$ 212,472.00	Y233	3/4/2025	Active	BRDGE-LUM	STBG IJJA OFF-SYSTEM BRIDGE
Shasta	7500254	0017000249L	CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC)	\$ (102,888.13)	MS50	1/16/2025	Closed		RAIL HWY PROTECT DEV MAP-21
Shasta	7500254	0017000249L	CITY OF REDDING - SHASTA STREET AT THE UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION WITH TOLL CREDITS (TC)	\$ (16,094.10)	YS40	1/16/2025	Closed		RAIL HWY CROSS HAZARD ELM IJJA
Shasta	7500255	0017000250L	CITY OF REDDING AT GIRVAN ROAD AND UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION (TC)	\$ (591,502.19)	MS4E	11/12/2024	Closed		RAIL HWY HAZARD ELIM MAP21 EXT
Shasta	7500255	0017000250L	CITY OF REDDING AT GIRVAN ROAD AND UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION (TC)	\$ (955,391.31)	MS50	11/12/2024	Closed		RAIL HWY PROTECT DEV MAP-21
Shasta	7500255	0017000250L	CITY OF REDDING AT GIRVAN ROAD AND UPRR CROSSING GRADE CROSSING HAZARD ELIMINATION (TC)	\$ (1,000,100.00)	ZS50	11/12/2024	Closed		RAIL HWY PROTECT DEV FAST
Shasta	P273013	0216000033S	ON STATE ROUTE: 273. IN SHASTA COUNTY IN REDDING FROM 0.1 MILE NORTH OF SOUTH REDDING UNDERPASS TO 0.1 MILE NORTH OF CALIFORNIA STREET. ADA IMPROVEMENTS	\$ (130,000.00)	Z001	3/19/2025	Active	211-0000-0098	NATIONAL HIGHWAY PERF FAST

Appendix F

Financial Element Summary

DRAFT

TABLE 1: REVENUE

Shasta Regional Transportation Agency
2027 Shasta FTIP
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds						
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees						
	RSTP Exchange funds						
REGIONAL	Transit						
	Transit Fares						
	Other (See Appendix 1)		\$5,504	\$5,504	\$5,504	\$5,504	\$22,016
	Local Total		\$5,504	\$5,504	\$5,504	\$5,504	\$22,016
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$192,065	\$10,040	\$161,478	\$18,608	\$382,191
	SHOPP		\$192,065	\$10,040	\$161,478	\$18,608	\$382,191
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$169	\$1,169	\$155	\$104	\$1,597
	STIP		\$169	\$1,169	\$155	\$104	\$1,597
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$6,248				\$6,248
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$11,864	\$164	\$4,485	\$4,099	\$20,612
	Road Repair and Accountability Act of 2017 (SB1)		\$218				\$218
	Traffic Congestion Relief Program (TCRP)						
FEDERAL TRANSIT	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix 3)		\$2,732	\$1,985			\$4,717
	State Total		\$213,296	\$13,358	\$166,118	\$22,811	\$415,583
	5307 - Urbanized Area Formula Grants		\$2,500	\$3,020			\$5,520
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$551	\$551			\$1,102
FEDERAL HIGHWAY	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants						
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
	Federal Transit Total		\$3,051	\$3,571			\$6,622
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program						
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Tribal Transportation Program						

	Carbon Reduction Program (CRP)					
	Promoting Resilient Operations for Transformative (PROTECT)					
	Other (see Appendix 5)					
	Federal Highway Total					
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total		\$3,051	\$3,571		\$6,622
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other (See Appendix 7)					
	Innovative Financing Total					
REVENUE TOTAL			\$221,851	\$22,433	\$171,622	\$28,315
						\$444,221

Shasta Regional Transportation Agency
2027 Shasta FTIP
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Transportation Development Act (STA and LTF Combined)	\$5,504	\$5,504	\$5,504	\$5,504	\$22,016
Local Other Total	\$5,504	\$5,504	\$5,504	\$5,504	\$22,016

Appendix 2 - Regional Other

[illegible]

Appendix 3 - State Other

[illegible]

Appendix 4 - Federal Transit Other

[illegible]

Appendix 5 - Federal Highway Other

[illegible]

Appendix 6 - Federal Railroad Administration Other

[illegible]

Appendix 7 - Innovative Other

[illegible]

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency

2027 Shasta FTIP

(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Local Total		\$1,508	\$14	\$161	\$531	\$2,214
REGIONAL	Tolls						
	Bridge Corridor						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$192,065	\$10,040	\$161,478	\$18,608	\$382,191
	SHOPP		\$192,065	\$10,040	\$161,478	\$18,608	\$382,191
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$169	\$1,169	\$155	\$104	\$1,597
	STIP		\$169	\$1,169	\$155	\$104	\$1,597
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$6,248				\$6,248
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$11,864	\$164	\$4,485	\$4,099	\$20,612
	Road Repair and Accountability Act of 2017 (SB1)		\$218				\$218
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix B)		\$2,732	\$1,985			\$4,717
	State Total		\$213,296	\$13,358	\$166,118	\$22,811	\$415,583
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$2,500	\$3,020			\$5,520
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$551	\$551			\$1,102
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants						
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$3,051	\$3,571			\$6,622
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program						
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)						
	Promoting Resilient Operations for Transformative (PROTECT)						
	Other (see Appendix D)						
	Federal Highway Total						
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$3,051	\$3,571			\$6,622
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$217,855	\$16,943	\$166,279	\$23,342	\$424,419

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Shasta Regional Transportation Agency
2027 Shasta FTIP
(\$'s in 1,000)

[illegible]

State Other	4 YEAR (FTIP Period)				CURRENT
	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Low Carbon Transit Operations Program (LCTOP) Fund Total	\$377				\$377
SB 125 Transit Program Fund	\$2,355	\$1,985			\$4,340
State Other Total	\$2,732	\$1,985			\$4,717

[illegible][illegible][illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2027 Shasta FTIP
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Local Total	\$3,996	\$5,490	\$5,343	\$4,973	\$19,802
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
REGIONAL	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Local Transportation Climate Adaptation Program (LTCAP) ¹					
	Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program					
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Tribal Transportation Program					
	Carbon Reduction Program (CRP)					
	Promoting Resilient Operations for Transformative (PROTECT)					
	Other					
	Federal Highway Total					
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
Federal Total						
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$3,996	\$5,490	\$5,343	\$4,973	\$19,802

Appendix G

U.S. DOT and Caltrans Delegation Authority to SRTA for FTIP Administrative Modifications

DRAFT

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PROGRAMMING

1120 N STREET, MS-82

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4013

TTY 711

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*Making Conservation
a California Way of Life.*

December 20, 2019

Executive Directors, Metropolitan Planning Organizations and
Regional Transportation Planning Agencies

Dear Executive Directors:

To streamline the federal programming process, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), revised the Federal Statewide Transportation Improvement Program (FSTIP)/Federal Transportation Improvement Program (FTIP) Amendments and Administrative Modifications Procedures.

These revisions expand the parameters of an administrative modification offering a greater opportunity to reduce the number of Amendments to the FTIPs and the FSTIP. Effective December 18, 2019, the attached procedures shall supersede the previous procedures dated June 3, 2011.

Metropolitan Planning Organizations (MPOs) with delegated authority from Caltrans may continue to approve administrative modifications to the FSTIP in accordance with these revised procedures and the following shall continue to apply.

1. MPOs may consult with staff at the Division of Transportation Programming and request reviews on proposed changes prior to approving their administrative modifications.
2. MPOs must email and send hardcopies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders.
3. Approved administrative modifications are subject to the Division of Transportation Programming continual reviews to ensure compliance with programming related regulations, guidance and procedures.
4. The Division of Transportation Programming will reject any administrative modification that does not adhere to programming related regulations, guidance and procedures.

