Note to Interested Parties/Public: A transmittal letter to Caltrans, similar to this, will be forwarded upon the approval of 2015 FTIP Formal Amendment No. 3.

April 15, 2015

Mr. Muhaned Aljabiry, Chief
Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 3 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

At their meeting of April 28, 2015 the Shasta Regional Transportation Agency (SRTA) Board of Directors (per attached SRTA Resolution #15-08), approved Formal Amendment No. 3 to the 2015 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2015 FTIP is financially constrained and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment complied with SRTA’s adopted Public Participation Plan, with review running from Thursday, April 16, 2015, through Wednesday, April 29, 2015. Advertising of this amendment included notification that the public review would serve as the Redding Area Bus Authority’s (RABA’s) Program of Projects (POP) for the use of FTA Sections 5307 and 5339 funding.
This amendment adds two new program listings, updates multiple grouped project listings, and revises RABA’s capital-related programming of FTA Section 5307 funding under two listings. Formal Amendment No. 3 adds, or revises, the following projects as separate line items:

- **RABA Capital Vehicles, CTIPS ID (211-0000-0059):** Reprograms the region’s FTA Section 5307 funding to accelerate its use into Fiscal Year (FY) 2014/15 of the FTIP. RABA has demonstrated that they have sufficient unused allocation from prior years to accelerate this programming. The listing includes $20,000 per year for grant administration; the balance will be used for the purchase of agency vehicles and a computer system upgrade. In FY 2014/15 this will be three buses and three paratransit vans, all matched with Proposition 1B transit funding. This amendment also adds FTA Section 5339 funding ($336,369) for the purchase of another bus in FY 2014/15 with an $84,000 Proposition 1B match. In FYs 2016/17 and 2017/18, RABA will purchase three paratransit vehicles in each fiscal year with FTA 5307 funding with Proposition 1B match.

- **RABA Transit Capital, CTIPS ID (211-0000-0060):** Similar to the above, this revision accelerates the use of FTA 5307 funds to earlier years of the FTIP for non-vehicular capital purchases, like farebox equipment, and computer hardware and server upgrades.

- **Grouped Projects for Bridge Rehabilitation and Reconstruction – SHOPP Program, CTIPS ID (211-0000-0074):** Caltrans has requested adding $12,605 million of State Highway Operation and Protection Program (SHOPP) funding in order to replace the Interstate 5 Pit River Bridge deck overlay and rehabilitate the bridge catwalks. The additional funding is programmed in FY 2017/18. Also, in FY 2014/15, Caltrans has made a $2.320 million increase to a project in the bridge program due to a program change request (PCR) to accommodate new rules for managing projects.

- **Grouped Projects for Safety Improvements (SHOPP-Collision Reduction Program), CTIPS ID (211-0000-0075):** In this grouped project listing, Caltrans has also made increases in FY 2014/15 and FY 2015/16 programming due to program change requests (PCRs) impacting several projects. For FY 2014/15, a total increase of $1.544 million is added for two separate projects, while in FY 2015/16 $1.577 million is added to accommodate managing one project.

- **Grouped Projects for Bridge Rehabilitation and Reconstruction – Highway Bridge Program (HBP), CTIPS ID (211-0000-0083):** This revision adds some bridge preventative maintenance work on Pine Grove Avenue in FYs 2015/16 and 2017/18 in the city of Shasta Lake, as well as making additional minor modifications and adjustments to some existing HBP projects.

- **Grouped Projects for Safety Improvements – Highway Safety Improvement Program (HSIP), CTIPS ID (211-0000-0093):** The revision adds almost $550,000 of federal funding to four cycle 6 HSIP projects (two each for the city of Redding and for Shasta County) to account for CT providing 100% funding, using toll credits, for cycle 6 projects.

- **Social Service Transit Vehicles and Equipment, CTIPS ID (211-0000-0118):** Adds two FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transit Program awards of $126,068 and $72,832 in FY 2014/15 to Golden Umbrella for the Foster Grandparent and Senior Companion Programs, respectively.

- **Grouped Projects for Safety Improvements – SHOOP (Mobility Program), CTIPS ID (211-0000-0119):** Caltrans has requested adding $2.4 million of State Highway Operation and Protection
Program (SHOPP) Mobility Program funding in FY 2016/17 for the Stillwater/State Route 44 operational improvements project.

With this transmittal, SRTA 2015 FTIP Formal Amendment No. 3 is being provided directly to Caltrans. An electronic copy will be transmitted to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at http://www.srta.ca.gov. Please recommend this formal amendment for approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,

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

DSL/KKU/jac

Attachments: SRTA Resolution Number 15-08: Formal Amendment #3 to the 2015 FTIP for Shasta County
Summary of Changes
Financial Tables
RABA FTA Sections 5307 and 5339 POPs
Current and Prior Programming Pages
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division                Jeff Tedder – City of Shasta Lake
    Hymie Luden – FTA, Region 9                     Tina Brown, Golden Umbrella
    SRTA Board of Directors                        Wendy Lonnberg – Caltrans, District 2
    Scott Wahl – County of Shasta                  Rick Somers – Caltrans, District 2
    Chuck Aukland – City of Redding                Jan Meyer – Caltrans, District 2
RESOLUTION

RESOLUTION NUMBER: 15-08
SUBJECT: Formal Amendment #3 to the 2015 Federal Transportation Improvement Program for Shasta County

WHEREAS, Section 134(j), Title 23 of United States Code directs each Metropolitan Planning Organization to develop a Federal Transportation Improvement Program (FTIP) at least every four years; including a four-year priority list of all federally funded projects; and

WHEREAS, in order to qualify for certain types of federal funding, projects in Shasta County must be included in an FTIP approved by the Shasta Regional Transportation Agency; and

WHEREAS, the Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each Metropolitan Planning Organization to submit an updated FTIP to the California Department of Transportation by August 1 on even-numbered years; and

WHEREAS, the 2015 FTIP was adopted the 24th day of June, 2014, by the Shasta Regional Transportation Agency, in accordance with federal planning regulations; and

WHEREAS, a formal amendment to the 2015 FTIP is needed to reflect recent or anticipated changes to federal programs and transportation funding levels; and

WHEREAS, the formal amendment has been found consistent with the Regional Transportation Plan and is recommended for inclusion in the 2015 Shasta County FTIP; and

WHEREAS, the 2015 FTIP remains financially constrained with this amendment; and

WHEREAS, Shasta County is in conformance with federal air quality standards; and

WHEREAS, the 2015 FTIP includes all Moving Ahead for Progress in the 21st Century (MAP-21) requirements, including the opportunity for public and interagency review and comment:

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency hereby amends the 2015 Shasta County Federal Transportation Improvement Program, as shown in Formal Amendment #3.

PASSED AND ADOPTED this 28th day of April, 2015, by the Shasta Regional Transportation Agency.

Missy McArthur, Chair
Shasta Regional Transportation Agency
# 2015 FTIP Summary of Changes

**Shasta RTA Formal Amendment Number 3**

<table>
<thead>
<tr>
<th>Existing / New</th>
<th>CTPS ID</th>
<th>PROJECT TITLE</th>
<th>DESCRIPTION OF CHANGE</th>
<th>Phase</th>
<th>PRIOR CTPS Amt.</th>
<th>CURRENT CTPS Amt.</th>
<th>FFY</th>
<th>Financial Table Fund Source</th>
<th>Net Increase/ Decrease</th>
<th>Total Project Cost Change</th>
<th>%</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>211-0000-0659</td>
<td>RABA Capital Vehicles</td>
<td>Accelerates the majority of FTA 5307 programming use from the outlying years of the FTIP to FY 2014/15. Adds FTA 5339 funding to FY 2014/15.</td>
<td>CON</td>
<td>$164,000</td>
<td>$1,276,000</td>
<td>14/15</td>
<td>FTA 5307</td>
<td>+$1,112,000</td>
<td>$92,000</td>
<td>35%</td>
<td>RABA is using prior unused allocation amounts available to it to place vehicle orders for future year receipt. Also, new FTA 5339 funding added for bus purchase in FY 2014/15.</td>
</tr>
<tr>
<td></td>
<td>211-0000-0660</td>
<td>RABA Transit Capital</td>
<td>Accelerates FTA 5307 programming use. Significantly reduces Prop 1B - PTM/SEA programming.</td>
<td>CON</td>
<td>$0</td>
<td>$372,000</td>
<td>14/15</td>
<td>FTA 5307</td>
<td>+$372,000</td>
<td>$196,000</td>
<td>23%</td>
<td>Add 8.605M for I-5 Pit River Bridge Project in FY 2017/18 and adjusts program change request (PCR) additional funding for existing I-5 seismic retrofits at Sidehill Viaduct and Dog Creek Bridge.</td>
</tr>
<tr>
<td></td>
<td>211-0000-0074</td>
<td>Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program</td>
<td>Significantly increases programming in FY 2014/15 and FY 2017/18.</td>
<td>CON</td>
<td>$20,870,000</td>
<td>$23,190,000</td>
<td>14/15</td>
<td>SHOPP</td>
<td>+$2,320,000</td>
<td>$14,925,000</td>
<td>53%</td>
<td>For projects 02-4E890, 02-4F290, and 02-4G490.</td>
</tr>
<tr>
<td></td>
<td>211-0000-0075</td>
<td>Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program</td>
<td>Increases funding for FY 2014/15 and 2015/16 projects after PCR evaluation.</td>
<td>CDN</td>
<td>$10,837,000</td>
<td>$12,381,000</td>
<td>14/15</td>
<td>SHOPP</td>
<td>+$1,544,000</td>
<td>$3,121,000</td>
<td>23%</td>
<td>For projects 02-4E890, 02-4F290, and 02-4G490.</td>
</tr>
</tbody>
</table>
### 2015 FTIP Summary of Changes
Shasta RTA Formal Amendment Number 3

<table>
<thead>
<tr>
<th>Existing / New</th>
<th>CTIPS ID</th>
<th>PROJECT TITLE</th>
<th>DESCRIPTION OF CHANGE</th>
<th>PRIOR CTIPS Amt.</th>
<th>CURRENT CTIPS Amt.</th>
<th>FFY</th>
<th>Financial Table Fund Source</th>
<th>Net Increase / Decrease</th>
<th>Total Project Cost Change</th>
<th>%</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>211-0000-0083</td>
<td>Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program (HBP)</td>
<td>Makes programming year and amount adjustments based on Caltrans 3-25-2015 HBP list.</td>
<td>$55,000</td>
<td>$1,427,000</td>
<td>14/15</td>
<td>HBRR</td>
<td>$1,372,000</td>
<td></td>
<td>-18%</td>
<td>Programming adjustments based on Caltrans-approved project list.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$6,000</td>
<td>$104,000</td>
<td>14/15</td>
<td>Local</td>
<td>$98,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,587,000</td>
<td>$1,002,000</td>
<td>15/16</td>
<td>HBRR</td>
<td>($585,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$183,000</td>
<td>$180,000</td>
<td>15/16</td>
<td>Local</td>
<td>($3,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,240,000</td>
<td>$688,000</td>
<td>17/18</td>
<td>HBRR</td>
<td>($1,552,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$32,000</td>
<td>$60,000</td>
<td>17/18</td>
<td>Local</td>
<td>$28,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>211-0000-0093</td>
<td>Grouped Projects for Safety - HSIP Program</td>
<td>Various projects, including programming year advancements.</td>
<td>$3,330,000</td>
<td>$3,010,000</td>
<td>15/16</td>
<td>HSIP</td>
<td>$220,000</td>
<td>$1,000</td>
<td>0%</td>
<td>Adjusts projects and funding among programming years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$370,000</td>
<td>$90,000</td>
<td>15/16</td>
<td>Local</td>
<td>($280,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,425,000</td>
<td>$2,695,000</td>
<td>16/17</td>
<td>HSIP</td>
<td>$270,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$285,000</td>
<td>$0</td>
<td>16/17</td>
<td>Local</td>
<td>$285,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New</td>
<td>211-0000-0118</td>
<td>Social Service Transit Vehicles and Equipment</td>
<td>Adds FTA 5310 funding awards to Golden Umbrella for Foster Grandparents and Sr. Companion Programs.</td>
<td>$0</td>
<td>$199,000</td>
<td>14/15</td>
<td>FTA 5310</td>
<td>$199,000</td>
<td>$199,000</td>
<td>100%</td>
<td>Former CTIPS project No. 211-0000-0061 deleted in Amnd No. 2.</td>
</tr>
<tr>
<td>New</td>
<td>211-0000-0119</td>
<td>Grouped Projects for Safety Improvements - SHOPP Mobility Program</td>
<td>Adds SHOPP funding for SR44/Stillwater Intersection operational improvements.</td>
<td>$0</td>
<td>$2,400,000</td>
<td>16/17</td>
<td>SHOPP</td>
<td>$2,400,000</td>
<td>$2,400,000</td>
<td>100%</td>
<td>Former CTIPS project No. 211-0000-0077 grouped listing in 2013 FTIP.</td>
</tr>
</tbody>
</table>

### Sum of Net Row Labels

<table>
<thead>
<tr>
<th>Column Labels</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA 5307</td>
<td>$1,484,000</td>
<td>($450,000)</td>
<td>($748,000)</td>
<td>($187,000)</td>
<td>$911,000</td>
</tr>
<tr>
<td>FTA 5310</td>
<td>$199,000</td>
<td></td>
<td></td>
<td></td>
<td>$199,000</td>
</tr>
<tr>
<td>FTA 5359</td>
<td>$536,000</td>
<td></td>
<td></td>
<td></td>
<td>$536,000</td>
</tr>
<tr>
<td>HBRR</td>
<td>$1,322,000</td>
<td>($585,000)</td>
<td></td>
<td></td>
<td>($805,000)</td>
</tr>
<tr>
<td>HSIP</td>
<td>$280,000</td>
<td></td>
<td></td>
<td></td>
<td>$280,000</td>
</tr>
<tr>
<td>Local</td>
<td>$93,000</td>
<td>($388,000)</td>
<td>($347,000)</td>
<td></td>
<td>($649,000)</td>
</tr>
<tr>
<td>Prop 1B - PTMISEA</td>
<td>$455,000</td>
<td>($110,000)</td>
<td>($187,000)</td>
<td>($295,000)</td>
<td>$60,000</td>
</tr>
<tr>
<td>SHOPP</td>
<td>$3,864,000</td>
<td>$1,577,000</td>
<td>$2,400,000</td>
<td>$11,405,000</td>
<td>$20,446,000</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$7,763,000</td>
<td>$385,000</td>
<td>$1,450,000</td>
<td>$10,594,000</td>
<td>$20,202,000</td>
</tr>
</tbody>
</table>
### TABLE 1: REVENUE

