



SHASTA 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



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Final – December 10, 2019

**2020 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

**FOR
FISCAL YEARS 2020/21 – 2024/25
Final – December 10, 2019**

Prepared By:

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In Cooperation With:

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

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



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Daniel S. Little, Executive Director

December 13, 2019

Teresa Favila, Associate Deputy Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2020 Shasta Regional Transportation Improvement Program

Dear Ms. Favila:

Enclosed, please find two copies of the 2020 Shasta Regional Transportation Improvement Program (RTIP) adopted December 10, 2019, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2020 RTIP recommends \$3.583 million of new regional shares for programming in the 2020 State Transportation Improvement Program (STIP).

- Fix 5 Cascade Gateway (\$2.908 million) – SRTA recommends programming additional RTIP regional shares of \$2,908,000 for design and right-of-way in FY 2022/23, supplemented by \$1.107 million Highway Infrastructure Program funds.
- Planning, Programming and Monitoring (\$181,000) – New funding totaling \$181,000 is programmed in the last two years (FYs 2023/24 and 2024/25) of the program.
- Cottonwood Lasso ATP Project (\$494,000) – SRTA recommends \$494,000 regional shares in FY 2022/23 for environmental support of Shasta County's Cottonwood Lasso Loop Active Transportation Program (ATP) proposed grant project.

Please let me, or Senior Transportation Planner Kathy Urlie, know if you have any questions. I am available at 530-262-6190, or dlittle@srta.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little".

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

DSL/KKU/al

Enclosures: SRTA Resolution Number 19-18: Adoption of 2020 Shasta RTIP
Shasta 2020 RTIP

**2020 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(RTIP)**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

For development of the 2020 Regional Transportation Improvement Program (RTIP), the Shasta Regional Transportation Agency (SRTA) was advised by the California Transportation Commission that \$3,583,000 of new programming capacity was available to the region. The 2020 RTIP programs the entire amount.

SRTA has approved new funding for: a) the Fix 5 Cascade Gateway Project Plans, Specifications and Estimates (design) and Right of Way Support and Capital; b) planning, programming and monitoring for the last two years of the five-year RTIP; and c) the Cottonwood Lasso Loop Active Transportation Program Project.

Section 2. General Information

- **Regional Agency Name**

Shasta Regional Transportation Agency

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

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

RTP link: <http://www.srta.ca.gov/300/2018-RTP>

- **Executive Director Contact Information**

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

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

A. What is the Regional Transportation Improvement Program?

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

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

The Shasta 2020 RTIP includes projects from the 2018 Regional Transportation Plan (RTP) for Shasta County. The RTIP is a nomination programming document based on regional share funds for Shasta County. Under typical conditions, SRTA receives about \$3 million for regional share programming every two years. As such, approved programming does not normally include more than a handful of projects. The passage of Senate Bill 1 has increased the share amount of funds to the regions. Candidate projects from the RTP are discussed with Caltrans and the local jurisdictions. Initial programming recommendations for the 2020 RTIP were made October 22, 2019 to the SRTA Board of Directors by SRTA's Executive Director, and accepted without further input. The SRTA Board of Directors approved final programming recommendations December 10, 2019.

Section 4. Completion of Prior RTIP Projects

In addition to continuation of Planning, Programming and Monitoring (PPM) for the first two years of the 2018 RTIP, the Interstate 5 (I-5) Redding to Anderson Six-Lane Project (PPNO 3445A) has begun construction. In addition to RTIP funding, Trade Corridors Enhancement Program (TCEP) and State Highway Operation and Protection Program (SHOPP) funds were awarded to fully fund the project. Also, on the I-5 front, Caltrans has begun environmental with the \$1,600,000 of 2018 RTIP funding SRTA dedicated to the Fix Five Cascade Gateway Project (PPNO 3597) in the 2018 STIP. The Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements (PPNO 2560) has received an allocation delay of SRTA RTIP (\$400,000) and Active Transportation Program (ATP - \$2,138,000) funding until June 2020. Finally, the city of Redding just allocated \$1,170,000 of the \$1,270,000 RTIP funding that SRTA pledged for project environmental for the Downtown to Turtle Bay Project (PPNO 2588). The remaining \$100,000 of the RTIP pledge is designated for design in 2022/23.

Project Name and Location	Description	Summary of Improvements/Benefits
PPM – Shasta County	Planning and programming funding used to administer the STIP process.	RTIP and STIP projects
Redding to Anderson Six-Lane Project	Construction underway.	Advancing the project
Fix 5 Cascade Gateway Project	Environmental underway.	Advancing the project
Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements	Construction allocation of RTIP and ATP funding expected in June 2020.	Once voted, advancing the project
Downtown to Turtle Bay Non-Motorized Improvements	Environmental and design underway.	Advancing the project

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC Adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans Identifies State Highway Needs	September 15, 2019
SRTA Considers 2020 RTIP Preliminary Recommendations	October 22, 2019
Caltrans Submits Final Draft ITIP to CTC	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
SRTA Approves Preliminary RTIP Recommendations	October 22, 2019
SRTA Releases Draft 2020 RTIP for Public/Interagency Review	October 31, 2019
SRTA Adopts 2020 RTIP	December 10, 2019
Caltrans' Deadline to Submit ITIP to CTC	December 15, 2019
Regions' Deadline to Submit RTIPs to CTC	December 15, 2019
CTC STIP Hearing Date – South	January 30, 2020
CTC STIP Hearing Date – North	February 6, 2020
CTC Publishes 2020 STIP Staff Recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

RTIP projects are culled from the RTP working in concert with Caltrans and the Shasta region's local jurisdictions and planning partners. The RTIP outlines recommended project priorities and programming years. Per the development and approval schedule table above, 2020 RTIP preliminary recommendations were accepted by the SRTA Board of Directors on October 22, 2019. The draft 2020 Shasta RTIP began

circulating for public and interagency review on October 31, 2019, extending through December 1, 2019. Following a public hearing on December 10, 2019, the SRTA Board of Directors approved the Shasta 2020 RTIP.