Executive Directors, et al
December 20, 2019
Page 2

5. Caltrans will withdraw its delegation from any MPO whose administrative modifications are found to be consistently noncompliant with these procedures.

For those MPOs without Caltrans delegation, no action is required, and the existing approval process remains in effect.

My staff and I appreciate and recognize the efforts of staff at FHWA and FTA, in working with us to find ways to streamline and expedite the federal programming process.

If you have any questions, please contact Muhaned Aljabiry at (916) 654-2983 or by e-mail at muhaned.aljabiry@dot.ca.gov.

Sincerely,



for BRUCE DE TERRA, Chief
Division of Transportation Programming

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 18, 2019

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra, Division Chief
Transportation Programming Federal Resources Office, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

**SUBJECT: Revised Federal Statewide Transportation Improvement Program (FSTIP) and
Federal Transportation Improvement Program (FTIP) Amendment and Administrative
Modification Procedures**

Dear Mr. de Terra:

In our letter dated June 3, 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided the California Department of Transportation (Caltrans) revised procedures on the FSTIP/FTIP Administrative Modification and Amendment process.

Working in coordination with Caltrans, FHWA and FTA have again revised the FSTIP/FTIP Administrative Modification and Amendment Procedures. The enclosed revised procedures provide additional flexibility and will shorten project delivery time by allowing fewer formal amendments which in general takes longer to process. As part of this coordination, Caltrans has also committed to working with FHWA and FTA to implement a FSTIP/FTIP amendment schedule and an electronic approval process by December 2020.

The revised procedures detail the specific types of programming changes that may be made to the FSTIP/FTIPs as administrative modifications for which approval has been delegated to Caltrans, and changes that must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) and further clarifies parameters of an administrative modification.

Throughout the FSTIP/FTIP Administrative Modification and Amendment Procedure update process, the FHWA and FTA have been pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program.

If you have any questions regarding the attached procedures, please contact Tashia J. Clemons of the FHWA California Division at (916) 498-5066, or by email at Tashia.clemons@dot.gov or Ted Matley of the FTA's Region 9 Office at (415) 734-9468 or by email at ted.matley@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Mammano", followed by a horizontal line.

Vincent Mammano
Division Administrator
FHWA California Division

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

The following procedures are applicable for processing amendments and administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the Metropolitan Planning Organization (MPO) in accordance with 23 Code of Federal Regulations (CFR) 450 and the required interagency consultation or coordination is completed and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modification:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through an administrative modification:

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint if an MPO has processed only administrative modifications for a period of six months or more.)
- iv. Program the Preliminary Engineering (PE) phase provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in section iii.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP through an administrative modification provided the original scope or cost remain unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program an FTA-funded project from the prior FSTIP/FTIP cycle into the current FSTIP/FTIP provided the original scope or cost of the project remain unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and the prior year fund type.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

2. Amendment:

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such case, Caltrans approval is not required. If an MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, the FHWA and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If an MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the administrative modification to Caltrans, the FHWA and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify the FHWA and FTA of the approved administrative modification. If Caltrans, the FHWA, or the FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the FTA in accordance with 23 CFR

450, and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

4. Consultation:

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, the FHWA and/or FTA may consult to resolve the question. If after consultation the parties still disagree, the final decision rests with the FTA for transit projects and the FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, the FHWA, and FTA.

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
P.O. Box 942873, MS-82
SACRAMENTO, CA 94273-0001
PHONE (916) 654-2983
FAX (916) 654-2738
TTY 711



*Flex your power!
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January 9, 2012

Mr. Daniel Little
Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

The California Department of Transportation (Caltrans) received the Shasta County Regional Transportation Planning Agency's (Shasta RTPA) request for delegated authority from Caltrans to approve Administrative Modifications to the Federal Statewide Transportation Improvement Program (FSTIP). The board action attached to your request indicates that the Executive Director is delegated the approval of Administrative Modifications for the Federal Transportation Improvement Program (FTIP) and the FSTIP. With the acknowledgement of your board action, Caltrans hereby delegates to Shasta RTPA the authority to approve Administrative Modifications to the FSTIP in accordance with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures dated June 3, 2011.

The following procedures apply to Shasta RTPA upon receiving Caltrans' delegation:

1. Prior to approving the FTIP/FSTIP administrative modifications, Shasta RTPA may consult with Caltrans on proposed changes.
2. Shasta RTPA may request Caltrans to provide a cursory review of the administrative modification prior to the Shasta RTPA's approval.
3. Shasta RTPA shall send copies of the approved administrative modifications to Caltrans, Federal Highway Administration, Federal Transit Administration, and other stakeholders. Caltrans will post the approved administrative modifications on the Division of Transportation Programming Website.
4. Caltrans will routinely review Shasta RTPA's approved administrative modifications and will reject changes that do not comply with the attached procedures. In such cases Shasta RTPA must correct all items of noncompliance.
5. Caltrans will withdraw its delegation from Shasta RTPA if it is found to be consistently noncompliant with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures.

Mr. Daniel Little
January 9, 2012
Page 2

Thank you for requesting this delegation that will undoubtedly streamline your region's programming process and thus expedite projects. My staff is looking forward to working with your staff to ensure a successful implementation of this delegation. If you have any questions, please call Muhaned Aljabiry at (916) 654-2983.

Sincerely,



RACHEL FALSETTI
Chief
Division of Transportation Programming

Enclosure

Mr. Daniel Little
January 9, 2012
Page 3

bc: Anne Jensen
Denix Anbiah
Fardad Falakfarsa
Federal Highway Administration
Federal Transit Administration
District FTIP Coordinators
District Local Assistance Engineers



1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

December 21, 2011

RPP 010013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 924874
Sacramento, CA 92474-0001

Attn: Kang Tang

Subject: Request for State Delegation of Federal Statewide Transportation Improvement Program (FSTIP) Administrative Modification Approval Authority

Dear Ms. Falsetti:

The Shasta County Regional Transportation Planning Agency (SCRTPA) is requesting Caltrans' delegation to approve administrative modifications to the FSTIP.

On October 25, 2011, the SCRTPA board took action to:

- 1) Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached Federal Transportation Improvement Program (FTIP)/the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
- 2) Authorize the executive director to approve future administrative modifications to the FTIP and FSTIP on behalf of the board.

The 2010 FTIP has been updated to be consistent with the new FSTIP/FTIP Administrative Modification and Amendment Procedures. The Public Participation Plan does not need to be updated; it is consistent with the new procedures.

Upon receipt of delegation authority from Caltrans, the SCRTPA executive director will approve all future administrative modifications to the FTIP and FSTIP. If you have any questions or would like to submit comments, please contact Anne Jensen, Assistant Planner, at ajensen@co.shasta.ca.us or (530) 225-5430.

Sincerely,

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

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

DSL/ACJ/jac

Attachments: Staff Report for October 25, 2011 Board Meeting
Resolution 11-15

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures
AGENDA ITEM:	4-3
STAFF CONTACT:	Anne Jensen

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, have recently revised administrative modification and amendment procedures to the 2010 Federal Transportation Improvement Program (FTIP). The revised procedures let MPO's undergo a delegation process allowing them to approve FTIP administrative modification amendments without the need for state or federal approval.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FTIP in accordance with the attached Federal Transportation Improvement Program (FTIP) / the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
2. Authorize the executive director to approve future administrative modifications to the FTIP upon receipt from Caltrans.

DISCUSSION:

The FTIP is a four-year program of projects showing where, when and how federal transportation funds are being spent in Shasta County, including those that the Shasta County Regional Transportation Planning Agency (SCRTPA) does not have programming discretion over. The FTIP must be financially constrained and programming expenditures must be balanced with estimated revenues.