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2014/15</th>
<th>2015/16</th>
<th>2016/17</th>
<th>2017/18</th>
<th>CURRENT TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sales Tax</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>City</strong></td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
</tr>
<tr>
<td><strong>Gas Tax</strong> (Excluding In-Clinic)</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
</tr>
<tr>
<td><strong>Gas Tax</strong> (Excluding In-Clinic)</td>
<td>$2,577</td>
<td>$2,577</td>
<td>$2,577</td>
<td>$2,577</td>
<td>$2,577</td>
</tr>
<tr>
<td></td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
</tr>
<tr>
<td></td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
<td>$257</td>
</tr>
<tr>
<td><strong>Other Revenue:</strong></td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
</tr>
<tr>
<td><strong>City General Funds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Street Taxes and Development Fees</strong></td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
</tr>
<tr>
<td><strong>City General Funds</strong></td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
<td>$1,077</td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
<td>$2,034</td>
</tr>
<tr>
<td><strong>Tolls</strong> (e.g., non-state-owned bridges)</td>
<td>$4,072</td>
<td>$4,072</td>
<td>$4,072</td>
<td>$4,072</td>
<td>$4,072</td>
</tr>
<tr>
<td><strong>State Total</strong></td>
<td>$18,716</td>
<td>$18,716</td>
<td>$18,716</td>
<td>$18,716</td>
<td>$18,716</td>
</tr>
</tbody>
</table>

### Regional and State Total

- **State Highway Operations and Protection Program:** $18,716
- **State Transit/Passenger Programs:** $18,716
- **State Rail Programs:** $18,716
- **State Safety Improvement Program:** $18,716
- **STIP:** $18,716
- **Latin American Impact Grants:** $18,716
- **Other State Programs:** $18,716
- **State Total:** $18,716
- **Other State Programs:** $18,716

### Federal Total

- **Transit** $10,716
- **Other Federal Programs:** $10,716

### Federal Highway

- **Federal Total:** $12,716
- **Other Federal Programs:** $12,716
### TABLE 2: PROGRAMMED

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>LOCAL</th>
<th>Tolls</th>
<th>Regional</th>
<th>State</th>
<th>Federal</th>
<th>Federal Highway</th>
<th>Other/See Appendix (S)</th>
<th>PROGRAMMED Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. 2</td>
<td>No. 3</td>
<td>No. 2</td>
<td>No. 3</td>
<td>No. 2</td>
<td>No. 3</td>
<td>No. 2</td>
<td>No. 3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$30,301</td>
<td>$5,399</td>
<td>$5,836</td>
<td>$1,486</td>
<td>$5,225</td>
<td>$4,950</td>
<td>$4,988</td>
<td>$8,157</td>
</tr>
</tbody>
</table>

**Notes:**
- Local Total
- Tolls
  - Highway Operations and Protection Program
  - State Transportation Improvement Program
  - STIP
  - State Rail Program
  - State Transit Assistance (5308-
  - Local 
  - State 
  - Federal Transit Program
  - Federal Highway Program: 
  - Federal Highway Program: 
  - Other/See Appendix (S)

**Programmed Total:** $55,615 (13,573, $18,128, $30,613, $20,693, ($15,123, $50,298, $11,042, $224,021)

**MPO Financial Summary Notes:**
- 2014/15 - 2017/18 Federal Transportation Improvement Program
- Formal Amendment 3
- ($ in 1,000)
<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2014/15</th>
<th>2015/16</th>
<th>2016/17</th>
<th>CURRENT TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. 2</td>
<td>No. 3</td>
<td>No. 2</td>
<td>No. 3</td>
</tr>
<tr>
<td>LOCAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Total</td>
<td>$11,446</td>
<td>$11,353</td>
<td>$11,123</td>
<td>$11,411</td>
</tr>
<tr>
<td></td>
<td>$45,349</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Transit Fares/Measures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Sales Tax</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Bond Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Gas Tax</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Registration Fees (CARB Fees, SA/E)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Highway Operations and Protection Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHOPP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHOPP Prior</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Match Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Transportation Improvement Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STEP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STEP Prior</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Enhancement Prior</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposition 1A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposition 1B</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRFEE Bonds (Includes Debt Service Payments)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Maintenance (HMA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Congestion Relief Program (TCRF)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Transit Assistance (STATAX, e.g., population/vehicle based, Prop 42)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Transportation Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Total</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>FEDERAL TRANSIT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3307 - Urbanized Area Formula Grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3308 - Clean Fuel Formula Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3309 - Fixed Guideway Capital Investment Grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3310 - New and Small Grants (Capital Investment Grants)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3316 - Bus and Rail Related Grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3317 - Mobility of Seniors and Individuals with Disabilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3318 - Formula Grants for Rural Areas</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3319 - Intercity Bus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3320 - Job Access and Reverse Commute Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3321 - New Freedom</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3322 - Transit in the Parks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3324 - Emergency Relief Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3325 - Public Transportation Safety Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3337 - State of Good Repair Grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3338 - Bus and Buses Facilities Formula Grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA Transfer from Prior FTP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Transit Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEDERAL/HIGWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Highway Improvement Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projects of National and Regional Significance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Highway Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Highway Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Federal Highway Administration</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Railroad Administration</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEDERAL/LIME</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEDERAL/LIME TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INNOVATIVE INCOME</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INNOVATIVE INCOME TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REVENUE - PROGRAM TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$11,446</td>
<td>$11,353</td>
<td>$11,123</td>
<td>$11,411</td>
<td>$11,239</td>
</tr>
<tr>
<td>$45,349</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Redding Area Bus Authority (RABA)
### Program of Projects
#### FTA 5307 Funding

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Project Description</th>
<th>FY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2014/15</td>
<td>2015/16</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Transit Operations; LTIF and transit fare revenue comprise majority of operating revenue.</td>
<td>$750,000</td>
<td>$750,000</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Capital Grant Adminstration; no non federal match required.</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Passenger Loading Facilities; state Prop 1B match.</td>
<td>$208,000</td>
<td></td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Purchase 3 new 35-foot bus, 32 seats with 3 ADA positions; low-sulfur diesel fueled; state Prop 1B funding for match.</td>
<td>$1,040,000</td>
<td></td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Purchase 6 total gas-fueled paratransit vans (3 in each of FYs 14/15 and 16/17); 20-25 foot cutaways with up to 16 seats; state Prop 1B funding match.</td>
<td>$216,000</td>
<td>$183,928</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Purchase new smart farebox equipment; state Prop 1B funding match.</td>
<td>$348,000</td>
<td></td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Purchase new computer equipment; state Prop 1B match.</td>
<td>$24,000</td>
<td>$25,600</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Miscellaneous Capital Purchases; state Prop 1B match.</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>FTA 5307</td>
<td>Purchase 1 paratransit van per above specs. Also, purchase 2 replacement Burney Express gas-fueled vans, 23-foot cutaways; 16 seats. Match with state Prop 1B.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** $2,606,000 $790,000 $953,928 $1,005,646 $5,354,574 $5,354,574

### Program of Projects
#### FTA 5339 Funding

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Project Description</th>
<th>FY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2014/15</td>
<td>2015/16</td>
</tr>
<tr>
<td>FTA 5339 Funding</td>
<td>Purchase new 35-foot bus, 32 seats with 3 ADA positions; low-sulfur diesel fueled; state Prop 1B funding for match/extra</td>
<td>$336,000</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** $336,000 $0 $0 $0 $336,000

Date: 4-15-2015
**Title (Description):** RABA Capital Vehicles (Purchase of new buses to replace existing buses or for minor expansions to the fleet)

**Amended**

**EPA Table II or III Exempt Category:** Purchase new buses and rail cars to replace exist.

**Implementing Agency:** Redding Area Bus Authority

**Project Manager:** CHUCK AUKLAND

**Project Version History (Printed Version in Bold) - Version Status - Updated By - Change Reason - Amend No. - Prog Cons - Prog FYW - PE**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Active</td>
<td>01/13/2015</td>
<td>KURLE</td>
<td>Amendment - Cost/Scope/Scope Change</td>
<td>3</td>
<td>11,480,000</td>
</tr>
<tr>
<td>7</td>
<td>Official</td>
<td>02/05/2014</td>
<td>KURLE</td>
<td>Amendment - Cost/Scope/Scope Change</td>
<td>1</td>
<td>11,398,000</td>
</tr>
<tr>
<td>6</td>
<td>Official</td>
<td>02/04/2014</td>
<td>KURLE</td>
<td>Adoption - Carry Over</td>
<td></td>
<td>8,927,000</td>
</tr>
<tr>
<td>5</td>
<td>Official</td>
<td>03/08/2012</td>
<td>MPO/BADE</td>
<td>Adoption - Carry Over</td>
<td></td>
<td>11,785,000</td>
</tr>
<tr>
<td>4</td>
<td>Official</td>
<td>07/27/2010</td>
<td>THAYS</td>
<td>Adoption - Carry Over</td>
<td></td>
<td>11,392,000</td>
</tr>
<tr>
<td>3</td>
<td>Official</td>
<td>07/02/2009</td>
<td>THAYS</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>3</td>
<td>7,438,000</td>
</tr>
<tr>
<td>2</td>
<td>Official</td>
<td>09/04/2008</td>
<td>THAYS</td>
<td>Adoption - Carry Over</td>
<td></td>
<td>7,130,000</td>
</tr>
<tr>
<td>1</td>
<td>Official</td>
<td>07/25/2006</td>
<td>THAYS</td>
<td>Adoption - New Project</td>
<td></td>
<td>2,482,000</td>
</tr>
</tbody>
</table>

**Funding Agency: Redding Area Bus Authority**

**Local Funds -**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Official</td>
<td>07/25/2006</td>
<td>THAYS</td>
<td>Adoption - New Project</td>
<td></td>
<td>1,644,000</td>
</tr>
</tbody>
</table>

**Funding Agency: Shasta County RTPA**

**State Bond -**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Official</td>
<td>07/25/2006</td>
<td>THAYS</td>
<td>Adoption - New Project</td>
<td></td>
<td>1,644,000</td>
</tr>
</tbody>
</table>

**Funding Agency: Redding Area Bus Authority**

**Funding Agency: State Bond**

**Funding Agency: Local Funds**

**Funding Agency: Shasta County RTPA**

**Project Total**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Official</td>
<td>07/25/2006</td>
<td>THAYS</td>
<td>Adoption - New Project</td>
<td></td>
<td>1,644,000</td>
</tr>
</tbody>
</table>

**Comments:**

Per RABA April 6, 2015 FTIP update per CA Gründe for FTA5307 application submittal. Federal Amendment No. 3 advances capital programming into earlier years of FTIP. 2014-15 vehicle quantities and specs: 1) 2 replacement buses = low sulfur diesel, 35 foot, 32 seats w/ 3 ADA positions; and 2) 3 paratransit vans = gas fueled, 20-25 foot cutaways w/ up to 15 seats. 2016/17 and 2017/18 quantities and specs: 3 paratransit vans each FY per above specks. 2017-18: 2 replacement Burney vans, gas fueled, 28-foot cutaways, 16 seats. FTA 533b- and TIMBESA-funded FY 2014-15 replacement buses = same specs as above.

--------

**Product of CTIPS**

**Page 1**

**04/13/2015**
### Shasta County RTPA - Federal Transportation Improvement Program

**Transit System**

<table>
<thead>
<tr>
<th>DIST: PPNO:</th>
<th>EA: CTIPS ID:</th>
<th>TITLE (DESCRIPTION):</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>211-0000-0659</td>
<td>RMA Capital Vehicles (Purchase of new buses to replace existing buses or for minor expansions to the fleet.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MPO ID:</th>
<th>MPO Apr.:</th>
<th>State Apr.:</th>
<th>Federal Apr.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANS-VEH</td>
<td>09/25/2014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPLEMENTING AGENCY:** Redding Area Bus Authority

**PROJECT MANAGER:** CHUCK AUKLAND

**PROJECT VERSION HISTORY (Printed Version is Shaded):**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Update By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prop Con</th>
<th>Prop RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Official</td>
<td>06/24/2014</td>
<td>KURIEL</td>
<td>Adoption - Carry Over</td>
<td>11,388,000</td>
<td>8,827,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Official</td>
<td>06/25/2014</td>
<td>KURIEL</td>
<td>Amendment - Cost/Scope/Other Change</td>
<td>1</td>
<td>11,388,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**EPA TABLE II or III EXEMPT CATEGORY:** Purchase new buses and rail cars to replace exist.

<table>
<thead>
<tr>
<th>FTA Funds</th>
<th>PE</th>
<th>PRIOR</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Source 1 of 3</td>
<td>PE</td>
<td>PRIOR</td>
<td>14/15</td>
<td>15/16</td>
<td>16/17</td>
<td>17/18</td>
<td>18/19</td>
<td>19/20</td>
<td>BEYOND</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Fund Type: FTAS387 - Urbanized Area Formula Program</td>
<td>CON</td>
<td>7,099,000</td>
<td>164,000</td>
<td>243,000</td>
<td>953,000</td>
<td>596,000</td>
<td>5,055,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Agency: Redding Area Bus Authority</td>
<td>TOTAL</td>
<td>7,099,000</td>
<td>164,000</td>
<td>243,000</td>
<td>953,000</td>
<td>596,000</td>
<td>5,055,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Funds</th>
<th>PE</th>
<th>PRIOR</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Source 2 of 3</td>
<td>PE</td>
<td>PRIOR</td>
<td>14/15</td>
<td>15/16</td>
<td>16/17</td>
<td>17/18</td>
<td>18/19</td>
<td>19/20</td>
<td>BEYOND</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Fund Type: TDA</td>
<td>CON</td>
<td>1,664,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>1,664,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Agency: Shasta County RTPA</td>
<td>TOTAL</td>
<td>1,664,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>1,664,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Bond</th>
<th>PE</th>
<th>PRIOR</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Source 3 of 3</td>
<td>PE</td>
<td>PRIOR</td>
<td>14/15</td>
<td>15/16</td>
<td>16/17</td>
<td>17/18</td>
<td>18/19</td>
<td>19/20</td>
<td>BEYOND</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Fund Type: Public Transportation Modernization, Improvement, a</td>
<td>CON</td>
<td>36,000</td>
<td>56,000</td>
<td>233,000</td>
<td>324,000</td>
<td>690,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Agency: Redding Area Bus Authority</td>
<td>TOTAL</td>
<td>36,000</td>
<td>56,000</td>
<td>233,000</td>
<td>324,000</td>
<td>690,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Project Total**

<table>
<thead>
<tr>
<th>PE</th>
<th>PRIOR</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>RW</td>
<td>CON</td>
<td>8,763,000</td>
<td>205,000</td>
<td>304,000</td>
<td>1,191,000</td>
<td>925,000</td>
<td>11,388,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RW</td>
<td>TOTAL</td>
<td>8,763,000</td>
<td>205,000</td>
<td>304,000</td>
<td>1,191,000</td>
<td>925,000</td>
<td>11,388,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

Par approved 6-10-2014 RMAA-approved CIP per CAFourth. Vehicle quantities and specs: 1) 14-15: same as above; 2) 15-16: 3 vans = gas fueled, 30.25 foot outaways with up to 16 seats; 3) 16-17: 3 vans, as par above and 2 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 AGM positions; and 4) 17-18: 1 replacement bus, same as above. 3 replacement vans, same as above. 2 replacement 35-foot vans, gas fueled, 23-foot outaways, 16 seats.