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

Regional Transportation Improvement Program (RTIP) Project Selection Priorities

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

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

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

Caltrans District: 2

SRTA and Caltrans staff have extensively consulted in the development of the 2020 RTIP, particularly on methods to continue progress on the Fix 5 Cascade Gateway Project (PPNO 3597), moving from environmental to both design and right-of-way. An official consultation meeting was held July 18, 2019. Caltrans District 2 has summarized this consultation with a letter dated October 16, 2019 included as an attachment under Section 17 of this RTIP. Additionally, SRTA and Caltrans, District 2 have held other consultation meetings to focus on strategies to achieve full project funding.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

For the 2020 Fund Estimate, the new regional shares available to Shasta are \$3,583,000 as of June 30, 2019. SRTA approves using the entire \$3,583,000 of new capacity for: Fix 5 Cascade Gateway Project (PPNO 3597) design and right-of-way; planning, programming, and monitoring (PPNO 2368); and Cottonwood Lasso Active Transportation Program (ATP) Project.

B. Summary of Requested Programming

Summary of 2020 RTIP Recommended Programming (x1,000)

Project	Project Description	Phase	Fiscal Year	Prior RTIP	New RTIP	HIP	Future SHOPP	Future Unfunded	Total Project Cost
<i>Downtown to Turtle Bay Non-Motorized Improvements Project (PPNO 2588)</i>	Bicycle and pedestrian path between Downtown Redding to Turtle Bay	PA&ED	2018/19 and 2019/20	\$1,170				TBD	TBD
		PS&E	2022/23	\$ 100					
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Cypress Overcrossing to Oasis Road Overcrossing north	PA&ED (PE)	2018/19 and 2021/22	\$1,600		\$1,107.455			\$ 1,600 \$1,107.455
		PS&E (PE)	2022/23		\$2,227		\$ 1,828		\$ 4,055
		ROW	2022/23		\$ 681		\$ 138		\$ 819
		CON	Beyond				\$29,157	\$53,335	\$82,492
<i>Cottonwood Lasso ATP Project</i>	Walking and biking loop, connecting residents to the community's downtown and major destinations	PA&ED	2022/23		\$ 494			TBD	TBD
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects.	N/A	2020/21 through 2024/25	\$ 438	\$ 181			N/A	\$ 619
Total				\$3,308	\$3,583	\$1,107.455	\$31,123	\$53,335+	\$90,692.455+

TBD = To Be Determined

N/A = Not Applicable

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

Projects. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

Focusing on further improving Downtown Redding non-motorized improvements, the SRTA Board of Directors endorsed a project tying the Downtown to Turtle Bay Park and trails to the east (PPNO 2588). SRTA programmed \$1,270,000 to the city for PA&ED (environmental) and PS&E (design) within the 2018 STIP. Although initial efforts for leveraging a \$5,500,000 ATP Cycle 4 grant were not successful, the city is moving forward with the environmental, on the project initially estimated to cost \$7 million. The city has pledged \$100,000 local funds in addition to the SRTA commitment. The city will reapply for ATP funds for construction in 2020.

SRTA programmed \$1,600,000 RTIP funding for the Fix 5 Cascade Gateway Project (PPNO 3597) environmental in the 2018 RTIP/STIP. Within the 2020 RTIP, SRTA approved \$4,015,455 RTIP and Highway Infrastructure Program (HIP) funding for the non-SHOPP share of design and ROW. Caltrans, District 2 will pursue the remaining \$1,966,000 needed for design and ROW through the SHOPP or other non-regional means. Construction funding sought through a federal BUILD grant was not successful in 2019, but Caltrans and SRTA expect to jointly apply for a Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) grant in early 2020. This would be in addition to construction funding sought through the SHOPP.

Proposed 2020 RTIP	Total RTIP \$	Other Funding \$				Total Project Cost	
		HIP	Fund Source 1	Fund Source 2	Fund Source 3		Fund Source 4
Overview of Other Funding Included with Delivery of RIP Projects							
Downtown to Turtle Bay Non- Motorized Improvements (PPNO 2588)	1,270,000 (Prior)	0	1,270,000	0	5,630,000*	100,000	\$7,000,000
Fix 5 Cascade Gateway (PPNO 3597)	1,600,000 (Prior) 2,908,000 (New)	1,107,455	1,600,000	1,966,000			7,581,455
Planning, Programming & Monitoring (PPNO 2368)	438,000 (Prior) 181,000 (New)		438,000				619,000
ATP Project TBD – Cottonwood Lasso Loop 1 st Priority	494,000 (New)				TBD	TBD	494,000+
	3,308,000 (Prior) 3,583,000 (New)						
Totals		1,107,455	3,308,000	1,966,000	5,630,000+	100,000+	15,694,455+

Notes: Fund Source 1 = Prior RIP; Fund Source 2 = Anticipated SHOPP or other state funding; Fund Source 3 = ATP; and Fund Source 4 = Local. * ATP grant application not funded in Cycle 4; city will reapply in Cycle 5. TBD = To Be Determined: Project cost/need still being developed.

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on

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

There is no ITIP funding proposed for the Shasta region in the 2020 ITIP.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

The Interstate 5 Redding to Anderson Six-Lane Project (PPNO 3445A) was programmed in the 2018 RTIP/STIP and became fully funded with the award of a Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) grant in Spring 2018. Construction is underway on this \$143 million project.

