



SHASTA 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



**Shasta Regional
Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001**

Phone: 530-262-6190

Fax: 530-262-6189

Email: info@srta.ca.gov

Website: www.srta.ca.gov



Final – December 10, 2019

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

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

Prepared By:

Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001
www.srta.ca.gov
530-262-6190

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.



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

Daniel S. Little, Executive Director

December 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)**

Table of Contents

| | <u>Page Number</u> |
|---|---------------------------|
| A. <u>Overview and Schedule</u> | |
| Section 1. Executive Summary..... | 1 |
| Section 2. General Information..... | 1 |
| Section 3. Background of Regional Transportation Improvement Program (RTIP)..... | 2 |
| Section 4. Completion of Prior RTIP Projects..... | 2 |
| Section 5. RTIP Outreach and Participation..... | 3 |
| B. <u>2020 STIP Regional Funding Request</u> | |
| Section 6. 2020 STIP Regional Share and Request for Programming..... | 5 |
| Section 7. Overview of Other Funding Included in Delivery of RTIP Projects..... | 6 |
| Section 8. Interregional Transportation Improvement Program (ITIP) Funding.>..... | 7 |
| Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor..... | 8 |
| C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u> | |
| Section 10. Regional Level Performance valuation..... | 8 |
| Section 11. Regional and Statewide Benefits of RTIP..... | 12 |
| D. <u>Performance and Effectiveness of RTIP</u> | |
| Section 12. Evaluation of Cost Effectiveness of the RTIP..... | 13 |
| Section 13. Project Specific Evaluation..... | 15 |
| E. <u>Detailed Project Information</u> | |
| Section 14. Overview of Projects Programmed with Regional (RIP) Funding..... | 16 |
| F. <u>Appendices</u> | |
| Section 15. Project Programming Request (PPR) Forms..... | 20 |
| Section 16. SRTA Board of Directors Resolution 19-18 of 2020 RTIP Approval..... | 30 |
| Section 17. Documentation on Coordination with Caltrans District..... | 32 |

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**

Name Daniel S. Little, AICP
Title Executive Director
Email dlittle@srta.ca.gov
Telephone 530-262-6190

- **RTIP Staff Contact Information**

| | | | |
|------------|--|-------|-------------------------------|
| Name | Kathy Urlie | Title | Senior Transportation Planner |
| Address | 2155 East Street, Suite 202 | | |
| City/State | Redding, CA | | |
| Zip Code | 96001 | | |
| Email | kurlie@srta.ca.gov | | |
| Telephone | 530-262-6194 | Fax | 530-262-6189 |

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

| | | | |
|------------|--|-------|---------------------------|
| Name | Teresa Favila | Title | Associate Deputy Director |
| Address | 1120 N Street | | |
| City/State | Sacramento, CA | | |
| Zip Code | 95814 | | |
| Email | Teresa.Favila@catc.ca.gov | | |
| Telephone | 916-653-2064 | Fax | 916-653-2134 |

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 |

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 | 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 |

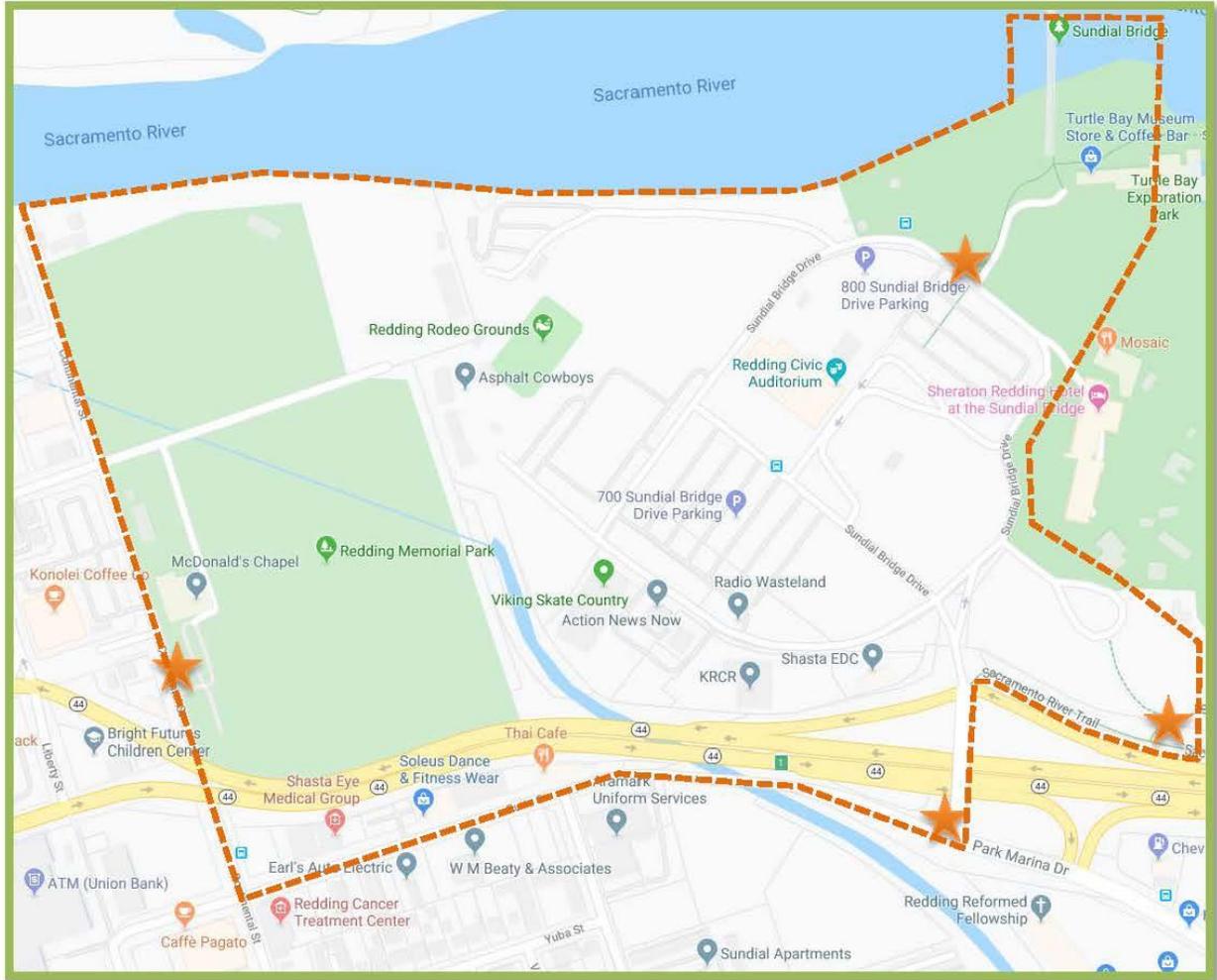
| Fund No. 1: | Local Funds - Local Transportation Funds (LTF) | | | | | | | | Program Code |
|-----------------------------|---|------------|-------|-------|------------|-------|--------|---------------|---------------------|
| Existing Funding (\$1,000s) | | | | | | | | 20.10.400.100 | |
| Component | 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

