2022 Regional Transportation Plan and Sustainable Communities Strategy for the Shasta Region

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Executive Summary

Shasta Regional Transportation Agency (SRTA) is the federally-designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the Shasta County region (Shasta Region). SRTA is required by federal law (23 CFR § 450.300, Subpart C) and state law (Government Code § 65080) to prepare and adopt a comprehensive regional transportation plan (RTP) covering a minimum 20-year planning horizon. The RTP for the Shasta Region is updated every four years.

The purpose of the RTP is to "encourage and promote the safe and efficient management, operations, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people" (California Transportation Commission 2017 RTP Guidelines).

Regional transportation planning is an iterative process, building upon previous efforts and considering recent accomplishments and an ever-evolving demographic, political, economic, and environmental setting. Regional transportation planning is also a collaborative process involving the general public and various federal, state, tribal, regional, and local agency partners. The RTP is implemented by way of shorter-term transportation improvement programs and the annual overall work program.

This RTP addresses all modes of travel used by people and for goods and freight movement, including streets and roads, public transit, bicycle and pedestrian, aviation, and rail. Existing and projected mobility needs in each category are described, as well as recent accomplishments and priority projects and programs during the 2022-2026 RTP planning cycle.

The 2022 RTP is guided by the following overarching regional vision and goal statements:

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements; the integration of travel options into a seamless network; and collaborative effort toward transportation-efficient land use patterns where it is most beneficial. As appropriate, SRTA will utilize its unique regional role and resources to lead transformative projects aligned with the regional vision.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life, and will use regional transportation planning, policy-making, and project programming to lead the development of projects that yield multiple community benefits. Planning and decision-making processes shall engage partner agencies, community stakeholders, and the public, and be transparent and responsive to documented community values and priorities.

Goal #1: Keep people and freight moving safely, efficiently, and effectively

Goal #2: Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment

Goal #3: Strengthen Performance-Based Planning and Programming

Goal #4: Strengthen regional economic sustainability and competitiveness to help support long-term prosperity

Goal #5: Integrate multimodal options via a 'one system' network of infrastructure, services, programs, and technologies

Goal #6: Help encourage transportation-efficient growth and development where it is supported by current or planned mobility options

Goal #7: Ensure historically marginalized and otherwise disadvantaged communities have an equitable role in the planning and decision-making processes

Goal #8: Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets

Goal #9: Work with regional partners to create people-centered communities that support public safety, health, and well-being

Each regional goal is accompanied by objectives and implementation strategies. Performance goals are used to gauge the effectiveness of the RTP and individual projects, policies, and programs in meeting the regional vision and goals.

The 2022 RTP includes an updated Sustainable Communities Strategy (SCS) as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Pursuant to this law, the California Air Resources Board (ARB) established greenhouse gas emission (GHG) reduction targets for California's eighteen MPO regions for the years 2020 and 2035. On March 22, 2018, ARB updated the Shasta Region's target from 0% to -4% GHG Per Capita for both 2020 and 2035, when compared to baseline emissions in 2005 (results in Table 1).

Table 1 SCS Daily GHG Emissions per Capita

YEAR	VEHICLE MILES TRAVELED[1]/CAPITA	PERCENT CHANGE FROM 2005	SB 375 EMISSIONS LBS CO_2/CAPITA	PERCENT CHANGE FROM 2005	MEETS TARGET
2005 (Baseline)	26.81	N/A	21.31	**N/A**	**N/A**
2020[2]	25.16	-6.15%	N/A	**-4.3%**	**Yes**
2035	25.01	-6.71%	19/19[3]	**-12.94%**[4]	**Yes**

[1] *Generated by draft ShastaSIM v2.0 regional travel demand model (excluding through trips that do not originate or terminate in Shasta County).*

[2] *Based on actual observed data, rather than modeled and estimations, SRTA utilized multiple sources, including StreetLight, HPMS, and SB 150 data. An estimation derived from the SB 150 data revealed a 4.3% reduction in total GHG emissions per capita in 2020 when compared to the levels in 2005.*

[3] *Generated by EMissions FACtors (EMFAC) 2014 model including a CARB-directed adjustment for long term induced travel.*

[4] *Percent reduction in emissions for 2035 includes a – 0.28% off-model strategies effect and a 2.71% CARB-directed straight adjustment factor for an apples-to-apples comparison to baseline data generated by the prior version (2011) of EMFAC.*

The 2022 RTP meets these targets with integrated land use, housing, and transportation planning. The SCS features seven Strategic Growth Areas (SGAs) where various strategies are focused to reduce per capita vehicle miles traveled and associated greenhouse gas emissions. Strategies are intended to increase population and employment density within SGAs and to provide a range of practical mobility alternatives.

The RTP is subject to the California Environmental Quality Act (CEQA), meaning that SRTA must prepare an Environmental Impact Report (EIR). Various transportation control measures (TCMs) and mitigation activities were identified through this comprehensive technical and outreach process.

Finally, this RTP includes a financial element that documents projected available revenues and cost estimates for transportation projects, services, and maintenance activities. A total of about $3.5 billion is forecast to be available during the 2022–2042 period.

Introduction

About SRTA

Shasta Regional Transportation Agency (SRTA) is the federally-designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the for the Shasta County region (Shasta Region) (Figure 1). SRTA studies the region's transportation needs, identifies, and programs transportation infrastructure improvements, and administers state and federal funds for the planning, construction, operation, and maintenance of transportation infrastructure throughout Shasta County.

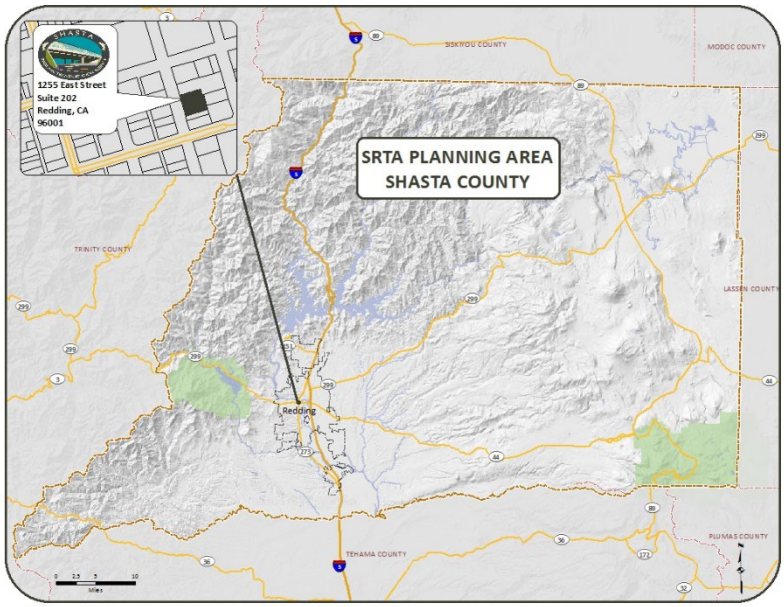


Figure 1 SRTA Planning Area

Precisely when, where, and in what manner these resources are allocated impacts personal mobility, environmental quality, economic opportunity, public health, public safety, and various other factors that collectively define quality of life. These choices affect both near- and long-term outcomes. Such benefits and foreclosed opportunities must be explored and weighed against community values as part of the planning process.

In the end, transportation planning, policy, and investment isn't so much a clear choice as it is a balancing act between diverse community needs, priorities, and expectations. Transportation planning has become increasingly attentive to its far-reaching impacts, shifting away from a narrow focus on relieving traffic congestion and toward personal mobility, destination accessibility and a more holistic and community-minded set of objectives.

SRTA's role in the region is unique because it shapes communities solely through investments and technical support. Because SRTA represents and regards all jurisdictions equally, SRTA provides a true regional forum for local government to work together with state and federal partners to meet regional needs—transportation or otherwise.

SRTA is governed by a seven-member board of directors, comprised of elected officials representing the city of Redding, city of Shasta Lake, city of Anderson, county of Shasta, and Redding Area Bus Authority (RABA).

It is the SRTA Board of Directors' role to establish transportation policy and direct transportation investments on behalf of the region. Additional information regarding SRTA, its board of directors, staff, and regional plans and programs is available online at http://www.srta.ca.gov.

Purpose and Content of the Regional Transportation Plan

As the designated MPO and RTPA for Shasta County, SRTA is required by federal law (Title 23 CFR 450.300, Subpart C) and state law (CA Government Code section 65080) to prepare and adopt a comprehensive, long range (minimum 20 years) Regional Transportation Plan (RTP). The RTP is updated every four years, adopted by the regional government, and submitted to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) for review and comment.

The purpose of an RTP is "to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people." With limited exceptions, transportation projects having any portion of state and federal funds must be included in an adopted RTP.

Key elements of the RTP include:

- A regional vision and goals, supported by a program of short and long-range objectives and course of action;
- An evaluation of regional mobility needs considering population, housing, and job forecasts; and
- A list of specific transportation improvements, anticipated construction timeline, and a funding plan.

An environmental impact report (EIR) is prepared alongside the RTP in accordance with the California Environmental Quality Act (CEQA, Public Resource Code 21000) and National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 et seq.).

New Planning Requirements for 2022

Guidelines regarding the preparation of the RTP are routinely updated to reflect evolving state and federal needs and priorities. New state and federal laws, policies, and programs may also affect the content and focus of the RTP. Such changes are usually an evolution of existing practice and easily incorporated.

Occasionally, a more comprehensive retooling of the RTP is required. Recent legislation affecting the 2022 RTP cycle includes the following:

- **The Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law" (BIL))** – Signed into law on November 15, 2021, BIL is the largest long-term investment in the nation's infrastructure and economy. BIL includes new MPO planning requirements (Table 2) and competitive planning programs. BIL also included funding increases for transportation planning in the Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) from a 5% set-aside each fiscal year to 20%. New competitive planning programs under BIL include Safe Streets and Roads for All; resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building under PROTECT grants; Reconnecting Communities Pilot Program; Congestion Relief Program; and Prioritization Process Pilot Program to support data-driven approaches to planning that can be evaluated for public benefit.

Table 2 Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time
Consistency of planning data	When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable
Public participation	Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Travel demand data and modeling	Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)
Safe and accessible transportation options	Requirement that each MPO use ≥2.5% of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)

- **Fixing America's Surface Transportation (FAST) Act –** Signed into law December 4, 2015, the FAST Act continues the federal emphasis on performance-based transportation planning and programming. MPOs are required to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and in the project selection process. Plans are required to include facilities that support intercity transportation, including intercity buses. Additionally, the FAST Act requires the planning process to consider projects/strategies to: improve the resilience and reliability of the transportation system, stormwater mitigation, and enhance travel and tourism.
- **SB 743 (Steinberg, 2013) –** Under SB 743, traditional measures for mitigating congestion (e.g., widening roads, adding turn lanes, and making similar investments in the transportation network) are replaced with measures that mitigate additional driving, such as increasing transit options, facilitating biking and walking, changing development patterns, and charging for parking. The bill was implemented in 2018 through the adoption of new CEQA regulations.
- Funding for transportation projects through California's Road Repair and Accountability Act of 2017 (SB 1) for ten years (through 2028) and the federal Infrastructure and Investment Jobs Act (IIJA) signed into law on November 16, 2021 (through 2026).

Four-Year RTP Planning Cycle

The RTP must be consistent with local housing forecasts. Amendments to California state law resulting from Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2009) allow local agencies to update their housing elements every eight years to correspond to every other four-year RTP update.

As a federal air quality attainment region, SRTA is only required to update the RTP every five years. The RTP and local housing elements have shared a five-year cycle; however, the timing of these processes was not conducive to coordination and consistency. In consultation and coordination with local agencies, SRTA elected to move to a four-year RTP cycle commencing in 2018. Local agencies in turn moved to an eight-year housing element cycle.

Transportation Decisionmakers

The planning, financing, construction, operation, and maintenance of the regional transportation system is accomplished by decisionmakers at all levels of government. Each partner has distinct responsibilities that must be coordinated to ensure long-term system performance. In general, these responsibilities can be divided into the following levels:

Federal – The President and Congress create national transportation policies and allocate funds to states through the federal transportation bill (Infrastructure Investment and Jobs Act, also known as the "Bipartisan Infrastructure Law") and discretionary programs. Funding is administered by the United States Department of Transportation (U.S. DOT), which is comprised of multiple divisions. Caltrans and SRTA work primarily with regional offices of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Regarding transportation planning for federal lands, Federal Lands Highway (FLH), in consultation with the Federal Land Management Agencies (FLMAs), is required to develop planning procedures that are consistent with metropolitan and statewide planning processes. The Federal Lands Transportation Planning Program (FLPP) was established to implement transportation planning for Federal lands and Tribal transportation facilities that are consistent with state and MPO transportation planning procedures. California, including Shasta County, are part of the Central Federal Lands Highway Division.