**NOTE:** RTP ID = 4-1-2,13
Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)

**Transit System**

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>TITLE (DESCRIPTION):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>211-0000-3060</td>
<td>RABA Transit Capital (Transit agency purchase of office equipment, fare equipment, computer hardware, misc. office supplies, walkways, transfer facilities, maintenance facility and equipment, and security improvements.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>TRANS-CAP</td>
<td>MPO Aprv:</td>
</tr>
<tr>
<td>COUNTY:</td>
<td>ROUTE:</td>
<td></td>
<td>Shasta County</td>
<td>State Aprv:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Federal Aprv:</td>
</tr>
</tbody>
</table>

**IMPLEMENTING AGENCY:** Redding Area Bus Authority

**PROJECT MANAGER:** Chuck Aukland

**PHONE:** (530) 245-7156

**EMAIL:** caslind@ci.redding.ca.us

<table>
<thead>
<tr>
<th>PROJECT VERSION HISTORY</th>
<th>(Printed Version is Shaded)</th>
<th>PROJ. POPULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Version</td>
<td>Status</td>
<td>Official Date</td>
</tr>
<tr>
<td>7</td>
<td>Active</td>
<td>04/13/2015</td>
</tr>
<tr>
<td>6</td>
<td>Official</td>
<td>08/25/2014</td>
</tr>
<tr>
<td>5</td>
<td>Official</td>
<td>08/24/2014</td>
</tr>
<tr>
<td>4</td>
<td>Official</td>
<td>08/25/2014</td>
</tr>
<tr>
<td>3</td>
<td>Official</td>
<td>07/07/2013</td>
</tr>
<tr>
<td>2</td>
<td>Official</td>
<td>06/24/2008</td>
</tr>
<tr>
<td>1</td>
<td>Official</td>
<td>07/25/2006</td>
</tr>
</tbody>
</table>

• FTA Funds -

  • Fund Source 1 of 4
  • Fund Type: FTAS037 - Urbanized Area Formula Program
  • Funding Agency: Redding Area Bus Authority

  Prior: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  
  PE: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  RW: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL

  TOTAL: 258,000 372,000 20,000 46,000 696,000

• Local Funds -

  • Fund Source 2 of 4
  • Fund Type: Fare Revenues
  • Funding Agency: Shasta County RTPA

  Prior: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  
  PE: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  RW: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL

  TOTAL: 65,000 65,000 65,000

• State Bond -

  • Fund Source 3 of 4
  • Fund Type: Public Transportation Modernization, Improvement, a
  • Funding Agency: Redding Area Bus Authority

  Prior: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  
  PE: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  RW: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL

  TOTAL: 343,000 55,000 322,000 252,000 972,000

• State Bond -

  • Fund Source 4 of 4
  • Fund Type: Transit System Safety, Security, and Disaster Recovery
  • Funding Agency: Redding Area Bus Authority

  Prior: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  
  PE: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL
  RW: 14/15 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL

  TOTAL: 153,000 153,000 153,000 153,000 612,000

<table>
<thead>
<tr>
<th>Project Total</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20 BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>CON</td>
<td>323,000</td>
<td>868,000</td>
<td>226,000</td>
<td>475,000</td>
<td>451,000</td>
<td>1,545,000</td>
<td></td>
</tr>
<tr>
<td>RW</td>
<td>CON</td>
<td>323,000</td>
<td>868,000</td>
<td>226,000</td>
<td>475,000</td>
<td>451,000</td>
<td>1,545,000</td>
<td></td>
</tr>
</tbody>
</table>

Comments:

"""
****** Version 7 - 04/01/2015 ******
Per 4-0-2015 realized transit FFP via Chula Vista, advancing farebox and computer equipment from 15/16 to 14/15. 2014-15 includes replacing fleet farebox equipment with advanced, smart equipment ($348K federal) and computer/bar code upgrades ($33K federal). 16-17: $20K federal/metro capital. 17-18: $45K federal for computer equipment and micro capital.

****** DFTP Version 2 - 04/02/2014 ******
Based on RABA 6-8-2014 approved CIP and transit TIP per Chula Vista, as adjusted 9-10-2014.

****** Version 1 - 05/12/2014 ******
Project data transferred from 2012 FFP. 14/15 data programmed for estimated 14/15 RABA budget.

NOTE: RTP ID = 4-1-2,13"""
# Shasta County RTPA - Federal Transportation Improvement Program

**Dollars in Whole**

## Transit System

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTPS ID:</th>
<th>MPO ID:</th>
<th>COUNTY:</th>
<th>ROUTE:</th>
<th>RM:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td></td>
<td>211-0000-0060</td>
<td></td>
<td>Shasta County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TITLE (DESCRIPTION):
RARA Transit Capital (Transit agency purchase of office equipment, fare equipment, computer hardware, misc. office supplies, walkways, transfer facilities, maintenance facility and equipment, and security improvements.)

| EPA TABLE II or III EXEMPT CATEGORY: | | | |
|--------------------------------------| | | |
| Purchase of equipment for existing facilities. | | | |

### IMPLEMENTING AGENCY: Redding Area Bus Authority

<table>
<thead>
<tr>
<th>PROJECT MANAGER:</th>
<th>CHUCK AUKLAND</th>
<th>PHONE: (530)</th>
<th>245-7156</th>
<th>EMAIL:</th>
<th><a href="mailto:casitland@ci.redding.ca.us">casitland@ci.redding.ca.us</a></th>
</tr>
</thead>
</table>

### PROJECT VERSION HISTORY (Printed Version in Shaded)

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Con</th>
<th>Prog RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Official</td>
<td>09/25/2014</td>
<td>KUHLIE</td>
<td>Amenity - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>2,149,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Official</td>
<td>02/04/2014</td>
<td>KUHLIE</td>
<td>Adoption - Carry Over</td>
<td></td>
<td>607,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Project: Total

<table>
<thead>
<tr>
<th>PE</th>
<th>RW</th>
<th>CON</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>323,000</td>
<td>403,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>498,000</td>
<td>475,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>450,000</td>
<td>450,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2,149,000</td>
<td>2,149,000</td>
</tr>
</tbody>
</table>

### Comments:
****** DIP Version 2 - 09/25/2014 ******

Based on RA RA - 9-10-2014 approved CIP and transit TIP per CAslolland, as adjusted 9-10-2014.

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

Project data transferred from 2013 FFP. 1/15 data programmed from estimated 1/15 RA RA budget.

NOTE: RTP ID = 4,1,2,15
Stasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

PROJECT VERSION HISTORY

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Con $</th>
<th>Prog RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Active</td>
<td>04/03/2015</td>
<td>KURINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>3</td>
<td>73,221,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Official</td>
<td>09/26/2014</td>
<td>KURINKE</td>
<td>Adoption - Carry Over</td>
<td>56,250,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Official</td>
<td>05/03/2014</td>
<td>KURINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>0</td>
<td>52,400,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Official</td>
<td>07/02/2013</td>
<td>KURINKE</td>
<td>Amendment - Technical Correction</td>
<td>4</td>
<td>51,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Official</td>
<td>06/25/2013</td>
<td>KURINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>3</td>
<td>51,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Official</td>
<td>01/14/2013</td>
<td>ETALINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>45,043,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Official</td>
<td>09/26/2014</td>
<td>MPO/INE</td>
<td>Adoption</td>
<td>30,220,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Official</td>
<td>10/06/2014</td>
<td>JIBULINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>20</td>
<td>32,178,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Official</td>
<td>07/11/2012</td>
<td>JIBULINKE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>18</td>
<td>30,220,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SHOPP - Bridge Preservation**
- Fund Source 1 of 1
- Fund Type: SHOPP Advance Construction (AQ)
- Funding Agency: Caltrans

<table>
<thead>
<tr>
<th>Phase</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>73,221,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>30,220,000</td>
<td>23,190,000</td>
<td>18,802,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>73,221,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>30,220,000</td>
<td>23,190,000</td>
<td>18,802,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>73,221,000</td>
</tr>
</tbody>
</table>

Comments:

***** Version 15 - 04/03/2015 *****
Formal Amendment No. 3 project programming increase of $12,685,000 for I-5 Pk River Bridge project addition per W.Lundberg 3-13-2015 email request. 4-3-2015 Wt. email for $2,250,000 increase for PCR revision for #25E98.

***** Version 1 - 05/31/94 *****
Project data transferred from 2012 FTP.

***** Version 15 - 04/03/2015 *****
W.Lundberg 4-03-2014 email. Adds $1,400,000 PE for new Hat Creek Bridge near Old Station.

***** Version 14 - 07/19/2015 *****

***** Version 12 - 07/19/2015 *****
No change to financing. Technical correction to amended polyester concrete overlays and repair joint sealant description to 10, not 4, bridges: 05 0124, 00 0131, 05 0150, 00 0181, 06 0154, 06 0130, 06 0130, 06 0130, 06 0130, 02 0097, 02 0172, 02 0172, 02 0172, 02 0172, 02 0175, 02 0175.

***** Version 2 - 07/19/2015 *****
Amendment 3 per W.Lundberg email 07/19/2015 to add polyester concrete overlays and repair joint sealant to 4 bridges: 06 0179, 06 0179, 06 0179, 06 0179.

Note: RTP ID = 4-38,39,38
**Shasta County RTPA - Federal Transportation Improvement Program**  
(Dollars in Whole)  
State Highway System

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTISYS ID:</th>
<th>TITLE/DESCRIPTION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td></td>
<td>21-0000-4074</td>
<td>Grouped Projects for Bridge Rehabilitation and (Reconstruction - SHOPP Program (Various Locations). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTY:</th>
<th>ROUTE:</th>
<th>PM:</th>
<th>MPO ID:</th>
<th>MPO Aprov:</th>
<th>State Aprov:</th>
<th>Federal Aprov:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shasta County</td>
<td>CT-BRIDGE</td>
<td></td>
<td></td>
<td>08/24/2014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPLEMENTING AGENCY:** Caltrans

**PROJECT MANAGER:** WENDY LONNBERG  
**PHONE:** (530) 225-3416  
**EMAIL:** wendy.lonnberg@dot.ca.gov

<table>
<thead>
<tr>
<th>PROJECT VERSION HISTORY</th>
<th>(Printed Version in Shaded)</th>
<th>PHONE: (530) 225-3416</th>
<th>EMAIL: <a href="mailto:wendy.lonnberg@dot.ca.gov">wendy.lonnberg@dot.ca.gov</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>Version</td>
<td>Status</td>
<td>Official Date</td>
<td>Updated By</td>
</tr>
<tr>
<td>1</td>
<td>Official</td>
<td>09/24/2014</td>
<td>KURELE</td>
</tr>
</tbody>
</table>

**Comments:**

---

**Version 1 - 06/17/2014**

Project data transferred from 2013 FTP.

**Version 13 - 04/26/2014**

****Version 13 - 04/26/2014****Par M onber 4-26-2014 email. Adds $1.4M PE for new Hat Creek Bridge near Old Station.

**Version 12 - 07/16/2013**

No change to financing. Technical correction to amend poyester concrete overlasy and repair joint seals description to 16, not 4, bridges: 06 0124; 06 0105; 06 0156; 06 0161; 06 0154; 06 0182; 06 0132R; 06 0160; 06 0170; 02 0097; 02 0172; 02 0176R; 02 0176R; 02 0176R; 02 0176R

**Version 11 - 06/25/2013**

Amendment 3 per W.Lonnberg email 07/20/13 to add polyester concrete overlasy and repair joint seals to 4 bridges: 06 0179; 02 0097; 02 0172; 02 0176R

**NOTE:** RTP ID = 5-36,37,38

---

<table>
<thead>
<tr>
<th>PRIOR</th>
<th>14/14</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>30,296,000</td>
<td>20,870,000</td>
<td></td>
<td>7,167,000</td>
<td></td>
<td></td>
<td>58,296,000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>30,296,000</td>
<td>20,870,000</td>
<td></td>
<td>7,167,000</td>
<td></td>
<td></td>
<td>58,296,000</td>
<td></td>
</tr>
<tr>
<td>Agency</td>
<td>County-Route-Postmile</td>
<td>Dist.-EA</td>
<td>Performance Measure</td>
<td>Project Description</td>
<td>Purpose/Need</td>
<td>PE</td>
<td>RAW</td>
<td>CONSTRUCTION</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------</td>
<td>----------</td>
<td>-------------------</td>
<td>---------------------</td>
<td>--------------</td>
<td>-------------------</td>
<td>------</td>
<td>---------</td>
</tr>
<tr>
<td>Caltrans</td>
<td>DHA-400-29.50S-0.6-45.5</td>
<td>02-02290</td>
<td>2 Bridges</td>
<td>Near Stantin Creek, at Stantin Creek No. 1 Bridge, and at Dog Creek Bridge No. 1 (Site 45.5), replace existing bridges. Both Dog Creek Bridge and Stantin Creek Bridge are severely deficient and are not of earthquake-resistant design. The repair will perform the appropriate seismic retrofit to enhance the Seismic Resistant Design (SIP) of the bridge.</td>
<td>$1,290</td>
<td>$154</td>
<td>$1,095</td>
<td>$15,134</td>
</tr>
<tr>
<td>Caltrans</td>
<td>DHA-025 - R15-015535.5 and R05-039- 3.562645.02</td>
<td>02-49810</td>
<td>18 Bridges</td>
<td>In Shasta and Siskiyou Counties at various locations. Bridge rehabilitation.</td>
<td>$700</td>
<td>$30</td>
<td>$5,250</td>
<td>$5,886</td>
</tr>
<tr>
<td>Caltrans</td>
<td>ORR-046 - 50.0</td>
<td>02-47200</td>
<td>1 Bridge</td>
<td>In Shasta County near Old Station at White Oak Creek Bridge No. 09-0008, replace bridge. The purpose of this project is to repair the bridge to maintain its usability and to comply with state and federal regulations related to floodplains.</td>
<td>$1,400</td>
<td>$0</td>
<td>$9,200</td>
<td>$7,187</td>
</tr>
<tr>
<td>Caltrans</td>
<td>DHA - 039 - R38.8129.0</td>
<td>02-45530</td>
<td>1 Bridges</td>
<td>In Shasta County south of 1 mile north of Whitlow Lake from 0.2 mile south of 0.2 mile south of 0.2 mile south of Pur River Bridge. Overhead. Replace bridge deck overpass and existing 220 foot bridge.</td>
<td>$700</td>
<td>$415</td>
<td>$11,200</td>
<td>$12,655</td>
</tr>
</tbody>
</table>

| | | | | | TOTAL | $4,959 | $1,692 | $20,841 | $23,193 | $0 | $19,302 | $0 | $42,202 |
### Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)

**State Highway System**

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTRPS IC:</th>
<th>CT PROJECT ID:</th>
<th>MPO ID:</th>
<th>COUNTY:</th>
<th>ROUTE:</th>
<th>Pt:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>211-060000375</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Shasta County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TITLE (DESCRIPTION):**
Grouped Projects for Safety Improvements - SHOPEP (Collision Reduction Program) Projects are consistent with 40 CFR Part 53.129 Exempt Tables 2 and 3 categories - Railroad Highways crossing, safer non-Federal aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers

**IMPLEMENTING AGENCY:** Caltrans

**PROJECT MANAGER:** WENDY LOMBENG

**PHONE:** (530) 225-3416

**EMAIL:** wendy.lombeng@dot.ca.gov

<table>
<thead>
<tr>
<th>PROJECT VERSION HISTORY</th>
<th>(Printed Version is Shaded)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Version</td>
<td>Status</td>
</tr>
<tr>
<td>20</td>
<td>Active</td>
</tr>
<tr>
<td>19</td>
<td>Official</td>
</tr>
<tr>
<td>18</td>
<td>Official</td>
</tr>
<tr>
<td>17</td>
<td>Official</td>
</tr>
<tr>
<td>16</td>
<td>Official</td>
</tr>
<tr>
<td>15</td>
<td>Official</td>
</tr>
<tr>
<td>14</td>
<td>Official</td>
</tr>
<tr>
<td>13</td>
<td>Official</td>
</tr>
<tr>
<td>12</td>
<td>Official</td>
</tr>
</tbody>
</table>

**Comments:**

***** Version 20 - 04/07/2015 *****

Formal amendment no. 3 per W.Lombeng 4-3-2015 email to increase 2014/15 and 2015/16 programming by $3.12M for COR adjustments for projects 62-4E90, 02-3F290, and 03-4F490.

