

SHASTA COUNTY 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



**Shasta County Regional
Transportation Planning Agency
1855 Placer Street
Redding, CA 96001**

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Approved December 19, 2011



**SHASTA COUNTY
2012
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

**FOR
FISCAL YEARS 2012/13 – 2016/17
DECEMBER 19, 2011**

Prepared By:

The Shasta County Regional
Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

In Cooperation With:

City of Redding
City of Anderson
City of Shasta Lake
Shasta County
Redding Area Bus Authority
Caltrans District 2

The preparation of this Transportation
Improvement Program was financed in
part by a planning grant from the Federal
Highway Administration

Table 1

Shasta County 2012 RTIP (Proposed)

Note- Values are in Thousands

| | FY12-13 | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 | 2012 RTIP/ STIP Total | Beyond (CON) | Total |
|--|----------------|--------------|--------------|--------------|--------------|--------------------------|-----------------|-----------------|
| RTIP Program | | | | | | | | |
| Fix 5: Redding to Anderson Six Lane (P&E, ROW) | \$3,760 | \$50 | | | | \$3,810 | \$71,400 | \$75,210 |
| Planning, Programming, and Monitoring (PPM) | \$147 | \$147 | \$147 | \$147 | \$222 | \$810 | | \$810 |
| I-5/Deschutes Road Northbound Off-Ramp (Con) | \$3,000 | | | | | \$3,000 | | \$3,000 |
| Total | \$6,907 | \$197 | \$147 | \$147 | \$222 | \$7,620 | \$71,400 | \$79,020 |

Notes:

All dollars are RIP; no IIP funds proposed at this time.

Fix 5: Redding to Anderson Six Lane is RTPA's highest priority. Request that this also be a CTC priority for early funding. Environmental already funded by RTPA. Construction estimated at \$71.4 million and may be phased. IIP contribution or grant anticipated to build project.

Deschutes will be matched with \$3 million in non-STIP funds. Other grants are pending and if successful, may negate need for STIP funds.

Deschutes STIP funds to be reimbursed to RTPA by City of Anderson for future I-5 mainline improvements per formal agreement.

\$810,000 in PPM includes \$492,000 carryover from last three years of current STIP

Project Nomination Sheets

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

| | | | | | | |
|---|----------------------------|---|---------------|------------------------------------|-----------------------|----------|
| <input checked="" type="checkbox"/> New Project | | <input type="checkbox"/> Amendment (Existing Project) | | | Date: | 12/05/11 |
| District | EA | Project ID | PPNO | MPO ID | TCRP No. | |
| 02 | 4C402 | 0200020191 | 3445 | | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SHA | 5 | R2.0 | R12.2 | Shasta County RTPA | | |
| | | | | MPO | Element | |
| | | | | Shasta | Capital Outlay | |
| Project Mgr/Contact | | Phone | | E-mail Address | | |
| Phil Baker | | (530) 225-3180 | | phil_baker@dot.ca.gov | | |
| Project Title | | | | | | |
| Redding to Anderson 6-Lane | | | | | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | | |
| Interstate 5, in Shasta County from Anderson to Redding from Deschutes Road to Bechelli-Churn Creek interchange. Widen to 6 lanes. | | | | | | |
| Component | Implementing Agency | | | | Reimbursements | |
| PA&ED | Caltrans | | | | | |
| PS&E | Caltrans | | | | | |
| Right of Way | Caltrans | | | | | |
| Construction | Caltrans | | | | | |
| Legislative Districts | | | | | | |
| Assembly: | 2 | | | Senate: | 4 | |
| Congressional: | 2 | | | | | |
| Purpose and Need | | | | | | |
| Add an additional lane northbound and southbound on Interstate 5 in Shasta County through the City of Anderson to the South of the City of Redding. Widen roadway and structures in median to accommodate an additional lane and shoulder in each direction. | | | | | | |
| Project Benefits | | | | | | |
| Improve regional and interregional mobility, connectivity and goods movement. Improve operations and safety by reducing traffic congestion northbound and southbound. Provide connectivity by linking two 6-lane projects, one recently completed and one in construction, on the Interstate 5 corridor in Shasta County. | | | | | | |
| Project Milestone | | | | | Proposed | |
| Project Study Report Approved | | | | | 12/15/11 | |
| Begin Environmental (PA&ED) Phase | | | | | 12/19/11 | |
| Circulate Draft Environmental Document | | | | Document Type | N/A | |
| Draft Project Report | | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | 12/01/12 | |
| Begin Design (PS&E) Phase | | | | | 12/01/12 | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | 08/01/14 | |
| Begin Right of Way Phase | | | | | 01/01/13 | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | 03/01/14 | |
| Begin Construction Phase (Contract Award Milestone) | | | | | 02/01/15 | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | 01/01/17 | |
| Begin Closeout Phase | | | | | 01/01/17 | |
| End Closeout Phase (Closeout Report) | | | | | 01/01/18 | |

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 12/05/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|-------|------------|------|----------|
| 02 | SHA | 5 | 4C402 | 0200020191 | 3445 | |
| Project Title: Redding to Anderson 6-Lane | | | | | | |

| Proposed Total Project Cost | | | | | | | | | Notes |
|-----------------------------|------------|--------------|-----------|-------|-------|-------|---------------|---------------|-------|
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | 340 | | | | | | | 340 | |
| PS&E | | 3,760 | | | | | | 3,760 | |
| R/W SUP (CT) | | | 25 | | | | | 25 | |
| CON SUP (CT) | | | | | | | 6,400 | 6,400 | |
| R/W | | | 25 | | | | | 25 | |
| CON | | | | | | | 65,000 | 65,000 | |
| TOTAL | 340 | 3,760 | 50 | | | | 71,400 | 75,550 | |

| Fund No. 1: | State Highway Projects Funded From Other Sources | | | | | | | | Program Code |
|------------------|--|-------|-------|-------|-------|-------|--------|------------|-----------------------------------|
| Proposed Funding | | | | | | | | | 20.20.400 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | 340 | | | | | | | 340 | SCRTPA |
| PS&E | | | | | | | | | Local Funds in FY 11/12 for PA&ED |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 340 | | | | | | | 340 | |