State – The California State Legislature institutes state policies resulting in transportation spending priorities and program initiatives. Each year the Governor and Legislature appropriate transportation funds through the annual budget. The California Transportation Commission (CTC) recommends policies and funding to the Legislature, provides project oversight for the state, adopts state transportation programs, and approves funding for transportation projects nominated by Caltrans and SRTA. Caltrans is responsible for planning, designing, constructing, and maintaining the state highway system. Caltrans nominates projects for funding to the CTC through the Interregional Transportation Improvement Program (ITIP).

Tribal Government – As sovereign nations, tribal governments have authority over roadways and land uses within their respective lands. Tribal governments – such as the Redding Rancheria Tribal Council and the Pit River Tribal Council – establish plans and policies for tribal lands and prepare transportation projects by way of tribal transportation improvement programs. The FLPP was established to implement transportation planning for Federal lands and Tribal transportation facilities that are consistent with state and MPO transportation planning procedures.

Regional – SRTA is responsible for planning, coordinating, and administering state and federal transportation funds for the region. In addition to the 20-year RTP, SRTA develops an annual overall work program (OWP) and nominates projects for funding to the CTC through the Regional Transportation Improvement Program (RTIP).

Local – Local governments have authority over roadways and land uses within their respective jurisdictional boundaries. Local governments nominate all projects potentially having a state or federal funding component to SRTA for inclusion in the RTP.

Regional Transportation Plan Process

Regional transportation planning is an iterative process. Each RTP update builds upon previous efforts while considering recent accomplishments and an ever-evolving demographic, political, economic, and environmental setting. Between RTP update cycles, a variety of special studies focused on specific corridors, modes, or policy areas serve to expand the regional base of knowledge and data that undergirds a meaningful and effective planning process.

Developing a regional transportation plan is also a collaborative process that requires ongoing communication and consensus building between all levels of government, community stakeholders, and the general public. The process includes a program of public hearings, interagency notifications, and review and comment periods; however, the collaborative nature of the process does not stop and start with each planning cycle.

This section outlines the contributing components of this RTP and the general process whereby the community and affected stakeholders may participate in the development of the plan. A brief overview of how the RTP is implemented through shorter-term transportation improvement and work programs is likewise provided.

Building Blocks of the RTP

SRTA prepares regional growth and travel demand forecasts and undertakes various planning studies and data analyses that feed into the RTP. The following efforts were accomplished since the 2018 RTP update and were instrumental in the development of the RTP.

ShastaSIM Activity-Based Travel Demand Model

Adopted concurrently with the 2022 RTP, ShastaSIM 2.0 is a state-of-the-art modeling tool used to evaluate the impacts of future growth and development on the transportation network and the effectiveness of transportation policies and projects in addressing resultant travel demands. Transportation system performance measures are calculated by way of the model, and, through additional post-processing of modeling outputs, vehicle emissions reports are produced. More information is available at: srta.ca.gov/174/Travel-Demand-Modeling.

SRTA Board of Directors Regional Priorities

As elected officials in direct and frequent contact with the public on a wide range of issues and having a general understanding of the regulatory and fiscal realities of transportation funding, SRTA board members are uniquely qualified to consider the challenges, opportunities, and alternatives facing the region. The SRTA Board of Directors approves the regional vision, goals, objectives, and strategies found in this RTP as well as annual regional planning priorities. More information is available at: https://www.srta.ca.gov/183/Who-We-Are.

Transit Needs Assessment & Unmet Transit Needs

Each year SRTA evaluates the adequacy of the region's public transportation services in meeting the community's mobility needs. In making this determination, SRTA looks at the size and location of identifiable groups likely to be transit dependent or transit disadvantaged (e.g., elderly, disabled, and persons of limited means), evaluates new or modified services that might address identified needs, and finds that these needs are either reasonable or not reasonable to meet based on performance criteria

adopted by the SRTA Board of Directors. More information is available at: srta.ca.gov/146/Unmet-Transit-Needs-Process.

GoShasta Regional Active Transportation Plan

Prepared in close collaboration with local partner agencies and community stakeholders representing the interest of people who walk, bike, or roll, GoShasta was formally approved by the SRTA Board of Directors February 2018. It is a visionary, but actionable plan designed to strategically guide the development of projects and programs that support walking and cycling, including connections to public transportation. A list of priority projects and complimentary programs are recommended for further planning, funding, and implementation. Details of the plan are available at: www.srta.ca.gov/286.

Sustainable Shasta

SRTA led the Go Shasta Active Transportation Plan effort that defined the policies, programs and projects for a safer and more connected bicycle and pedestrian network in the Shasta Region. The Sustainable Shasta project followed this effort to further develop high-quality bicycle and pedestrian priority projects identified in Go Shasta. Sustainable Shasta focused on developing project designs to secure design/construction grants. Working with consultants, SRTA and partners developed project concepts and cost estimates for submittal to the Caltrans Cycle 5 Active Transportation Grant Application. Details of the plan are available at: https://www.srta.ca.gov/DocumentCenter/View/5295/Sustainable-Shasta-Report_no-appendices?bidId=.

ResilientShasta

The ResilientShasta Extreme Climate Event Mobility and Adaptation Plan is the culmination of the ResilientShasta effort undertaken by SRTA to understand the vulnerabilities of the Shasta Region's mobility infrastructure to climate change and extreme weather, identify adaptation actions that will respond to those vulnerabilities, and integrate those actions into a long-term transportation network planning effort for the region. The plan identified ways to help improve the safety, resiliency, and efficiency of our regional transportation system in the face of climate change extreme weather events. Details of the plan are available at: https://www.srta.ca.gov/320/ResilientShasta.

North State Intercity Transportation Studies

Since 2014, the Shasta Region has been discussing options for expanding intercity transportation to airports and passenger rail facilities in Sacramento and the Bay Area. The concept was initiated to complement interregional travel options and to provide better connections to state, national, and international destinations. Details of the studies are available at: https://www.srta.ca.gov/285/Shasta-Intercity-Bus-Transportation-Stud.

Long Range Transit Plan

The Long-Range Transit Plan (LRTP) for Shasta County provides SRTA with a long-range (20-year) vision for public transportation and mobility services throughout the region. The plan provides flexibility in how to respond to the unknown and changing conditions in Shasta County. Building upon the key findings from the existing conditions analysis, the plan includes three inputs: Emerging Trends, Scenarios. and Strategies. The LRTP includes the known trends in the region to which SRTA must respond, the unknown future scenarios to which SRTA must adapt, the specific strategies that SRTA can employ in response to these conditions, and provides the flexibility to continuously monitor results and

change priorities based on new information. Details of the plan are available at: https://srta.ca.gov/DocumentCenter/View/5386/2040-Long-Range-Transit-Plan-Final-Report.

Innovative Clean Transit Plan

SRTA teamed up with Dignity Health Connected Living (DHCL) to offer specialized public transit services under the ShastaConnect brand. To adhere to California's Innovative Clean Transit (ICT) regulations, a plan was developed for the gradual transition to zero-emission buses for ShastaConnect services. This plan must be adopted and submitted to the California Air Resources Board (CARB). Furthermore, the Federal Transit Administration (FTA) mandates that transit agencies establish a plan to transition to a zero-emission fleet to qualify for specific federal transit funds. Details of the plan are available at: https://www.srta.ca.gov/364/Innovative-Clean-Transit-Plan.

Redding Area Bus Authority (RABA) Zero-Emission Bus Rollout Plan

Similarly, RABA completed their Zero-Emission Bus Rollout Plan to combat climate change and enhance air quality through the adoption of a zero-emission bus fleet. The effort is in line with the ICT regulation issued by the CARB, which mandates all transit agencies in California to transition to zero emission buses by 2040. The ICT rollout plan provides critical information to elected officials and policymakers to support informed decision-making. RABA's Zero Emissions Rollout Plan has a goal of full transition to zero emission technologies by 2040 that avoids early retirement of conventional transit vehicles. Details of the plan are available at: https://www.rabaride.com/about_raba/index.php.

Disadvantaged Communities Assessment

The California Office of Environmental Health Hazard Assessment (OEHHA) and California Environmental Protection Agency (EPA) partnered to develop CalEnviroscreen—a data driven mapping tool used to identify California communities with high exposure to environmental pollutants and concentrations of individuals that are especially vulnerable to pollution's effects. A similar mapping tool is available to identify Caltrans Priority Populations and that are specifically targeted for investment of proceeds from the state's Cap-and-Trade program. In addition, The United State Environmental Protection Agency (EPA) developed a new environmental justice (EJ) mapping and screening tool called EJScreen. It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports. SRTA augments CalEnviroscreen and EJScreen results with a regionally-developed disadvantaged communities analysis (see State of the Region for additional detail). This tool looks at the degree to which all segments of the population—regardless of income, race, age, disability, or other distinguishing characteristic —enjoy equitable access to mobility. When combined, these analyses point to areas that would most benefit from the application of targeted policies, programs, and investments that support community mobility, health, and well-being.

Coordination of Consolidated Transportation Service Agency (CTSA) Services Study

A CTSA coordinates transportation services between transit providers and may operate safety-net transit services for elderly and disabled individuals who are generally outside of the Redding Area Bus Authority (RABA) service area. This study, completed in December 2014, presented a range of activities designed to improve transit provider communication, cooperation, coordination, and consolidation. Performance measures were also identified to assess the effectiveness of CTSA services and improvements over time. More information is available at: srta.ca.gov/DocumentCenter/View/1774/CTSA-Study.

Public Participation and Interagency Coordination

In addition to public outreach associated with each of the RTP building blocks described above, the RTP planning process includes various opportunities for the general public and public agencies to participate in developing the RTP document itself. The details of this process can be found in SRTA's most recently adopted public participation plan available at: https://www.srta.ca.gov/166/Public-Participation.

Table 3 2022 Public Participation Plan

1.	2.	3.	4.	5.	6.
Comprehensive project scope and timeline reviewed by advisory committee(s) and distributed. Includes early and continuing opportunities to comment.	Numerous targeted workshops w/advisory committees and stakeholder groups. SRTA contact database used to notify public of opportunities to participate.	Opportunities to participate via the Website. Draft documents posted online for public review and comment.	Inter-governmental consultation with affected agencies.	Draft plan released for 55-day public review. At least one formal public hearing before SRTA Board of Directors. Additional five day public review if final RTP differs significantly from draft RTP and/or raises new issues.	Adoption by the SRTA Board of Directors at a public meeting.

Participation and Partnership plan (Title VI)

The 2022 Shasta Participation and Partnership Plan (Title VI) details the policies and strategies used to ensure that every citizen can evaluate and comment on the agency's plans, programs, and projects, including the RTP. Measures of effectiveness for procedures and strategies are routinely reviewed as part of the Public Participation Plan (Title VI) update process to ensure full and open public participation.

SRTA provided opportunities for all affected public agencies, community organizations, and the general public to participate in the 2022 RTP planning process. Specific outreach activities included, but are not limited to the following:

- **SRTA Board of Directors meetings** – Regular progress reports and interim deliverables were widely distributed, and public presentations were made during regularly scheduled SRTA Board of Directors meetings. As appropriate, these meetings included formal public hearings.
- **Web postings** – All interim deliverables and draft documents were posted on the agency's website and interactive web-tools and social media used to maximize public access, awareness, and opportunity to contribute.
- **Public notices** – Announcement regarding the RTP and accompanying Environmental Impact Report (EIR) were published in local newspapers. Social media was also utilized to "get the word out."

Interagency and intergovernmental coordination and planning consistency

The 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations prepared by the California Transportation Commission encourages consistency between all levels of government having an interest and purview in the region.

SRTA is the lead agency tasked with development of the RTP; however, the product is the result of extensive discussion, data exchange, and consensus-building among federal, state, tribal, and local agency partners. The details of this process are described in the Public Participation Plan. Wherever appropriate, SRTA considers and seeks to integrate the needs and priorities of all partners and entities that are materially invested or otherwise impacted by regional transportation policy and investment strategies.