To the north of the Redding to Anderson Six-Lane Project, SRTA committed \$1.6 million of RTIP funding for environmental for the Fix 5 Cascade Gateway Project (PPNO 3597) in the 2018 RTIP. In consultation with Caltrans, SRTA will program \$2,908,00 of regional shares within the 2020 RTIP for both design and right of way for the project. SRTA will additionally program Highway Infrastructure Program (HIP) funding of \$1,107,455 for the project within the Federal Transportation Improvement Program (FTIP) for design. This SRTA project commitment is with the understanding that Caltrans will make every effort to match SRTA's RTIP and HIP commitment with SHOPP or other nonregional funding, and subsequent construction funding.

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

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

Table 18 – 2018 RTP and SCS Performance Measures, from the 2018 RTP, follows.

Table 18 of 2018 RTP – 2018 RTP and SCS Performance Measures

PERFORMANCE MEASURES	2005	2015	2020 No PROJECT	2020 PROJECT	2035 No PROJECT	2035 PROJECT	2040 PROJECT
Transportation System Utilization & Mode Share							
Average Daily VMT (Total)	5,606,121	5,955,776	6,166,473	6,165,145	7,374,997	7,375,431	7,806,135
Average Daily SB 375 VMT (minus through trips)	4,638,709	4,969,064	5,106,514	5,105,238	6,095,620	6,096,106	6,453,567
Average Daily VMT per capita (minus through trips)	26.8	27.5	26.9	26.8	28.4	28.6	29.1
Miles of roadway at LOS 'D', 'E', and 'F'	12.0	10.7	7.2	7.5	9.9	10.8	16.6
Daily Transit Boardings (modeled)	2,638	3,000	3,936	3,500	6,452	6,573	6,564
# of miles of bikeways (by class)							
Class I	n/a	60.5	62.3	62.3	64.1	64.1	64.1
Class II	n/a	83.5	96.8	96.8	209.3	209.3	209.3
Percentage of trips by mode (Daily)							
Drive alone (% of trips)	47.8	47.6%	46.1%	46.2%	46.1%	46.1%	46.0%
Shared ride (2 persons) (% of trips)	26.1	26.4%	26.6%	26.5%	26.4%	26.4%	26.6%
Shared ride (3+ persons) (% trips)	17	17.1%	17.8%	17.9%	18.2%	18.2%	18.1%
School Bus (% trips)	1.7	1.7%	1.8%	1.8%	1.8%	1.8%	1.8%
Transit (% of trips)	0.3	0.3%	0.4%	0.4%	0.6%	0.6%	0.6%
Bike (% of trips)	1.3	1.2%	1.3%	1.3%	1.2%	1.2%	1.3%
Walk (% of trips)	5.8	5.6%	5.9%	5.9%	5.6%	5.6%	5.5%
Mobility/Accessibility							
Number of Households within 1/2 mile of transit	40,254	42,053	44,644	42,534	48,340	46,795	48,116
Number of Jobs within 1/2 mile of transit	49,097	57,711	61,780	60,175	68,753	67,674	67,489
Average commute time (minutes) by workers	18.3	18.1	17.5	17.3	17.4	17.4	17.6
Average trip duration (minutes) by mode							
Drive Alone	10.5	10.4	9.9	9.8	9.8	9.8	9.9
Shared Ride 2	7.9	8.0	7.8	7.8	7.8	7.8	7.7
Shared Ride 3+	7.9	8.0	8.1	8.0	8.1	8.1	8.1
School Bus	35.2	38.4	41.9	42.1	41.2	41.2	40.0
Transit	41.9	39.6	40.2	42.9	35.5	37.5	38.4
Bike	12.0	12.2	12.5	12.5	12.5	12.7	12.5
Walk	13.5	13.7	13.7	14.0	14.6	14.3	14.2
All Modes	10.1	10.2	10.0	9.9	10.0	10.0	10.0

PERFORMANCE MEASURES	2005	2015	2020 No PROJECT	2020 PROJECT	2035 No PROJECT	2035 PROJECT	2040 PROJECT
Safety							
Number of fatalities	38	n/a	n/a	n/a	n/a	n/a	n/a
Number of injuries	1,880	n/a	n/a	n/a	n/a	n/a	n/a
Number of bicycle and pedestrian collisions	97	n/a	n/a	n/a	n/a	n/a	n/a
Environment							
Pounds CO2/year/capita - Passenger Vehicles Only (SB 375) ¹	7,394	7,107	7,044	7,032	7,379	7,361	n/a
GHG Reductions (SB 375) per capita ¹	Baseline	n/a	n/a	-3.97%	n/a	-1.16%	n/a
Prime agricultural lands saved from conversion (acres)	n/a	n/a	n/a	n/a	n/a	87	n/a
Environmentally sensitive lands saved from conversion (acres)	n/a	n/a	1,779	n/a	n/a	6,541	n/a

2020 RTIP QUALITATIVE ASSESSMENT OF RTP/SCS BENEFITS

Project Name and Location	Project Description	RIP/HIP Amount
Fix 5 Cascade Gateway (PPNO 3597)	Freight safety and enhancement project on Interstate 5 from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of Oasis Road and beyond. PA&ED begun in 2018/19 with \$1,600,000 RTIP funding. PS&E and ROW RTIP funds programmed for 2022/23.	\$4,015,455 RIP = \$2,908,000 (New) HIP = \$1,107,455

Effectiveness of the 2020 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region’s RTP:

The Interstate 5 (I-5) ‘Fix 5 Cascade Gateway Project’ is included within the 2018 RTP/SCS. The project is consistent with Goal #2 of the 2018 RTP/SCS: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.

Regional funds, in combination with anticipated state funding, are proposed to maintain adequate traffic capacity on the core interregional network. The Fix 5 Cascade Gateway Project focuses on providing changeable/flexible lanes from North Redding to Shasta Lake City and beyond. The project was programmed for PA&ED in the 2018 STIP. For the 2020 RTIP, SRTA proposes supplementing the project with regional RTIP

and Highway Infrastructure Program (HIP) funds for design and right-of-way to continue progress on this core federal interstate project. Caltrans will work to match these regional funds with non-regional funds to bring these two project phases to fruition.