| Fund No. 2: | STIP Regional Improvement Program | | | | | | | | Program Code |
|------------------|-----------------------------------|--------------|-----------|-------|-------|-------|--------|--------------|---|
| Proposed Funding | | | | | | | | | 20.20.075.600 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Shasta County RTPA |
| PS&E | | 3,760 | | | | | | 3,760 | PS&E, R/W Support, R/W Capital - 100% RIP |
| R/W SUP (CT) | | | 25 | | | | | 25 | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | 25 | | | | | 25 | |
| CON | | | | | | | | | |
| TOTAL | | 3,760 | 50 | | | | | 3,810 | |

| Fund No. 3: | STIP Regional Improvement Program | | | | | | | | Program Code |
|------------------|-----------------------------------|-------|-------|-------|-------|-------|---------------|---------------|---|
| Proposed Funding | | | | | | | | | 20.20.075.600 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | SCRTPA/CTC |
| PS&E | | | | | | | | | SCRTPA expects total project funding at project conclusion, CON shares proposal at \$33,625 RIP and \$37,775 IIP. |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | 6,400 | 6,400 | |
| R/W | | | | | | | | | |
| CON | | | | | | | 65,000 | 65,000 | |
| TOTAL | | | | | | | 71,400 | 71,400 | |

BENEFIT/COST ANALYSIS INPUT SHEET - Highway Project

District: County:

Route:
Post mile:

Project:

EA:
PPNO:

PROJECT DATA

| | | | |
|--|--------------------------------------|------------------|--|
| Type of Project | | <i>Enter "X"</i> | |
| Lane Addition | <input type="text" value="X"/> | | |
| HOV Lane Addition | <input type="text"/> | | |
| Passing Lane | <input type="text"/> | | |
| Pavement Rehabilitation | <input type="text"/> | | |
| Other (describe: _____) | <input type="text"/> | | |
| Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural) <input type="text" value="2"/> | | | |
| Length of Construction Period | <input type="text" value="2"/> years | | |
| Length of Peak Period | <input type="text" value="1"/> hours | | |

HIGHWAY ACCIDENT DATA

| | | |
|---|------------------------------------|------------------------------------|
| Actual 3-Year Accident Data (from TASAS Table B) | | |
| | <i>Count (No.)</i> | |
| Total Accidents (Tot) | <input type="text" value="241"/> | |
| Fatal Accidents (Fat) | <input type="text" value="4"/> | |
| Injury Accidents (Inj) | <input type="text" value="83"/> | |
| Property Damage Only (PDO) Accidents | <input type="text" value="154"/> | |
| Statewide Basic Average Accident Rate | | |
| | <i>No Build</i> | <i>Build</i> |
| Rate Group | <input type="text"/> | <input type="text"/> |
| Accident Rate (per mil. veh-mi) | <input type="text" value="0.70"/> | <input type="text" value="0.70"/> |
| Percent Fatal Accidents | <input type="text" value="1.0%"/> | <input type="text" value="1.0%"/> |
| Percent Injury Accidents | <input type="text" value="30.0%"/> | <input type="text" value="30.0%"/> |
| Collision Reduction Factor (if applicable) | <input type="text"/> | <input type="text"/> |

HIGHWAY DESIGN AND TRAFFIC DATA *(indicate if 1 or 2 directional)*

| | | | | |
|--|---------------------------------|----------------------------------|----------------------|------------------------|
| Highway Design | | <i>No Build</i> | <i>Build</i> | |
| Roadway Type (Fwy., Exp., Conv. Hwy.) | <input type="text"/> | <input type="text"/> | <input type="text"/> | <i>HOV Restriction</i> |
| Number of General Traffic Lanes | <input type="text" value="4"/> | <input type="text" value="6"/> | | |
| Number of HOV Lanes | <input type="text" value="-"/> | <input type="text" value="-"/> | | |
| Highway Free-Flow Speed (in mph) | <input type="text" value="75"/> | <input type="text" value="75"/> | | <i>(2 or 3)</i> |
| Project Length (in miles) | <input type="text" value="-"/> | <input type="text" value="7.1"/> | | |
| Pavement IRI (in inches/mile), if pav. project | <input type="text" value="-"/> | <input type="text" value="-"/> | | |

PROJECT COSTS

Enter the net costs of the project in today's dollars (\$ thousands)

| | | | |
|--|----|-------------------------------------|--------|
| Project Support Costs | \$ | <input type="text" value="10,525"/> | |
| Right-of-Way Costs | \$ | <input type="text" value="25"/> | |
| | \$ | <input type="text" value="32,500"/> | Year 1 |
| | \$ | <input type="text" value="32,500"/> | Year 2 |
| | | <input type="text"/> | Year 3 |
| Construction Costs | | <input type="text"/> | Year 4 |
| Mitigation/Other Costs | | <input type="text"/> | |
| Expected Annual Maintenance/Operations Costs | \$ | <input type="text" value="7,000"/> | |
| Rehabilitation Costs | | <input type="text" value="n/a"/> | Year: |

COMMENTS: _____

E-Mail: kelly_zolotoff@dot.ca.gov

Prepared by: Kelly Zolotoff

Phone No: (530) 225-3259

The HQ Division of Transportation Planning FAX number is ATSS 8-453-1447. For questions, contact:

Mahmoud Mahdavi

Phone No:
8-453-9525

E-Mail:
mahmoud_mahdavi@dot.ca.gov

District: 2

PROJECT: SHA-5-Lane Add Of North Xing to Bechell-Churn Creek_PM R2.0/12.2

| | |
|-------|-------|
| EA: | 4C402 |
| PPNO: | 3445 |

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INVESTMENT ANALYSIS

SUMMARY RESULTS

| | |
|--------------------------------------|-----------|
| Life-Cycle Costs (mil. \$) | \$74.3 |
| Life-Cycle Benefits (mil. \$) | \$1.1 |
| Net Present Value (mil. \$) | -\$73.2 |
| Benefit / Cost Ratio: | |
| | 0.0 |
| Rate of Return on Investment: | |
| | #DIV/0! |
| Payback Period: | |
| | 20+ years |

| ITEMIZED BENEFITS (mil. \$) | Average Annual | Total Over 20 Years |
|--|----------------|---------------------|
| Travel Time Savings | \$0.2 | \$3.7 |
| Veh. Op. Cost Savings | -\$0.1 | -\$2.0 |
| Accident Cost Savings | \$0.0 | \$0.0 |
| Emission Cost Savings | -\$0.0 | -\$0.7 |
| TOTAL BENEFITS | \$0.1 | \$1.1 |
| Person-Hours of Time Saved | | |
| | 25,346 | 506,916 |
| Additional CO₂ Emissions (tons) | 561 | 11,211 |
| Additional CO₂ Emissions (mil. \$) | \$0.0 | \$0.3 |

Should benefit-cost results include:

- 1) Induced Travel? (y/n)**

Default = Y
- 2) Vehicle Operating Costs? (y/n)**

Default = Y
- 3) Accident Costs? (y/n)**

Default = Y
- 4) Vehicle Emissions? (y/n)**
includes value for CO₂e

Default = Y

Transportation Economics
Caltrans DOTP

Cal-B/C - 02-SHA-5-EA#4C402 Results
02-4C402 Rdg to And 6 Lane Cal BC Output (2).xlsb

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

| | | | | | | |
|--|----------------------------|---|---------------|------------------------------------|-----------------------|-----------------|
| <input checked="" type="checkbox"/> New Project | | <input type="checkbox"/> Amendment (Existing Project) | | | Date: | 12/19/11 |
| District | EA | Project ID | | PPNO | MPO ID | TCRP No. |
| 02 | | | | 2368 | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SHA | | | | Shasta County RTPA | | |
| | | | | MPO | Element | |
| | | | | Shasta | Local Assistance | |
| Project Mgr/Contact | | Phone | | E-mail Address | | |
| Sue Crowe | | 530-245-6826 | | scrowe@co.shasta.ca.us | | |
| Project Title | | | | | | |
| Planning, Programming and Monitoring | | | | | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | | |
| Planning, Programming and Monitoring | | | | | | |
| Component | Implementing Agency | | | | Reimbursements | |
| PA&ED | | | | | | |
| PS&E | | | | | | |
| Right of Way | | | | | | |
| Construction | Shasta County RTPA | | | | | |
| Legislative Districts | | | | | | |
| Assembly: | 2 | | | Senate: | 4 | |
| Congressional: | 2 | | | | | |
| Purpose and Need | | | | | | |
| Planning, Programming, and Monitoring of STIP projects per Section 21 of STIP Guidelines | | | | | | |
| Project Benefits | | | | | | |
| Development of STIP projects in Shasta County | | | | | | |
| Project Milestone | | | | | | Proposed |
| Project Study Report Approved | | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | | |
| Circulate Draft Environmental Document | | | | Document Type | N/A | |
| Draft Project Report | | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | | |
| Begin Design (PS&E) Phase | | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | |
| Begin Right of Way Phase | | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | |
| Begin Closeout Phase | | | | | | |
| End Closeout Phase (Closeout Report) | | | | | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 12/19/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|----|------------|------|----------|
| 02 | SHA | | | | 2368 | |
| Project Title: Planning, Programming and Monitoring | | | | | | |

| Proposed Total Project Cost | | | | | | | | | Notes |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 147 | 147 | 147 | 147 | 222 | | 810 | |
| TOTAL | | 147 | 147 | 147 | 147 | 222 | | 810 | |

| Fund No. 1: | RIP - State Cash (ST-CASH) | | | | | | | | Program Code |
|--------------------|----------------------------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Proposed Funding | | | | | | | | | 20.30.600.670 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Shasta County RTPA |
| PS&E | | | | | | | | | PPM funds |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 147 | 147 | 147 | 147 | 222 | | 810 | |
| TOTAL | | 147 | 147 | 147 | 147 | 222 | | 810 | |

| Fund No. 2: | | | | | | | | | Program Code |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Proposed Funding | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 3: | | | | | | | | | Program Code |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Proposed Funding | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

| | | | | | | |
|---|----------------------------|---|---------------|------------------------------------|-----------------------|-----------------|
| <input checked="" type="checkbox"/> New Project | | <input type="checkbox"/> Amendment (Existing Project) | | | Date: | 12/19/11 |
| District | EA | Project ID | | PPNO | MPO ID | TCRP No. |
| 02 | 34760 | | | 3488 | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SHA | I-5 | R4.07 | R4.90 | Shasta County RTPA | | |
| | | | | MPO | Element | |
| | | | | Shasta | Capital Outlay | |
| Project Mgr/Contact | | Phone | | E-mail Address | | |
| Jeff Kiser | | 530-378-6636 | | jkiser@ci.anderson.ca.us | | |
| Project Title | | | | | | |
| I-5/Deschutes Road NB Off-Ramp | | | | | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | | |
| In Anderson at the Deschutes Road Interchange. The project includes construction of a new off-ramp from northbound I-5 to Deschutes Road, widening a portion of the northbound I-5 on-ramp, and construction of a roundabout at the I-5 northbound ramp intersect with both Deschutes Road and Locust Road. | | | | | | |
| Component | Implementing Agency | | | | Reimbursements | |
| PA&ED | City of Anderson | | | | | |
| PS&E | City of Anderson | | | | | |
| Right of Way | City of Anderson | | | | | |
| Construction | City of Anderson | | | | | |
| Legislative Districts | | | | | | |
| Assembly: | 2 | | | Senate: | 4 | |
| Congressional: | 2 | | | | | |
| Purpose and Need | | | | | | |
| The project purpose is to provide improved traffic circulation and access to lands adjacent to and surrounding the interchange, to provide congestion relief to improve traffic flow on the local and regional transportation system, and to accommodate existing and planned local development and corresponding increases in traffic volumes. | | | | | | |
| Project Benefits | | | | | | |
| Project benefits include improved traffic operations and safety and provide additional capacity needed to accommodate development within the City and County. The roundabout intersection is a sustainable solution with numerous operational benefits to the state highway interchange, local roads, and the public. | | | | | | |
| Project Milestone | | | | | | Proposed |
| Project Study Report Approved | | | | | | Complete |
| Begin Environmental (PA&ED) Phase | | | | | | Complete |
| Circulate Draft Environmental Document | | | | Document Type | N/A | Complete |
| Draft Project Report | | | | | | Complete |
| End Environmental Phase (PA&ED Milestone) | | | | | | Complete |
| Begin Design (PS&E) Phase | | | | | | 05/01/11 |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | 03/01/12 |
| Begin Right of Way Phase | | | | | | 05/01/11 |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | 02/15/12 |
| Begin Construction Phase (Contract Award Milestone) | | | | | | 05/01/12 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | 12/01/12 |
| Begin Closeout Phase | | | | | | 12/01/12 |
| End Closeout Phase (Closeout Report) | | | | | | 05/01/13 |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 12/19/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|-------|------------|------|----------|
| 02 | SHA | I-5 | 34760 | | 3488 | |
| Project Title: I-5/Deschutes Road NB Off-Ramp | | | | | | |