More than a simple courtesy, interagency coordination and planning concurrency reduces redundancies, leverages resources, reinforces implementation activities, and ultimately improves performance outcomes. To ensure planning consistency, SRTA considers a broad range of plans and programs, including but not limited to:

Local and regional plans and programs:

- General plans (housing, land use and circulation elements in particular)
- Capital improvement plans
- Short range transit plan
- City and county active transportation plans
- Parks, trails, and open space plans
- Regional air quality plan
- Regional climate action plan
- Interregional transportation corridor plans
- Natural environment, habitat, and water resource plans
- Comprehensive Economic Development Strategy

State plans and initiatives:

- California Transportation Plan 2050
- Interregional Transportation Strategic Plan
- California Freight Mobility Plan
- California Sustainable Freight Action Plan
- California State Rail Plan
- California Aviation System Plan
- Caltrans District 2 Active Transportation Plan
- California Statewide Transit Strategic Plan
- California Interregional Blueprint
- Smart Mobility Framework
- Complete Streets Implementation Action Plan
- California Essential Habitat Connectivity Plan
- Regional Advance Mitigation Planning and Statewide Advance Mitigation Initiative
- Caltrans Climate Action Program

- Strategic Highway Safety Program
- California Transportation Infrastructure Priorities: Vision and Interim Recommendations
- California State Wildlife Action Plan

The 2022 RTP was compared to the above plans and as is specifically called out in the CTC's 2017 RTP Guidelines for MPOs, the 2015 California State Wildlife Action Plan (SWAP). Several transportation-related challenges were identified in the SWAP, including barriers to fish migration from road construction; the introduction and movement of invasive plants when adding to or improving the region's roadways; harm to sensitive wildlife habitat; fragmentation of wildlife habitats; public health impacts as a result of increased particulate matter; and the effects of rural roads on wildlife migratory patterns.

Notices were sent to local, state, and federal agencies (including federal land management agencies (FMLA)) having and interest and purview in the region, including those responsible for land use, natural resources, environmental protection, conservation, and historic preservation.

The region's two federally recognized Native American Tribal Governments – the Pit River Tribe and the Redding Rancheria – and were also advised throughout the planning process. The Pit River Tribe and Redding Rancheria were directly invited to participate in the identification of transportation project needs, the development of regional policies, and review of draft documents. The Winnemem Wintu are advised on non-federal planning processes and invited to participate in regional transportation project development.

RTP Implementation

As a long-range, planning-level document, the RTP communicates regional issues and outlines a general course direction. A transportation investment strategy is presented with accompanying project cost estimates.

It is important to note that projects called out in the RTP have not yet been fully prepared, vetted, and programmed for construction funding. Rather, near-term projects are planned for implementation by way of short-term transportation improvement programs and annual work programs.

Table 4 Regional Planning & Programming Processes

Document	Planning Horizon	Contents	Responsible Agency	Update Requirements
RTP	20+ year	Vision, goals, and projects for region	MPO/RTPAs	Every 4 years
FTIP	4 years	Federally funded and regionally significant transportation projects	MPOs	Every 2 years
OWP	1 year	Planning studies and activities	MPO/RTPAs	Annually
TIP	5 years	Transportation Projects	RTPAs	Every 2 years
ITIP	5 years	Transportation Projects	Caltrans	Every 2 years
STIP	5 years	Transportation Projects	CTC	Every 2 years
SHOPP	4 years	Maintenance, Rehabilitation, Operation, and Safety Projects	Caltrans	Every 2 years

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects on and off the California State Highway System. The California Transportation Commission (CTC) updates the STIP biennially, adding two new years to prior programming commitments. The programming cycle begins with the release of a transportation fund estimate in July of odd-numbered years, followed by CTC adoption of the fund estimate in August. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

Once the fund estimate is adopted, Caltrans and the regional transportation planning agencies prepare transportation improvement programs (TIPs) for submittal by December 15th of odd numbered years. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) for their share (25%) of funding and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) for their respective share (75%). State and regional agencies must work together to leverage each other's funds for the greatest benefit.

In addition, Caltrans also biennially prepares a four-year State Highway Operation and Protection Program (SHOPP) that prioritizes maintenance, rehabilitation, operation, and safety projects throughout the state. Caltrans must complete the SHOPP by March of even-numbered years. The SHOPP is based on the Ten Year SHOPP that Caltrans also must prepare. The SHOPP informs the funding distribution of funds in the State Transportation Improvement Program (STIP).

The CTC considers the RTIP, ITIP, and SHOPP when preparing the STIP. The STIP becomes the source document upon which California transportation monies are programmed and funded. This includes state transportation funds as well as federal transportation funds administered by the state on behalf of the federal government.

The STIP informs the Federal Transportation Improvement Program (FTIP). Any transportation project having a federal funding component or that is considered regionally significant (regardless of the funding source) must be included in the FTIP. The FTIP is a four-year program of projects that is updated every two years by each region. Agencies' requests for, and subsequent obligations of, federal transportation monies cannot exceed the amount provided for within the FTIP. All regional FTIPS are combined under the Federal Statewide Transportation Improvement Program (FSTIP).

For additional information and detail regarding the programming of transportation funds, see the latest version of 'Transportation Funding in California' prepared by Caltrans Division of Transportation Planning, available online at: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/data-analytics-services/transportation-economics/transportation-funding-in-ca

Ways and Means RTP Progress Report

The first Ways and Means report was introduced in 2017 and a second was distributed in 2021. In addition to serving as an outreach tool, it is timed to immediately precede each four-year RTP planning process. It functions as a report card on current RTP progress as well as a preview of new and upcoming projects and programs being considered for the upcoming RTP.

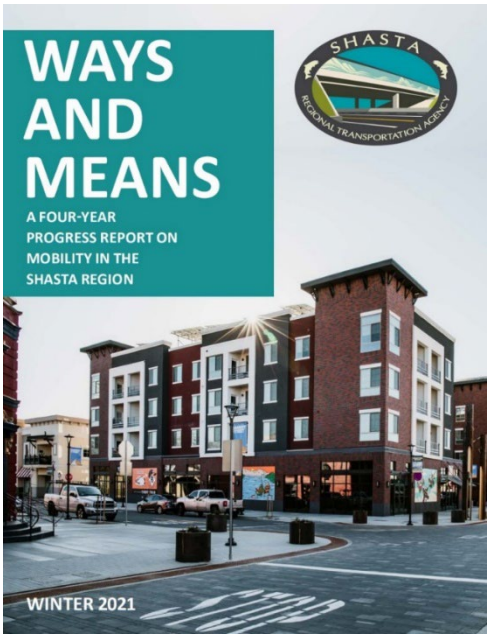


Figure 2 Ways and Means, Winter 2021 edition

At the end of each modal section of this RTP is a list of short-term projects, programs, and initiatives that SRTA aims to accomplish or make meaningful progress on during the four-year RTP planning cycle. Each new Ways and Means report will provide an accounting of these priorities—i.e., whether high-priority activities were completed, currently underway, or deferred.

The next Ways and Means report will also account for the effectiveness of SRTA's SCS strategies. Successes and challenges faced in meeting the targets will be discussed, including the effect of state policies and funding. Findings and accompanying data will be provided to ARB to support the evaluation of best practices and challenges as required by SB 150 (Allen, 2017).

State of the Region

Regional Overview

Shasta County is located at the geographic center of California's sixteen-county North State. Shasta County encompasses 3,847 square miles, of which 72 square miles (1.9%) are bodies of water. Elevations range from 420 feet at the valley floor to Lassen Peak, standing 10,457 feet tall in Lassen Volcanic National Park.

Shasta County contains four distinct geographic regions. Western Shasta County is mountainous, collecting high precipitation amounts from up sloping Pacific storms. Several creeks draining these mountains provide riparian habitat and fish spawning grounds. The northern part of Shasta County is in the Siskiyou Mountain Range, which is recognized for its biological diversity and global botanical significance. The eastern part of Shasta County contains the convergence of the Sierra Nevada Range and the Cascade Mountain Range. This region is dominated by oak woodlands at lower elevations to mixed conifer forests at higher elevations. Significant amounts of snowfall feed numerous creeks and the Sacramento River. The central part of Shasta County contains the upper end of the Sacramento Valley. Growth and development, along with associated linear structures like roads, canals, and power lines, dominate this area.

Figure 3 Regional Context

Since time immemorial, the region has been home to five American Indian Tribes: the Achomawi, Atsugewi, Okwanuchu, Wintu and Yana. In the mid- to late-1800s, the region's abundant natural resources, including gold and timber, drew legions of settlers in search of economic opportunity and a better life. The arrival of the railroad in 1872, construction of Shasta Dam between 1938 and 1945, and the completion of Interstate 5 in the early 1960s further fueled the growth and development of Shasta County.

Today, Shasta County is the second-most populous county in California's sixteen-county North State (just behind Butte County) while Redding is the largest urbanized population center north of Sacramento. The region serves as a hub for retail and service industries and is a popular destination for outdoor tourism and retirement. It is home to several iconic attractions, including the Sundial Bridge, Turtle Bay Exploration Park, Lassen Volcanic National Park, Whiskeytown National Recreation Area, Shasta Lake, and McArthur-Burney Falls Memorial State Park.

Trends and Challenges

The following factors present challenges and opportunities affecting the timing, location, type, and scale of investments in transportation infrastructure and services. Such investments can be reactive (i.e., a

response to demand as it occurs) or decisionmakers may seek to proactively shape the future of the region in accordance with community values and priorities, fiscal sustainability, and other objectives. Throughout the 2022 RTP, different datasets were used and always the most recent available at the time of the writing or when the analysis was performed. For example, the 2016-2020 American Community Survey (ACS) 5-year estimates were released on March 17, 2022, whereas the 2017-2021 estimates were released on December 08, 2022.

Population and Growth

As of the 2017-2021 American Community Survey (ACS) 5-year estimates, Shasta County is home to 181,935 residents. Much of Shasta County is unpopulated or rural, having an average of 47 persons per square mile compared to an average of 251 persons per square mile statewide.

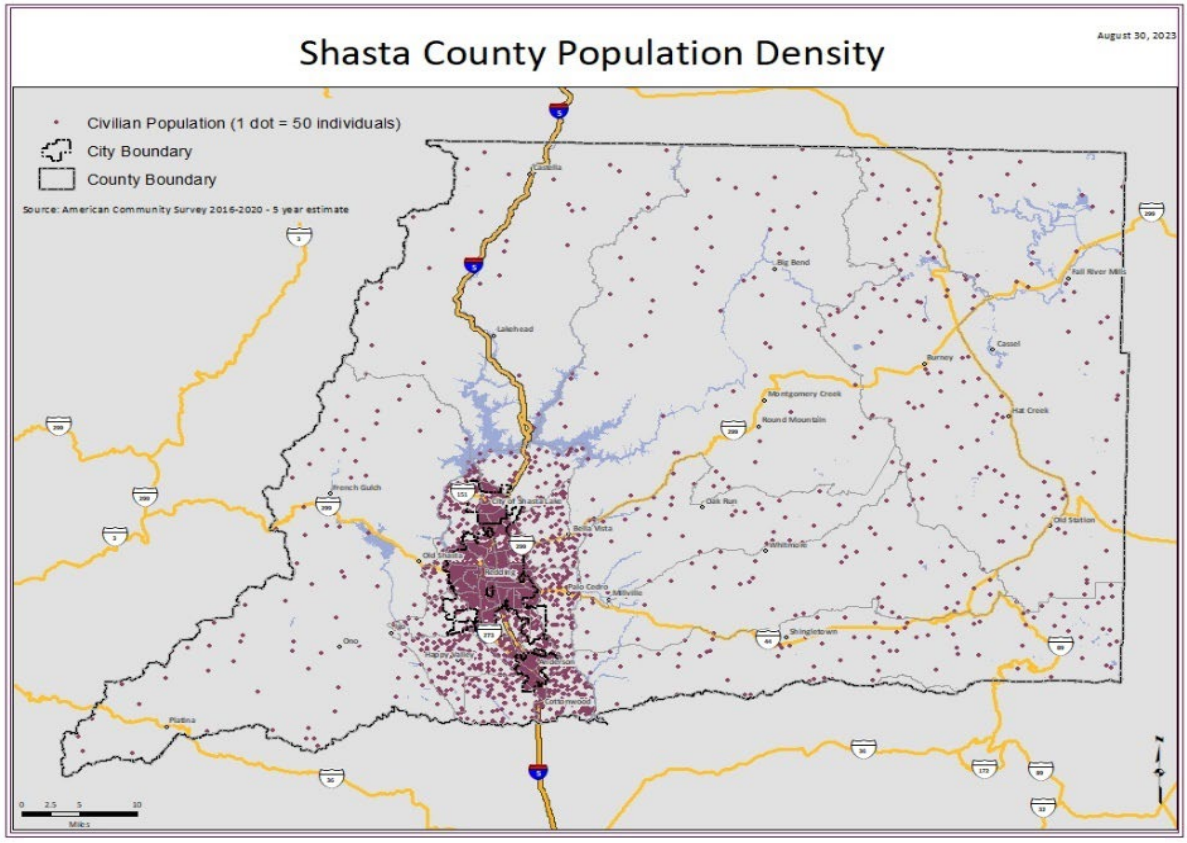


Figure 4 Population Density

The Redding Urban Area, as defined by the U.S. Census and generally falling along the south county Interstate 5 corridor, is more densely populated. It represents about 2% of the county's total land area, yet is home to over 67% of the county's population.