How the RTIP facilitates implementation of the SCS:

The Fix 5 Cascade Gateway Project will enhance safety and freight mobility on I-5 in north county. Although not an SCS project, it facilitates SCS implementation.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring (PPNO 2368)	Administer STIP and develop projects in FYs 2020/21, 2021/22, 2022/23, 2023/24 and 2024/25.	\$619,000 Prior = \$438,000 New = \$181,000

Not applicable.

Project Name and Location	Project Description	Requested RIP Amount
Downtown to Turtle Bay Non-Motorized Improvements Project (PPNO 2588)	Connect Downtown Redding to Turtle Bay and trails to the east with a paved trail for bicyclists and pedestrians. Funds PA&ED and PS&E in 2019/20 and 2022/23.	\$1,270,000 (Prior)

Effectiveness of the 2020 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region’s RTP:

The Downtown to Turtle Bay Non-Motorized Improvements Project seeks to increase active transportation mode share by connecting the large number and diversity of trip destinations concentrated within the Downtown Redding Strategic Growth Area and trails to the east of downtown. Converting vehicle trips to active transportation trips helps to maintain an acceptable level of service on critical roadways and defers the need for capacity increasing projects, as well as assists in the development of a healthy community. These are addressed in 2018 RTP/SCS Goals #1 and 4: Optimize the use of existing interregional and regionally significant roadways; and Create people-centered communities that support public safety, health and well-being.

The project proposal also helps close gaps in the region’s network of Class I and Class IV bikeways, thereby addressing 2018 RTP/SCS Goal #3: Provide an integrated, context-appropriate range of practical transportation choices.

How the RTIP facilitates implementation of the SCS:

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

Project Name and Location	Project Description	Requested RIP Amount
ATP Project To Be Determined: 1 st Priority – Cottonwood Lasso Loop	Connect resident with downtown Cottonwood and key attractions	\$494,000 (New)

Effectiveness of the 2020 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region’s RTP:

The Cottonwood Lasso Loop Project is consistent with the 2018 RTP/SCS. Like the Downtown to Turtle Bay Non-Motorized Improvements Project, this proposed ATP project addresses the 2018 RTP/SCS Goals #1 and 4: Optimize the use of existing interregional and regionally significant roadways; and Create people-centered communities that support public safety, health and well-being.

How the RTIP facilitates implementation of the SCS:

The Cottonwood Lasso Loop Project, or another ATP-related project funded in Cycle 5, focuses on a county Strategic Growth Area.

Challenges the region is facing in implementing its SCS:

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

Similar to development projects, planning and conceptual design for the next generation of active transportation projects are needed to compete for Active Transportation Program (ATP) and other funding opportunities. Under its Sustainable Shasta Program, SRTA will help fund identified priority SCS bicycle/pedestrian trunk lines as applications for upcoming Cycle 5 of the ATP.

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

Section 11. Regional and Statewide Benefits of RTIP

The majority of the funding in the 2020 Shasta RTIP provides both regional and statewide benefits. The Fix 5 Cascade Gateway Project limits are from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of the Oasis Road Interchange and beyond. The project has statewide benefits in moving goods through, and to/from, the North State. However, it also has West Coast ramifications as it is the only

corridor in the North State providing an expeditious link to Oregon and Washington from points south. I-5 also serves some intraregional needs by connecting the downtowns of the region's only three cities. The project will enhance the operation and safety of the corridor, producing regional and statewide benefits.

The two alternative transportation proposals, the Downtown Redding to Turtle Bay Non-Motorized Improvements Project and the ATP Project: Cottonwood Lasso Loop (1st Priority) facilitate regional connections of bicyclists and pedestrians, facilitating their safety and mobility as they travel adjacent to the Interstate 5 corridor.

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

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

Per Section 19B and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B2 or B2a below to evaluate the proposed changes to the built environment. This section does not appear to be relevant to the Shasta Region. Therefore, the tables below, included for illustrative purposes, are not relevant.

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		

Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

Table B2(a)			
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment. Table 18, earlier in this document, provides performance metrics for the 2018 Shasta RTP/SCS and is thereby used for this section. The following Table B3 is provided for illustrative purposes only.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

Section 13. Project Specific Evaluation (per Section 19D)

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

Type	Project	State	Local
Auxiliary Lanes	Fix 5 Cascade Gateway	5.2 miles	
Lane Miles Rehabbed	Fix 5 Cascade Gateway	14.6 miles	
Operational Improvements, including Flex Lanes	Fix 5 Cascade Gateway	unknown	

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

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

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

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

See the below table of projects recommended for programming. Maps of each capital project, with the exception of the Cottonwood Lasso ATP Project, are included after the applicable Project Programming Request (PPR) Form in Appendix 15.

Summary of 2020 RTIP Recommended Programming (x1,000)

Project	Project Description	Phase	Fiscal Year	Prior RTIP	New RTIP	HIP	Future SHOPP	Future Unfunded	Total Project Cost
<i>Downtown to Turtle Bay Non-Motorized Improvements Project (PPNO 2588)</i>	Bicycle and pedestrian path between Downtown Redding to Turtle Bay	PA&ED	2018/19 and 2019/20	\$1,170				TBD	TBD
		PS&E	2022/23	\$ 100					
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Cypress Overcrossing to Oasis Road Overcrossing north	PA&ED (PE)	2018/19 and 2021/22	\$1,600		\$1,107.455			\$ 1,600 \$1,107.455
		PS&E (PE)	2022/23		\$2,227		\$ 1,828		\$ 4,055
		ROW	2022/23		\$ 681		\$ 138		\$ 819
		CON	Beyond				\$29,157	\$53,335	\$82,492
<i>Cottonwood Lasso ATP Project</i>	Walking and biking loop, connecting residents to the community's downtown and major destinations	PA&ED	2022/23		\$ 494			TBD	TBD
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects.	N/A	2020/21 through 2024/25	\$ 438	\$ 181			N/A	\$ 619
Total				\$3,308	\$3,583	\$1,107.455	\$31,123	\$53,335+	\$90,692.455+

TBD = To Be Determined

N/A = Not Applicable

F. Appendices

Section 15. Projects Programming Request (PPR) Forms – SRTA has included PPRs for each of the RTIP programming requests under Section 15.