| Proposed Total Project Cost | | | | | | | | | Notes |
|-----------------------------|--------------|--------------|-------|-------|-------|-------|--------|--------------|-------|
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | 475 | | | | | | | 475 | |
| PS&E | 400 | | | | | | | 400 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 400 | | | | | | | 400 | |
| CON | | 6,000 | | | | | | 6,000 | |
| TOTAL | 1,275 | 6,000 | | | | | | 7,275 | |

| Fund No. 1: | State Highway Operation and Protection Program | | | | | | | | Program Code |
|------------------|--|--------------|-------|-------|-------|-------|--------|--------------|----------------|
| Proposed Funding | | | | | | | | | 20.20.201 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Caltrans |
| PS&E | | | | | | | | | SHOPP |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 1,000 | | | | | | 1,000 | |
| TOTAL | | 1,000 | | | | | | 1,000 | |

| Fund No. 2: | State Local Partnership Fund | | | | | | | | Program Code |
|------------------|------------------------------|--------------|-------|-------|-------|-------|--------|--------------|--|
| Proposed Funding | | | | | | | | | 20.20.724 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | CTC |
| PS&E | | | | | | | | | SLPP funds to be used for construction, approved by the CTC 10/27/11 |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 1,000 | | | | | | 1,000 | |
| TOTAL | | 1,000 | | | | | | 1,000 | |

| Fund No. 3: | State Highway Projects Funded From Other Sources | | | | | | | | Program Code |
|------------------|--|--------------|-------|-------|-------|-------|--------|--------------|-------------------|
| Proposed Funding | | | | | | | | | 20.20.400 |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency |
| E&P (PA&ED) | 475 | | | | | | | 475 | City of Anderson |
| PS&E | 400 | | | | | | | 400 | Local Impact fees |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 400 | | | | | | | 400 | |
| CON | | 1,000 | | | | | | 1,000 | |
| TOTAL | 1,275 | 1,000 | | | | | | 2,275 | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 12/19/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|-------|------------|------|----------|
| 02 | SHA | I-5 | 34760 | | 3488 | |
| Project Title: I-5/Deschutes Road NB Off-Ramp | | | | | | |

| Fund No. 4: STIP Regional Improvement Program | | | | | | | | | Program Code | |
|--|-------|-------|-------|-------|-------|-------|--------|-------|---------------------------------|--|
| Proposed Funding | | | | | | | | | 20.20.075.600 | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency | |
| E&P (PA&ED) | | | | | | | | | RTIP | |
| PS&E | | | | | | | | | RIP funds used for construction | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | 3,000 | | | | | | 3,000 | | |
| TOTAL | | 3,000 | | | | | | 3,000 | | |

| Fund No. 5: | | | | | | | | | Program Code | |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|--|
| Proposed Funding | | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| TOTAL | | | | | | | | | | |

| Fund No. 6: | | | | | | | | | Program Code | |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|--|
| Proposed Funding | | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| TOTAL | | | | | | | | | | |

| Fund No. 7: | | | | | | | | | Program Code | |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|--|
| Proposed Funding | | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | Funding Agency | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| TOTAL | | | | | | | | | | |

BENEFIT/COST ANALYSIS INPUT SHEET - Interchange/Connector Project

District: County:

Project:

Route:
 Post mile:

Funding: EA:
 PPNO:

PROJECT DATA

| Type of Project | Enter "X" | Road 1: | Description |
|--------------------|-----------|---------|------------------------|
| Interchange | X | | I-5 Principal Arterial |
| Freeway Connector | | | |
| HOV Connector | | Road 2: | Deschutes Rd |
| Other (describe:) | | | Minor Arterial |

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period years

Duration of Peak Period hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

| | Count (No.) |
|--------------------------------------|-------------|
| Fatal Accidents | 0 |
| Injury Accidents | 5 |
| Property Damage Only (PDO) Accidents | 24 |

Statewide Average for Highway Classification

| | w/o Project | w/ Project |
|---------------------------------|-------------|------------|
| Accident Rate (per mil. veh-mi) | 0.85 | 0.60 |
| Percent Fatal Accidents | 0% | 0% |
| Percent Injury Accidents | 32% | 32% |

HIGHWAY DESIGN AND TRAFFIC DATA

Enter data for appropriate ramps, basic highway sections, or weaving areas

| Highway Design | w/o Project | | w/ Project | |
|--|-------------|--------|------------|--------|
| | Road 1 | Road 2 | Road 1 | Road 2 |
| Number of General Traffic Lanes | 2 | 2 | 2 | 2 |
| Number of HOV Lanes | na | na | na | na |
| HOV Restriction (2 or 3, if HOV lanes) | na | na | na | na |
| Highway Free-Flow Speed (in mph) | 75 | 55 | 75 | 55 |
| Project Length (in miles) | 1 | 1 | 1 | 1 |
| Length of Affected Area (in miles) | 1 | 1 | 1 | 1 |