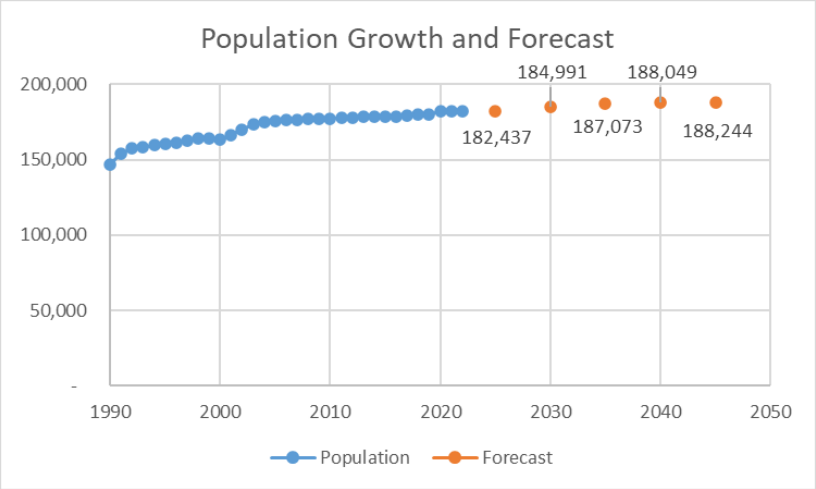
Table 5 Redding Urban Area Population Density Comparison

Urban Area	Population (2020 Decennial Census)	Population/ Square Mile	Population/ Acre
Redding, CA	120,602	1,766	3
Grants Pass, OR	55,724	1,785	3
Medford, OR	171,640	2,717	4
Reno, NV/CA	446,529	2,681	4
Carson City, NV	61,629	2,348	4
Chico, CA	111,411	3,299	5
Yuba City, CA	125,706	4,179	7
Santa Rosa, CA	297,329	3,737	6
Woodland, CA	61,133	4,789	7
Davis, CA	77,034	6,316	10
Eureka, CA	45,951	2,269	4

Even the Redding Urban Area is largely rural and suburban in nature, having 1,766 persons per square mile (3 persons per acre). Among comparable urban areas, the Redding Urban Area has the most dispersed population.

Average annual growth rate for Shasta County between 2010 and 2020 was approximately 0.9%, falling to <0.3% in more recent years (US Census Bureau). Population forecasts have been adjusted to estimate future growth at a rate of 0.1% per year, with a population of 188,244 persons for the Shasta Region by year 2045 (Appendix 2).

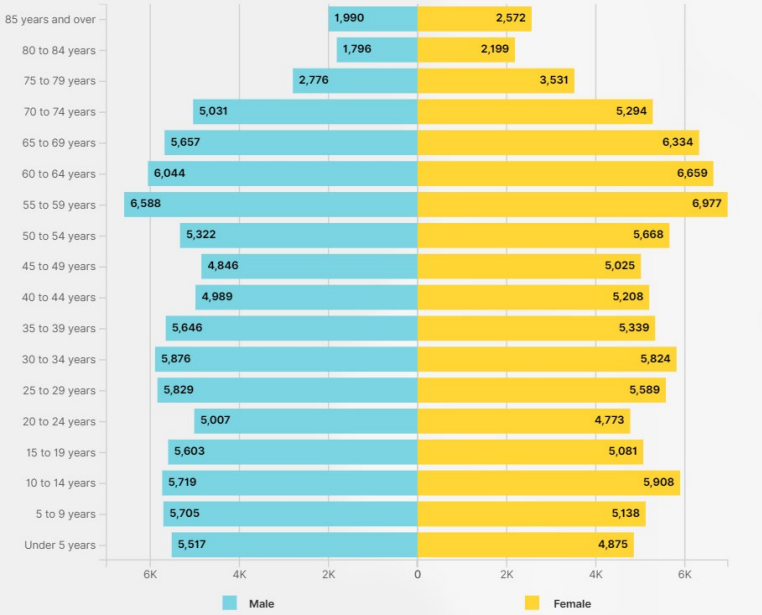
Chart 1 Shasta County Population Growth (1990-2022) and Forecast Growth (2022-2045)



Demographics

Shasta County is on trend towards an aging population with an old-age dependency ratio of 36.6, compared to the state's ratio of 25.3 and the nation's ratio of 28.5. The ratio is of the number of elderly people at an age when they are generally economically inactive (i.e., aged 65 and over), compared to the number of people of working age (i.e., 15-64 years old). The higher this ratio is, the greater the burden of support on working people. At 41.8 years of age, Shasta County's 2021 median age is 4.2 years above the statewide median age of 37.9 years, about 11 percent higher than the state and about 8 percent higher than the 39 median age nationally. According to the CA Department of Finance, the 2060 projected median age for Shasta County is 43.5 years.

Chart 2 Shasta County Population Pyramid: Population by Age and Sex



Examining the differential growth rates projected for each age group reveals a graying population. Fifty-one percent of the County's increase in population between 2015 and 2040 will be in the age group of 65 and older. This is an 87 percent increase in this age group between 2015 and 2040 and 2.6 times the growth rate of the county population.

The number of people between the age of 25 and 64 are expected to increase by about 27 percent between 2015 and 2040. This age group is considered the prime market for larger single-family detached homes because they are most likely to be raising a family. The number of people aged 0 to 19 years will, however, only increase by about 10 percent during the same time frame, suggesting a trend of smaller families and households with no children.

According to the 2016-2020 ACS, 79% of Shasta County residents identified themselves as white alone (not Hispanic or Latino), compared to 36.5% statewide. Minority populations include Black and African American (1.1%), American Indian (2.5%), Asian (3.2%), Native Hawaiian or Other Pacific Islander (0.5%), two or more races (5.8%), and Hispanic or Latino (10.4%).

Shasta County lags the state in higher education. Statewide in 2020, 34.7% of adults had a bachelor's degree or higher, compared to 22.1% in Shasta County (ACS 2016-2020). Although several degree programs are available through extension of Chico State University in Redding and the privately-owned Simpson College, the absence of a university hampers workforce training and business attraction in comparison to nearby urbanized areas, including Chico (home to Chico State University), Davis (home to University of California Davis), Arcata-Eureka (home to Humboldt State University), and Medford-Ashland, Oregon (home to Southern Oregon University).

Shasta County does, however, have a higher number of high school graduates (91.1% versus 83.9% in all of California); those having some college but no degree (32% versus 20.9% in all of California); and Associate degrees (11.4% versus 8% in all of California). Shasta College, a two-year junior college, plays a

key role in these statistics, providing a broad range of educational opportunities at its main campus as well as the Downtown Redding Health Sciences Division.

Shasta County is less prosperous than the state. The median household income is substantially below the state average. For the five-year period (ACS 2016-2020), Shasta County median household income was $68,276 compared to the state's average of $91,551. About 13.7% of Shasta County residents are below the poverty level versus 12.2% statewide.

The overall cost-of-living in Shasta County, however, is substantially less than the state average. Based on the cost-of-living index, where a score of 100 represents the nationwide average, Shasta County is 7% above the national average whereas California as a whole is 52% above the national average. In effect, household income goes a lot farther in Shasta County than in many other California regions.

Housing

There were 79,490 housing units in Shasta County in 2021. Shasta County residents are more likely to own their home compared to California as a whole. Among occupied units, 64.52% are owner-occupied and 35.5% are renter-occupied compared to California at 55.5% and 44.5% respectively.

Table 6 Housing Stock Description

Housing Type	Shasta	CA
1-unit, attached	3%	7%
1-unit, detached	69%	58%
2 units	3%	2%
3 or 4 units	6%	5%
5 to 9 units	3%	6%
10 to 19 units	1%	5%
20 or more units	3%	13%
Boat, RV, van, etc.	0.4%	0.1%
Mobile home	11%	4%

Source: 2017-2021 5-year American Community Survey data for Shasta County and California. **Table**: DP04

There are fewer persons per household in Shasta County—2.50 compared to the statewide average of 2.91. Shasta County has far more detached single family dwellings units and substantially less higher density multi-family dwelling units.

The median value of owner-occupied units in Shasta County, at $281,600, is approximately one-half of the $573,200 median value for California. However, the median monthly rent in Shasta County, at $1,140, is only 33% less than the $1,698 median rent for California. About 35% of owner-occupied households in the Shasta Region spend more than 35% of their household income on mortgage payments, whereas an alarming 51% for renter-occupied households.

A household's rent or mortgage payment is the primary, but not sole determining factor in housing affordability. Transportation costs are the second-largest budget item for most households, accounting

for about 17 percent of annual income on average, according to the U.S. Department of Transportation's Bureau of Transportation Statistics.

In recent years, housing affordability has expanded to include the idea of 'location affordability'. This method considers household factors (e.g., household income, persons per household, commuters per household and median rent/mortgage) as well as mobility factors (e.g., community walkability, median commute distance, access to public transportation, and access to employment). Simply put, those who live in location-efficient neighborhoods (e.g., more compact with convenient access to jobs, schools, shopping, and services) that are served by a range of viable mobility options (e.g., high quality public transportation, complete and connected bicycle and pedestrian facilities, and rideshare services) tend to have lower transportation costs.

Furthermore, in such areas where alternative travel modes are practical and appealing options for everyday trips, households are more adaptable and resilient when faced with a change in income or ambulatory mobility; the additional demands of children in the home; or other challenges that accompany different life stages.

When housing and transportation costs are considered together, consumers are able to make more informed decisions about where to live to fit their income and desired lifestyle. As planners and policy makers strive to manage infrastructure costs, alleviate traffic congestion, and achieve equitable economic opportunity and prosperity within their jurisdiction, a comprehensive approach that includes coordinated land use, housing, and transportation investment strategies is needed.

Two sources provide data for Shasta County: the "Housing + Transportation Affordability Index" (a product of the Center for Neighborhood Technology); and the "Location Affordability Portall" (a collaborative project by the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and the U.S. Environmental Protection Agency with the most current data available of 2012-2016).

Disadvantaged Communities

As part of the 2022 RTP public outreach process and extensive data analyses, SRTA seeks to understand the needs of those that are traditionally underserved by the transportation system. In other words, whether all segments of the population—regardless of income, race, age, disability, or other distinguishing characteristic—enjoy fair access to basic needs, including but not limited to mobility.

Historically, many California communities have inadvertently impeded or otherwise reinforced the geography of "haves" and "have-nots." Although resource inequality is a systemic issue, opportunities do exist within the scope of the RTP and the purview of regional government to empower every individual who chooses to participate in society and works to raise their standard of living—including those with limited means or capacity to do so.

An expanded awareness and understanding of the burdens and benefits associated with prospective transportation policies, programs, and investments aids in the evaluation of alternatives and supports informed decision making. Actions range from "do no harm" to targeted programs and investment strategies that address observed inequities.