***** Version 1 - 05/20/14 *****

Project data transferred from 2012 FTP.


***** Version 16 - 09/20/2014 *****

W.Lombeng 09/12 email to accelerate project (02-4E11H) from 14/15 to 13/14: Improve worker safety at 12 locations in north state (3 in Shasta County) - $5.5M. Additionally, add new project (02-4D40) to 15/16 per WL 9/27/11 email to QT-44 near Vista, cause Improvement from 1.5 to 1.1 miles w/n No. Battle Creek Reservoir Rd (02.54M). Total credits anticipated.

***** Version 15 - 10/07/2013 *****

Amendment 1 2013 FTP per Lombeng email 12/10/12 jb

**NOTE:** RTP ID = 5-38,37,38,46

**EPA TABLE II or III EXEMPT CATEGORY:**

**Amended**

**Product of CTIPS**

Page 1

04/08/2015
### Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Whole)

**State Highway System**

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>TITLE (DESCRIPTION):</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>211</td>
<td>0000-0075</td>
<td>CT-COL-RE:</td>
<td>Grouped Projects for Safety Improvements- SHOPP (Collision Reduction Program) Projects are consistent with 49 CFR Part 53.120 Exempt Tables 2 and Table 3 categories - Railroad/Highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pullovers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>[Original]</td>
</tr>
</tbody>
</table>

**IMPLEMENTING AGENCY:** Caltrans

**PROJECT MANAGER:** WENDY LONNBERG

**PHONE:** (530) 225-3416

**EMAIL:** wendy.lonnberg@dot.ca.gov

<table>
<thead>
<tr>
<th>PROJECT VERSION HISTORY (Printed Version in Shadow)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Version</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>

**PROJECT TYPE:** SHOPP - Collision Reduction

- Fund Source 1 of 1
- Fund Type: SHOPP Advance Construction (AC)
- Funding Agency: Caltrans

<table>
<thead>
<tr>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON</td>
<td>43,192,000</td>
<td>10,837,000</td>
<td>2,500,000</td>
<td>20,080,000</td>
<td>76,505,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT VERSION HISTORY:**

- **Version 1:** Official 03/24/2014
- **Version 17:** 03/29/2014
- **Version 16:** 02/28/2014
- **Version 1:** 03/29/2014

**Comments:**

- **Version 03/28/2014:**
  - Project data transferred from 2012 FTP.

- **Version 17:**
  - Add project 02-4F790.
  - Add project 02-4F791.

- **Version 16:**
  - Add project 02-4F792.

- **Version 15:**
  - Add project 02-4F793.

- **Version 14:**
  - Add project 02-4F794.

- **Version 13:**
  - Add project 02-4F795.

- **Version 12:**
  - Add project 02-4F796.

- **Version 11:**
  - Add project 02-4F797.

- **Version 10:**
  - Add project 02-4F798.

- **Version 9:**
  - Add project 02-4F799.

- **Version 8:**
  - Add project 02-4F800.

- **Version 7:**
  - Add project 02-4F801.

- **Version 6:**
  - Add project 02-4F802.

- **Version 5:**
  - Add project 02-4F803.

- **Version 4:**
  - Add project 02-4F804.

- **Version 3:**
  - Add project 02-4F805.

- **Version 2:**
  - Add project 02-4F806.

- **Version 1:**
  - Add project 02-4F807.

- **Version 0:**
  - Add project 02-4F808.

**NOTE:** RTP ID = 5-36,37,38,46
<table>
<thead>
<tr>
<th>Agency</th>
<th>County-Route-Postmile</th>
<th>Dist - EA</th>
<th>Performance Measure</th>
<th>Project Description</th>
<th>Purpose/Need</th>
<th>PE</th>
<th>RW</th>
<th>CONSTRUCTION</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>SHA-299-47.548.1</td>
<td>02-E890</td>
<td>24 Collisions Reduced over 20 years</td>
<td>Near Ingot, from 2.0 miles to 4.0 miles west of Buzzard Roost Road. Curve improvement.</td>
<td>This project proposes to reduce the frequency and severity of accidents by increasing three curve radii, correcting super-elevations, increasing the transition lengths, widening shoulders, and installing or extending Metal Beam Guard Railings.</td>
<td>$397</td>
<td>$327</td>
<td>$2,719</td>
<td>$1,443</td>
<td>$3,443</td>
<td>$3,443</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHA-44-55.059.4</td>
<td>02-E890</td>
<td>18 Collisions Reduced over 20 years</td>
<td>Near Old Station, from 0.7 mile west to 0.2 mile west of last Creek Bridge. Improve geometrics, super-elevations, widen lanes and paved shoulders.</td>
<td>This project proposes to reduce the frequency and severity of accidents by widening the paved surface, improving the alignment geometrics, super-elevation rates, and super elevation transition.</td>
<td>$458</td>
<td>$220</td>
<td>$3,200</td>
<td>$3,876</td>
<td>$3,876</td>
<td>$3,876</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHA-305.296-But-70, LAS-36, PLU-70 - Various Locations (See List Below)</td>
<td>02-E612</td>
<td>Improve Worker safety at 7 locations</td>
<td>In Shasta, Butte, Lassen, and Plumas, Counties at various locations. Construct roadside paving and installing lighting.</td>
<td>The primary purpose of this project is to reduce the frequency and duration of highway worker's exposure to traffic by providing features to reduce recurrent maintenance exposure and provide safe access at chain control areas. By widening installing lighting and additional signs.</td>
<td>$1,000</td>
<td>$160</td>
<td>$3,900</td>
<td>$1,060</td>
<td>$5,060</td>
<td>$5,060</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHA-44-45.146.4</td>
<td>02-E480</td>
<td>18 Collisions Reduced over 20 years</td>
<td>In Shasta County near Vista from 1.5 miles to 1.1 miles West of North Battle Creek Reservoir Road. Curve Improvement.</td>
<td>This project proposes to reduce the frequency and severity of accidents by improving the roadway geometrics by increasing the middle curve radius, increasing the tangent lengths between curves, improving the super-elevation rates and transitions, and increasing the clear recovery with the addition of 4 ft paved shoulders.</td>
<td>$854</td>
<td>$476</td>
<td>$2,827</td>
<td>$4,157</td>
<td>$4,157</td>
<td>$4,157</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHA, BUT, LAS, SIS, TRI Var- Various Locations</td>
<td>02-F780</td>
<td>Improve Worker safety at 18 locations</td>
<td>In Shasta, Butte, Lassen, Plumas, Siskiyou, and Trinity Counties at various locations. Upgrade Chain Control facilities. Primary work is in Shasta County.</td>
<td>During winter storms 80% of District 2 &amp; 3’s 1,704 centerline miles have chain control requirements. At the 166 chain control areas located throughout the District, highway workers are required to do many &quot;boots on the ground&quot; activities that expose them to the adverse weather conditions and live traffic. In many locations these chain control areas lack paved shoulders, lighting, permanent and accessible signing packages. This project proposes to deploy one electron traffic management system or two in Shasta County. Improvements at 16 other chain control locations include shoulder widening, permanent sign package upgrades and at some locations lighting.</td>
<td>$2,270</td>
<td>$626</td>
<td>$8,610</td>
<td>$11,706</td>
<td>$11,706</td>
<td>$11,706</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>Shasta - 0-0.677.0 at Various Locations</td>
<td>02-E510</td>
<td>422 Collisions Reduced over 20 years</td>
<td>In Shasta County In and near Redding from Tehama County line to Siskiyou County line. Improve Clear Recovery Zone.</td>
<td>Approxiately 120-150 locations in Shasta County on Interstate 5 do not meet current standards for clear recovery zone (CRZ). It is proposed to create traversable clear recovery zones by either installing metal beam guard rail or modification of slopes.</td>
<td>$1,225</td>
<td>$855</td>
<td>$6,300</td>
<td>$8,380</td>
<td>$8,380</td>
<td>$8,380</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$6,204</td>
<td>$2,864</td>
<td>$27,756</td>
<td>$23,157</td>
<td>$20,086</td>
<td>$20,086</td>
<td>$36,624</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fund Type</strong></td>
<td>SHOPP AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,381</td>
<td>$4,157</td>
<td>$0</td>
<td>$20,086</td>
<td>$0</td>
<td>$20,086</td>
<td>$36,624</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,381</td>
<td>$4,157</td>
<td>$0</td>
<td>$20,086</td>
<td>$0</td>
<td>$20,086</td>
<td>$36,624</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EA</td>
<td>Location #</td>
<td>County</td>
<td>Route</td>
<td>Post mile</td>
<td>Work description</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----</td>
<td>------------</td>
<td>--------</td>
<td>-------</td>
<td>-----------</td>
<td>------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EA</td>
<td>4E10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EA</td>
<td>4F10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

- **CTIPS No. 211-0000-0075**
- **EA**
- **Location #**
- **County**
- **Route**
- **Post mile**
- **Work description**
**Shasta County RTPA - Federal Transportation Improvement Program**  
**Dollars in Whole**  
**Local Highway System**

<table>
<thead>
<tr>
<th>DIST: 02</th>
<th>PPNO: 211-00000083</th>
<th>CT PROJECT ID: BRIDGE-LUM</th>
<th>TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Projects are consistent with 49 CFR Part 93.126 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes).)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTY: Shasta County</td>
<td>ROUTE:</td>
<td></td>
<td>Amended</td>
</tr>
<tr>
<td>IMPLEMENTING AGENCY: Caltrans</td>
<td>PROJECT MANAGER: LINDA NEWTON</td>
<td>PHONE: (916) 651-0022</td>
<td>EMAIL: <a href="mailto:linda.newton@dot.ca.gov">linda.newton@dot.ca.gov</a></td>
</tr>
</tbody>
</table>

### PROJECT VERSION HISTORY

| Vehicle | Status | Official Date | Amend No. | Program No. Program RV | PE | RW | CON | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | Active | 04/01/2015 | KURJLE Amendment - Cost/Scope/Sch. Change | 3 | 45,357,000 |
| 21 | Official | 01/22/2015 | KURJLE Amendment - Cost/Scope/Sch. Change | 2 | 44,619,000 |
| 20 | Official | 06/15/2014 | KURJLE Adoption - Carry Over |  | 40,605,000 |
| 19 | Official | 05/09/2014 | KURJLE Amendment - Cost/Scope/Sch. Change | 9 | 40,605,000 |
| 18 | Official | 12/23/2013 | KURJLE Amendment - Cost/Scope/Sch. Change | 7 | 38,987,000 |
| 17 | Official | 11/03/2013 | ETALBC Amendment - Technical Correction | 2 | 44,987,000 |
| 16 | Official | 01/04/2013 | ETALBC Amendment - Cost/Scope/Sch. Change | 1 | 44,974,000 |
| 15 | Official | 06/28/2012 | MPOA30ED Adoption |  | 50,105,000 |
| 14 | Official | 04/11/2012 | AJENSEN Amendment - Cost/Scope/Sch. Change | 14 | 50,105,000 |

- **Local HBR**
  - Fund Source 1 of 2
    - Fund Type: Bridge-Local Seismic
    - Funding Agency: Various Agencies

<table>
<thead>
<tr>
<th>Program</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,211,000</td>
<td>1,427,000</td>
<td>1,002,000</td>
<td>668,000</td>
<td>31,339,000</td>
<td>4,097,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,211,000</td>
<td>1,427,000</td>
<td>1,002,000</td>
<td>668,000</td>
<td>31,339,000</td>
<td>4,097,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Local Funds**
  - Fund Source 2 of 2
    - Fund Type: Local Transportation Funds
    - Funding Agency: Various Agencies

<table>
<thead>
<tr>
<th>Program</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>559,000</td>
<td>104,000</td>
<td>130,000</td>
<td>60,000</td>
<td>2,837,000</td>
<td>5,600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>559,000</td>
<td>104,000</td>
<td>130,000</td>
<td>60,000</td>
<td>2,837,000</td>
<td>5,600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Project Total**

<table>
<thead>
<tr>
<th>Program</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,770,000</td>
<td>1,531,000</td>
<td>1,132,000</td>
<td>748,000</td>
<td>34,176,000</td>
<td>41,357,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,770,000</td>
<td>1,531,000</td>
<td>1,132,000</td>
<td>748,000</td>
<td>34,176,000</td>
<td>41,357,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks:**