PROJECT COSTS

Enter the net costs of the project in today's dollars

| | | |
|--|----|---|
| Project Support Costs | \$ | <input type="text" value="2100000"/> |
| Right-of-Way Costs | \$ | <input type="text" value="1400000"/> |
| | \$ | <input type="text" value="6500000"/> Year 0 |
| | \$ | Year 1 |
| | \$ | Year 2 |
| Construction Costs | \$ | Year 3 |
| Mitigation/Other Costs | \$ | <input type="text"/> |
| Expected Annual Maintenance/ Operations Costs | \$ | <input type="text"/> |
| Rehabilitation Costs | \$ | <input type="text"/> Year: |

| Average Daily Traffic | w/o Project | | w/ Project | |
|---|-------------|--------|------------|--------|
| | Road 1 | Road 2 | Road 1 | Road 2 |
| Current | 63,200 | 11,200 | | |
| Forecast (20 years after construction) | 94,600 | 19,000 | 94,600 | 19,000 |
| Average Hourly HOV Traffic (if HOV lanes) | na | na | na | na |
| Percent Traffic in Weave (if connector proj.) | na | na | na | na |
| Percent Trucks (include RVs, if applicable) | 19% | | 19% | |

COMMENTS:

Prepared by: Phone No:

E-Mail:

The HQ Division of Transportation Planning FAX number is ATSS 8-453-0001. For questions, contact: Mahmoud Mahdavi 8-453-9525 E-Mail:

District: 2

PROJECT: SHA-5- Deschutes Interchange PM R4.07/R4.9

EA: 34760
PPNO:

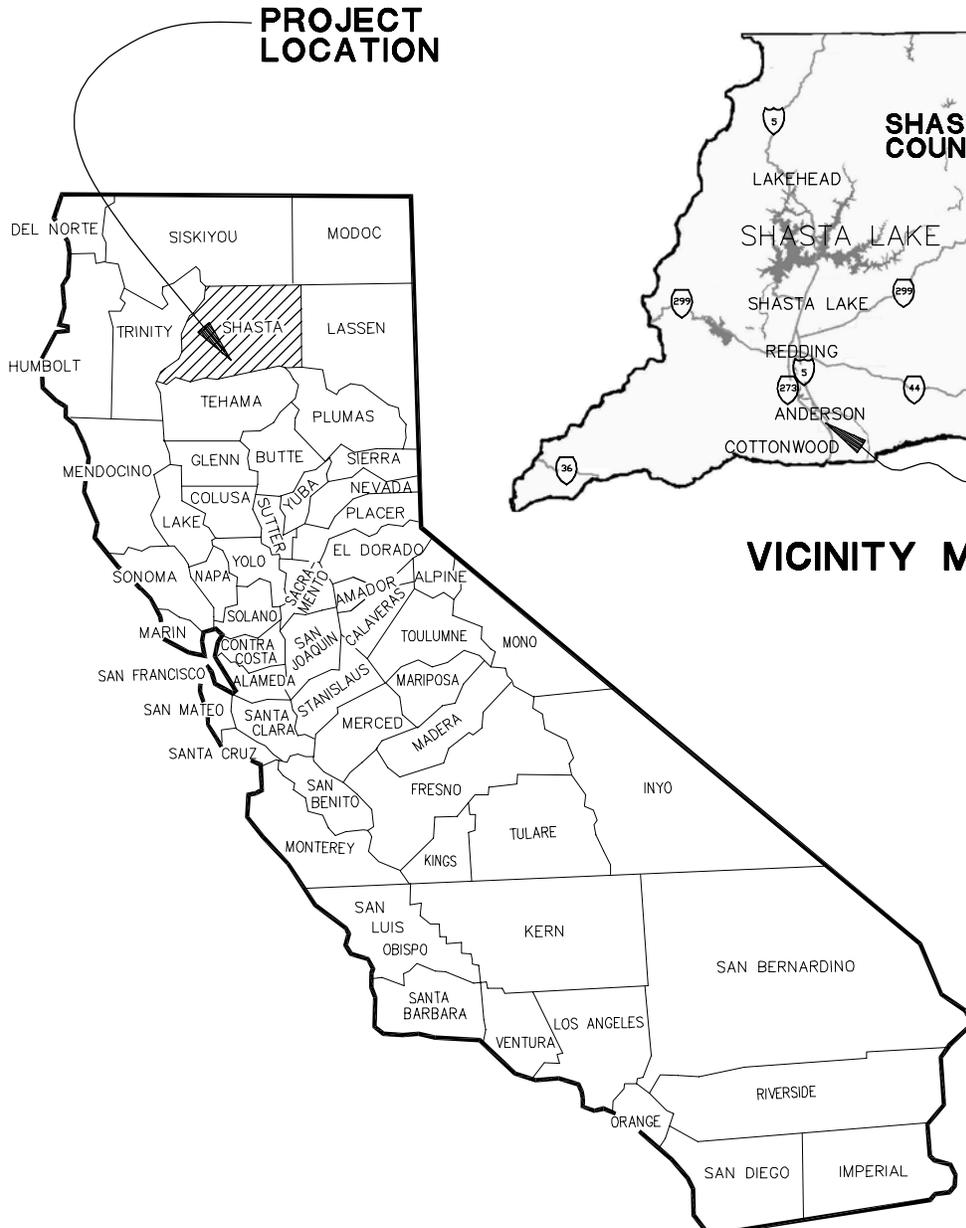
INVESTMENT ANALYSIS
SUMMARY RESULTS

| Life-Cycle Costs (mil. \$) | | Average Annual | Total Over 20 Years |
|--------------------------------------|-----------|----------------|---------------------|
| Life-Cycle Costs (mil. \$) | \$7.0 | \$0.0 | \$0.0 |
| Life-Cycle Benefits (mil. \$) | \$1.8 | \$0.0 | \$0.0 |
| Net Present Value (mil. \$) | -\$5.2 | \$0.1 | \$1.8 |
| Benefit / Cost Ratio: | | | |
| | 0.3 | \$0.0 | \$0.0 |
| Rate of Return on Investment: | | | |
| | #NUM! | \$0.1 | \$1.8 |
| Payback Period: | | | |
| | 20+ years | | |