For the purposes of this RTP, "disadvantaged communities" are defined as areas that, according to statistical data, have a markedly higher share of individuals challenged by the cumulative impact of:

- Poverty and unemployment
- Lack of mobility options, including access to automobile, active transportation, and public transportation
- Housing and transportation cost burden
- Single parent households
- Young and elderly
- Educational attainment
- Linguistic isolation
- Minority status

The predominant data for defining a low resource community was derived from the American Community Survey (ACS) five-year estimates for the years 2016 through 2020 and GIS data representing the non-motorized network and transit network for the region. Each indicator was divided into two classes of data based on natural breaks in the data and then the break point was manually edited to the nearest multiplier of five. The indicators and break points are described below:

- **Poverty** – Census block groups where 35% or more of population lives at 200% or less of the federal poverty level based on 2020 5-year ACS data
- **Unemployed** – Census block groups where 10% or more of the labor force is unemployed based on 2020 5-year ACS data
- **Minority** – Census block groups where 20% or more of population is either Hispanic or not White based on 2020 5-year ACS data
- **Single Parents** – Census block groups where 35% or more of families are single parent families based on 2020 5-year ACS data
- **Age (Elderly)** – Census block groups where 10% or more of population is aged 75 or older based on 2020 5-year ACS data
- **Age (Young)** – Census block groups where 10% or more of population is under age 18 based on 2020 5-year ACS data
- **Education Attainment** – Census block groups where 10% or more of population aged 25 and older have less than a high school diploma based on 2020 5-year ACS data
- **Linguistic Isolation** – Census block groups with 5% or more limited English-speaking households based on 2020 5-year ACS data
- **Limited Mobility (Vehicle Access**) – Census block groups where 40% or more of housing units with 0–1 vehicles based on 2020 5-year ACS data
- **Limited Mobility (Active Transportation**) – Smaller block groups without bike and pedestrian facilities access
- **Limited Mobility (Transit)** – Smaller block groups without transit access
- **Housing Cost Burden (Owners)** – Census block groups where 10% or more of owned occupied housing units pay more than 50% of household income in housing costs based on 2020 5-year ACS data
- **Housing Cost Burden (Renters)** – Census block groups where 30% or more of rented occupied housing units pay more than 50% of household income in gross rent based on 2020 5-year ACS data

- **Median Household Income** (MHI for California = $78,672 from 2020 5-year ACS data) – 80% or less than the statewide median household income (80% of $78,672 = $62,938)

The analysis created 14 total indicators.

To create a combined Low Resource Community Index (LRCI) each of the 14 indicator data sets were normalized (Ixi = xi – min xi / max xi – min xi) and then averaged (LRCI = Sum (Ixi) / 14). The final LRCI data set was divided into two classes of data based on a natural break in the data and then manually edited the breakpoint to the nearest multiplier of five.

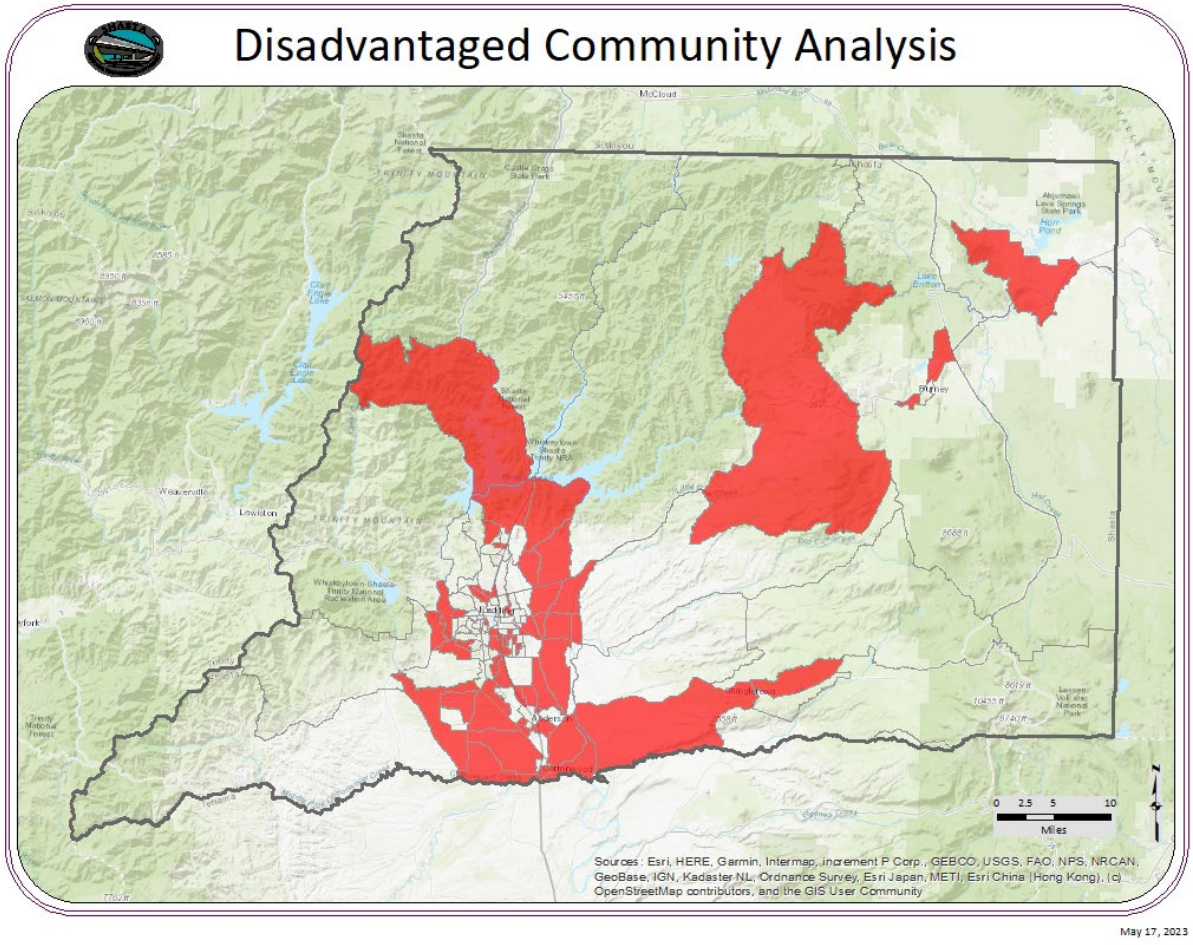


Figure 5 Disadvantaged Community Analysis

It must be recognized that transportation policies, programs, and investments play a limited and often indirect role in expanding opportunity in low-resource neighborhoods. Indeed, there are many contributing factors and complexities beyond the reach of transportation initiatives alone to affect. SRTA works proactively with its partner agencies and a broad range of community-based organizations to engender a more holistic and balanced approach.

Within the agency's scope as a transportation planning agency, SRTA has the greatest ability to directly impact or otherwise influence social equity through projects, programs, grant-seeking and other efforts

that enhance the five 'D' factors correlated with mobility and known to affect travel behavior. More specifically:

- **Density** – the number of persons, jobs or dwellings in a given area;
- **Diversity of land use** – the number and variety of different land uses in a given area;
- **Design of streets and development** – the average block size, number of intersections, sidewalk coverage, building setbacks, street widths, pedestrian crossings, and other factors that result in a more human-scale environment;
- **Destination accessibility** – the number of common destinations (e.g., job sites, schools, shopping, etc.) within a given travel time; and
- **Distance to transit** – the distance from home or work to the nearest transit stop by the shortest street route.

Due to limited resources and the number and degree of factors required to affect travel choice, these efforts are best focused in areas having disadvantaged populations and that fall within or adjacent to Strategic Growth Areas identified in the Sustainable Communities Strategy portion of this 2022 RTP.

Economy

Transportation is more than convenience; it enables economic activity by connecting people, goods, services, and resources together for gainful employment and commerce. In addition, responsive, flexible, and affordable transportation leads to increased productivity, income, property values, and tax revenues. Targeted transportation strategies and initiatives may also be used to lessen economic disparities within the region.

The following description of Shasta County's economy is not intended to be comprehensive or replace other, more detailed analysis, but rather to:

1. Provide a general economic context for the RTP; and
2. Highlight the most salient opportunities to support economic development through regional transportation policies, programs, and investment strategies.

Conventional economic analyses, wherein a variety of indicators are used to understand current conditions and future prospects, have been complicated by the volatile market conditions associated with the COVID-19 pandemic and drawn-out, uneven economic recovery. This is further complicated by the lag-time in available data. In an unsteady economy, data and trends are less reliable. Traditional methods must be supplanted in part by boots-on-the-ground assessments from local business and finance leaders working in the everyday trenches of economic development.

The following overview is based on the best available data, recent analysis, and direct consultation with economic development professionals in and around the region.

Historic Economy

Shasta County's economy has historically been dominated by singular industries. In earlier years this included mining, forest products, and other natural resource extraction industries. Although still a relevant component of the North State economy, these industries are cyclical in nature and now represent only a fraction of their peak productivity achieved decades ago. Such industries are not expected to return to former levels due to resource depletion, regulatory controls, and various other factors.

The arrival of the railroad in 1872 and the Interstate Highway System in 1966 helped fuel the economic development aspirations of their day by connecting people and goods to larger markets. Meanwhile, the construction of Shasta Dam from 1938 to 1945 and sporadic booms in the construction industry served the economy for a time but were not sustainable.

On the waning end of long-standing industries and economic boom periods, many jobs have been backfilled with those in retail, hospitality, and other lower wage industries. To create a more robust and resilient economy, core industries must be buoyed up in combination with the ongoing cultivation of new industries toward a more diversified economy.

Current Economy

What the region lacks in comparison to larger metropolitan regions (e.g., a large urban marketplace, intermodal transportation infrastructure, and a public four-year public university), are partly offset by secondary economic attractors.

Shasta County offers an appealing quality of life, including well-regarded public and charter schools, minimal traffic congestion and pollution, and a wealth of outdoor recreational activities. Additionally, lower land values, utility costs, and taxes improve businesses' bottom line and allow more rapid growth. Shasta County's location and built environment offer the following strategic advantages:

- **Location at the geographic center and transportation crossroads of the sixteen-county North State –** Shasta County serves as a hub for a range of professional services for consumers across a large, multi-county area.
- **Access to major markets –** Shasta County is bisected by Interstate 5, an international trade corridor spanning the entire west coast from the Mexican border to Canadian border. In addition to linking all west coast ports, Interstate 5 allows for reliable one-day delivery to major markets (most notably Sacramento and San Francisco Bay Area). State Route 299/44 further connects Shasta County to California's North Coast to the west and Reno, Nevada to the east.

Access to shovel-ready building sites – Shasta County has invested heavily in preparing a number of commercial and industrial sites with access to air, truck, and rail transportation. Notable examples include the Stillwater Business Park located in Redding and industrial lands located in Anderson at Deschutes Road and Interstate 5. According to the 2016 Northern Rural Training and Employment Consortium (NoRTEC) profile, the Shasta Region is unique in California in that it is an 'island' metropolitan area surrounded by rural counties. As such, the Shasta Region is a net importer of 482 jobs. Tehama County is the largest contributor of in-commuting workers (3,213 or 5.8% of Shasta County's workforce), followed by Trinity County (1,489 or 2.7%). The top destination counties for county of Shasta out-commuting workers are Tehama County (2,195 or 4.1% of residents) and Butte County (1,513 or 2.9%).

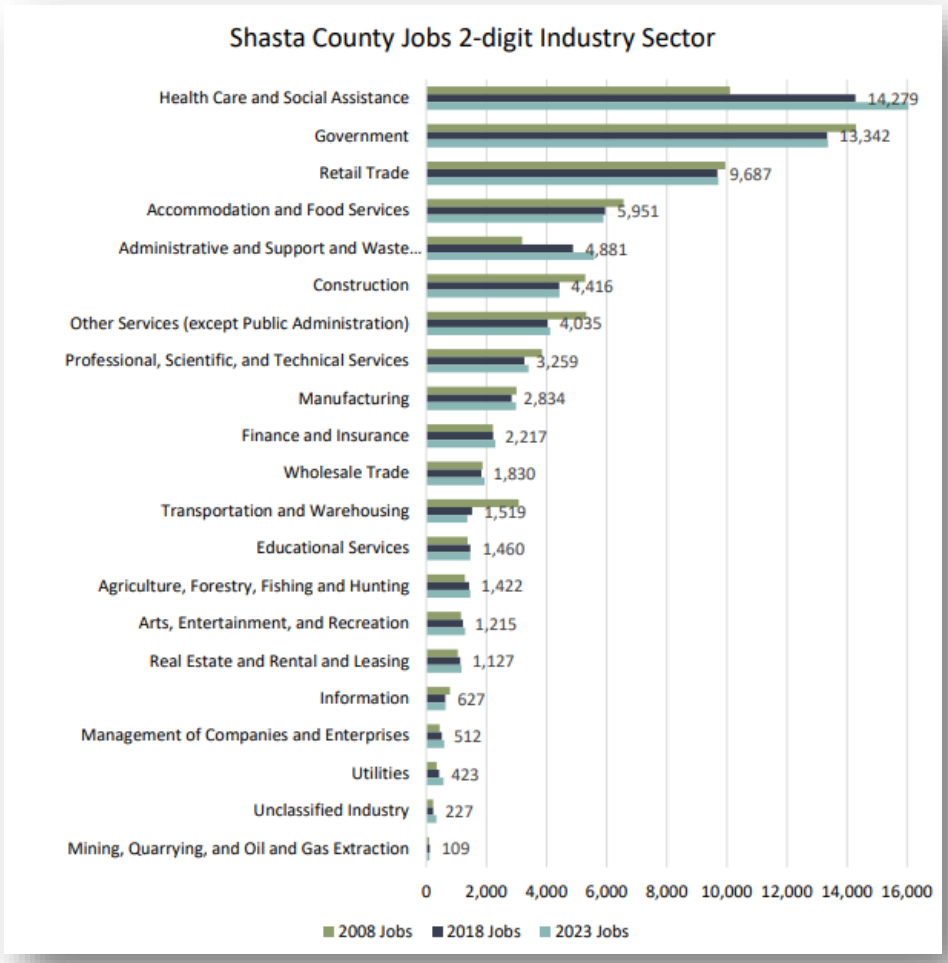
Labor Market Profile and Industry Sectors

According to analysis published by the Northern Rural Training and Employment Consortium (NoRTEC) in 2019, top industry sectors in the Shasta Region by employment are Health Care and Social Assistance (14,279 jobs; 19%), Government (13,342 jobs; 18%), Retail Trade (9,687; 13%), and Accommodation and Food Services (5,951; 8%). All industry sectors have grown between 2013 and 2018, except for the Educational Services and Information sector.