- **Version 22 - 02/11/2015**
- **Version 21 - 12/18/2014**
- **Version 20 - 10/31/2014**
- **Version 19 - 09/17/2014**
- **Version 18 - 09/03/2014**
- **Version 17 - 08/01/2013**
- **Version 16 - 07/07/2013**
- **Version 15 - 06/25/2013**
- **Version 14 - 06/21/2013**
- **Version 13 - 06/10/2013**
- **Version 12 - 05/30/2013**
- **Version 11 - 05/02/2013**
- **Version 10 - 04/25/2013**
- **Version 9 - 04/01/2013**
- **Version 8 - 03/27/2013**
- **Version 7 - 03/20/2013**
- **Version 6 - 03/14/2013**
- **Version 5 - 03/07/2013**
- **Version 4 - 03/01/2013**
- **Version 3 - 02/28/2013**
- **Version 2 - 02/20/2013**
- **Version 1 - 02/01/2013**

**NOTE:** RTP ID = 5,40,41,42,43,44
| DIST: 02 | PPNO: 1100000-1083 | CTPS ID: 821-0000-1083 | CT PROJECT ID: BRIDGE-LIM | TITLE/DESCRIPTION: Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program. Projects are consistent with 40 CFR Part 53.136 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes.) |
| COUNTY: Shasta County | PM: | MPO ID: | MPO Aprv: 01/22/2015 | State Aprv: Federal Aprv: |
| IMPLEMENTING AGENCY: Caltrans | PROJECT MANAGER: LINDA NEWTON | PHONE: (916) 651-0002 | EMAIL: linda.newton@dot.ca.gov | EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction. |

**PROJECT VERSION HISTORY** *(Printed Version is Shaded)*

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Version Date</th>
<th>Amendment No.</th>
<th>Program Con</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Official</td>
<td>01/22/2015</td>
<td>KURIE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
</tr>
<tr>
<td>20</td>
<td>Official</td>
<td>06/24/2014</td>
<td>KURIE</td>
<td>Adoption - Carry Over</td>
</tr>
<tr>
<td>19</td>
<td>Official</td>
<td>05/08/2014</td>
<td>KURIE</td>
<td>Amendment - Cost/Scope/Change</td>
</tr>
<tr>
<td>18</td>
<td>Official</td>
<td>12/23/2013</td>
<td>KURIE</td>
<td>Amendment - Cost/Scope/Change</td>
</tr>
<tr>
<td>17</td>
<td>Official</td>
<td>05/13/2013</td>
<td>ETALBO</td>
<td>Amendment - Technical Correction</td>
</tr>
<tr>
<td>15</td>
<td>Official</td>
<td>01/24/2013</td>
<td>ETALBO</td>
<td>Amendment - Cost/Scope/Change</td>
</tr>
<tr>
<td>15</td>
<td>Official</td>
<td>06/28/2012</td>
<td>MPUGSDE</td>
<td>Adoption</td>
</tr>
<tr>
<td>14</td>
<td>Official</td>
<td>06/11/2012</td>
<td>A.JENSEN</td>
<td>Amendment - Cost/Scope/Change</td>
</tr>
<tr>
<td>13</td>
<td>Official</td>
<td>02/28/2012</td>
<td>A.JENSEN</td>
<td>Amendment - Other (Explain ==)</td>
</tr>
</tbody>
</table>

**Local HRR**

- Fund Source 1 of 2
- Fund Type: Highway Bridge Program
- Funding Agency: Various Agencies

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Version Date</th>
<th>Amendment No.</th>
<th>Program Con</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>PRIOR</td>
<td>14/14</td>
<td>15/16</td>
<td>16/17</td>
</tr>
<tr>
<td>RW</td>
<td>CON</td>
<td>7,742,000</td>
<td>95,000</td>
<td>1,587,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>CON</td>
<td>7,742,000</td>
<td>95,000</td>
<td>1,587,000</td>
</tr>
</tbody>
</table>

**Local Funds**

- Fund Source 2 of 2
- Fund Type: Local Transportation Funds
- Funding Agency: Various Agencies

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Version Date</th>
<th>Amendment No.</th>
<th>Program Con</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>PRIOR</td>
<td>14/14</td>
<td>15/16</td>
<td>16/17</td>
</tr>
<tr>
<td>RW</td>
<td>CON</td>
<td>693,000</td>
<td>6,000</td>
<td>183,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>CON</td>
<td>693,000</td>
<td>6,000</td>
<td>183,000</td>
</tr>
</tbody>
</table>

**Projec Total**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Version Date</th>
<th>Amendment No.</th>
<th>Program Con</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>PRIOR</td>
<td>14/14</td>
<td>15/16</td>
<td>16/17</td>
</tr>
<tr>
<td>RW</td>
<td>CON</td>
<td>8,345,000</td>
<td>101,000</td>
<td>1,770,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>CON</td>
<td>8,345,000</td>
<td>101,000</td>
<td>1,770,000</td>
</tr>
</tbody>
</table>

Comments:

********** Version 21 - 12/16/2014 **********

Amendment No. 2 per 10-31-2014 Alltags email for HBP update. Toll credits available through 1/7/18 for all-federal old system classified bridges. Minor modification to exempt category description to align with HBP purpose.

********** Version 19 - 04/03/2014 **********

Project data transferred from 2012 FTP.

********** Version 19 - 04/03/2014 **********

Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 Alltags email forward.

********** Version 18 - 12/23/2013 **********

Admin Med 7 to match 11/20/2013 HBP listing per Alltags 1/10/2013 email.

********** Version 17 - 06/14/2013 **********

NOTE: RTP ID = 5-40,41,42,43,44.
CAUTION – This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

3/25/2015, 11:36 AM

Notes:

1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.

2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.

3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.

4) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.

5) Corrections to this report should be addressed to the District Local Assistance Engineer:

http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Note id: 13
### Project Costs to be programmed under construction:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fed $</strong></td>
<td>4,130,386</td>
<td>2,210,370</td>
<td>879,579</td>
<td>1,427,087</td>
<td>1,001,496</td>
<td></td>
<td>657,747</td>
<td>31,339,490</td>
<td>41,667,154</td>
</tr>
<tr>
<td><strong>Local Match</strong></td>
<td>427,794</td>
<td>85,658</td>
<td>45,421</td>
<td>104,358</td>
<td>129,754</td>
<td></td>
<td>60,083</td>
<td>2,836,897</td>
<td>3,686,066</td>
</tr>
<tr>
<td><strong>LSSRP Bond</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local AC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,558,180</td>
<td>2,296,028</td>
<td>918,000</td>
<td>1,531,445</td>
<td>1,131,250</td>
<td></td>
<td>747,830</td>
<td>34,176,387</td>
<td>45,357,120</td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

3/25/2015, 11:36 AM

Notes:

1) This is the FTIP lump sum "backup" list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html

2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.

3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.

4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.

5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.

6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.

7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

8) Corrections to this report should be addressed to the District Local Assistance Engineer:

http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Note id: 24
## 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta

**Responsible Agency:** Redding

**HBP-ID** 3730  **Project Description**

BRIDGE NO. 09C0071, RAILROAD AVE OVER CANYON HOLLOW CREEK, 0.1 MI S CANYON CREEK RD. Replace two-lane bridge with two-lane bridge. (No added lane capacity).

### Phase Summary

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>58,000</td>
<td>258,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41,000</td>
<td>41,000</td>
</tr>
<tr>
<td>CCN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,336,000</td>
<td>1,336,000</td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,435,000</td>
<td>1,635,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,270,406</td>
<td>1,447,466</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>164,595</td>
<td>187,535</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,435,000</td>
<td>1,635,000</td>
</tr>
</tbody>
</table>

### PE Summary

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>51,347</td>
<td>228,407</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,653</td>
<td>29,593</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>58,000</td>
<td>258,000</td>
</tr>
</tbody>
</table>

### R/W Summary

<table>
<thead>
<tr>
<th>R/W Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41,000</td>
<td>41,000</td>
<td></td>
<td>41,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>153,239</td>
<td>153,239</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,182,761</td>
<td>1,182,761</td>
</tr>
</tbody>
</table>

### CON Summary

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,336,000</td>
<td>1,336,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,336,000</td>
<td>1,336,000</td>
</tr>
</tbody>
</table>
# 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  
**County:** Shasta  
**Responsible Agency:** Redding  
**HBP-ID:** 3732  
**Project Description:** BRIDGE NO. 06C0085, EASTSIDE RD OVER CANYON HOLLOW CREEK, 0.2 MI N HOSPITAL LANE. Replace bridge two-lane bridge with two-lane bridge. (No added lane capacity).

## Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60,000</td>
<td>269,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>70,000</td>
<td>70,000</td>
</tr>
<tr>
<td>CCN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,392,000</td>
<td>1,392,000</td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,531,000</td>
<td>1,731,000</td>
</tr>
</tbody>
</table>

## Fund Source Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,355,394</td>
<td>1,532,454</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>175,506</td>
<td>198,546</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,531,000</td>
<td>1,731,000</td>
</tr>
</tbody>
</table>

## PE Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>61,085</td>
<td>238,146</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,914</td>
<td>30,854</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>69,000</td>
<td>269,000</td>
</tr>
</tbody>
</table>

## RW Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>61,971</td>
<td>61,971</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8,029</td>
<td>8,029</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>70,000</td>
<td>70,000</td>
</tr>
</tbody>
</table>

## CON Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,232,338</td>
<td>1,232,338</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>159,662</td>
<td>159,662</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,392,000</td>
<td>1,392,000</td>
</tr>
</tbody>
</table>

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta

<table>
<thead>
<tr>
<th>Responsible Agency</th>
<th>HBP-ID</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redding</td>
<td>3862</td>
<td>BRIDGE NO. 06C0104, OLD ALTURAS RD OVER CHURN CREEK, 1.5 MI W OLD OREGON TRAIL. Widen existing two-lane bridge to current standards with two-way left turn lane and sidewalks. (Rehabilitate, no added thru-traffic lane capacity.)</td>
</tr>
</tbody>
</table>

### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior 12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>454,545</td>
<td></td>
<td></td>
<td>228,000</td>
<td></td>
<td></td>
<td></td>
<td>680,546</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>454,545</td>
<td></td>
<td>228,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,226,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior 12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>402,409</td>
<td></td>
<td>200,078</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,253,491</td>
</tr>
<tr>
<td>Local Match</td>
<td>52,136</td>
<td></td>
<td>25,922</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>370,022</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>454,545</td>
<td></td>
<td>228,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,226,000</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior 12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>402,409</td>
<td></td>
<td>200,078</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>602,486</td>
</tr>
<tr>
<td>Local Match</td>
<td>52,136</td>
<td></td>
<td>25,922</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>78,059</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>454,545</td>
<td></td>
<td>228,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>680,545</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior 12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,253,491</td>
<td>2,253,491</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>291,984</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>291,984</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,545,455</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,545,455</td>
</tr>
</tbody>
</table>

Change!
**2012/13-2017/18 Highway Bridge Program**

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  
**County:** Shasta  
**Responsible Agency:** Redding  
**HBP-ID:** 3728  
**Project Description:** BRIDGE NO. 06C0307, CANYON RD OVER A.C.I.D. CANAL, 0.2 MI SW OF SR 273. Replace two-lane bridge with two-lane bridge. (No added lane capacity)

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>123,000</td>
<td>323,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>78,000</td>
<td>78,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,695,000</td>
<td>1,695,000</td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,896,000</td>
<td>2,096,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,080</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,678,529</td>
<td>1,855,609</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>217,471</td>
<td>240,411</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,896,000</td>
<td>2,096,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,080</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>108,892</td>
<td>285,952</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14,108</td>
<td>37,048</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>123,000</td>
<td>323,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RW Summary:</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>69,053</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>69,053</td>
<td>69,053</td>
</tr>
<tr>
<td>Local Match</td>
<td>8,947</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8,947</td>
<td>8,947</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>78,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>78,000</td>
<td>78,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>1,500,584</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,500,584</td>
<td>1,500,584</td>
</tr>
<tr>
<td>Local Match</td>
<td>194,417</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>194,417</td>
<td>194,417</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,695,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,695,000</td>
<td>1,695,000</td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: Redding  HBP-ID: 3731  Project Description: BRIDGE NO. 06C0335, EASTSIDE RD OVER OLNEY CREEK, 0.1 MI S BONNYVIEW RD. Replace two-lane bridge with two-lane bridge. (No added lane capacity).

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td>86,000</td>
<td></td>
<td>153,850</td>
<td></td>
<td></td>
<td></td>
<td>438,850</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>68,000</td>
<td></td>
<td></td>
<td>68,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,547,000</td>
<td></td>
<td></td>
<td>1,547,000</td>
<td>1,547,000</td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td>85,000</td>
<td></td>
<td>153,850</td>
<td></td>
<td>68,000</td>
<td></td>
<td>2,053,850</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td>75,261</td>
<td></td>
<td>136,203</td>
<td></td>
<td>60,200</td>
<td></td>
<td>1,369,559</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td>9,750</td>
<td></td>
<td>17,647</td>
<td></td>
<td>7,800</td>
<td></td>
<td>235,577</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td>85,000</td>
<td></td>
<td>153,850</td>
<td></td>
<td>68,000</td>
<td></td>
<td>2,053,850</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td>75,261</td>
<td></td>
<td>136,203</td>
<td></td>
<td>60,200</td>
<td></td>
<td>388,514</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td>9,750</td>
<td></td>
<td>17,647</td>
<td></td>
<td>7,800</td>
<td></td>
<td>50,336</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td>85,000</td>
<td></td>
<td>153,850</td>
<td></td>
<td>68,000</td>
<td></td>
<td>438,850</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RW Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60,200</td>
<td>60,200</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,800</td>
<td>7,800</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>68,000</td>
<td>68,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,369,559</td>
<td>1,369,559</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>177,441</td>
<td>177,441</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,547,000</td>
<td>1,547,000</td>
</tr>
</tbody>
</table>

Caltrans, Division of Local Assistance  3/25/2015, 11:36 AM  Det2 FL4 SmilTxt brf  Page 6
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: Redding  HBP-ID: 33090