| ITEMIZED BENEFITS (mil. \$) | Average Annual | Total Over 20 Years |
|--|----------------|---------------------|
| Travel Time Savings | \$0.0 | \$0.0 |
| Veh. Op. Cost Savings | \$0.0 | \$0.0 |
| Accident Cost Savings | \$0.1 | \$1.8 |
| Emission Cost Savings | \$0.0 | \$0.0 |
| TOTAL BENEFITS | \$0.1 | \$1.8 |
| Person-Hours of Time Saved | 0 | 0 |
| Additional CO ₂ Emissions (tons) | 0 | 0 |
| Additional CO ₂ Emissions (mil. \$) | \$0.0 | \$0.0 |

Should benefit-cost results include:

- 1) Induced Travel? (y/n)
Default = Y
- 2) Vehicle Operating Costs? (y/n)
Default = Y
- 3) Accident Costs? (y/n)
Default = Y
- 4) Vehicle Emissions? (y/n)
Default = Y
includes value for CO₂e



PROJECT LOCATION



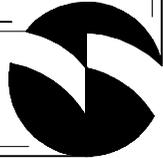
PROJECT LOCATION

VICINITY MAP

LOCATION MAP

I-5/DESCHUTES RD INTERCHANGE IMPROVEMENTS

LOCATION AND VICINITY MAPS





I-5/DESCHUTES RD INTERCHANGE IMPROVEMENTS

SITE PLAN



PERFORMANCE AND COST-EFFECTIVENESS REPORT

SHASTA COUNTY 2012 RTIP
PERFORMANCE AND COST – EFFECTIVENESS REPORT
Shasta County Regional Transportation Planning Agency
December 19, 2011

Part A

Attachment 1 on the following page is from the 2011 STIP Augmentation Guidelines dated August 10, 2011. It attempts to quantify the projected impact of projects on the regional transportation system, including those in the 2012 RTIP, in terms of the performance measures listed in Section III of the Guidelines at the system wide level. The attached Cost-Benefit Analyses show project-specific performance measures. Part A is sufficient in indicating how progress towards attaining the goals and objectives listed in the RTP are measured.

It should be noted that each project recommended for funding is consistent with the Regional Performance measures in the RTP (Attachment 2) and has been reviewed and ranked regionally in light of criteria in the RTPA's Project Selection Procedures (Attachment 3) attached to this report. The process to rank local projects utilized a consistent modeling approach that included model runs from the Regional Travel Demand Forecasting Model and outputs from the Caltrans Benefit/Cost Model. The current process is documented in Attachment 1 by the Shasta County RTPA Board for RTIP Project Selection Principles.

The Shasta County RTPA agrees that the extent of measurements at the project level is desirable and will provide improved performance measures during the 2015 update to the RTP as part of the Travel Demand Model Update and Sustainable Community Strategy.

Attachment 1: Performance Indicators, Measures and Definitions

| Performance Indicators and Measures | | | | | | | | | | |
|--------------------------------------|--|-------------------------------------|---|--|--|------------------------------------|--------|---------------------------------------|-----------------------|--|
| Indicator | Relation to STIP Sec 19 Performance Criteria | Performance Measures | | | Current System Performance (Baseline) | Projected Impact of Projects, 2030 | | | | |
| | | Mode | | | | | | | | |
| Safety | 2 | Roadway | Region | Fatalities /Vehicle Miles Traveled(VMT) | .0000019% | NA | | | | |
| | 2 | | | Fatal Collisions / VMT | .0000015% | NA | | | | |
| | 2 | | | Injury Collisions / VMT | .0000646% | NA | | | | |
| | 2 | Transit | Mode | Fatalities / Passenger Miles | 0% | NA | | | | |
| Mobility | 1 | Roadway | Region | Passenger Hours of Delay / Year | 2,304,409 | 5,151,125 | | | | |
| | 1 | | | Average Peak Period Travel Time | 14.7 min | 15.6 min | | | | |
| | 1 | | | Average Non-Peak Period Travel Time | 14.5 min | 15.3 min | | | | |
| Accessibility | 4 (also 1,3,6,7) | Transit | Region | Percentage of population within 1/4mile of a rail station or bus route. | NA | NA | | | | |
| Reliability | 1 | Roadway | Corridor | Travel Time Variability | NA | NA | | | | |
| | 5 | Transit | Mode | Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late. | NA | NA | | | | |
| Productivity (Throughput) | 7 | Roadway - Vehicles | Region | Average Peak Period Vehicle Trips | 148,229 | 213,229 | | | | |
| | 7 | | | Average Daily Vehicle Trips (ADT) | 827,082 | 1,190,645 | | | | |
| | 7 | Roadway - People | Corridor | Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate | 211,967 | 304,917 | | | | |
| | 7 | | | Average Daily Vehicle Trips Multiplied by the Occupancy Rate | 1,182,727 | 1,706,622 | | | | |
| | 7 | Trucks | Corridor | Percentage of ADT that are (5+ axle) Trucks | SR 44 = 1.31% | NA | | | | |
| | 7 | | | | SR 89 = 17.25% | NA | | | | |
| | 7 | | | | SR 151= 1.59% | NA | | | | |
| | 7 | | | | SR 273= 5.66% | NA | | | | |
| | 7 | | | | SR 299= 3.83% | NA | | | | |
| | 7 | | | Average Daily Vehicle Trips that are (5+ axle) Trucks | I-5= 17.87% | NA | | | | |
| | 7 | | | | SR 44= 2.97% | NA | | | | |
| | 7 | | | | SR 89= 17.25% | NA | | | | |
| | 7 | | | | SR 151= 4.51% | NA | | | | |
| | 7 | | | | SR 273= 5.31% | NA | | | | |
| | 7 | Transit | Mode | | Passengers per Vehicle Revenue Hour | 10.5 | NA | | | |
| | 7 | | | | Passengers per Vehicle Revenue Mile | 0.715 | NA | | | |
| | 7 | | | | Passenger Mile per Train Mile (Intercity Rail) | NA | NA | | | |
| | System Preservation | | | | 3 | Roadway | Region | Total number of Distressed Lane Miles | City of Anderson= 8 | |
| | | | | | 3 | | | | City of Redding = 251 | |
| | | 3 | City of Shasta Lake= 448 | | | | | | | |
| 3 | | State Routes= 967 | | | | | | | | |
| 3 | | Percentage of Distressed Lane Miles | City of Anderson= 26% | | | | | | | |
| 3 | | | City of Redding= 27% | | | | | | | |
| 3 | | | City of Shasta Lake= 23% | | | | | | | |
| 3 | | | State Routes= 24% | | | | | | | |
| 3 | | | Percentage of Roadway at Given IRI Levels | NA | | | | | | |
| Return on Investment/ Lifecycle Cost | 1-7 | All | Corridor | Percentage rate of return | NA | | | | | |