Under this delegation, any FTIP amendment that meets the qualifications of an administrative modification could be approved by the executive director in lieu of state pre-approval. The board can expand approval authority after receiving the delegation from Caltrans. This would enable the SCRTPA to expedite the programming and project delivery process.

Delegation procedures are consistent with current state and federal programming procedures and the SCRTPA's public participation plan, and are currently being adopted as part of the 2010 FTIP.

ALTERNATIVES:

1. The board could choose not to accept the delegation authority over FTIP administrative modifications from Caltrans. This is not recommended as it increases review time by outside agencies.
2. The board could choose not to delegate the authority to the executive director. This is not recommended as the board does not currently approve administrative modifications because they are minor changes and do not require public review or comment.

OTHER AGENCY INVOLVEMENT:

The FHWA and FTA worked with Caltrans to simplify the programming procedures for California MPO's. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

No financing is required for the delegation process or future amendments; it is a procedural change only.



Daniel S. Little, AICP, Executive Director

Attachments: Resolution 11-15
2011 FSTIP/FTIP Administrative Modification and Amendment Procedures

RESOLUTION



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

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

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

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

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

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

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

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

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

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

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

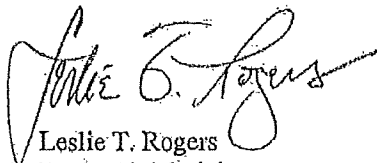
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.

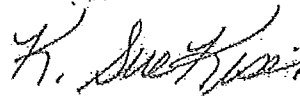


If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation. See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change In Cost	% Change < or = 40%	Total Sum Increased Is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures;

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 13, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans; with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.



Shasta County

**Regional Transportation
Planning Agency**

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

December 21, 2011

RPP 010013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 924874
Sacramento, CA 92474-0001

Attn: Kang Tang

Subject: Request for State Delegation of Federal Statewide Transportation Improvement Program (FSTIP) Administrative Modification Approval Authority

Dear Ms. Falsetti:

The Shasta County Regional Transportation Planning Agency (SCRTPA) is requesting Caltrans' delegation to approve administrative modifications to the FSTIP.

On October 25, 2011, the SCRTPA board took action to:

- 1) Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached Federal Transportation Improvement Program (FTIP)/the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
- 2) Authorize the executive director to approve future administrative modifications to the FTIP and FSTIP on behalf of the board.

The 2010 FTIP has been updated to be consistent with the new FSTIP/FTIP Administrative Modification and Amendment Procedures. The Public Participation Plan does not need to be updated; it is consistent with the new procedures.

Upon receipt of delegation authority from Caltrans, the SCRTPA executive director will approve all future administrative modifications to the FTIP and FSTIP. If you have any questions or would like to submit comments, please contact Anne Jensen, Assistant Planner, at ajensen@co.shasta.ca.us or (530) 225-5430.

Sincerely,

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

DSL/ACJ/jac

Attachments: Staff Report for October 25, 2011 Board Meeting
Resolution 11-15

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures
AGENDA ITEM:	4-3
STAFF CONTACT:	Anne Jensen

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, have recently revised administrative modification and amendment procedures to the 2010 Federal Transportation Improvement Program (FTIP). The revised procedures let MPO's undergo a delegation process allowing them to approve FTIP administrative modification amendments without the need for state or federal approval.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FTIP in accordance with the attached Federal Transportation Improvement Program (FTIP) / the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
2. Authorize the executive director to approve future administrative modifications to the FTIP upon receipt from Caltrans.

DISCUSSION:

The FTIP is a four-year program of projects showing where, when and how federal transportation funds are being spent in Shasta County, including those that the Shasta County Regional Transportation Planning Agency (SCRTPA) does not have programming discretion over. The FTIP must be financially constrained and programming expenditures must be balanced with estimated revenues.

Under this delegation, any FTIP amendment that meets the qualifications of an administrative modification could be approved by the executive director in lieu of state pre-approval. The board can expand approval authority after receiving the delegation from Caltrans. This would enable the SCRTPA to expedite the programming and project delivery process.

Delegation procedures are consistent with current state and federal programming procedures and the SCRTPA's public participation plan, and are currently being adopted as part of the 2010 FTIP.

ALTERNATIVES:

1. The board could choose not to accept the delegation authority over FTIP administrative modifications from Caltrans. This is not recommended as it increases review time by outside agencies.
2. The board could choose not to delegate the authority to the executive director. This is not recommended as the board does not currently approve administrative modifications because they are minor changes and do not require public review or comment.

OTHER AGENCY INVOLVEMENT:

The FHWA and FTA worked with Caltrans to simplify the programming procedures for California MPO's. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

No financing is required for the delegation process or future amendments; it is a procedural change only.

A handwritten signature in black ink, appearing to read 'Daniel S. Little', is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachments: Resolution 11-15
2011 FSTIP/FTIP Administrative Modification and Amendment Procedures

RESOLUTION



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

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

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

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

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

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

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

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

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

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

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

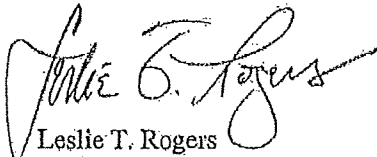
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.

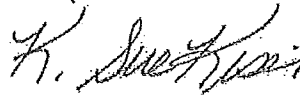


If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation. See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint. If a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change In Cost	% Change < or = 40%	Total Sum Increased Is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures;

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 13, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

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4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures
AGENDA ITEM:	4-3
STAFF CONTACT:	Anne Jensen

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, have recently revised administrative modification and amendment procedures to the 2010 Federal Transportation Improvement Program (FTIP). The revised procedures let MPO's undergo a delegation process allowing them to approve FTIP administrative modification amendments without the need for state or federal approval.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Adopt Resolution No. 11-15 delegating authority from Caltrans to approve administrative modifications to the FTIP in accordance with the attached Federal Transportation Improvement Program (FTIP) / the Federal-Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications Procedures; and
2. Authorize the executive director to approve future administrative modifications to the FTIP upon receipt from Caltrans.

DISCUSSION:

The FTIP is a four-year program of projects showing where, when and how federal transportation funds are being spent in Shasta County, including those that the Shasta County Regional Transportation Planning Agency (SCRTPA) does not have programming discretion over. The FTIP must be financially constrained and programming expenditures must be balanced with estimated revenues.

Under this delegation, any FTIP amendment that meets the qualifications of an administrative modification could be approved by the executive director in lieu of state pre-approval. The board can expand approval authority after receiving the delegation from Caltrans. This would enable the SCRTPA to expedite the programming and project delivery process.

Delegation procedures are consistent with current state and federal programming procedures and the SCRTPA's public participation plan, and are currently being adopted as part of the 2010 FTIP.

ALTERNATIVES:

1. The board could choose not to accept the delegation authority over FTIP administrative modifications from Caltrans. This is not recommended as it increases review time by outside agencies.
2. The board could choose not to delegate the authority to the executive director. This is not recommended as the board does not currently approve administrative modifications because they are minor changes and do not require public review or comment.

OTHER AGENCY INVOLVEMENT:

The FHWA and FTA worked with Caltrans to simplify the programming procedures for California MPO's. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

No financing is required for the delegation process or future amendments; it is a procedural change only.



Daniel S. Little, AICP, Executive Director

Attachments: Resolution 11-15
2011 FSTIP/FTIP Administrative Modification and Amendment Procedures

RESOLUTION



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

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

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

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

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

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

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

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

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

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

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

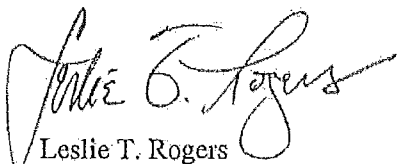
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.