Section 16. Board Resolution or Board Documentation of approval of 2020 RTIP – The December 10, 2019 SRTA Resolution 19-18: Adoption of 2020 Shasta Regional Transportation Improvement Program (RTIP) is included.

Section 17. Documentation of Coordination with Caltrans District – An October 16, 2019 Caltrans-SRTA letter documenting consultation and identifying state highway needs is included in this section.

Shasta 2020 RTIP

Section 15. Projects Programming Request Forms and Projects Maps

a.	Redding Downtown to Turtle Bay Non-Motorized Improvements Project.....	19
	Map.....	21
b.	Fix 5 Cascade Gateway Project.....	22
	Map.....	25
c.	Planning, Programming and Monitoring.....	26
	As a planning and programming effort, project map not applicable.	
d.	Cottonwood Lasso Loop ATP Project.....	28
	Proposed for grant application in ATP Cycle 5, a map is not yet available.	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/15/19
District	EA	Project ID		PPNO	MPO ID	
02				2588		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
Shasta				City of Redding		
				MPO	Element	
				Shasta	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Chuck Aukland		530-245-7156		caukland@cityofredding.org		
Project Title						
Downtown to Turtle Bay Non-Motorized Improvements						
Location (Project Limits), Description (Scope of Work)						
In Redding, from Continental Street to Sundial Bridge Drive overpass, east to the Dana to Downtown Trail, and north to the Sacramento River Trail. The project will construct non-motorized improvements including a paved pedestrian and bicycle multi-use path linking downtown Redding with the Turtle Bay Exploration Park and trails leading to the eastside of Redding.						
Component						
PA&ED		Implementing Agency				
		Redding, City of				
PS&E		Redding, City of				
Right of Way		Redding, City of				
Construction		Redding, City of				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Provide connectivity between downtown businesses, residences, workplaces, recreation & shopping near Turtle Bay Exploration Park and east Redding.						
Purpose and Need						
Provide direct non-motorized improvements from downtown Redding and the Sacramento River Trail to the Turtle Bay Exploration Park and links to trails connecting to the eastside of Redding consistent with the Downtown Redding Transportation Plan. Currently, bicycle and pedestrian traffic traveling between downtown and Turtle Bay are forced to share an undefined network of existing streets, sidewalks and trails. This scattered network is extremely deficient in serving users.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	2
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						12/30/19
Circulate Draft Environmental Document					Document Type	12/30/20
Draft Project Report						01/30/21
End Environmental Phase (PA&ED Milestone)						06/01/21
Begin Design (PS&E) Phase						22/23
End Design Phase (Ready to List for Advertisement Milestone)						22/23
Begin Right of Way Phase						20/21
End Right of Way Phase (Right of Way Certification Milestone)						21/22
Begin Construction Phase (Contract Award Milestone)						22/23
End Construction Phase (Construction Contract Acceptance Milestone)						23/24
Begin Closeout Phase						23/24
End Closeout Phase (Closeout Report)						23/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/15/19

District	County	Route	EA	Project ID	PPNO	
02	Shasta				2588	
Project Title: Downtown to Turtle Bay Non-Motorized Improvements						

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)	1,170							1,170	Redding, City of
PS&E				100				100	Redding, City of
RAW SUP (CT)									Redding, City of
CON SUP (CT)									Redding, City of
RAW									Redding, City of
CON		100						100	Redding, City of
TOTAL	1,170	100		100				1,370	
Proposed Total Project Cost (\$1,000s)								Notes	
E&P (PA&ED)	1,170								1,170
PS&E				100					100
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON					100				100
TOTAL	1,170			100	100				1,370