*Level:
 Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
 Region – Region or county commission that is responsible for RTIP submittal.
 Mode—One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

**Table A: Performance Indicators, Measures and Definitions
(Page 1 of 2)**

| Indicator | Relation to Section 19 Performance Criteria | Performance Measures | | | Definition/Indication |
|---------------|---|----------------------|----------|--|--|
| | | Mode | Level* | Measures | |
| Safety | 2 | Roadway | Region | Fatalities /Vehicle Miles Traveled (VMT) | Indicates the ratio of the number of fatalities to the number of vehicle miles traveled. |
| | 2 | | | Fatal Collisions / VMT | Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled. |
| | 2 | | | Injury Collisions / VMT | Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled. |
| | 2 | Transit | Mode | Fatalities / Passenger Miles | Indicates the ratio of the number of fatalities to the number of passenger miles traveled. |
| Mobility | 1 | Roadway | Region | Passenger Hours of Delay / Year | Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time. |
| | 1 | | | Average Peak Period Travel Time | Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs. |
| | 1 | | | Average Non-Peak Period Travel Time | Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs. |
| Accessibility | 4 (also 1,3,6,7) | Transit | Region | Percentage of population within 1/4 mile of a rail station or bus route. | Indicates the accessibility of transit service. |
| Reliability | 1 | Roadway | Corridor | Travel Time Variability | Indicates the difference between expected travel time and actual travel time. |
| | 5 | Transit | Mode | Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late. | These measures indicate the ability of transit service operators to meet customers' reliability expectations. |

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

**Table A: Performance Indicators, Measures and Definitions
(Page 1 of 2)**

| Indicator | Relation to Section 19 Performance Criteria | Performance Measures | | | Indicator |
|---|---|----------------------|----------|---|---|
| | | Mode | Level* | Measures | |
| Productivity (Throughput) | 7 | Roadway - Vehicles | Corridor | Average Peak Period Vehicle Trips | Indicates the utilization of the transportation system by all vehicles. |
| | 7 | | | Average Daily Vehicle Trips | |
| | 7 | Roadway - People | Corridor | Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate | Indicates the utilization of the transportation system by people. |
| | 7 | | | Average Daily Vehicle Trips Multiplied by the Occupancy Rate | |
| | 7 | Trucks | Corridor | Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks | Indicates the utilization of the transportation system by trucks. |
| | 7 | | | Average Daily Vehicle Trips that are (5+ axle) Trucks | |
| | 7 | Transit | Mode | Passengers per Vehicle Revenue Hour | Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided. |
| | 7 | | | Passengers per Vehicle Revenue Mile | |
| | 7 | | | Passenger Mile per Train Mile (Intercity Rail) | |
| System Preservation | 3 | Roadway | Region | Total number of Distressed Lane Miles | Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition). |
| | | | | Percentage of Distressed Lane Miles | |
| | | | | Percentage of Roadway at Given IRI Levels | Indicates roadway smoothness. |
| Return on Investment/ Lifecycle Cost | 1-7 | All | Corridor | Percentage rate of return | Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money. |

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Attachment 2

2010 Regional Transportation Plan “Regional Performance Measures”

Safety—The safety of the regional transportation system is a key measure used to evaluate facilities, injury, and property loss of system users.

Mobility/Accessibility—Mobility refers to the ease or difficulty of traveling from an origin to a destination. Accessibility is defined as the opportunity and ease of reaching desired locations. As mobility increases, accessibility tends to improve.

Reliability—Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience.

Productivity—Productivity is defined as the utilization of transportation systems capacity. For roadways, capacity is defined as the maximum number of vehicles that a roadway can accommodate.

System Preservation—System preservation refers to maintaining the roadway network at a desired or agreed upon level.

Attachment 3
Approved December 19, 2011
By Shasta County RTPA Board

RTIP Project Selection Principles

- 1. Project consistency with Regional Transportation Plan (RTP).** The Board approved a prioritized list of needed projects over 20 years as part of the RTP. State and Federal regulations require that all projects are consistent with our RTP.
- 2. Project ability to leverage new funds for the region.** To stretch limited RTIP dollars, other funds need to be leveraged, including Interregional Transportation Improvement Program (ITIP) funds from 25% of the STIP, local funds, state grants, federal earmarks, and State Highway Operation and Protection Program (SHOPP) dollars.
- 3. Regional congestion-relief benefit.** Projects that serve wide-spread regional traffic needs – as opposed to projects that serve localized areas or individual development projects – should have priority. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and Caltrans. Also, since most other transportation funds are committed to maintenance, RTIP funds should be reserved for capacity-increasing improvements.
- 4. Full project funding likely.** There is little sense in expending resources or tying up programming capacity in a specific project if full project funding cannot be demonstrated.
- 5. Appropriateness of using STIP funds where project is eligible for funds through other programs.** A project or portion of a project more appropriately funded through other eligible programs should be pursued accordingly. Examples include projects eligible under bridge, safety, or rehabilitation programs.
- 6. Local agency funding contribution to regional needs identified in the RTP.** To some degree, all local agencies contribute locally raised revenue to regional needs identified in the RTP. Examples currently include local revenue programs for regional interchanges and major arterials. Priority should be given to projects where there is local funding participation in regional projects.