The following industry sectors are defined by NoRTEC as being important to the regional economy. Each industry has unique mobility and freight needs.

- **Health Care** –Health Care is the largest employment sector within the county, adding 1,178 new jobs between 2013 and 2018, and is projected to add another 1,786 new jobs by 2023. Of the top ten high demand occupations within the county, five are within the Health Care sector. Health care-related transportation needs and focus areas include:
    - Demand response (paratransit) and fixed-route public transportation for access to medical appointments;
    - Intercity bus from surrounding rural counties to Redding and from Redding to Sacramento for access to specialized health care; and
    - Dignity Health Connected Living, the designated Consolidated Transportation Services Agency (CTSA) under contract with SRTA, provides transportation to meal programs, adult day care, and other services that promote the physical, social, and spiritual health of seniors and disadvantaged families.

Chart 3 Change in Jobs by Industry Sector in Shasta County (2008-2023) Source: Northern Rural Training and Employment Consortium (NoRTEC), Shasta County Labor Market Profile and Industry/Sector Analysis, July 2019



- **Manufacturing** – Key subsectors include Sawmills and Wood Preservation; Cement and Concrete Product Manufacturing; Other Nonmetallic Mineral Product Manufacturing; Architectural and Structural Metals Manufacturing; Miscellaneous Manufacturing; and Navigational, Measuring, Electromedical, and Control Instruments Manufacturing. These six subsectors each employ at least 100 people within the county. The greatest growth in the number of jobs through 2020 was projected to be within Architectural and Structural Metals Manufacturing; Bakeries and Tortilla Manufacturing; Cement and Concrete Product Manufacturing; and Miscellaneous Manufacturing. These industries rely on timely, cost-effective, and reliability freight movement options. Manufacturing related transportation needs include a combination of low-cost and time-sensitive freight options, including truck, rail, and air transport. Focus areas include:
    - Congestion/bottleneck relief;
    - More effective management of exceptional events such as weather-related closures, network maintenance and repair, and collisions;
    - Intermodal and freight consolidation facilities;
    - Access to industrial parks and rural agriculture and natural resource production areas.
- **Agriculture** –The Agriculture sector experienced job growth of 10% between 2013 and 2014 but is projected to grow only an additional 3% by 2023. Most employment is found within Crop Production and Logging. Although total agricultural production in the Shasta Region is relatively modest, several industries were identified through the Far-Northern California Food Hub Study & Agricultural Industry Cluster Assessment based on unique market advantages. These include wild rice, strawberry bare root plants, and organic vegetable production. Because agriculture consists mainly of seasonal, high-volume commodities, producers and distributors rely heavily on regional transportation systems to move products to market in a timely and efficient manner. Consolidating the transport of agricultural products is challenging because the origins of agricultural products are geographically dispersed, and many products are perishable and therefore extremely time-sensitive. Moreover, agricultural products are typically low-value commodities on a cost-per-unit of volume or weight basis. Producers must compete against higher value commodities when accessing open market transport services, or, as is the case with many specialty agriculture products, shipments are small and irregular. Accordingly, producers often supply their own transport.
- **Tourism** – The Tourism sector falls across several business categories including Hotels and Restaurants; Travel Agencies and Tour Operators; Arts, Entertainment and Recreation; and Sightseeing Transportation. Within the county, the largest industries within the sector include Restaurants and Other Eating Places; Traveler Accommodation; Other Amusement and Recreation Industries. Most industries within the sector are projected to grow through 2023. Tourism in and around the Shasta Region has historically focused on outdoor recreation but continues to broaden into arts and entertainment. Popular destinations and events include Turtle Bay Exploration Park, Sundial Bridge, Cascade Theater, Kool April Nights. In 2017, California Arts Council selected Redding as one of fourteen California Cultural Districts. Transportation investments including the extension of the Sacramento River Trail to Downtown Redding's cultural venues, serve to bolster tourism-related industry.

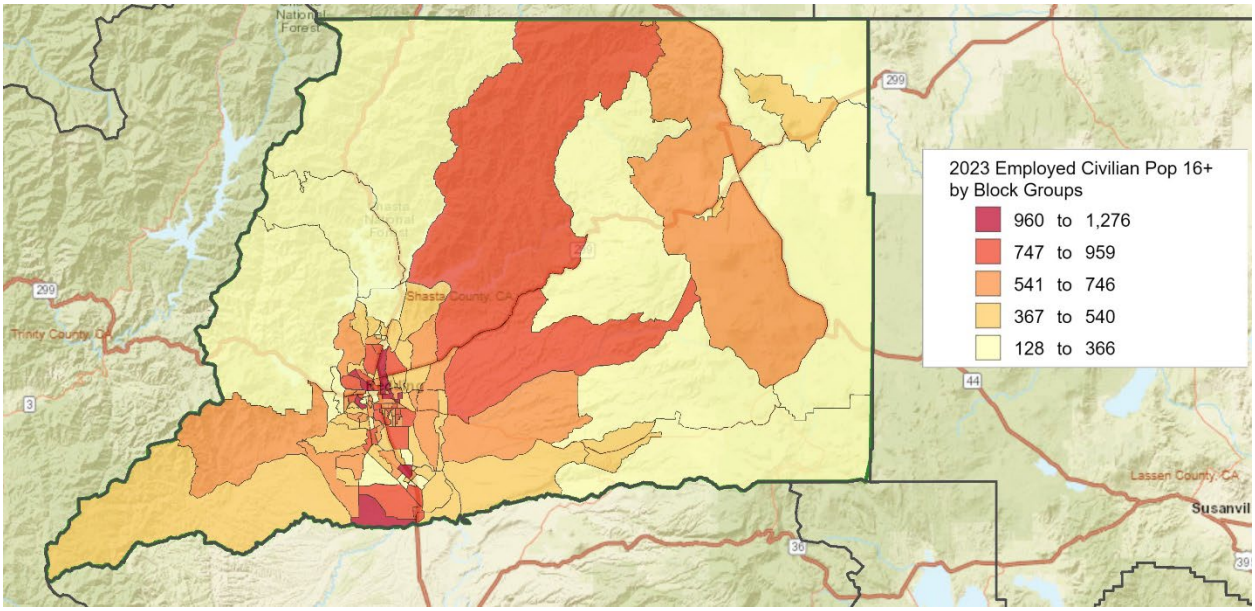


Figure 6 Employees Per Census Block Group in the Shasta Region Source: ESRI Community Analyst

Coordinated Economic Development and Transportation Initiatives

A goal of the 2022 RTP (Goal #6) is to encourage transportation-efficient growth and development that generate below average travel demand and to improve the efficient movement of goods and services for industries that are reliant upon the transportation network. This is to be accomplished by reinforcing or otherwise facilitating sustainable economic development initiatives and by identifying and resolving transportation-related barriers to economic activity and productivity.

A more proactive and integrated approach to travel demand management will be used to get ahead of the curve, avoid the pitfalls of other regions, and fulfill the RTP vision. For example, employment centers can be located in urban, mixed-use environments or consolidated in large business campuses (even when located away from residential areas) in order to support the viability of alternative travel mode choice, including public transportation and ridesharing. Supporting the development of information-based industries would likewise have a positive impact on the economy while casting a relatively small burden on transportation systems due to the below-average number of trips generated. For those industries that rely on the efficient and affordable delivery of tangible goods and services, additional physical transportation infrastructure and/or the coordination and consolidation of goods movement would help to optimize the throughput and therefore capacity of the existing transportation network.

Community Health & Well-Being

No universal formula exists for addressing community health and wellness. Each region has its own unique challenges, resources, and flexibility when selecting tools, processes, and organizational structures to effectively influence health outcomes.

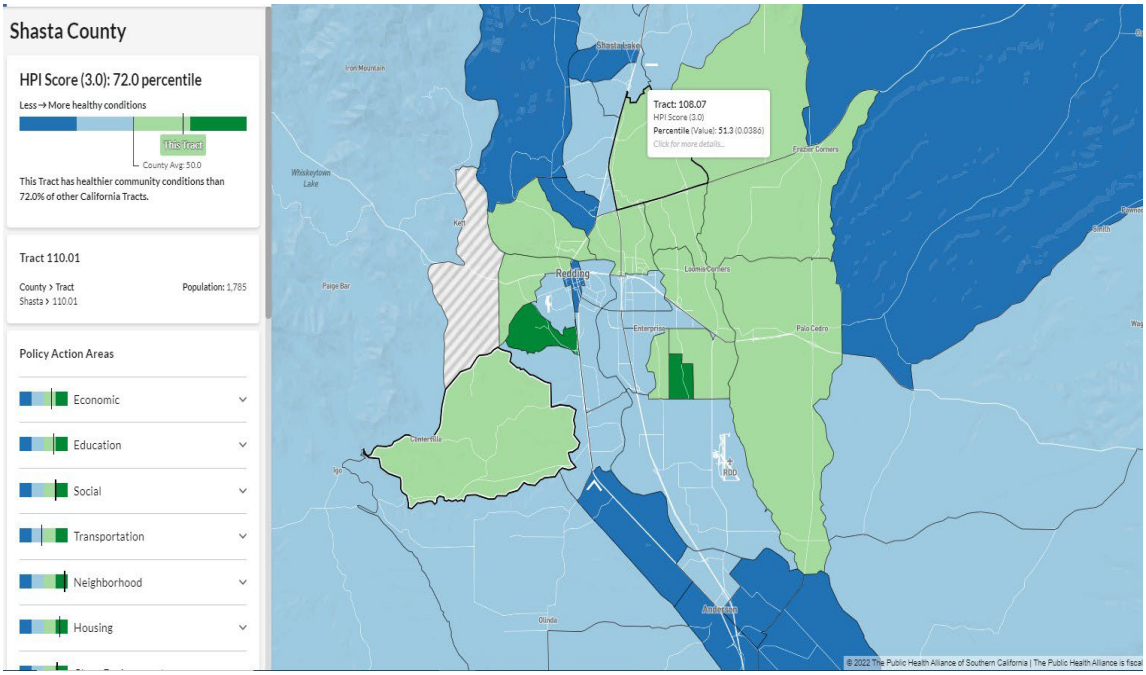


Figure 7 Healthy Places Index (sample output) Source: California Healthy Places Index 3.0

The 2022 RTP seeks to positively impact public health outcomes by better understanding the region's risk factors, integrating public health considerations into the regional planning process, and seeking out community health co-benefits when funding transportation projects, services, and programs.

Connections between Transportation and Community Health

Regional transportation planning, policy, and funding are inseparably intertwined with community health and well-being.