If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhamed Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change In Cost	% Change < or = 40%	Total Sum Increased Is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 13, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

Appendix H

SRTA Delegation Authority to Executive Director for Approval of Formal Amendments

DRAFT



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

Daniel S. Little, Executive Director

December 12, 2013

Rachel Falsetti
Caltrans Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Attn: Muhaned Aljabiry

Subject: Shasta Regional Transportation Agency Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

Dear Ms. Falsetti: *Rachel*

At their meeting of December 10, 2013, the Shasta Regional Transportation Agency (SRTA) Board of Directors adopted attached Resolution Number 13-14 delegating authority to the SRTA executive director to approve Federal Transportation Improvement Program (FTIP) formal amendments.

The SRTA Board of Directors, in recognition that its meeting schedule can make it difficult to bring forward formal FTIP amendments in a timely manner, provided this delegation to the SRTA executive director under the following criteria:

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

Please contact either senior planner Kathy Urlie (530-262-6194; kurlie@srta.ca.gov) or me (530-262-6191; dlittle@srta.ca.gov), if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Little", is written over a horizontal line.

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

DSL/KKU

Attachments:

- a) SRTA Resolution Number 13-14: Delegation of Authority to Executive Director to Approved Federal Transportation Improvement Program (FTIP) Formal Amendments
- b) SRTA December 10, 2013 Agenda Item 5-4 Staff Report

cc: Gwyn Reese, Caltrans Division of Transportation Programming
John Bulinski, Caltrans District 2 Director
Jeff Kiser, City of Anderson City Manager
Chuck Aukland, City of Redding Assistant Public Works Director
John Duckett, City of Shasta Lake City Manager
Scott Wahl, County of Shasta Deputy Public Works Director

RESOLUTION



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

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

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

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

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

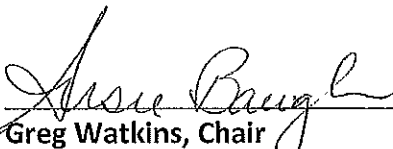
WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

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

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

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

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

For 

Greg Watkins, Chair
Shasta Regional Transportation Agency



STAFF REPORT

MEETING DATE:	12/10/13
SUBJECT:	Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments
AGENDA ITEM:	5-4
STAFF CONTACT:	Kathy Urlie, Senior Transportation Planner

SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with Caltrans, allow for Metropolitan Planning Organizations' (MPOs') board of directors to have a designee approve Federal Transportation Improvement Program (FTIP) formal amendments. This provision allows more timely access to project funds.

STAFF RECOMMENDATION:

It is recommended that the board of directors adopt Resolution Number 13-14 delegating authority to the executive director to approve formal FTIP amendments.

DISCUSSION:

The FTIP is a four-year program and schedule of projects for Shasta County. SRTA has no discretion to change most projects in the FTIP. For projects where SRTA has discretion, there is always a prior board of director's action to guide the programming. The FTIP must be financially constrained, meaning that programming expenditures must be balanced with estimated revenues. A project may not receive federal funds until it is correctly listed in the FTIP.

Due to the lengthy intervals between board of directors' meetings, timely formal FTIP amendments are sometimes not possible, resulting in project delays. Delegation of FTIP approval authority to the executive director would allow programming changes without waiting for a regularly scheduled board of directors meeting.

The executive director would continue to ensure that programming revisions are consistent with federal and state allocations and prior SRTA actions, and that all FTIP requirements are followed. Any FTIP formal amendments approved by the executive director would be summarized and included in the next SRTA Board of Directors agenda under correspondence.

In approving formal amendments, the executive director would adhere to SRTA's public participation process, including public notices. Should a member of the public or any agency request that a proposed amendment be heard by the board of directors, the executive director would agendize the amendment for the next meeting.

ALTERNATIVES:

The board of directors may choose not to delegate authority to the executive director for approval of FTIP formal amendments. On occasion, this would result in project delays.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Approval of the delegation will have no financial effect on the agency. It will result in more timely access to project funds for those agencies delivering transportation projects in the region.

A handwritten signature in black ink, appearing to read 'D. Little', is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachment: Resolution Number 13-14: Delegation of Authority to Executive Director to Approve
Federal Transportation Improvement Program (FTIP) Formal Amendments

Appendix I

Redding Area Bus Authority (RABA) FTA Section 5307 and 5339 Program of Projects

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Redding Area Bus Authority (RABA)
Program of Projects (POP) - DRAFT 2027 SRТА FTIP

(\$'s in 1,000)

FTA 5307 Urbanized Area Formula Grants

Project	General Project Type Description	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL 5307
Operating Assistance	Operating projects consistent with 40 CFR Part 93.126	\$ 2,500	\$ 3,020			\$ 5,520
Passenger Loading Facilities	RABA capital improvements to transit passenger loading facilities	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Replacement	Purchase of new buses to replace existing fare revenue buses/vehicles for minor expansions to fleet				\$ -	\$ -
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 5,520

FTA 5339(a) Bus and Bus Facilities Program

Project	General Project Type Description	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL 5339 (a)
Capital	Purchase of maintenance facility/equipment, radio/ITS communication equipment, computer equipment, security upgrades, transfer facilities, support vehicles, and miscellaneous capital					\$ -

FTA 5339(c) Low or No Emissions Bus Program

Project	General Project Type Description	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL 5339 (a)
Capital	Purchase of zero-emission and low-emission transit buses and acquisition, construction, and leasing of required supporting facilities.					\$ -

Appendix J

Transportation System Performance Management

DRAFT

How the FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).”ⁱ Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of [the FTIP] toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmarks
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark

- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On April 9, 2024, the FTA published the first major update to the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was May 13, 2024. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). See FTA's Public Transportation Agency Safety Program page for more information about the Notice.^{iv}

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How SRTA Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Safety Performance Targets – Table 1

Performance Measure	FY 2026 Target (5-Year Average)	Average Annual Reduction
Number of Fatalities	3,933.2	2.84%
Fatality Rate (per 100M VMT)	1.20	4.61%
Number of Serious Injuries	16,016.9	3.69%
Serious Injury Rate (per 100M VMT) ¹	5.205	3.69%
Number of Non-Motorized Fatalities and Serious Injuries ¹	4,402.5	2.84% (Fatalities) 3.69% (Serious Injuries)

Source: California Highway Safety Improvement Program Implementation Plan. September 2025.

Table 2.2 - Safety Performance Management Targets for 2026.

¹This target setting process is the same as 2025, but the 2025 target was based on now out-dated serious injury numbers.

Many of the projects programmed in the FTIP improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Three statewide funding programs dedicated to transportation safety are employed by [MPO Name] including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments on locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of four sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics
- *201.112 - Bridge Rail Replacement and Upgrade*
- *201.235 - Roadside Safety Improvements*

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially

correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

201.112 - Bridge Rail Replacement and Upgrade

This sub-program is focused on bringing all non-crashworthy bridge rails up to current Federal standards. The program will identify the number and locations of non-crashworthy rails and develop an implementation plan to bring these rails to the current standards. Bridge rail upgrades will not be covered by this program when they are part of any bridge rehabilitation or replacement initiated by any other action or need. Those upgrades are to be covered by the initiating program.

201.235 - Roadside Safety Improvements

This sub-program is focused on reducing roadside worker fatalities to zero and reducing employee injury rates by minimizing the frequency and duration of highway workers' exposure to traffic. Roadside Safety Improvements are an effective means to improve worker safety and reduce fatality and injury rates as determined by site specific factors. Improving highway worker safety also improves safety for travelers on the SHS by reducing collision hazards.