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>150,000</td>
<td></td>
<td>320,000</td>
<td></td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td>570,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>63,000</td>
<td></td>
<td>63,000</td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,050,000</td>
<td>2,050,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td>320,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td>63,000</td>
<td>2,050,000</td>
<td>2,683,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>150,000</td>
<td></td>
<td>320,000</td>
<td></td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td>2,683,300</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td>320,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td>63,000</td>
<td>2,050,000</td>
<td>2,683,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>150,000</td>
<td></td>
<td>320,000</td>
<td></td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td>570,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td>320,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td>570,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RW Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>63,000</td>
<td></td>
<td>63,000</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>63,000</td>
<td></td>
<td>63,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,050,000</td>
<td>2,050,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,050,000</td>
<td>2,050,000</td>
</tr>
</tbody>
</table>
### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td>250,000</td>
<td></td>
<td></td>
<td></td>
<td>450,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>52,000</td>
<td></td>
<td></td>
<td></td>
<td>52,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,228,000</td>
<td></td>
<td>2,228,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td>250,000</td>
<td></td>
<td></td>
<td>52,000</td>
<td></td>
<td>2,228,000</td>
<td>2,228,000</td>
<td>2,730,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td>221,325</td>
<td></td>
<td>46,035</td>
<td>1,972,448</td>
<td></td>
<td>2,416,869</td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td>28,675</td>
<td></td>
<td>5,964</td>
<td>255,552</td>
<td></td>
<td>313,131</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td>250,000</td>
<td></td>
<td></td>
<td>52,000</td>
<td></td>
<td>2,228,000</td>
<td>2,228,000</td>
<td>2,730,000</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>177,060</td>
<td></td>
<td></td>
<td>221,325</td>
<td></td>
<td>46,035</td>
<td></td>
<td>398,385</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>22,940</td>
<td></td>
<td></td>
<td>28,675</td>
<td></td>
<td>5,964</td>
<td></td>
<td>51,615</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td>250,000</td>
<td></td>
<td></td>
<td>52,000</td>
<td></td>
<td>450,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### R/W Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>45,036</td>
<td></td>
<td></td>
<td>45,036</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,964</td>
<td></td>
<td>5,964</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>52,000</td>
<td></td>
<td></td>
<td>52,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,972,448</td>
<td></td>
<td></td>
<td>1,972,448</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>255,552</td>
<td></td>
<td>255,552</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,228,000</td>
<td></td>
<td>2,228,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP:FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

#### District: 02  County: Shasta

<table>
<thead>
<tr>
<th>Responsible Agency</th>
<th>HBP-ID</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redding</td>
<td>3641</td>
<td>BRIDGE NO. 06C0344, SHARON AVE, OVER A.C.I.D. CANAL, 300' N/W RUSSELL ST. Replace one-lane bridge with two-lane bridge. No added traffic capacity. 9/15/2010: Toll Credits used for PE &amp; CON. 10/3/2013: Toll credits used for RW.</td>
</tr>
</tbody>
</table>

#### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>295,006</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,000</td>
<td>36,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>725,000</td>
<td>725,000</td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>1,055,006</td>
</tr>
</tbody>
</table>

#### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>1,055,006</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,000</td>
<td>725,000</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>725,000</td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>1,055,006</td>
</tr>
</tbody>
</table>

#### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>295,006</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>145,006</td>
<td>295,006</td>
</tr>
</tbody>
</table>

#### R/W Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,000</td>
<td>36,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,000</td>
<td>36,000</td>
</tr>
</tbody>
</table>

#### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>725,000</td>
<td>725,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>725,000</td>
<td>725,000</td>
</tr>
</tbody>
</table>
### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>131,000</td>
<td></td>
<td></td>
<td>7,920</td>
<td>152,000</td>
<td></td>
<td></td>
<td></td>
<td>290,920</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CCN</td>
<td>206,750</td>
<td>467,080</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>426,000</td>
<td>1,099,830</td>
</tr>
<tr>
<td>Total</td>
<td>337,750</td>
<td>467,080</td>
<td></td>
<td>7,920</td>
<td>152,000</td>
<td></td>
<td></td>
<td>426,000</td>
<td>1,390,750</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>299,013</td>
<td></td>
<td>413,506</td>
<td>7,012</td>
<td>134,566</td>
<td></td>
<td></td>
<td>377,138</td>
<td>1,231,231</td>
</tr>
<tr>
<td>Local Match</td>
<td>38,740</td>
<td></td>
<td>53,574</td>
<td>908</td>
<td>17,434</td>
<td></td>
<td></td>
<td>48,852</td>
<td>159,519</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>337,750</td>
<td>467,080</td>
<td></td>
<td>7,920</td>
<td>152,000</td>
<td></td>
<td></td>
<td>426,000</td>
<td>1,390,750</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>115,974</td>
<td></td>
<td>7,012</td>
<td>134,566</td>
<td></td>
<td></td>
<td></td>
<td>257,551</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>15,026</td>
<td></td>
<td>908</td>
<td>17,434</td>
<td></td>
<td></td>
<td></td>
<td>33,369</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>131,000</td>
<td></td>
<td>7,920</td>
<td>152,000</td>
<td></td>
<td></td>
<td></td>
<td>290,920</td>
<td></td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>183,036</td>
<td>413,506</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>377,138</td>
<td>973,679</td>
</tr>
<tr>
<td>Local Match</td>
<td>23,714</td>
<td>53,574</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>48,862</td>
<td>126,151</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>206,750</td>
<td>467,080</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>426,000</td>
<td>1,099,830</td>
</tr>
</tbody>
</table>
# 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Shasta</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible Agency</td>
<td>HBP-ID</td>
<td>Project Description</td>
</tr>
<tr>
<td>Shasta County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase Summary:</td>
<td>Prior</td>
<td>12/13</td>
</tr>
<tr>
<td>PE</td>
<td>150,000</td>
<td></td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150,000</td>
<td></td>
</tr>
</tbody>
</table>

| Fund Source Summary: | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
| Fed $ | 150,000 | | 350,000 | | | | | | 1,946,000 |
| Local Match | | | | | | | | | 1,946,000 |
| LSSRP Bond | | | | | | | | | 1,946,000 |
| Local AC | | | | | | | | | 1,946,000 |
| Total | 150,000 | | 350,000 | | | | | | 1,946,000 |

| PE Summary: | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
| Fed $ | 150,000 | | 350,000 | | | | | | 500,000 |
| Local Match | | | | | | | | | 500,000 |
| LSSRP Bond | | | | | | | | | 500,000 |
| Local AC | | | | | | | | | 500,000 |
| Total | 150,000 | | 350,000 | | | | | | 500,000 |

| RW Summary: | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
| Fed $ | | | | | | | | | 50,000 |
| Local Match | | | | | | | | | 50,000 |
| LSSRP Bond | | | | | | | | | 50,000 |
| Local AC | | | | | | | | | 50,000 |
| Total | | | | | | | | | 50,000 |

| CON Summary: | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
| Fed $ | | | | | | | | | 1,946,000 |
| Local Match | | | | | | | | | 1,946,000 |
| LSSRP Bond | | | | | | | | | 1,946,000 |
| Local AC | | | | | | | | | 1,946,000 |
| Total | | | | | | | | | 1,946,000 |

---

Caltrans, Division of Local Assistance  3/25/2015, 11:36 AM  Det2 FL4 SmITxt brf  Page 11
### Phase Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
<tr>
<td>RW</td>
<td>619,710</td>
<td></td>
<td></td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>796,770</td>
</tr>
<tr>
<td>CON</td>
<td>80,290</td>
<td></td>
<td></td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103,230</td>
</tr>
<tr>
<td>Total</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>619,710</td>
<td></td>
<td></td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>796,770</td>
</tr>
<tr>
<td>Local Match</td>
<td>80,290</td>
<td></td>
<td></td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103,230</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>619,710</td>
<td></td>
<td></td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>796,770</td>
</tr>
<tr>
<td>Local Match</td>
<td>80,290</td>
<td></td>
<td></td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103,230</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
</tbody>
</table>

### RW Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>619,710</td>
<td></td>
<td></td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>796,770</td>
</tr>
<tr>
<td>Local Match</td>
<td>80,290</td>
<td></td>
<td></td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103,230</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>619,710</td>
<td></td>
<td></td>
<td>177,060</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>796,770</td>
</tr>
<tr>
<td>Local Match</td>
<td>80,290</td>
<td></td>
<td></td>
<td>22,940</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103,230</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>700,000</td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>900,000</td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: Shasta County
HBP-ID: 3607  Project Description: BRIDGE NO. 06C00098, OLD 44 DR OVER OAK RUN CREEK, 3.0 MI NORTH OF SR 44. Replace 2 lane bridge with 2 lane bridge.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>236,400</td>
<td>29,346</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>265,746</td>
</tr>
<tr>
<td>R/W</td>
<td>60,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,328,732</td>
<td>1,328,732</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>236,400</td>
<td>89,346</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,328,732</td>
<td>1,654,478</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>209,285</td>
<td>79,098</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,176,326</td>
<td>1,464,709</td>
</tr>
<tr>
<td>Local Match</td>
<td>27,115</td>
<td>10,248</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>152,406</td>
<td>189,769</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>236,400</td>
<td>89,346</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,328,732</td>
<td>1,654,478</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>209,285</td>
<td>25,980</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>235,265</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>27,115</td>
<td>3,365</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,481</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>236,400</td>
<td>29,346</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>265,746</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R/W Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>53,118</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>53,118</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>6,882</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,882</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>60,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>1,176,326</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,176,326</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>152,406</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>152,406</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1,328,732</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,328,732</td>
<td></td>
</tr>
</tbody>
</table>
**2012/13-2017/18 Highway Bridge Program**

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta  
**Responsible Agency:** HBP-ID  
**Project Description:** Bridge No. 09C0178, Fern Rd, Over Glendenning Creek, 0.3 mi N Whitmore Rd. Replace one-lane bridge with two-lane bridge.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>270,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>270,000</td>
</tr>
<tr>
<td>R/W</td>
<td>49,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>49,000</td>
</tr>
<tr>
<td>CCN</td>
<td>1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,400,000</td>
</tr>
<tr>
<td>Total</td>
<td>1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,719,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>239,031</td>
<td>43,380</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,233,420</td>
<td>1,521,831</td>
</tr>
<tr>
<td>Local Match</td>
<td>30,969</td>
<td>5,620</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>150,560</td>
<td>197,169</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td>270,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,400,000</td>
</tr>
<tr>
<td>Total</td>
<td>270,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,719,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>239,031</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>239,031</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>30,969</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,969</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>270,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>270,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R/W Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>43,380</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>43,380</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>5,620</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,620</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td>49,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>49,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>49,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>1,239,420</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,239,420</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>160,580</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>160,580</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,400,000</td>
<td></td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: HBP-ID  Project Description

Shasta County  4052  BRIDGE NO. 08C0183, GAS PT RD OVER NO NAME DITCH, 1.9 MI WEST OF I-5. Replace existing two-lane bridge with 2-lane bridge.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>111,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>621,600</td>
<td>621,600</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>742,600</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>98,266</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8,853</td>
<td>550,302</td>
<td>657,424</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>12,732</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,147</td>
<td>71,298</td>
<td>85,176</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>111,000</td>
<td>10,000</td>
<td>621,600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>742,600</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>98,266</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8,853</td>
<td></td>
<td>98,266</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>12,732</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,147</td>
<td></td>
<td>12,732</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>111,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>111,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R/W Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8,853</td>
<td>8,853</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,147</td>
<td>1,147</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,000</td>
<td>10,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>550,302</td>
<td>550,302</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>71,298</td>
<td>71,298</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>621,600</td>
<td>621,600</td>
<td></td>
</tr>
</tbody>
</table>
# 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: HBP-ID  Project Description: Shasta County

### Phase Summary:

<table>
<thead>
<tr>
<th>PE</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>320,000</td>
<td>200,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>620,000</td>
</tr>
<tr>
<td>R/W</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>1,792,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
</tr>
<tr>
<td>Total</td>
<td>3,200,000</td>
<td>200,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,422,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th>Fed $</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>283,296</td>
<td>177,060</td>
<td>88,630</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
<td>2,350,886</td>
</tr>
<tr>
<td>Local Match</td>
<td>36,704</td>
<td>22,940</td>
<td>11,470</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>71,114</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>320,000</td>
<td>200,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
<td>2,422,000</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th>Fed $</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>283,296</td>
<td>177,060</td>
<td>88,630</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
<td>548,886</td>
</tr>
<tr>
<td>Local Match</td>
<td>36,704</td>
<td>22,940</td>
<td>11,470</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>71,114</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>320,000</td>
<td>200,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
<td>620,000</td>
</tr>
</tbody>
</table>

### R/W Summary:

<table>
<thead>
<tr>
<th>Fed $</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,000</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th>Fed $</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>1,792,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,792,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,792,000</td>
</tr>
</tbody>
</table>
## 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta

**Responsible Agency:** HBP-ID  **Project Description:**

Shasta County  
3511  
BRIDGE NO. 06C0210. INWOOD RD OVER SOUTH FORK BEAR CREEK, 1 MI W. OF PONDEROSA WAY. Replace substandard 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for PE, RW, & Con.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>163,500</td>
</tr>
<tr>
<td>RAW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
</tr>
<tr>
<td>CON</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,013,700</td>
</tr>
<tr>
<td>Total</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,013,700</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,013,700</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,013,700</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>163,500</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>163,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>163,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RW Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
<td>850,200</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
<td>850,200</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
<td>850,200</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
<td>850,200</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>850,200</td>
<td>850,200</td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta

Responsible Agency: HBP-ID  Project Description

<table>
<thead>
<tr>
<th>Shasta County</th>
<th>4053</th>
<th>BRIDGE NO. 09C0220. PARKVILLE RD OVER ASH CREEK, 3.4 MI S DERSCH RD. Replace existing 1 lane bridge with 2 lane bridge.</th>
</tr>
</thead>
</table>

### Phase Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,280,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,280,000</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
</tbody>
</table>

### RW Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,000</td>
<td></td>
<td></td>
<td>40,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,000</td>
<td></td>
<td></td>
<td>40,000</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
<td>1,040,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
<td>1,040,000</td>
<td></td>
</tr>
</tbody>
</table>
## 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

### Shasta County

**Project Description:**


### Phase Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>140,000</td>
<td></td>
<td></td>
<td>110,454</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>250,454</td>
</tr>
<tr>
<td>R/W</td>
<td>15,000</td>
<td></td>
<td></td>
<td>16,403</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41,603</td>
</tr>
<tr>
<td>CON</td>
<td>996,184</td>
<td></td>
<td></td>
<td>996,184</td>
<td></td>
<td>137,057</td>
<td></td>
<td></td>
<td>1,288,241</td>
</tr>
<tr>
<td>Total</td>
<td>155,000</td>
<td>996,184</td>
<td>996,184</td>
<td>137,057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,288,241</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>138,942</td>
<td>996,184</td>
<td>124,380</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,259,514</td>
</tr>
<tr>
<td>Local Match</td>
<td>16,058</td>
<td></td>
<td></td>
<td>12,669</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28,727</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>155,000</td>
<td>996,184</td>
<td>137,057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,288,241</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>123,942</td>
<td></td>
<td></td>
<td>97,785</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>221,727</td>
</tr>
<tr>
<td>Local Match</td>
<td>16,058</td>
<td></td>
<td></td>
<td>12,669</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28,727</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>140,000</td>
<td></td>
<td>110,454</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>250,454</td>
</tr>
</tbody>
</table>

### R/W Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>15,000</td>
<td></td>
<td></td>
<td>26,603</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41,603</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>15,000</td>
<td></td>
<td>26,603</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41,603</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th>Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>996,184</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>996,184</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>996,184</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>996,184</td>
</tr>
</tbody>
</table>
# 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  
**County:** Shasta  
**Responsible Agency:** Shasta County  
**HBP-ID:** 3864  
**Project Description:** BRIDGE NO. 06C0233, ASH CR RD OVER SACRAMENTO RIV OVERFLOW, 1.0 MI E BALLS FERRY RD. Replace two lane bridge with two lane bridge.

### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td>119,250</td>
<td>90,750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>210,000</td>
<td></td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,000</td>
<td></td>
<td>40,000</td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,170,000</td>
<td>1,170,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>119,250</td>
<td>90,750</td>
<td></td>
<td></td>
<td>40,000</td>
<td>1,170,000</td>
<td>1,420,000</td>
<td></td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>105,572</td>
<td>80,341</td>
<td></td>
<td>35,412</td>
<td>1,035,801</td>
<td>1,257,126</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>13,678</td>
<td>10,409</td>
<td></td>
<td>4,568</td>
<td>134,199</td>
<td>162,874</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>119,250</td>
<td>90,750</td>
<td></td>
<td>40,000</td>
<td>1,170,000</td>
<td>1,420,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>105,572</td>
<td>80,341</td>
<td></td>
<td>185,913</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>13,678</td>
<td>10,409</td>
<td></td>
<td>24,087</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>119,250</td>
<td>90,750</td>
<td></td>
<td>210,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### R/W Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35,412</td>
<td>35,412</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,568</td>
<td>4,568</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,000</td>
<td>40,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,035,801</td>
<td>1,035,801</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>134,199</td>
<td>134,199</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,170,000</td>
<td>1,170,000</td>
<td></td>
</tr>
</tbody>
</table>
### Phase Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td>236,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>236,500</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td>30,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,000</td>
<td>30,000</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,324,400</td>
<td>1,324,400</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>236,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,000</td>
<td>1,590,900</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>209,373</td>
<td></td>
<td>28,559</td>
<td>1,172,491</td>
<td>1,408,424</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>27,127</td>
<td></td>
<td>3,441</td>
<td>151,909</td>
<td>182,476</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>236,500</td>
<td></td>
<td>30,000</td>
<td>1,324,400</td>
<td>1,590,900</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>209,373</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>209,373</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>27,127</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>27,127</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>236,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>236,500</td>
</tr>
</tbody>
</table>

### R/W Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>28,559</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28,559</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>3,441</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,441</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>30,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,000</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>1,172,491</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,172,491</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>151,909</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>151,909</td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1,324,400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,324,400</td>
</tr>
</tbody>
</table>
**2012/13-2017/18 Highway Bridge Program**

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta  
**Responsible Agency:**  
**HBP-ID**  
**Project Description:** Shasta County 3352. BRIDGE NO. 06C0338, SMITH BOTTOM RD, OVER A.C.I.D. CANAL, 0.2 MI S FIRST ST COTTONWOOD. Replace one lane bridge with two lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>96,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R/W</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>543,043</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>649,043</td>
<td>553,043</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>84,989</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>11,011</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>96,000</td>
<td>553,043</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>84,989</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>11,011</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>96,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R/W Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>543,043</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>543,043</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Responsible Agency</th>
<th>HBP-ID</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>Shasta</td>
<td>Shasta County</td>
<td>3905</td>
<td>BRIDGE NO. 06C0348, SODA CREEK ROAD OVER SODA CREEK, 3.0 MI EAST OF I-5. Replace one lane bridge with two lane bridge 9/16/2010. Toll Credits programmed for PE, RW, &amp; CON.</td>
</tr>
</tbody>
</table>

**Phase Summary:**

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
<tr>
<td>R/W</td>
<td>25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,000</td>
</tr>
<tr>
<td>CON</td>
<td>1,040,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td>25,000</td>
<td>1,040,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,265,000</td>
<td></td>
</tr>
</tbody>
</table>

**Fund Source Summary:**

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td>25,000</td>
<td>1,040,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,265,000</td>
<td></td>
</tr>
</tbody>
</table>

**PE Summary:**

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
</tr>
</tbody>
</table>

**RW Summary:**

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,000</td>
</tr>
</tbody>
</table>

**CON Summary:**

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>1,040,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,040,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,040,000</td>
</tr>
</tbody>
</table>
**2012/13-2017/18 Highway Bridge Program**

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District: 02  County: Shasta**

**Responsible Agency: HBP-1D  Project Description:**

Shasta County  3384  PM00016, Bridge Preventive Maintenance Program. Various locations in Shasta County. See Caltrans Local Assistance HBP web site for backup list of bridges.

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PE</td>
<td>81,290</td>
<td>10,623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>91,913</td>
</tr>
<tr>
<td></td>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CON</td>
<td>93,695</td>
<td>146,848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>243,543</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>174,985</td>
<td>160,471</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>335,456</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fed $</td>
<td>154,914</td>
<td>142,065</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>296,979</td>
</tr>
<tr>
<td></td>
<td>Local Match</td>
<td>20,071</td>
<td>16,406</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>38,477</td>
</tr>
<tr>
<td></td>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>174,985</td>
<td>160,471</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>335,456</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fed $</td>
<td>71,968</td>
<td>9,405</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>81,371</td>
</tr>
<tr>
<td></td>
<td>Local Match</td>
<td>9,324</td>
<td>1,218</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,542</td>
</tr>
<tr>
<td></td>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>81,290</td>
<td>10,623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>91,913</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fed $</td>
<td>82,948</td>
<td>132,660</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>215,609</td>
</tr>
<tr>
<td></td>
<td>Local Match</td>
<td>10,747</td>
<td>17,188</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>27,934</td>
</tr>
<tr>
<td></td>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>93,695</td>
<td>146,848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>243,543</td>
</tr>
</tbody>
</table>
**2012/13-2017/18 Highway Bridge Program**

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta  
**Responsible Agency:** Shasta County  
**Project Description:** BRIDGE NO. PM00117, Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Shasta. See Caltrans Local Assistance HBP web site for backup list of bridges.

### Phase Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td>35,756</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35,756</td>
</tr>
<tr>
<td>RAW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
<td></td>
<td>183,830</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
<td></td>
<td>183,830</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>36,756</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
<td></td>
<td>220,596</td>
</tr>
</tbody>
</table>

### Fund Source Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>32,549</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>162,745</td>
<td></td>
<td>195,294</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>4,217</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21,085</td>
<td></td>
<td>25,302</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>36,756</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
<td></td>
<td>220,596</td>
</tr>
</tbody>
</table>

### PE Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td>32,549</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32,549</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td>4,217</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,217</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>36,756</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,756</td>
</tr>
</tbody>
</table>

### CON Summary:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td>162,745</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>162,745</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td>21,085</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21,085</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>183,830</td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: HB2-ID  Project Description: Shasta Lake 4222  BRIDGE NO. 06C0060, CASCADE BLVD OVER MOODY CREEK, 0.1 MI N SR 151. Rehabilitate 2-lane bridge. (No added lane capacity).

<table>
<thead>
<tr>
<th>Phase Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>302,500</td>
<td></td>
<td></td>
<td></td>
<td>302,500</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,604,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>302,500</td>
<td></td>
<td></td>
<td></td>
<td>1,604,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fund Source Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td>267,803</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,499,698</td>
<td>1,767,501</td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td>34,697</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>194,302</td>
<td>228,999</td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>302,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,604,000</td>
<td>1,996,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td>267,803</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>267,803</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td>34,697</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>34,697</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>302,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>302,500</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CON Summary:</th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td></td>
<td></td>
<td></td>
<td>1,499,698</td>
<td></td>
<td></td>
<td></td>
<td>1,499,698</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td></td>
<td></td>
<td></td>
<td>194,302</td>
<td></td>
<td></td>
<td></td>
<td>194,302</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>1,604,000</td>
<td></td>
<td></td>
<td></td>
<td>1,604,000</td>
<td></td>
</tr>
</tbody>
</table>
2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 02  County: Shasta
Responsible Agency: Shasta Lake

<table>
<thead>
<tr>
<th>Project Description</th>
<th>HBP-ID</th>
<th>4264</th>
</tr>
</thead>
</table>

          | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
|----------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE       |       |       |       |       |       |       |       |        | 36,000|
| R/W      |       |       |       |       |       |       |       |        | 80,000|
| CON      |       |       |       |       |       |       |       |        |       |
| Total    |       |       |       |       |       |       |       |        | 116,000|

          | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
|----------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fund Source Summary: |       |       |       |       |       |       |       |        |       |
| Fed $    |       |       |       |       |       |       |       |        | 102,695|
| Local Match |       |       |       |       |       |       |       |        | 13,305 |
| LSSRP Bond |       |       |       |       |       |       |       |        |       |
| Local AC |       |       |       |       |       |       |       |        |       |
| Total    |       |       |       |       |       |       |       |        | 116,000|

          | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
|----------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE Summary: |       |       |       |       |       |       |       |        |       |
| Fed $    |       |       |       |       |       |       |       |        | 31,871|
| Local Match |       |       |       |       |       |       |       |        | 4,129 |
| LSSRP Bond |       |       |       |       |       |       |       |        |       |
| Local AC |       |       |       |       |       |       |       |        |       |
| Total    |       |       |       |       |       |       |       |        | 36,000|

          | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | Beyond | Total |
|----------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON Summary: |       |       |       |       |       |       |       |        |       |
| Fed $    |       |       |       |       |       |       |       |        | 70,824|
| Local Match |       |       |       |       |       |       |       |        | 9,176 |
| LSSRP Bond |       |       |       |       |       |       |       |        |       |
| Local AC |       |       |       |       |       |       |       |        |       |
| Total    |       |       |       |       |       |       |       |        | 80,000|
### 2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

**District:** 02  **County:** Shasta  
**Responsible Agency:** HB-3-1D  **Project Description**

**MPO Summary:** Shasta County Regional Transportation Planning Agency  
**Number of Projects:** 26

#### Totals:

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>12/13</th>
<th>13/14</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed $</td>
<td>4,130,386</td>
<td>2,210,370</td>
<td>870,579</td>
<td>1,427,087</td>
<td>1,001,496</td>
<td>687,747</td>
<td>31,339,490</td>
<td>41,667,154</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>427,794</td>
<td>85,658</td>
<td>45,421</td>
<td>104,358</td>
<td>129,754</td>
<td>60,083</td>
<td>2,838,897</td>
<td>3,680,966</td>
<td></td>
</tr>
<tr>
<td>LSSRP Bond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total for all Phases</strong></td>
<td>4,558,160</td>
<td>2,296,028</td>
<td>916,000</td>
<td>1,531,445</td>
<td>1,131,250</td>
<td>747,833</td>
<td>34,176,387</td>
<td>45,357,120</td>
<td></td>
</tr>
<tr>
<td>Route</td>
<td>Priority</td>
<td>County</td>
<td>Location</td>
<td>Implementing Agency</td>
<td>Bridge number from inspection report</td>
<td>Local Agency</td>
<td>Bridge ID</td>
<td>Details</td>
<td>Condition</td>
</tr>
<tr>
<td>-------</td>
<td>----------</td>
<td>--------</td>
<td>----------</td>
<td>--------------------</td>
<td>--------------------------------------</td>
<td>-------------</td>
<td>----------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>1</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>78000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
<tr>
<td>2</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>28000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
<tr>
<td>3</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>28000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
<tr>
<td>4</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>28000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
<tr>
<td>5</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>28000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
<tr>
<td>6</td>
<td>B</td>
<td>Siskiyou</td>
<td>Redding</td>
<td>Siskiyou County</td>
<td>28000011</td>
<td>Siskiyou</td>
<td>278</td>
<td>Low</td>
<td>Poor</td>
</tr>
</tbody>
</table>

**Costs)**

**Total Cost** $1,193,956,69

**Total Costs 2019-2023** $1,193,956,69
| Project (Largest number is the project) | County Location | Implementing Agency | Bridge number/Name | LDBA Agency | Bridge ID | Facility Category | Feature | Workspace | Sufficiency | Road Status | Work Description | Dash Area (ft²) | Preliminary Engineering (ft²) | Construction (ft³) | Restoration (ft³) | Contingency (ft³) | Total Penalty (ft³) | NLI (ft²) | Reduced NLI | Running Pen # | Local Share | Running Local Share |
|--------------------------------------|-----------------|---------------------|---------------------|-------------|-----------|-------------------|---------|-----------|-------------|------------|----------------|------------------|----------------|----------------|---------------|----------------|----------------|----------------|-------------|-------------|----------------|-------------|----------------|
## Shasta County RTPA - Federal Transportation Improvement Program

### (Dollars in Whole)

**Local Highway System**

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>PROJECT ID:</th>
<th>MPO ID:</th>
<th>COUNTY:</th>
<th>ROUTE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td></td>
<td>215-0000-0003</td>
<td>QP - HSP</td>
<td></td>
<td>Shasta County</td>
<td>RM:</td>
</tr>
</tbody>
</table>

### IMPLEMENTING AGENCY: Caltrans

#### PROJECT MANAGER: RICK SOMERS

#### PHONE: (530) 225-3015

#### EMAIL: richard.l.somers@dot.ca.gov

### PROJ. VERSION HISTORY

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Prioritization in StanCh</th>
<th>Amend No.</th>
<th>Prog Con</th>
<th>Prog RW</th>
<th>PE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 Active</td>
<td>03/31/2015</td>
<td>KURJIE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>3</td>
<td>14,081,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Official</td>
<td>01/02/2015</td>
<td>KURJIE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>2</td>
<td>14,081,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Official</td>
<td>02/05/2014</td>
<td>KURJIE</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>14,081,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Official</td>
<td>06/04/2014</td>
<td>KURJIE</td>
<td>Adoption - Carry Over</td>
<td>8</td>
<td>10,247,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Official</td>
<td>02/18/2016</td>
<td>KURJIE</td>
<td>Amendment - Cost/Scope/Change</td>
<td>8</td>
<td>10,247,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Official</td>
<td>05/12/2013</td>
<td>ETALBO</td>
<td>Amendment - Technical Correction</td>
<td>2</td>
<td>8,241,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Official</td>
<td>01/26/2013</td>
<td>ETALBO</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>7,730,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Official</td>
<td>06/02/2012</td>
<td>MP-OBCDE</td>
<td>Adoption</td>
<td>7</td>
<td>4,336,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Official</td>
<td>05/01/2011</td>
<td>AJENSEW</td>
<td>Amendment - Cost/Scope/Sch. Change</td>
<td>4</td>
<td>4,669,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Other Fed -

- Fund Source 1 of 4
  - Fund Type: Highway Safety Improvement Program
  - Funding Agency: Redding, City of

**Prior** | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | BEYOND | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,589,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,589,000</td>
</tr>
</tbody>
</table>

#### Local Funds -

- Fund Source 2 of 4
  - Fund Type: Local Transportation Funds
  - Funding Agency: Redding, City of

**Prior** | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | BEYOND | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,317,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,317,000</td>
</tr>
</tbody>
</table>

#### Other Fed -

- Fund Source 3 of 4
  - Fund Type: Highway Safety Improvement Program
  - Funding Agency: Shasta County

**Prior** | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | BEYOND | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,367,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,367,000</td>
</tr>
</tbody>
</table>

#### Local Funds -

- Fund Source 4 of 4
  - Fund Type: Local Transportation Funds
  - Funding Agency: Shasta County

**Prior** | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | BEYOND | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>518,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>518,000</td>
</tr>
</tbody>
</table>

### Projec: Total

<table>
<thead>
<tr>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14,081,000</td>
</tr>
<tr>
<td>RW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14,081,000</td>
</tr>
</tbody>
</table>

### COMMENTS:

****** Version 11 - 03/9/2014 ******

Formal Amendment No. 3 per 3-22-2015 Agenda email issued. Provides 100% federal funding with toll credit use for Cycle 5 projects.