In consultation with local health professionals and community stakeholders, the following areas of potential regional collaboration were identified for consideration during the 2022-2026 RTP planning cycle:

- **Bicycle and pedestrian data collection** – SRTA may provide support in the form of participation in manual field counts, purchasing trip tracking data from GPS-enabled mobile devices, and administering a program of fixed and movable bicycle and pedestrian count stations.
- **Bicycle facility spatial** mapping – Healthy Shasta partnered with The McConnell Foundation in the past to produce bicycling and walking map guides. Due to staffing changes at The McConnell Foundation, these services are no longer available. SRTA may provide assistance in these areas through in-house and consultant support services.
- **Promote and encourage the use of active transportation** – SRTA may coordinate with public health professionals on programs and events that support increased active transportation, with a focus on efforts that help individuals reduce motor vehicle trips. Examples include information sharing, Bike Month, and similar activities.
- **Outreach to the general public and disadvantaged communities** – SRTA and public health professionals may coordinate on the collection and sharing of data related to disadvantaged neighborhoods. Data may be generated through community surveys or project level outreach.

- **Placemaking** – SRTA may utilize its Infill & Redevelopment Incentive Program, Regional Active Transportation Program, and other activities to bolster local efforts to create vibrant, people-oriented communities. Opportunities include support for the Redding Cultural District, mixed-use development, interactive community space, and human-scale urban design.

Table 7 Connections Between Transportation and Community Health Outcomes in the Shasta Region

Health Outcomes		Connections Between Transportation & Community Health Outcomes
Coronary Heart Disease	Among the worst in CA counties	Convenient and inviting options to walk or bicycle increases physical activity levels - a key factor in preventing and controlling many of the chronic diseases that are leading causes of death, disability, and illness. Active transportation options link people to resources they need to stay healthy (such as grocery stores, parks, and health care). People use sidewalks, bikeways, and trails for social interaction and recreation, in addition to transportation. High quality facilities and targeted safety measures (e.g. physical separation from motor vehicles and enhanced street crossings) decrease the risk of bicycle and pedestrian injuries and deaths. Air pollution from vehicle emissions has been linked with heart disease and respiratory illness.
High Blood Pressure	Worse than 92% of CA counties	
Diabetes	Worse than 64% of CA counties	
Obesity	Worse than 60% of CA Counties	
Pedestrian Injuries and Fatalities	Worse than 73% of CA Counties	

Table 8 Underlying Factors That Impact Health Outcomes in the Shasta Region

Underlying Factors that Impact Health Outcomes		
Low Income Homeowner Severe Housing Cost Burden	11% of low-income homeowners pay more than half their income on housing costs	Transportation is often the second highest household expense for low-income households. Affordable transportation options help balance household budgets, so families do not have to give up food, medicine, or other necessities that support health. High housing costs (or having to accept inadequate housing due to cost), combined with high transportation costs, is associated with stress, depression, and decreased children's well-being and educational attainment. Affordable transportation options help create stability. Inadequate transportation to services and medical care may result in missed appointments or delay care, resulting in deteriorating health.
Low Income Renter Severe Housing Cost Burden	28% of low-income renters pay more than half their income on housing costs	

Incomes Above Poverty	59% of people have an income exceeding 200% of federal poverty level	Economic opportunity, especially having a job, is a powerful predictor of good health. Affordable, convenient transportation options allow people to get to a broader range of employment or training opportunities, as well as to access essentials such as healthy groceries. Transportation is fundamental to getting and keeping jobs, learning skills needed for employment, and accessing economic opportunities. Inadequate transportation is a barrier to the transition from welfare to work.
Employment	61.7% of people aged 25-64 are employed	
Higher Education	19.6% of people over age 25 have bachelor's education or higher	A college education is associated with higher-paying careers, better benefits (including health insurance), and positive health behaviors (such as healthier eating). Inexpensive transportation options allow people to get to classes and afford tuition.
Supermarket access	22% of people live near a supermarket	Having access to a supermarket can encourage healthier eating habits, lower the cost of healthy food, reduce chronic disease, and lower the risk of food insecurity.
Ozone	0.04 ppm average of daily maximum 8-hour ozone concentration during summer	High ozone levels cause lung inflammation and more serious respiratory issues. Prolonged exposure to high ozone levels can increase risk of cardiovascular and respiratory disease, poor health outcomes, and premature death. Transportation strategies to reduce emissions from vehicles and freight contribute to better health.
Clean Air – PM 2.5	5.96 µg/m3 is the yearly average of fine particulate matter concentration	Fine particulate matter can reach deep in people's lungs, increasing risk for cardiovascular and respiratory diseases, poor birth outcomes, and premature death. Some PM 2.5 is from vehicle tailpipes, tires and brakes.
Extreme Heat Days	58 projected extreme heat days (annual)	Extreme heat can cause heat-related illness and exacerbate pre-existing health conditions. Extreme heat can be a barrier to utilizing active transportation options or to accessing transit if stops are not nearby, particularly if shade is not provided. Extensive asphalt and concrete, with little vegetation, can contribute to heat islands.

Travel Characteristics and System Utilization

A detailed understanding of the nature and recurring patterns of regional travel is fundamental to the planning process.

Travel Data

Information on who, why, when, and how people travel in Shasta County is gathered from a variety of data sources, including but not limited to:

- U.S. Decennial Census and interim American Community Surveys;

- California Household Travel Survey;
- Traffic counts;
- On-board transit surveys;
- ShastaSIM activity-based travel demand model;
- Special studies (e.g., economic studies, corridor studies, transportation impact fee studies, origin and destination studies, etc.); and
- Data purchased from vendors that collect and process travel behavior patterns of individuals with GPS-equipped devices including smart phones and navigation systems.

Figure 8 Antlers Bridge construction

Trip Generation

Vehicle travel demand in Shasta County is the combined result of intraregional trips (i.e., trips beginning and ending within Shasta County), interregional trips (i.e., trips having a local origin or destination but that enter or exit Shasta County), and through trips (i.e., trips that enter and exit Shasta County without stopping).

The ShastaSIM regional travel model segregates trips into the eight trip types: work, school, escort (e.g., transporting a child to/from an activity or similar trip type), personal business, shopping, meal, social interaction, and home.

Forecast Daily VMT (region and per capita)

According to the ShastaSIM 2.0 regional travel model, total daily vehicle miles traveled in Shasta County will increase by approximately 10.7% between 2005 and 2040. Daily per capita vehicle miles traveled in Shasta County will, however, remain relatively steady, increasing by only 2.6% over the same period.

*Table 9 Total Daily VMT and VMT/Capita**

Year	Total Daily VMT	VMT/Capita
2005	5,606,121	32.13
2020**	5,299,199	29.60
2040	6,206,623	32.97

*Results from ShastaSIM V2.0 travel model reflect the current growth trend of the region without changes resulting from the 2022 RTP. Includes all trip types (interregional, intraregional & through trips) and all vehicle types including medium and heavy duty.
**2020 VMT and VMT/Capita is observed data and reflects changes resulting from to the COVID-19 Pandemic

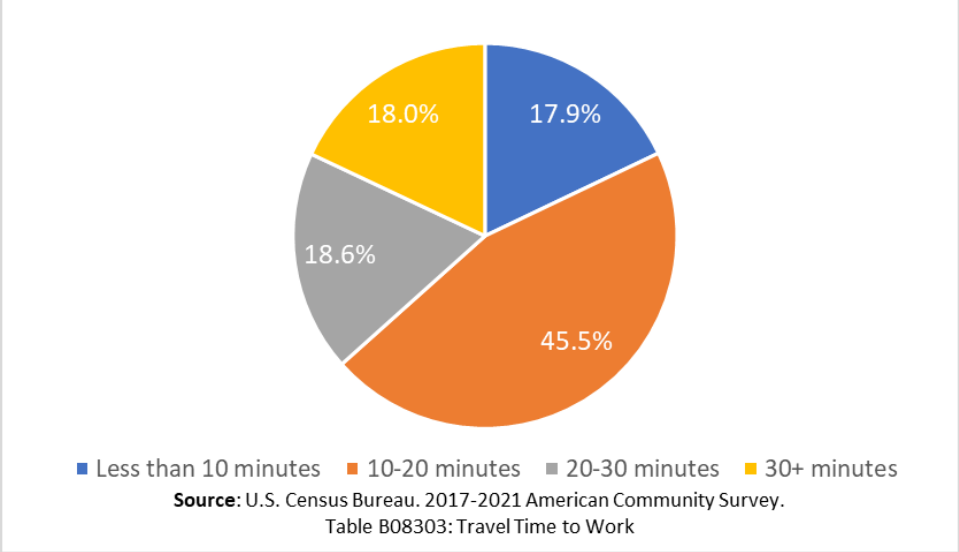
Residents living in the unincorporated regions of Shasta County have the highest VMT per capita (32.51), followed by Anderson (27.34), Shasta Lake (19.90) and then Redding (15.64). When comparing overall household VMT in the region, Shasta Lake and Anderson account for the smallest share (5%), Redding (41%) and the unincorporated region of Shasta County (48%).

Daily trips per household and trip lengths

Using only those trip categories that are subject to SB 375, average daily VMT per household in 2005 was 47.5. In the 2022 RTP, it was projected that this will decrease approximately 1% to 47.2 miles by 2040. In the year 2035 it is forecast that residents in Anderson will make the most trips per household (6.6), followed by Redding and unincorporated Shasta County household (6.4). City of Shasta Lake household will make the fewest trip on average (6.0).

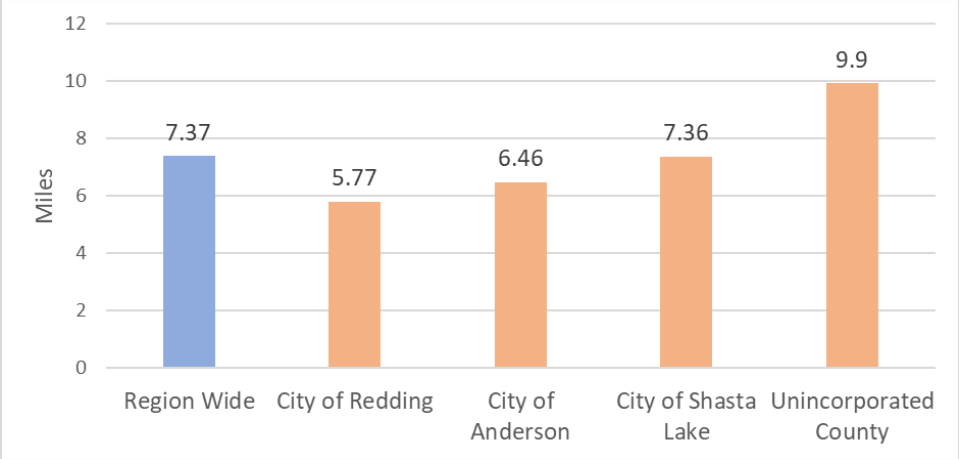
Although the number of trips per household is consistent across the region, the average trip length is substantially different. Regionwide in 2005, the average trip length was 7.4 miles. In 2020, the average trip length was 7.19 Miles, and forecasting for 2040 indicated an average of 7.43 miles per trip. Due to the relative proximity to everyday destinations, City of Redding residents traveled the least per trip at 5.3 miles. On the other hand, residents in the rural unincorporated area of the County travel farthest, averaging 10.6 miles per trip.

Chart 4 Average Work Commute Travel Time (By Time and Percentage)



Source: U.S. Census Bureau. 2017-2021 American Community Survey.
Table B08303: Travel Time to Work

Chart 5 Estimated Average Trip Length (Year 2035)



According to the 2017-21 ACS, the average commute time to work was 20.7 minutes. This is an increase over the previous 5-year ACS (2012-16) of 19.9 minutes

County-to-County Commute Patterns

Due to Shasta County's geographic isolation from other major population centers, travel patterns are less complex than those found in California's larger metropolitan regions. Nevertheless, there is notable inter-county commuting between Shasta County and bordering counties.