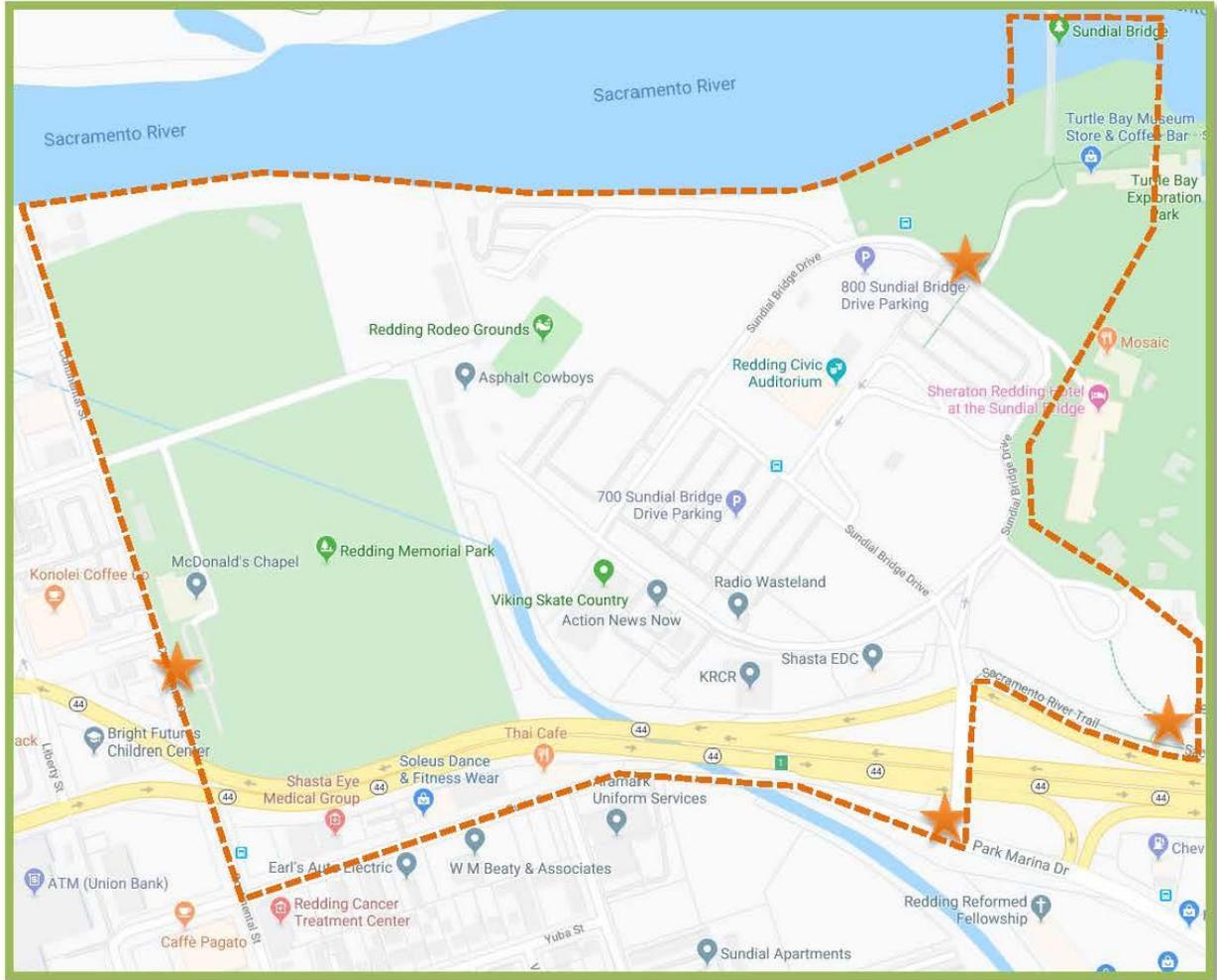
Fund No. 1:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)								20.10.400.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Redding, City of
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON		100						100	
TOTAL		100						100	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON					100				100
TOTAL					100				100

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)								20.30.600.620	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,170							1,170	Shasta RTA
PS&E				100				100	
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL	1,170			100				1,270	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	1,170								1,170
PS&E				100					100
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL	1,170			100					1,270

Downtown to Turtle Bay Project

Location Map

Destinations and Area of Study



Produced by:
Redding PW Department
S. Nadin - 10/29/19

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
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General Instructions

Amendment (Existing Project) No				Date:	12/15/19
District	EA	Project ID	PPNO	MPO ID	
02	0H920	0215000083	3597	SRTA	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SHA	5	R14.8	R20.0	Shasta Regional Transportation Agency/Caltrans	
				MPO	Element
				Shasta	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Sean Shepard		530-225-3530		sean.shepard@dot.ca.gov	
Project Title					
Fix 5 Cascade Gateway					
Location (Project Limits), Description (Scope of Work)					
In Shasta County, in Redding, from 0.3 miles north of Cypress Ave Overcrossing to north of the Oasis Road Overcrossing: incorporate changeable/moveable lanes to enhance freight safety and mobility.					
Component					
Implementing Agency					
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction					
Legislative Districts					
Assembly:	1	Senate:	1	Congressional:	1
Project Benefits					
Reduce congestion and improve operations, safety, and freight movement through the addition of storage, flex, and auxiliary lanes on Interstate 5 in North Redding and beyond.					
Purpose and Need					
Improve operations on Interstate 5 by reducing merging conflicts and congestion, maintaining reasonable and efficient traffic operations (particularly in extreme weather and wildfire conditions), and improving safety for users and workers.					
Category		Outputs		Unit	Total
Operational Improvements		Auxiliary lanes		Miles	19.8
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	Yes
Inc. Sustainable Communities Strategy Goals			No	Reduces Greenhouse Gas Emissions	
				No	
Project Milestone				Existing	Proposed
Project Study Report Approved				02/14/17	
Begin Environmental (PA&ED) Phase					04/30/19 (A)
Circulate Draft Environmental Document				Document Type	ND/CE
					04/15/20
Draft Project Report					04/15/20
End Environmental Phase (PA&ED Milestone)					07/03/20
Begin Design (PS&E) Phase					09/15/21
End Design Phase (Ready to List for Advertisement Milestone)					12/28/23
Begin Right of Way Phase					07/01/22
End Right of Way Phase (Right of Way Certification Milestone)					06/30/23
Begin Construction Phase (Contract Award Milestone)					05/07/24
End Construction Phase (Construction Contract Acceptance Milestone)					12/29/26
Begin Closeout Phase					12/29/28
End Closeout Phase (Closeout Report)					09/30/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/15/19

District	County	Route	EA	Project ID	PPNO	
02	SHA	5	0H920	0215000083	3597	
Project Title: Fix 5 Cascade Gateway						

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)	1,600							1,600	Caltrans
PS&E									Caltrans
RAW SUP (CT)									Caltrans
CON SUP (CT)									
RAW									Caltrans
CON									
TOTAL	1,600							1,600	

Proposed Total Project Cost (\$1,000s)								Notes	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)									
PS&E			1,107	4,055				5,162	
RAW SUP (CT)				77				77	
CON SUP (CT)									
RAW				742				742	
CON									
TOTAL			1,107	4,874				5,981	

Fund No. 1:	RIP - National Highway System								Program Code
Existing Funding (\$1,000s)								20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,600							1,600	Shasta RTA
PS&E									100% RIP funding for PA&ED.
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL	1,600							1,600	

Proposed Funding (\$1,000s)								Notes	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)									RIP/HIP funding represents regional share of project.
PS&E				2,227				2,227	Caltrans to address remaining funding needed for PS&E and ROW through 2022 SHOPP.
RAW SUP (CT)				50				50	
CON SUP (CT)									
RAW				631				631	
CON									
TOTAL				2,908				2,908	