****** Version 10 - 12/16/2014 ******

Formal Amendment No. 3 per 12-5-2014 Agenda email recertifying project. 10% nonfederal match included. Minor modification to EPA exempt category description to align with HSP purpose.

****** RTIP Version 2 - 06/05/2014 ******

Amendment No. 1 per 6/5-2014 Agenda email requesting 2015 RTIP inclusion. 10% nonfederal match by year included, as directed.

****** Version 1 - 03/12/14 ******

Project data transferred from 2012 FIP.

****** Version 7 - 01/09/2014 ******

Formal amendment #6 for 11-15-2013 FIP project list update per Agenda 11-20-2013 email. bku

****** Version 6 - 09/04/2013 ******

Revised amendment per direction from HQ. ET.

****** Version 5 - 12/17/2012 ******

Amendment #0 per email dated 12/17/2012.

NOTE: RTP ID = 5-41,51, 54, 55

Product of CTIPS: Page 1

04/02/2015
**Shasta County RTPA - Federal Transportation Improvement Program**

**(Dollars in Whole)**

*Local Highway System*

<table>
<thead>
<tr>
<th>DIST:</th>
<th>FFNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>MPO ID:</th>
<th>COUNTY:</th>
<th>ROUTE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td>211-0000-093</td>
<td></td>
<td>GP - HISP</td>
<td>Shasta County</td>
<td></td>
</tr>
</tbody>
</table>

**TITLE (DESCRIPTION):**
- Grouped Projects for Safety Improvements - HSIP Program (Projects are consistent with 49 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/Highway crossing, safer non-Federal-aid system roads, shoulder improvements, traffic control devices and operating assistance rather than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, and emergency truck pull-over)  

**IMPLEMENTING AGENCY:** Caltrans

<table>
<thead>
<tr>
<th>PROJECT MANAGER:</th>
<th>PHONE:</th>
<th>EMAIL:</th>
</tr>
</thead>
<tbody>
<tr>
<td>RICK SOMERS</td>
<td>(530) 225-3015</td>
<td><a href="mailto:richard.l.somers@dot.ca.gov">richard.l.somers@dot.ca.gov</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT VERSION HISTORY</th>
<th>Version Status</th>
<th>Official Date</th>
<th>Amendment Change Reason</th>
<th>Amend No.</th>
<th>Prog Con</th>
<th>Prog RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Official</td>
<td>01/22/2015</td>
<td>KURLE Amendment - Cost/Scope/Sch. Change</td>
<td>2</td>
<td>14,080,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Official</td>
<td>09/25/2014</td>
<td>KURLE Amendment - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>14,460,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Official</td>
<td>08/24/2014</td>
<td>KURLE Adoption - Carry Over</td>
<td>8</td>
<td>10,240,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Official</td>
<td>02/18/2014</td>
<td>KURLE Amendment - Cost/Scope/Sch. Change</td>
<td>8</td>
<td>10,240,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Official</td>
<td>05/13/2013</td>
<td>ETEALBO Amendment - Technical Corridors</td>
<td>2</td>
<td>8,240,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Official</td>
<td>01/02/2013</td>
<td>ETEALBO Amendment - Cost/Scope/Sch. Change</td>
<td>1</td>
<td>7,730,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Official</td>
<td>06/06/2012</td>
<td>MPOCBOE Adoption</td>
<td>7</td>
<td>4,300,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Official</td>
<td>06/01/2011</td>
<td>AJENSEN Amendment - Cost/Scope/Sch. Change</td>
<td>7</td>
<td>4,880,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Official</td>
<td>04/06/2011</td>
<td>AJENSEN Amendment - Cost/Scope/Sch. Change</td>
<td>5</td>
<td>4,880,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Other Fed**
  - **Fund Source 1 of 4**
    - **Fund Type: Highway Safety Improvement Program**
    - **Funding Agency: Redding, City of**

- **Local Funds**
  - **Fund Source 2 of 4**
    - **Fund Type: Local Transportation Funds**
    - **Funding Agency: Redding, City of**

- **Other Fed**
  - **Fund Source 3 of 4**
    - **Fund Type: Highway Safety Improvement Program**
    - **Funding Agency: Shasta County**

- **Local Funds**
  - **Fund Source 4 of 4**
    - **Fund Type: Local Transportation Funds**
    - **Funding Agency: Shasta County**

**Project Total**

<table>
<thead>
<tr>
<th>PE</th>
<th>RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON</td>
<td>5,570,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

<table>
<thead>
<tr>
<th>Version</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Version 10 - 12/19/2014</td>
</tr>
<tr>
<td>9</td>
<td>Version 9 - 10/23/2014</td>
</tr>
<tr>
<td>8</td>
<td>Version 8 - 10/23/2014</td>
</tr>
<tr>
<td>7</td>
<td>Version 7 - 10/23/2014</td>
</tr>
<tr>
<td>6</td>
<td>Version 6 - 10/23/2014</td>
</tr>
<tr>
<td>5</td>
<td>Version 5 - 10/23/2014</td>
</tr>
<tr>
<td>4</td>
<td>Version 4 - 10/23/2014</td>
</tr>
<tr>
<td>3</td>
<td>Version 3 - 10/23/2014</td>
</tr>
<tr>
<td>2</td>
<td>Version 2 - 10/23/2014</td>
</tr>
<tr>
<td>1</td>
<td>Version 1 - 10/23/2014</td>
</tr>
<tr>
<td>0</td>
<td>Initial Version</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>01</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>00</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>99</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>98</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>97</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>96</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>95</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>94</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>93</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>92</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>91</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>90</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>89</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>88</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>87</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>86</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>85</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>84</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>83</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>82</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>81</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>80</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>79</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>78</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>77</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>76</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>75</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>74</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>73</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>72</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>71</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>70</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>69</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>68</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>67</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>66</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>65</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>64</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>63</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>62</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>61</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>60</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>59</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>58</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>57</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>56</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
<tr>
<td>55</td>
<td>Revised amendment per direction from HQ, ET</td>
</tr>
</tbody>
</table>

**NOTE:** Title ID = 5-4,51, 54, 55
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>C056-02-004</td>
<td>2</td>
<td>Redding</td>
<td>SRTA</td>
<td>SRTA</td>
<td>Rancho vista Blvd, between River St. and Lakeleva Dr.</td>
<td>Contraflow stalls, glare, midblock and raised median lighting on River St.</td>
<td>$1,190,900</td>
<td>$451,600</td>
<td>$639,600</td>
<td>$58,600</td>
<td>$403,100</td>
<td>$20,000</td>
<td>$50,000</td>
<td>$52,300</td>
<td>$532,100</td>
</tr>
<tr>
<td>C056-02-001</td>
<td>2</td>
<td>Redding</td>
<td>SRTA</td>
<td>SRTA</td>
<td>East Cypress Ave. / Rosemary Ave. and East Cypress Ave. / Beverly Dr.</td>
<td>Install raised medians, mid-block beacons, and pavement markings</td>
<td>$219,000</td>
<td>$187,800</td>
<td>$32,200</td>
<td>$28,300</td>
<td>$199,450</td>
<td>$40,000</td>
<td>$40,000</td>
<td>$40,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>C056-02-002</td>
<td>2</td>
<td>Redding</td>
<td>SRTA</td>
<td>SRTA</td>
<td>Chico Creek Rd, from Gender Dr. to the bridge over Shasta Creek.</td>
<td>Safety improvements</td>
<td>$600,000</td>
<td>$644,500</td>
<td>$65,500</td>
<td>$52,300</td>
<td>$532,100</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>C056-02-001</td>
<td>2</td>
<td>Redding</td>
<td>SRTA</td>
<td>SRTA</td>
<td>Various locations along River Ave. between Enterprise Park and City Creek.</td>
<td>Roadside medians, fenced medians, raised median islands, pedestrian pathways, lighting</td>
<td>$1,416,210</td>
<td>$1,359,111</td>
<td>$57,111</td>
<td>$103,080</td>
<td>$1,346,111</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>C056-02-002</td>
<td>2</td>
<td>Redding</td>
<td>SRTA</td>
<td>SRTA</td>
<td>On Col Guerrero Trail between Middle Dr and Bear Mountain Rd.</td>
<td>Widen shoulder, upgrade drainage</td>
<td>$1,889,500</td>
<td>$1,664,858</td>
<td>$243,642</td>
<td>$159,580</td>
<td>$1,648,578</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>C056-02-005</td>
<td>2</td>
<td>Shasta City</td>
<td>SRTA</td>
<td>SRTA</td>
<td>On Grizzly Peak Road between Ludwig Gulch and Michael Creek.</td>
<td>Widen and add two-way bike lane and paved shoulders</td>
<td>$1,150,000</td>
<td>$900,000</td>
<td>$250,000</td>
<td>$90,000</td>
<td>$1,140,200</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>C057-02-004</td>
<td>2</td>
<td>Shasta City</td>
<td>SRTA</td>
<td>SRTA</td>
<td>Lotus Rd, between Sabre Ln. and Greenleaf Ln.</td>
<td>Widen and pave shoulders</td>
<td>$1,500,000</td>
<td>$900,000</td>
<td>$600,000</td>
<td>$90,000</td>
<td>$1,490,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>C056-02-005</td>
<td>2</td>
<td>Shasta City</td>
<td>SRTA</td>
<td>SRTA</td>
<td>On Ohashi Soda Rd between Hot Boli Ferry Rd and Betsie Rd.</td>
<td>Widen and pave shoulders</td>
<td>$1,500,000</td>
<td>$1,490,000</td>
<td>$10,000</td>
<td>$90,000</td>
<td>$1,490,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>C057-02-004</td>
<td>2</td>
<td>Shasta City</td>
<td>SRTA</td>
<td>SRTA</td>
<td>On Ohashi Soda Rd between Betsie Rd and Bunkerage Rd</td>
<td>Widen and pave shoulders</td>
<td>$1,500,000</td>
<td>$1,490,000</td>
<td>$10,000</td>
<td>$90,000</td>
<td>$1,490,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>Total (SRTA)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$10,064,610</td>
<td>$9,057,448</td>
<td>$1,006,851</td>
<td>$807,200</td>
<td>$1,943,760</td>
<td>$3,610,000</td>
<td>$2,944,680</td>
<td>$2,944,680</td>
<td>$2,944,680</td>
</tr>
</tbody>
</table>
### Shasta County RTPA - Federal Transportation Improvement Program

**(Dollars in Whole)**

**Transit System**

<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>MPO ID:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td></td>
<td>211-0000-3118</td>
<td></td>
</tr>
<tr>
<td>CT PROJECT ID:</td>
<td>SPLUG</td>
<td>MPO:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TRAN-SSY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COUNTY:</td>
<td>ROUTE:</td>
<td>PM:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shasta County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TITLE (DESCRIPTION):**
Social Service Transit Vehicles and Equipment (Vehicles and equipment grants for social service transportation providers in Shasta County)

**New Project**

**IMPLEMENTING AGENCY:** Various Agencies

**PROJECT MANAGER:** JENN POLLOM

**PHONE:** (530) 262-6195

**EMAIL:** jpollom@rtca.ca.gov

### PROJECT VERSION HISTORY

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No</th>
<th>Prog Con</th>
<th>Prog RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Active</td>
<td>04/01/2015</td>
<td>KURLE</td>
<td>Amendment - New Project</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**(Dollars in Whole)**

<table>
<thead>
<tr>
<th>PRIORS</th>
<th>1415</th>
<th>1516</th>
<th>1617</th>
<th>1718</th>
<th>1819</th>
<th>1920</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
</table>

- FTA Funds
- Fund Source 1 of 1
- Fund Type: FTA 5310 Elderly & Disabilities
- Funding Agency: Various Agencies

**COMMENTS:**

**Final Amendment No. 3 adds FTA 5310 funding award for Golden Umbrella Foster Grandparent ($128,000) and Senior Companion ($72,033) programs per Attachment 3-25-2015 email. 100% federal funding with toll credits applies.**
<table>
<thead>
<tr>
<th>DIST:</th>
<th>PPNO:</th>
<th>EA:</th>
<th>CTIPS ID:</th>
<th>MPO Aprv:</th>
<th>STATE AGENCY:</th>
<th>TITLE (DESCRIPTION):</th>
<th>MOBILE ID:</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td></td>
<td></td>
<td>214-0000-3119</td>
<td></td>
<td></td>
<td>Grouped Projects for Safety improvements - SHOIP (Mobility Program)</td>
<td>CTO-MOBU</td>
</tr>
<tr>
<td>COUNTY:</td>
<td>ROUTE:</td>
<td>PM:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shasta County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPLEMENTING AGENCY:** Caltrans

**PROJECT MANAGER:** WENDY LONNBERG

**PHONE:** (530) 225-3416

**EMAIL:** wendy.lonnberg@dot.ca.gov

**PROJECT VERSION HISTORY**

<table>
<thead>
<tr>
<th>Version</th>
<th>Status</th>
<th>Official Date</th>
<th>Updated By</th>
<th>Change Reason</th>
<th>Amend No.</th>
<th>Prog Con</th>
<th>Prog RW</th>
<th>PE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Active</td>
<td>04/13/2015</td>
<td>KURLIE</td>
<td>Amendment - New Project</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **SHOIP** - Mobility
  - Fund Source 1 of 1
  - Fund Type: SHOIP Advance Construction (AC)
  - Funding Agency:

- **PRIORITY** 14/16 15/16 16/17 17/18 18/19 19/20 BEYOND TOTAL

<table>
<thead>
<tr>
<th>Prior</th>
<th>14/16</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>BEYOND</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14/16</td>
<td>15/16</td>
<td>16/17</td>
<td>17/18</td>
<td>18/19</td>
<td>19/20</td>
<td>BEYOND</td>
<td>TOTAL</td>
</tr>
<tr>
<td></td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
<td>2,400,000</td>
</tr>
</tbody>
</table>

**Comments:**

*Formal Amendment No. 3 re-sets SHOIP Mobility Program CTIPS listing to FIP. Programs $2.4M funding for SR 44/US/ILester operational improvement project per WLonnberg 3-15-2015 email.*