Roadside safety is required to be addressed, and roadside safety improvements are to be included on all SHS roadway improvement projects. Roadside Safety Improvement Projects should be programmed to address deficiencies at locations where no roadway projects are planned. This program element is not to be used for Roadside Safety Improvements included as part of a roadway improvement project.

2026 SHOPP Collision Reduction Numbers (Statewide)

A total of 593 projects are included in the 2026 SHOPP. The 2026 SHOPP is valued at \$17.86 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 103 programmed safety projects totaling \$1.6 billion. The SHOPP reserves \$435 million for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Summary of Safety Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	7	14%	\$155,206,000	32%	\$129,189,000	30%
Other Projects with Safety Components* [optional, see note below]						
Non-Safety Projects	43	86%	\$330,738,364	68%	\$296,376,205	70%
Total FTIP Investments	50	100%	\$485,944,364	100%	\$425,565,205	100%

Safety Project Highlights

The 2027 Shasta FTIP includes two bicycle and pedestrian projects funded by the Active Transportation Program (CTIPs ID No. 211-0000-0115). Their combined value of ATP contributions to these projects totals \$15,115,000 across the four-year programming years. The four programming years also includes 5 projects (\$120 million) in the SHOPP Collision Reduction Program (CTIPs ID No. 211-0000-00075). Please refer to the descriptions in the corresponding CTIPs project listings for a representative view of how each of these projects in the Shasta Region support safety goals. The two safety projects provided below are examples of how projects programmed in the FTIP make progress towards achieving safety targets.

1. Victor Ave. & Cypress Ave. Active Transportation (VCAT) project (CTIPs ID No. 211-0000-0115) – This active transportation project uses ATP funds to construct shared-use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections.
2. SHOPP Collision Reduction project in Shasta County (CTIPs ID No. 211-0000-00075)– This project upgrades curve warning signs

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

Important note: The 2026 California Transportation Asset Management Plan (TAMP) is currently pending FHWA and CTC approval. Caltrans is expecting Commission Adoption of Final TAMP in August 2026. Until

the 2026 TAMP is finalized and released, SRTA staff is relying on the most recently approved TAMP (2022) and its associated performance targets and asset condition data. Once the 2026 TAMP is approved and distributed by Caltrans, SRTA staff will update the FTIP narrative and targets accordingly.

Below are the NHS Pavement and Bridge Condition (PM2) targets for the Shasta Region. SRTA uses the state adopted PM2 performance targets for the Shasta Region and does not establish separate targets.

PM 2 - National Highway System (NHS) Pavement and Bridge Condition (California Transportation Asset Management Plan 2022) NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	4-Year NHS Target
Percentage of Interstate System pavement in 'Good' condition	49.2%
Percentage of non-interstate NHS pavement in 'Good condition	28.2%
Percentage of Interstate System pavement in 'Poor' condition	1.7%
Percentage of non-interstate NHS pavement in 'Poor' condition	9%
Percentage of NHS bridges in 'Good' condition	47.3%
Percentage of NHS bridges in 'Poor' condition	4.4%

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge conditions. The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the Shasta Region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.^v Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads

- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Local Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," from existing local highway bridges to keep the traveling public safe.^{vi} The HBP provides about \$288 million annually for bridge projects. Off Federal-Aid system bridges are funded at 100%, while On Federal-Aid system bridges are funded up to 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides \$4.25 Billion to the State of California, of which States are required to reserve 15 percent of their BFP funds under this program for use towards Off Federal Aid bridges. For these Off Federal-Aid System BFP funds, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2026 SHOPP has 264 Roadway Preservation projects totaling \$10 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.113 – Bridge Seismic Restoration
- 201.114 – Bridge Widening
- 201.116 – Bridge Formula Program
- 201.119 – Bridge Preventative Maintenance
- 201.322 – Transportation Permit Requirements for Bridges

The 2026 SHOPP has 88 Bridge Preservation projects totaling \$3.1 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	8	16%	\$250,670,000	36%	\$226,918,000	53%
Bridge Condition Projects	22	44%	\$157,524,637	23%	\$21,177,200	5%
Total Pavement and Bridge Condition Projects	30	60%	\$408,194,637	59%	\$248,095,200	58%
Non-Pavement and Bridge Condition Projects	20	40%	\$280,893,201	41%	\$181,896,305	42%
Total FTIP Investments	50	100%	\$689,087,838	100%	\$429,991,505	100%

Pavement and Bridge Condition Project Highlights

One example of a SHOPP Bridge Rehabilitation project in the 2027 FTIP is Whiskey Creek Bridge No. 06 0096 which replaces bridge deck, superstructure, and bridge rail; constructs 8-foot shoulders, and upgrades guardrail. There is currently over \$4 million programmed toward this project.

NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

Below are the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM3) targets for the Shasta Region. SRTA uses the state adopted PM3 performance targets for the Shasta Region and does not establish separate targets.

Performance Measure	Target
NHS Performance	
Percent of Interstate System mileage reporting reliable person-mile travel times	2-year Target: 74.3% 4-Year Target: 74.8%
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	2-year Target: 84.2% 4-Year Target: 84.7%
Interstate Freight Movement	
Percent of Interstate system mileage reporting reliable truck travel times	2-year Target: 1.6% 4-Year Target: 1.6%

CMAQ Program Performance	
Annual hours of peak-hour excessive delay per capita	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	N/A
Percent of non-single occupancy vehicle (SOV) travel	N/A

To learn more about the target setting process, please review the Performance Management section of SRTA's 2022 Regional Transportation Plan (<https://srta.ca.gov/DocumentCenter/View/9214/2022-Regional-Transportation-Plan--Sustainable-Communities-Strategy>). The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Commercial Vehicle Enforcement Facilities & Weigh-In-Motion Scales

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening
- HOV Degradation Mitigation
- TSMO

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems (TMS) reduce highway user delays, enable optimization of traffic flow, provide traveler information and safety alerts, collect information on traffic behavior and contribute to the

reduction of greenhouse gas emissions. TMS facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information for system operators, system planners, and travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic signals
- Changeable message signs
- Close circuit television cameras
- Freeway ramp meters
- Traffic monitoring detection stations
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)

201.321 – Commercial Vehicle Enforcement Facilities & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol, reducing truck related crashes or incidents and protecting our highways from premature damage. The WIM sites provide data for federally mandated data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications. WIM systems are integral to the CVEF bypass program which is a public/private partnership that prescreens commercial trucks, reducing congestion at weigh stations and promotes freight mobility.

The 2026 SHOPP features 27 Mobility projects programmed totaling \$674.3 million which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including the federal National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$135 million in National Highway Freight Program (NHFP) funds. The NHFP is authorized under the IIJA through FFY 2026.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

Current programming for the Fix 5 Cascade Gateway Project (CTIPS ID No. 111-0000-0269), on I-5, is for (\$75.48 million) and includes High Priority Project Program funding, Regional Improvement Program funding, and National Highway Freight Program funding (Type of TCEP funding). The project is proposed for reversible lanes, auxiliary lanes, overhead lane control signals, truck queue parking to address freight movement back-ups on I-5 during adverse weather and wildfire events, and electric charging stations to support transition to zero-emission freight and passenger vehicles.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). Currently, the Shasta Region is in attainment for the NAAQS criteria pollutants and does not receive CMAQ funding. Therefore, SRTA does not report for CMAQ as part of PM 3 for the Shasta Region.

Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	0	0%	\$0	0%	\$0	0%
Non-Interstate Reliability Projects	1	2%	\$19,645,000	2.85%	\$15,715,000	3.65%
Truck Travel Time Projects	0	0%	\$0	0%	\$0	0%

CMAQ Projects	0	0%	\$0	0%	\$0	0%
Total PM 3 Projects	1	2%	\$19,645,000	2.85%	\$15,715,000	3.65%
Non-PM 3 Projects	49	98%	\$669,442,838	97.15%	\$414,276,505	96.35%
Total FTIP Investments	50	100%	\$689,087,838	100%	\$429,991,505	100%

Transit Asset Management (TAM)

The 2027 Shasta FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management (TAM). Examples of these projects include capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. Key Redding Area Bus Authority (RABA) projects that address Transit Asset Management may be found in the grouped project listings related to transit below.