DEPARTMENT OF TRANSPORTATION**District 2****Division of Planning and Local Assistance**

1657 Riverside Drive (96001)

P. O. BOX 496073

REDDING, CA 96049-6073

PHONE (530) 225-2564

FAX (530) 225-2459

TTY 711

*Flex your power!
Be energy efficient!*

September 30, 2011

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

Dear Mr. Little:

The 2012 State Transportation Improvement Program (STIP) guidelines, similar to previous STIP cycles, state the need for consultation between the California Department of Transportation (Department) and regional agencies in the identification of needs on the State Highway System. As a result of this consultation, the Department will provide a consolidated statewide report of these needs to the California Transportation Commission (CTC) by September 15, 2011, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County portion of that list.

In preparation for the 2012 STIP cycle, on June 9, 2011, the Department and Shasta County met in Redding to discuss state highway needs. At this meeting, the Department provided a comprehensive list of needs on the State highway in Shasta County that was not constrained based on funding limitations or sources. As part of our discussion, we also discussed the funding limitations that exist in the STIP and the difficulty with smaller rural counties to fund large highway projects. Also discussed, was the Department's priority to continue to support State highway projects that are already fully or partially funded in the STIP. Shasta County currently has 3 State highway projects. They include: the Dana Landscaping Transportation Enhancement (TE) project, fully programmed in the 2006 STIP Augmentation with Regional Improvement Program (RIP), RIP TE, and Interregional Improvement Program (IIP) funds; the Castella Vista Point TE project, fully programmed in the 2008 STIP with IIP TE funds; and the South Redding 6-Lane project; funded in the 2008 STIP and the Corridor Mobility Investment Account (CMIA). The Department requests Shasta County to consider programming a component(s) of the next 6-lane segment on Interstate 5. The Department has also submitted the Chico to Redding Bicycle Route project to compete for Interregional Transportation Improvement Program TE funding as part of the 2012 STIP. This candidate project includes State Routes (SR) 99, 36, 273, and I-5, in Butte, Tehama, and Shasta counties.

Attachment 4

As discussed at our June 9, 2011 meeting, due to constrained resources and revisions to the STIP guidelines, effective with the 2012 STIP cycle, the Department will only prepare RIP Project Study Reports (PSR) when funding seems very likely and a cooperative agreement has been executed to reimburse the Department for the preparation of the RIP PSR. However, the Department is funding the preparation of the PSR for the South County 6-lane project. Although, the Department is not able to contribute IIP funds at this time, the Department hopes to partner with IIP funds in the future.

As mentioned above, the Department recognizes that STIP funding is limited and few projects will move forward under this program. We look forward to continued cooperation in prioritizing the transportation needs of the Shasta County RTPA and seeking creative funding for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-3259 or me at the number above.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Moore".

DAVE MOORE, P.E.
Deputy District Director, District 2
Division of Planning and Local Assistance

Attachment

SHASTA COUNTY - State Highway Needs

| DIST | COUNTY | ROUTE | PM | Nickname | PROJECT DESCRIPTION | PPNO (if Prog) | PID STATUS (Yes/No/ In Progress) | COMMENTS |
|------|-------------|-------------|-------------|--------------------------------|---|----------------|----------------------------------|---|
| 2 | SHA | 44 | L0.3/L1.8 | Dana Landscape | Landscape and Plant establishment period. | 6650Y | Yes | Project is programmed IIP/RIP/RIP TE. |
| 2 | SHA | 5 | R11.0/R17.5 | South Redding 6-Lane | South Redding 6 Lane - Add median lanes. Expand I-5 to 6-lanes. | 3331 | Yes | Project is programmed RIP/IIP/Prop 1B (GMIA). |
| 2 | SHA | 5 | R2.0/R12.2 | South County 6-Lane | South County 6 Lane - Add lanes. Expand I-5 to 6-lanes. | | In Progress | Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. PSR is being written for the 2012 STIP. Total cost of alternative still to be determined. SCRTPA is planning to program PA&ED 100% RIP in the 2012 STIP. This project may be phased into two or three segments for funding purposes. The PSR will identify various segments and construction techniques. This project is the next highest priority for CT in Shasta County. |
| 2 | SHA | 5 | R14.5/R16.2 | | Construct SB I-5/SR 44 Direct Connector to remove SB and EB weaves at the Interchange | 3330 | Yes | Unfunded Alternative in PSR that would provide ultimate operational fix for the I-5/SR 44 Interchange. Have existing SHOPP project that will improve SB weave but not remove it. Ultimate project need around \$60 million. |
| 2 | SHA | 5 | 62.40 | Castella Vista Point | Upgrade Castella Vista Point. Improve parking, circulation, safety, aesthetics, and meet ADA requirements | 3369 | Yes | Project is programmed 100% IIP TE. |
| 2 | SHA TEH BUT | 273 5 36 99 | VAR/VAR | Chico to Redding Bicycle Route | Add bicycle lanes along SR 99, 36, and 273 to create a bicycle route from Chico to Redding | 3471 | Yes | Project is a candidate IIP TE project for the 2012 STIP Cycle. It is proposed to be constructed in phases until the corridor is complete. The first TE project will be for \$3 million. Anticipate partnering with Shasta County RTPA for RIP TE in subsequent phases. |
| 2 | SHA | 44 | R3.6/R7.0 | Stillwater | Construct interchange and freeway extension at SR44 and Stillwater road | 0137 | Yes | PA&ED Complete, remaining components unfunded except for \$3.2 million HPP funds. Total cost (support and capital) for small interchange is around \$11 million. Caltrans is exploring options for projects that meet the funds available. |