Fund No. 2:	Highway Infrastructure Program (HIP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

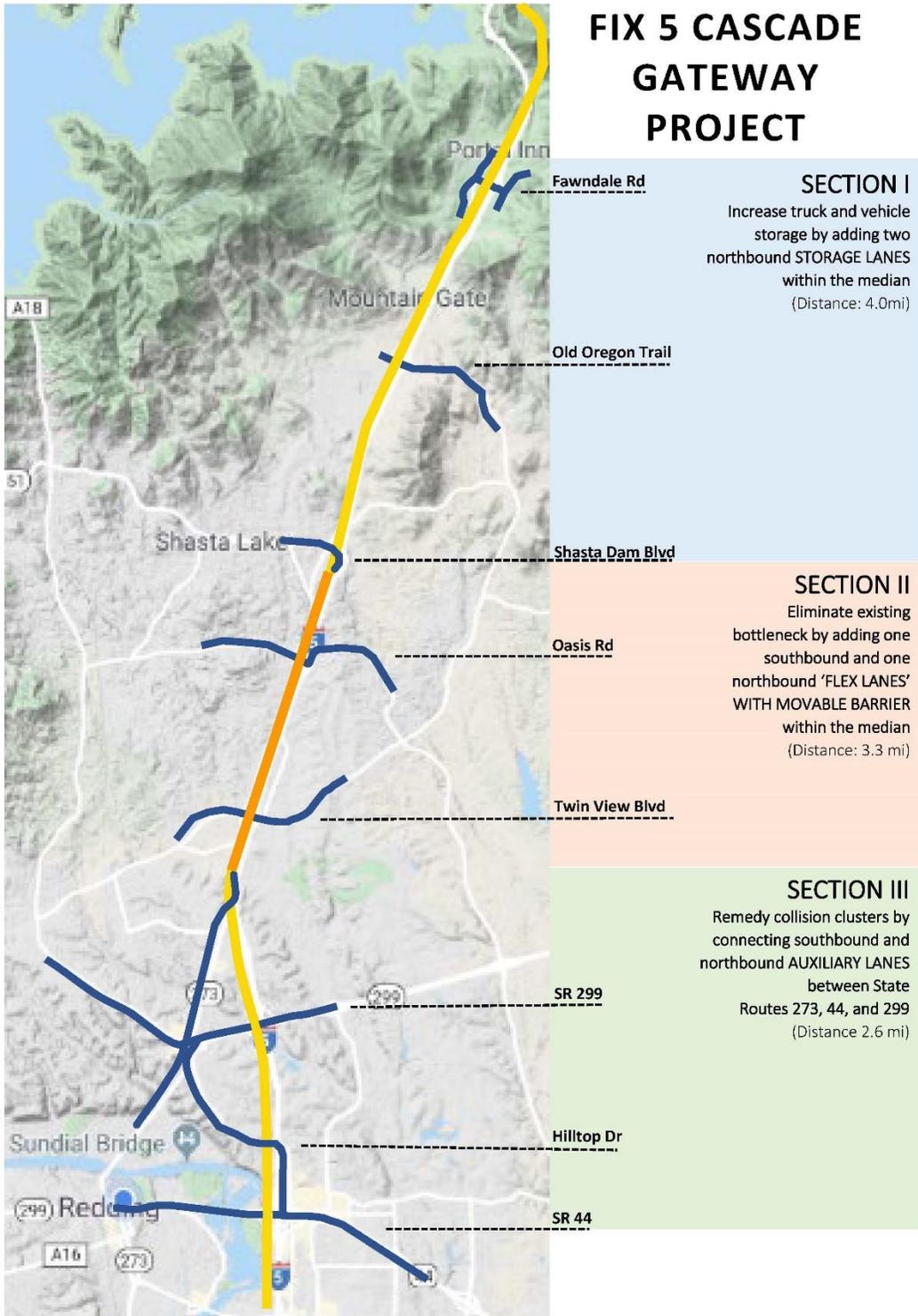
Proposed Funding (\$1,000s)								Notes	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)									FYs 2017-18 and 2018-19 HIP awards total \$1,107,455--all to be programmed. See note above under Fund No. 1 re: other non-regional need to complete phases funding.
PS&E			1,107					1,107	
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL			1,107					1,107	

Fund No. 3:		State Highway Operation and Protection Program (SHOPP)							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Project non-regional need required to complete PS&E and ROW phases.	
PS&E				1,828				1,828		
RAW SUP (CT)				27				27		
CON SUP (CT)										
RAW				111				111		
CON										
TOTAL				1,966				1,966		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										

FIX 5 CASCADE GATEWAY PROJECT



Amendment (Existing Project) Y/N					Date:	10/28/19
District	EA	Project ID	PPNO	MPO ID		
02		0218000007	2368			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SHA				Shasta Regional Transportation Agency		
				MPO	Element	
				Shasta	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Monika Long		530-262-6193		mlong@srta.ca.gov		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Shasta RTA						
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Purpose and Need						
Planning, Programming and Monitoring of STIP per the STIP Guidelines.						
Category		Outputs			Unit	Total
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/15/19