PROJECT PROGRAMMING REQUEST

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

General Instructions

| | | | | | | |
|---|----------------|---------------------|----------------------------------|--|-----------------|-----------------|
| Amendment (Existing Project) Yes | | | | | Date: | 7/6/20 |
| 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 | 24.7 | 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. Please see attached project Fact Sheet for the full work description (scope of work) proposed for this project. | | | | | | |
| Component | | | | | | |
| | | Implementing Agency | | | | |
| PA&ED | Caltrans | | | | | |
| PS&E | Caltrans | | | | | |
| Right of Way | Caltrans | | | | | |
| Construction | Caltrans | | | | | |
| Legislative Districts | | | | | | |
| Assembly: | 1 | Senate: | 1 | Congressional: | 1 | |
| Project Benefits | | | | | | |
| Reduce congestion and improve operations, safety, and freight movement through the addition of storage, flex, and auxilliary 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 |

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: 7/6/20

Additional Information

Schedule will be advanced to match the construction support and capital programming should the project be selected in the 2020 TCEP. A SHOPP project, with independent utility, has been included in the District's 10-year SHOPP. This candidate project will include the post miles of this Fix 5 Cascade Gateway project. The two projects will be proposed to be combined for construction, to capitalize on economies of scale, should their construction years align.

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, CA 95814.

PROJECT PROGRAMMING REQUEST

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

Date: 7/6/20

| 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 |
| R/W SUP (CT) | | | | | | | | | Caltrans |
| CON SUP (CT) | | | | | | | | | Caltrans |
| R/W | | | | | | | | | Caltrans |
| CON | | | | | | | | | Caltrans |
| TOTAL | 1,600 | | | | | | | 1,600 | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | 1,107 | 2,227 | | | | | 3,334 |
| R/W SUP (CT) | | | | 50 | | | | | 50 |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 631 | | | | | 631 |
| CON | | | | | | | | | |
| TOTAL | | | 1,107 | 2,908 | | | | | 4,015 |

| 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. |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 1,600 | | | | | | | 1,600 | |
| Proposed Funding (\$1,000s) | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | 2,227 | | | | | 2,227 |
| R/W SUP (CT) | | | | 50 | | | | | 50 |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 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 | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | 1,107 | | | | | | 1,107 |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | 1,107 | | | | | | 1,107 |

FIX 5 CASCADE GATEWAY PROJECT



SECTION I

Utilizing existing paved median, convert the current fixed barrier to a movable barrier to create FLEX LANES needed to manage the corridor during northbound I-5 closures, address vulnerabilities to climate change related events, and to minimize economic and environmental impacts to communities along the I-5 corridor and designated detour routes. (Distance: 7.3 miles)

Fawndale Rd

Enhanced Chain Control Install Area

Old Oregon Trail

Shasta Dam Blvd

Oasis Rd

Twin View Blvd

SECTION II

Remedy collision clusters and improve east-west freight mobility by connecting southbound and northbound AUXILIARY LANES between State Route 273, 44, and 299. Replace fixed barrier with movable barrier to create FLEX LANES to improve corridor management capabilities. (Distance 2.6 mi)

SR 299 Interchange Enhancements

Hilltop Dr Overcrossing Active transportation trunk line connector

SR 44

Complementary regional projects include:

- TIRCP-funded SalmonRunner zero emission intercity bus, including hydrogen fueling infrastructure.
- ShastaReady Climate Adaptation Plan currently in development to ensure coordinated, multi-agency responsiveness to climate change related events.

| | | | | | | |
|---|----------------|---------------|----------------------------------|--|------------------|----------|
| 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@srtc.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) | | | | | | |

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 | | | 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) | | | | | | | | Funding Agency | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | | Total |
| 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

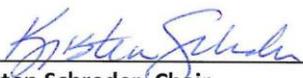
WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2020/21 through 2024/25 of the 2020 RTIP; and

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 | |