- RABA Fare Revenue Vehicle Replacements (CTIPS ID No. 211-0000-0059)
- RABA Transit Capital Improvements (CTIPS ID No. 211-0000-0060)

RABA's 2023 TAM is available from RABA. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the 2027 Shasta FTIP will enable RABA to achieve their respective transit asset management performance targets.

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM) for RABA.

RABA's TAM Targets								
Agency Name	Asset Category	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
Redding Area Bus Authority	Equipment	Non Revenue/Service Automobile		1%	15%	15%	15%	1%
Redding Area Bus Authority	Facilities	Administration		1%	1%	1%	1%	1%
Redding Area Bus Authority	Facilities	Maintenance		1%	1%	1%	1%	1%
Redding Area Bus Authority	Facilities	Passenger Facilities		1%	1%	1%	1%	1%
Redding Area Bus Authority	Revenue Vehicles	CU - Cutaway Bus		33%	33%	33%	33%	33%
Redding Area Bus Authority	Revenue Vehicles	BU - Bus		1%	15%	15%	15%	15%

Asset Condition Summary				
Redding Area Bus Authority	Rolling Stock	Equipment	Facilities	Infrastructure
	% of revenue vehicles > ULB	% of non-revenue vehicles > ULB	% of facilities < TERM scale 3	% of track segments with restrictions
RABA	11%	29%	0	N/A

RABA is the only public transportation provider in the region that has had to develop targets, which are provided in the tables above. Since the region only has one public transportation provider that must develop, track, and make progress towards transit asset management, SRTA has elected to use the same targets developed by RABA. If more agencies or organizations are required to develop TAM targets in the future, then SRTA may consider developing a regional target at that time.

The planning strategies included in the RTP translate into performance-based project selection for programming. RABA uses a project selection process to allocate resources to specific projects and programs to achieve strategic goals, objectives, and performance targets in their Short-Range Transit Plan and the RTP. The result is a cyclical process of planning and programming which is informed with data and adjusted over time based on system performance.

RABA identified projects in their TAM Plan that would help them make progress toward their TAM targets. Where appropriate those projects have been included in the FTIP.

For more information on TAM targets, please see RABA's TAM plan here:

<https://rabaride.com/resources/index.php#collapselinks-243-30b6>

RABA has provided their targets to SRTA as shown above. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

SRTA will continue to work with RABA to seek ways to improve the methodology, data collection, and analysis for future RTP updates, and to continue engaging in a regional discussion about the need for additional funding.

The 2027 Shasta FTIP was developed to support implementation of the goals, objectives, and investment priorities identified in the 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), RABA's Transit Asset Management (TAM) Plan, and other applicable transit planning documents. Because RABA is the sole public transportation provider in the region and SRTA has elected to support RABA's adopted TAM targets, the FTIP was designed to program projects that assist RABA in maintaining a state of good repair and making progress toward its adopted performance targets.

The projects programmed in the 2027 Shasta FTIP include capital investments that support the replacement, rehabilitation, and maintenance of transit assets. Examples include the RABA Fare Revenue Vehicle Replacements project (CTIPS ID No. 211-0000-0059) and the RABA Transit Capital Improvements project (CTIPS ID No. 211-0000-0060). These projects provide funding for vehicle

replacement, capital improvements, and other activities intended to maintain the condition, safety, and reliability of transit assets throughout the region.

SRTA coordinates with RABA during development of the FTIP to identify projects that address asset management needs identified in RABA's TAM Plan and Asset Condition Summary. Projects submitted by RABA are reviewed for consistency with regional transportation goals, available funding sources, and federal performance-based planning and programming requirements. Through this process, SRTA and RABA work collaboratively to ensure that available transportation funding is directed toward investments that support transit asset management objectives and progress toward adopted performance targets.

The planning strategies and investment priorities identified in the RTP/SCS and RABA's planning documents inform project programming decisions in the FTIP. Performance information contained in RABA's TAM Plan and Asset Condition Summary is used to identify asset needs, prioritize investments, and support funding decisions. As projects are implemented and asset conditions are reevaluated, performance data are incorporated into future planning and programming efforts. This creates a continuous performance-based planning and programming process that links regional goals, performance targets, project selection, and investment decisions.

The projects and funding included in the 2027 Shasta FTIP are anticipated to help RABA maintain and improve the condition of transit vehicles, equipment, and facilities, thereby supporting continued progress toward the TAM performance targets adopted by RABA and supported by SRTA.

Summary of Transit Asset Management Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	1	2.70%	\$92,000	0.02%	\$92,000	0.02%
Non-Transit Asset Projects	49	98%	\$688,995,838	99.98%	\$688,995,838	99.98%
Total FTIP Investments	50	100%	\$689,087,838	100%	\$689,087,838	100%

Transit Asset Management Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, and maintenance of passenger facilities. For the Shasta Region key projects that address TAM include:

- Replacement Fare Boxes and Transit Signal Priority
- North State Intercity Passenger Transit System

- Ellis Street Site Improvements
- Passenger Amenities

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MPO Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by RABA.

Public Transportation Agency Safety Plan (PTASP) Targets							
Mode of Service	Fatalities	Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Safety Events	Safety Events (per 100 thousand VRM)	System Reliability
Rail Transit	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Transit	0	0	2	0.48	5	0.72	40358
ADA/Para transit	0	0	1	1	3	1.8	41565
Vans/Autos (Other specify)	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The Public Transportation Agency Safety Plan (PTASP) rule requires public transportation providers that operate public transportation systems receiving federal financial assistance under 49 U.S.C. Chapter 53 to establish safety performance targets and annually review and update those targets as part of their agency safety planning process.

Redding Area Bus Authority (RABA) is the sole public transportation provider in the Shasta region subject to PTASP requirements. RABA develops and adopts its safety performance targets through its PTASP process and provides those targets to the Shasta Regional Transportation Agency (SRTA) to support regional transportation planning and performance-based programming activities.

Consistent with federal requirements, SRTA coordinates with RABA during the target-setting process and has elected to support the safety performance targets established by RABA. Because RABA is the only transit operator in the region subject to PTASP requirements, SRTA utilizes RABA's adopted safety performance targets for regional planning purposes rather than establishing separate regional targets.

The PTASP target-setting process supports a performance-based approach to transportation planning and programming by linking safety performance outcomes to future transportation investments. Safety

performance information is considered during the planning and programming process to help identify operational, maintenance, training, vehicle replacement, facility improvement, and capital investment needs that may improve system safety and support achievement of adopted safety performance targets.

Projects programmed in the 2027 Shasta FTIP that support transit operations, vehicle replacement, capital improvements, preventive maintenance, and other transit investments are anticipated to contribute to maintaining and improving transit system safety. These investments help RABA address safety needs identified through its PTASP process and support continued progress toward achieving its adopted safety performance targets.

Additional information regarding RABA's safety performance targets and safety planning process may be found in RABA's Public Transportation Agency Safety Plan, available here:
<https://rabaride.com/resources/index.php#docaccess-01ee5aa607e6037c1e29a08ffe485dbd>

Summary of Transit Safety Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	0	0%	\$0	0%	\$0	0%
Non-Transit Safety Projects	50	100%	\$689,087,838	100%	\$689,087,838	100%
Total FTIP Investments	50	100%	\$689,087,838	100%	\$689,087,838	100%

Transit Safety Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. RABA does not have any safety project identified at this time.