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Shasta RTA
R/W									
CON	3,005	146	146	146				3,443	Shasta RTA
TOTAL	3,005	146	146	146				3,443	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,005	146	146	146	57	124		3,624	
TOTAL	3,005	146	146	146	57	124		3,624	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,005	146	146	146				3,443	
TOTAL	3,005	146	146	146				3,443	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,005	146	146	146	57	124		3,624	\$181K new PPM shares available; however, \$124K of it not available until 2024/25.
TOTAL	3,005	146	146	146	57	124		3,624	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/15/19
District	EA	Project ID		PPNO	MPO ID	
02					SRTA	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SHA				Shasta Regional Transportation Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Keith Williams		530-262-6192		kwilliams@srta.ca.gov		
Project Title						
Cottonwood Lasso Bicycle/Pedestrian Project						
Location (Project Limits), Description (Scope of Work)						
In the unincorporated community of Cottonwood, develop a looping bicycle/pedestrian project connecting residents to key downtown Cottonwood attractions.						
Component						
PA&ED		County of Shasta				
PS&E		County of Shasta				
Right of Way		County of Shasta				
Construction		County of Shasta				
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Reduction of vehicular travel and resultant reduction of GHG emissions and side health benefits of alternative transportation.						
Purpose and Need						
Provide a safe alternative means to traditional vehicular travel to key attractions in downtown Cottonwood.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed				Not Available
NHS Improvements	No	Roadway Class			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						Not Available
Circulate Draft Environmental Document			Document Type	ND		Not Available
Draft Project Report						Not Available
End Environmental Phase (PA&ED Milestone)						Not Available
Begin Design (PS&E) Phase						Not Available
End Design Phase (Ready to List for Advertisement Milestone)						Not Available
Begin Right of Way Phase						Not Available
End Right of Way Phase (Right of Way Certification Milestone)						Not Available
Begin Construction Phase (Contract Award Milestone)						Not Available
End Construction Phase (Construction Contract Acceptance Milestone)						Not Available
Begin Closeout Phase						Not Available
End Closeout Phase (Closeout Report)						Not Available

ADA Notice

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/15/19

District	County	Route	EA	Project ID	PPNO
02	SHA				
Project Title: Cottonwood Lasso Bicycle/Pedestrian Project					

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)									County of Shasta
PS&E									County of Shasta
RAW SUP (CT)									County of Shasta
CON SUP (CT)									County of Shasta
RAW									County of Shasta
CON									County of Shasta
TOTAL									
Proposed Total Project Cost (\$1,000s)								Notes	
E&P (PA&ED)				494					494
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL				494				494	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Shasta RTA
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)				494					494
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL				494				494	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Shasta 2020 RTIP

Section 16. SRTA Board of Directors Resolution of Approval of 2020 RTIP

RESOLUTION



RESOLUTION NUMBER:	19-18
SUBJECT:	Adoption of 2020 Shasta Regional Transportation Improvement Program (RTIP)

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

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

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

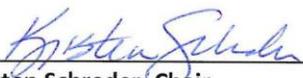
WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2020/21 through 2024/25 of the 2020 RTIP; and

WHEREAS, the 2020 RTIP has been developed consistent with the RTIP project selection priorities outlined in Chapter 3.45 of SRTA's Program Administration Policies and Procedures, approved October 22, 2013, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 14, 2019; and

WHEREAS, a public hearing was held on the projects proposed for funding in the five-year program.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves the 2020 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 10th day of December 2019, by the Shasta Regional Transportation Agency.



Kristen Schreder, Chair
Shasta Regional Transportation Agency

Shasta 2020 RTIP

Section 17. Documentation of Coordination with Caltrans District 2

DEPARTMENT OF TRANSPORTATION

DISTRICT 2
DIVISION OF PLANNING AND LOCAL ASSISTANCE
1657 RIVERSIDE DRIVE, MS 5
REDDING, CA 96001
PHONE (530) 225-2564
FAX (530) 225-2459
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

October 16, 2019



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

Dear Mr. Little:

The 2020 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2019, ninety days prior to the final Regional Transportation Planning Agency's (RTPAs) portion of this statewide list. Attached is the Shasta Regional Transportation Agency (SRTAs) portion of this list.

In preparation for the 2020 STIP cycle, on July 18, 2019, Caltrans met with you to discuss State highway needs. Caltrans provided a comprehensive list of needs on the SHS in the Shasta County region for discussion. The list included current programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects already fully or partially funded in the STIP. SRTA currently has 2 projects programmed in the STIP.

- Redding to Anderson Six Lane (RASL), currently in construction, is a fully funded partnered project combining STIP, SHOPP, Local, and Trade Corridor Enhancement Program (TCEP) funds on Interstate 5.
- North Redding Six Lane (NR6L), currently in environmental, is a partially funded partnered project funded with STIP-RIP funds. Both SRTA and Caltrans are pursuing additional funding to complete this project through the SHOPP, TCEP, and Better Utilizing Investments to Leverage Development (BUILD) grants.

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

Mr. Little
October 16, 2019
Page 2

Shasta RTA has shown continued commitment to programming the majority of their STIP on the State highway system. They have been successful recipients of 2006" Proposition 1B CMIA and STIP Augmentation funds, as well as Senate Bill (SB) 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County.

The District is also supportive of SRTAs focus on active transportation throughout the Shasta region. The Turtle Bay to Downtown-non-motorized project is currently partially-programmed through environmental with STIP-RIP funds. They are actively looking for alternative fund sources, outside of the STIP to program the remaining phases of work. Through other planning efforts, such as GoShasta and Sustainable Shasta, SRTA has been partnering and collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

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

Sincerely,



TOM BALKOW
Deputy District Director Planning and Local Assistance

Enclosure

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

2020 State Highway Needs
District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA	5		Redding to Anderson Six Lane (RASL)	Construct median lanes. Widen bridges. Construct new bridges.	3446A	4C40V	Complete	Y	CON
2	SHA	5	15.4/19.5	North Redding Six Lane	Expand freeway to six lanes from north of Route 5/299 separation to north of Oasis Rd interchange.	3597	0H920	Complete	Y	PAED
2	SHA	299	16.5/18.3	Shasta Divide	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	TE App Complete		
2	SHA	44		Turtle Bay to Downtown - Multi-modal	Add multi-modal facilities between Turtle Bay Dr and Continental Street in the City of Redding.	2588		ATP Cycle 4 - PSR Equivalent (City of Redding)	Y	PAED
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	N	
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	