Footnotes

ⁱ [23 CFR § 450.326 \(c\)](#)

ⁱⁱ [23 CFR § 450.326 \(d\)](#)

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} Final Rule: Public Transportation Agency Safety Plans (PTASP), FTA
(<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/final-rule-public>)

^v California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.
<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report->

[1.pdf](#)

^{vi} Chapter 6 Highway Bridge Program, January 2019.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

Name of Plan/Program	Developed By	Comments
<i>Required</i>		
California Freight Mobility Plan (CFMP)	Caltrans	PM 3
California Transportation Plan (CTP)	Caltrans	All federal performance measures
California Transportation Asset Management Plan (TAMP)	Caltrans	PM 2
California Strategic Highway Safety Plan (SHSP)	Caltrans	PM 1
Highway Safety Improvement Program (HSIP)	Caltrans	PM 1
Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Performance Plan	MPO	PM 3
Regional Transportation Plan (RTP)	MPO	All federal performance measures
Congestion Management Plan/Process (CMP)	MPO	PM 3
Transit Asset Management Plan(s)	Transit Agency (or sponsor)	MPOs to refer to the TAM Plans developed by the transit operator(s) in their respective region
Public Transportation Agency Safety Plan(s) (PTASP)	Transit Agency	MPOs to refer to the PTASPs developed by the transit operator(s) in their respective region
<i>Optional</i>		
MPO Project Selection Criteria	MPO	MPOs should integrate the federal performance measures into their project selection process
ITS Plan	MPO	PM 3
Studies (e.g. corridor studies, Vision Zero policy/plan)	MPO	All federal performance measures
Emergency Events – 23 CFR 515 and 23 CFR 667	MPO and Caltrans	PM 2
California Highway Safety Improvement Program Implementation Plan	Caltrans	PM 1
State Highway Operation and Protection Program (SHOPP)	Caltrans	PM 1 and PM 2
California Highway Safety Plan	OTS	PM 1
State Highway System Management Plan	Caltrans	PM 2

Appendix K

Projects from Federal Lands Access Program and the Tribal Transportation Program

DRAFT

The attached listings are the approved Transportation Improvement Programs for the Tribal Transportation Program. These projects are included by reference in the 2025 FTIP. The links to the programming documents are provided below, and the separate projects related to the Shasta Region are attached and highlighted for reference.

Tribal Transportation Program (TTP) projects for the State of California for FFY 2025

Tribal Transportation Program, Transportation Improvement Program 2025 Report – This report includes all construction projects on current approved Tribal TIPs in the State

<https://highways.dot.gov/federal-lands/tribal/planning/current-documents>

Tribal Transportation Improvement Program

2025 Project Detail Report

(STIP Design and Construction Activities)

California

TTP Transportation Improvement Program (TTPTIP)

25 CFR 170.424

(a) Each year, FHWA will compile the approved TTIPs for all of the Tribes into one document called the TTPTIP. This document will identify all expected projects and activities over a four-year period and will be organized by fiscal year, State, and Tribe.

(b) FHWA and BIA will post the approved TTPTIP on their respective Web sites. A subset of the TTPTIP that identifies only design and construction activities will annually be provided to the pertinent FHWA Division office for further transmittal to each State Transportation Office/Department for inclusion in the STIP without further action per 23 U.S.C. 201(c)(4).

The TTPTIP is a financially constrained prioritized list of transportation projects and activities eligible for TTP funding covering a period of four years that is developed by BIA and FHWA based on each Tribe's submission of their TTIP or Tribal priority list. It is required for projects and activities to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. The Secretary of Transportation reviews and approves the TTPTIP and distributes copies to each State for inclusion in their respective STIPs without further action.



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No	CSTIP Type	CS
Location	J-**-***	Cutoff Date	07-OCT-24
FFS			



CS Entity						
J52526 - PIT RIVER TRIBE, LOOKOUT RANCHERIA		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of CSTIPS	5	217,998	196,203	196,203	48	0
						Total (\$)
						610,452

CSTIP						
Program Class Code	F31	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of Projects	1	217,950	196,155	196,155	0	0
						Total (\$)
						610,260

Project Identification

Region	J - Pacific		
Agency	J52 - Northern California		
Reservation	J52526 - Lookout Rancheria		
Entity	J52526 - PIT RIVER TRIBE, LOOKOUT RANCHERIA		
State	- ---		
County	- ----		
FFS	F31	Length (mi)	.3
PCAS	J5252449	Project ID	52449
Project Name	Lookout (Cemetery Dr.) Rancheria Roads		
Project Type	NEWCON		
Work Type	7 - Bituminous Mat 2" Thick or More		
Total (\$)	610,260	Designation	R
Description			
Remark			

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
04 SURVEY	73,700	49,038	49,038	0	0	171,776
05 DESIGN	66,750	49,039	49,039	0	0	164,828
06 ENVIRONMENTAL	49,500	49,039	49,039	0	0	147,578
17 PROJECT MANA	28,000	49,039	49,039	0	0	126,078
	217,950	196,155	196,155	0	0	610,260

Phase Summary

Start	Stop		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2026	PE	189,950	147,116	147,116			484,182
2024	2026	Z	28,000	49,039	49,039			126,078

Route Summary

Route #	Start Section	End Section	Termini From				Termini To		Length (mi)
0078	10	10	begin section 10				end section 10		.2
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #
10	3	2	5	0	1	14	06 - California	049 - Modoc	
Route #	Start Section	End Section	Termini From				Termini To		Length (mi)
0080	10	10	begin section 10				end section 10		.1
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #
10	5	1	1	0	1	04	06 - California	089 - Shasta	



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No	CSTIP Type	CS
Location	J-**-***	Cutoff Date	07-OCT-24
FFS			



CS Entity	J52529 - PIT RIVER TRIBE, MONTGOMERY CREEK R	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
# of CSTIPS	5	96	450,096	96	96	0	450,384

CSTIP		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
Program Class Code	F31	0	450,000	0	0	0	450,000
# of Projects	1						

Project Identification

Region	J - Pacific		
Agency	J52 - Northern California		
Reservation	J52529 - Montgomery Creek Rancheria		
Entity	J52529 - PIT RIVER TRIBE, MONTGOMERY CRE		
State	- ---		
County	- ----		
FFS	F31	Length (mi)	1.3
PCAS	J5243500	Project ID	43500
Project Name	Windy Point		
Project Type	NEWCON		
Work Type	7 - Bituminous Mat 2" Thick or More		
Total (\$)	450,000	Designation	R
Description	Graveling, Paving		
Remark			

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
09 GRADE & DRAIN	0	50,000	0	0	0	50,000
10 GRAVEL	0	150,000	0	0	0	150,000
11 PAVEMENT	0	250,000	0	0	0	250,000
	0	450,000	0	0	0	450,000

Phase Summary

Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2025	2025	CONS	450,000				450,000

Route Summary

Route #	Start Section	End Section	Termini From					Termini To		Length (mi)
0157	10	20	begin section 10					end section 20		1.3
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #	Struc Len (ft)
10	4	1	1	50	4	02	06 - California	089 - Shasta		
20	4	1	1	50	4	02	06 - California	089 - Shasta		



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No	CSTIP Type	CS
Location	J-**-***	Cutoff Date	07-OCT-24
FFS			



CS Entity						
J52536 - PIT RIVER TRIBE, (XL RANCHERIA)		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of CSTIPS 14		6,788,575	5,552,819	5,552,819	5,219,466	5,101,097
						Total (\$)
						28,214,776

CSTIP						
Program Class Code F31		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of Projects 2		354,930	319,437	319,437	0	0
						Total (\$)
						993,804

Project Identification

Region	J - Pacific		
Agency	J52 - Northern California		
Reservation	J52536 - XI Ranch Rancheria		
Entity	J52536 - PIT RIVER TRIBE, (XL RANCHERIA)		
State	- ---		
County	- ---		
FFS	F31	Length (mi)	3
PCAS	J5252440	Project ID	52440
Project Name	X-L Cemetary Road		
Project Type	RECONS		
Work Type	7 - Bituminous Mat 2" Thick or More		
Total (\$)	184,380	Designation	R
Description			
Remark			

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
04 SURVEY	59,480	0	0	0	0	59,480
05 DESIGN	55,900	0	0	0	0	55,900
06 ENVIRONMENTAL	34,000	0	0	0	0	34,000
17 PROJECT MANAG	35,000	0	0	0	0	35,000
	184,380	0	0	0	0	184,380

Phase Summary

Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2024	PE	149,380				149,380
2024	2024	Z	35,000				35,000

Route Summary

Route #	Start Section	End Section	Termini From			Termini To			Length (mi)
0082	10	10	begin section 10			end section 10			3
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #
10	4	1	1	0	3	02	06 - California	049 - Modoc	Struc Len (ft)



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No	CSTIP Type	CS
Location	J-**-***	Cutoff Date	07-OCT-24
FFS			



CS Entity						
J52536 - PIT RIVER TRIBE, (XL RANCHERIA)		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of CSTIPS 14		6,788,575	5,552,819	5,552,819	5,219,466	5,101,097
						Total (\$)
						28,214,776

CSTIP						
Program Class Code F31		FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)
# of Projects 2		354,930	319,437	319,437	0	0
						Total (\$)
						993,804

Project Identification

Region	J - Pacific		
Agency	J52 - Northern California		
Reservation	J52536 - XI Ranch Rancheria		
Entity	J52536 - PIT RIVER TRIBE, (XL RANCHERIA)		
State	- ---		
County	- ---		
FFS	F31	Length (mi)	.1
PCAS	J5252448	Project ID	52448
Project Name	Thomas Creek (Pit River)		
Project Type	NEWCON		
Work Type	7 - Bituminous Mat 2" Thick or More		
Total (\$)	809,424	Designation	R
Description			
Remark			

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
04 SURVEY	63,250	80,000	80,000	0	0	223,250
05 DESIGN	61,800	75,000	75,000	0	0	211,800
06 ENVIRONMENTAL	45,500	75,000	75,000	0	0	195,500
17 PROJECT MANA	0	89,437	89,437	0	0	178,874
	170,550	319,437	319,437	0	0	809,424

Phase Summary

Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2026	170,550	230,000	230,000			630,550
2025	2026		89,437	89,437			178,874

Route Summary

Route #	Start Section	End Section	Termini From				Termini To		Length (mi)
0081	10	30	begin section 10				end section 30		.1
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #
10	4	1	1	30	3	02	06 - California	049 - Modoc	
20	4	1	1	100	3	02	06 - California	049 - Modoc	
30	4	1	1	0	3	02	06 - California	049 - Modoc	



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No
Location	J-**-***
FFS	

CSTIP Type	CS
Cutoff Date	07-OCT-24



CS Entity

J52538 - Redding Rancheria

of CSTIPS 10

FY 2024 (\$) 253,705

FY 2025 (\$) 222,530

FY 2026 (\$) 222,530

FY 2027 (\$) 221,806

FY 2028 (\$) 161,657

Total (\$) 1,082,228

CSTIP

Program Class Code

31E

of Projects 1

FY 2024 (\$) 56,486

FY 2025 (\$) 56,486

FY 2026 (\$) 56,486

FY 2027 (\$) 56,486

FY 2028 (\$) 0

Total (\$) 225,944

Project Identification

Region J - Pacific
Agency J52 - Northern California
Reservation J52538 - Redding Rancheria
Entity J52538 - Redding Rancheria

State 06 - California
County 089 - Shasta

FFS 31E Length (mi) 0
PCAS **J5252538** Project ID 52538
Project Name Redding Rancheria ARRA Project
Project Type REHAB
Work Type S4 - Chip Seal
Total (\$) 225,944 Designation O

Description

Remark

31E funds in conjunction with ARRA

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
13 INCIDENTAL CON	56,486	56,486	56,486	56,486	0	225,944
	56,486	56,486	56,486	56,486	0	225,944

Phase Summary

Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2027	CONS	56,486	56,486	56,486	56,486	225,944

Route Summary

Route #	Start Section	End Section	Termini From				Termini To			Length (mi)
0158	10	20								0
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #	Struc Len (ft)
10	3	2	2	70	5	02	06 - California	089 - Shasta		
20	3	2	2		0	02	06 - California	089 - Shasta		
Route #	Start Section	End Section	Termini From				Termini To			Length (mi)
3030	810	810								0
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #	Struc Len (ft)
810		2	5		5		06 - California	089 - Shasta		



Indian Reservation Roads Program

Project Detail Report

(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No
Location	J-**-***
FFS	

CSTIP Type	CS
Cutoff Date	07-OCT-24



CS Entity

J52538 - Redding Rancheria

of CSTIPS 10

FY 2024 (\$) 253,705

FY 2025 (\$) 222,530

FY 2026 (\$) 222,530

FY 2027 (\$) 221,806

FY 2028 (\$) 161,657

Total (\$) 1,082,228

CSTIP

Program Class Code
of Projects

FER
1

FY 2024 (\$) 31,175

FY 2025 (\$) 0

FY 2026 (\$) 0

FY 2027 (\$) 0

FY 2028 (\$) 0

Total (\$) 31,175

Project Identification

Region J - Pacific
Agency J52 - Northern California
Reservation J52538 - Redding Rancheria
Entity J52538 - Redding Rancheria

State 06 - California
County 089 - Shasta

FFS FER Length (mi) 0
PCAS **J5252538** Project ID 52538
Project Name Redding Rancheria ARRA Project
Project Type REHAB
Work Type S4 - Chip Seal
Total (\$) 31,175 Designation O

Description

Remark

ARRA Project

Work Item Summary

	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
13 INCIDENTAL CON	31,175	0	0	0	0	31,175
	31,175	0	0	0	0	31,175

Phase Summary

Start	Stop	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	FY 2028 (\$)	Total (\$)
2024	2024	CONS	31,175				31,175

Route Summary

Route #	Start Section	End Section	Termini From				Termini To		Length (mi)	
0158	10	20							0	
Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #	Struc Len (ft)
10	3	2	2	70	5	02	06 - California	089 - Shasta		
20	3	2	2		0	02	06 - California	089 - Shasta		

Appendix L

Federal Land Highway (FLH) Projects

The attached listings are the approved Transportation Improvement Programs for the Federal Land Highway (FLH) program. These projects are included by reference in the 2025 FTIP. The links to the programming documents are provided below, and the separate projects related to the Shasta Region are attached and highlighted for reference.

Federal Land Highway (FLH) projects for the State of California FFY 2025

This report includes all projects on current approved FLH TIPs in the State

<https://highways.dot.gov/federal-lands/planning/tip/cfl-transportation-improvement-program>

FHWA FEDERAL LANDS HIGHWAY (FLH) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2025 to 2028

MPO	PROJECT NAME	PROGRAM YEAR	STATE	COUNTY	FLMA UNIT	PROJECT DESCRIPTION	PROJECT TYPE	PRIMARY FUND SOURCE	PROGRAM AMOUNT	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRES-SIONAL DISTRICT	FLMA REGION
SRTA	CA BR NCAO SHAS(1) UPPER VISTA HOUSE ROAD	2027	CA	Shasta	Northern California Area Office	Repaving Upper Vista House Road CN FY27	3R	FLTP	\$4,000,000	Title 23	CFL	In design	CA-1	BOR-MidPac