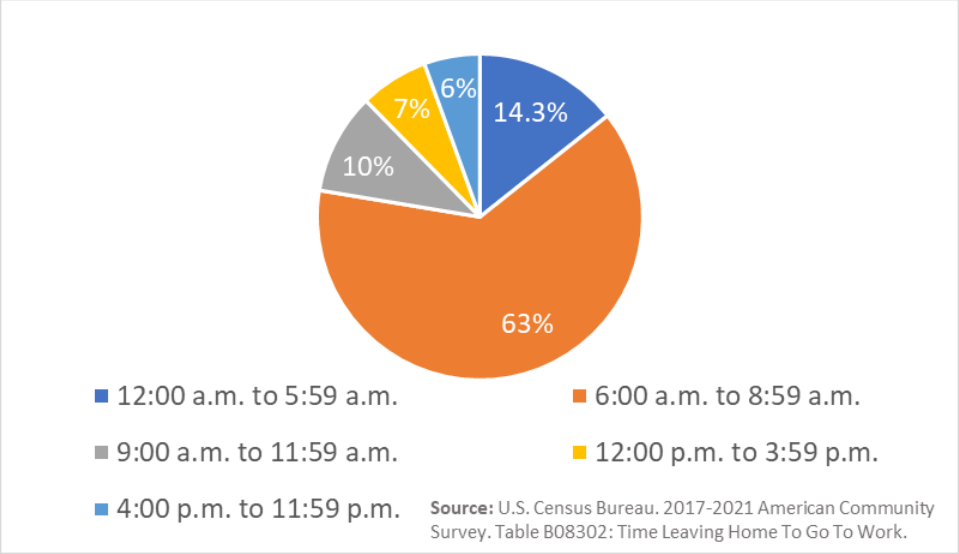
According to the Employment Development Department of California (EDD), the largest potential influx of workers outside of Shasta County come from Tehama County, with almost 3,868 workers. As many as 135 workers travel in from Siskiyou County. Siskiyou and Butte counties each provide almost 200 workers traveling into Shasta County daily. Lassen and Trinity counties both have around 100 workers commuting to the Shasta Region. However, the reliability of this type of data is not always reflective of actual behavior because the data is based on a sampling of the actual population and is self-reported.

In recent years, the use of GPS data collected from mobile devices has increased. In a recent nationwide county-to-county commute report for the month of April 2014, it reported that as many as 9,765 people commute at least 14 days or more a month into Shasta County for work, school or other activities that require them to stay much of their day in Shasta County. Similarly, it was reported that just over 10,000 people who live in Shasta County commute outside of the county for 14 days or more a month.

Daily Peak Travel Demand

According to the 2017-2021 ACS, approximately 63.3% of all workers leave between 6:00 a.m. and 9:00 a.m., with the largest number of commuters (30.2%) traveling to work between 7:00 a.m. and 8:00 a.m. Only 14.3% of commuters leave for work between the hours of noon and midnight on a given workday.

Chart 6 Percentage of Commute Trips by Time of Day (2017-21 ACS)



Lack of major disincentives for vehicle trips combined with limited, incomplete, and disconnected alternative modes limits the potential success of efforts to diversify mode choice. Alternative modes must appeal to value and priorities beyond mobility.

Mode Choice

Even among the largest metropolitan regions, the single occupancy vehicle is the travel mode of choice for most of the population. At some point in the growth and development of a region, over-reliance on the automobile becomes financially, operationally, and environmentally unsustainable. Alternative modes, including public transportation, bicycling, walking, and ridesharing in combination with land use strategies must be introduced to help manage travel demand.

Mode split can be affected by the natural environment (e.g., topography and climate), the built environment (e.g., transportation facilities and land use patterns), and individual and community choices.

Individuals may make choices based on comfort and convenience, timeliness, cost, perceived safety, and/or personal values such as improved health and reduced environmental impact. In addition, a community's prioritization of transportation spending and the application of transportation and land use policies have the effect of encouraging or discouraging certain travel behaviors. For example, a lack of bicycle lanes, infrequent transit service, segregated land uses, deferred facility maintenance, road tolls and parking fees, and other factors greatly influence travel behavior.

General information regarding the use of different travel modes is collected by the US Census Bureau through an annual questionnaire, called the American Community Survey, or ACS. This survey asks general questions regarding people's commute to work, including mode choice, travel time, travel duration, and other characteristics. Work trips are the focus because they are the most common reason for travel and the primary cause for congestion during peak morning and afternoon hours of the day.

According to the 2016-2020 ACS, travel to work in the region is primarily by driving alone (76.4%), with carpooling (11.1%) the second most common form of travel. It is estimated that 8.4% of all workers in

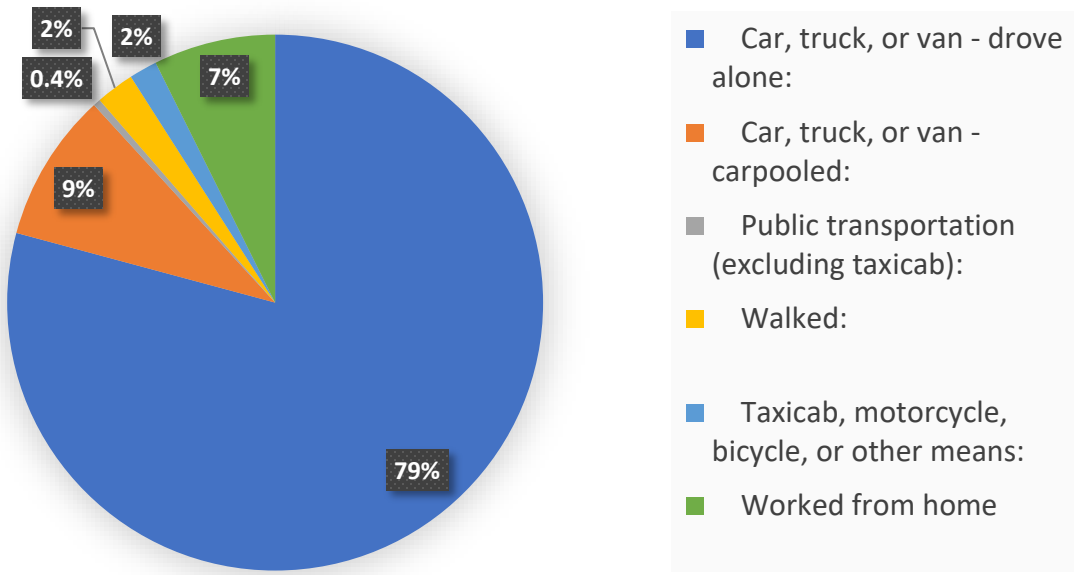
the region work from home. The remaining 3.5% of work trips are split by the following modes: public transportation (.6%), walking (1.7%), and taxicab, motorcycle, bicycle, or others means (1.7%).

When compared to the 2010 ACS 5-Year Estimates, people driving alone has decreased by 3.4%, carpooling has increased by 4.7% and there has been a 58.5% increase in telecommuting and a 26.1% decrease in the use of taxis, motorcycles, and bicycles (from 2.3% to 1.7%).

Intermodal Travel

A major goal of the RTP (Goal #3) is the integration of various travel modes into a seamless network. Connectivity includes accessibility, physical connectivity, and schedule coordination.

Chart 7 Means of Transportation to Work



Source: U.S. Census Bureau. 2017-2021 American Community Survey.
Table B08101: Means of Transportation to Work by Age

The region's primary intermodal facility is the Downtown Redding Transit Center that serves as the regional hub for local and regional public transportation, including Trinity Transit (Trinity County), Sage Stage (Modoc County), Greyhound and Amtrak. Improvements are being made on streets in downtown Redding, such as California Street, to provide better commuting options for bicyclists and in connecting downtown Redding and the transit center to the Sacramento River Trail. However, the transit center does have its own challenges. The timing of transfers between transit services do not always match, sometimes causing lengthy waiting periods between transfers, and the frequency of some services are limited.

Amtrak passenger rail service is available immediately west of the Downtown Transit Center across the tracks at the Amtrak train depot. However, passenger service is infrequent and available only in the early morning hours (southbound – 2:21 a.m.; northbound – 3:06 a.m.). Currently no daytime passenger rail service is available.

Improvements have been made to connect transit to Redding Regional Airport thanks, in large part, to travel demand generated by the increasing number of flights. Service is available from the Downtown Transit Center.

Flights from Redding Regional Airport occur two times daily from Redding to San Francisco and once daily to Los Angeles via United Airlines. Alaska Airlines connects Redding and Seattle once daily, and Avelo Airlines connects Redding and Burbank, CA, twice weekly.

Facilities for bicycling and pedestrian activities are ever increasing throughout the region. Projects such as Diestelhorst to Downtown, which connects bike facilities to the west and north of the Sacramento River, are well used. Future efforts revolve around the creation of active transportation trunk lines that cater to activity and employment centers as well as connect to public transportation services.

Freight Movement

The movement of goods and freight in and out of the region represents a major component of overall regional travel demand. Commodities flow in and out of the region by different modes:

- Air – Redding Regional Airport supports airfreight and package movement services.
- Rail – Two active rail lines (Union Pacific and Burlington Northern) serve Shasta County. Rail spurs provide limited freight loading and unloading. In Redding, train car switching interferes with vehicle travel on several key downtown arterials.
- Trucking – Most regional goods and freight movement is (and will continue to be unless current trends change) performed by truck.

The main critical corridor for trucking in Shasta County is Interstate 5. State Routes 299, 44, and 36 is considered a 'Priority Interregional Facility' in the 2021 Interregional Transportation Strategic Plan and is essential for connecting urban areas and linking rural areas to urban areas.

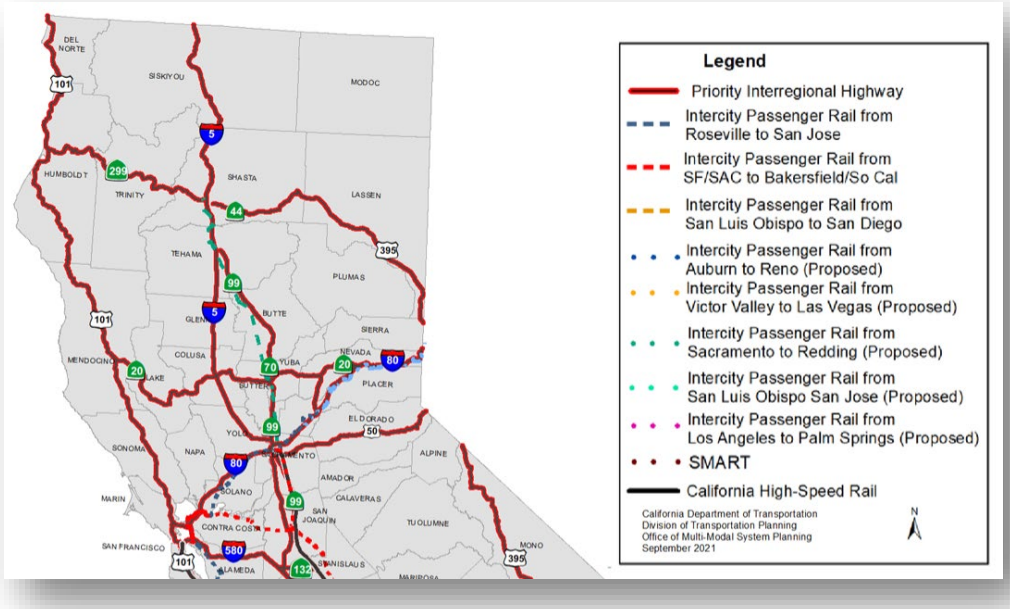


Figure 9 Priority Interregional Facilities Source 2021 Interregional Transportation Strategic Plan

Reliable data is needed for the effective planning and programming of finite transportation resources. Information on commodity flows is derived from a combination of Caltrans Intermodal Transportation Management System (ITMS) data, Federal Freight Analysis Framework (FAF), and the IMPLAN regional economic analysis model. Unfortunately, much of this data is outdated and based on very limited data samples outside of California's major metropolitan areas. Little information is available regarding the off-highway movement of goods and freight, including air and rail modes. To draw reasonable conclusions, data must be augmented with a local understanding of regional economic activity.

Additional analysis and regional policies related to freight movement is discussed further under the model section of this RTP.

California Freight Mobility Plan

Completed in 2023 by the Caltrans Office of Freight Planning, the California Freight Mobility Plan (see https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-freight-planning/cfmp-2023) identifies freight routes and transportation facilities that are critical to the state's economy and environment. The plan includes a list of good and freight movement projects, two of which are in Shasta County. Vertical clearances of SR 151 and Coram Railroad Crossing is less than recommended 14' at 13' 9". Project types include capacity increasing, system preservation, and operations and management. Projects are needed to:

- Address forecast congestion and bottlenecks, particularly on mainline Interstate 5 through the cities of Redding, Anderson, and Shasta Lake, where truck volumes represent up to 30% of total traffic;
- Remedy freight accessibility and safety issues, including inadequate vertical and horizontal clearances on the Union Pacific Railroad bridge over Interstate 5 and narrow, winding, and steep interregional corridors;
- Relay real-time roadway and traffic conditions to travelers; and
- Proactively maintain pavement, bridges, and other assets.

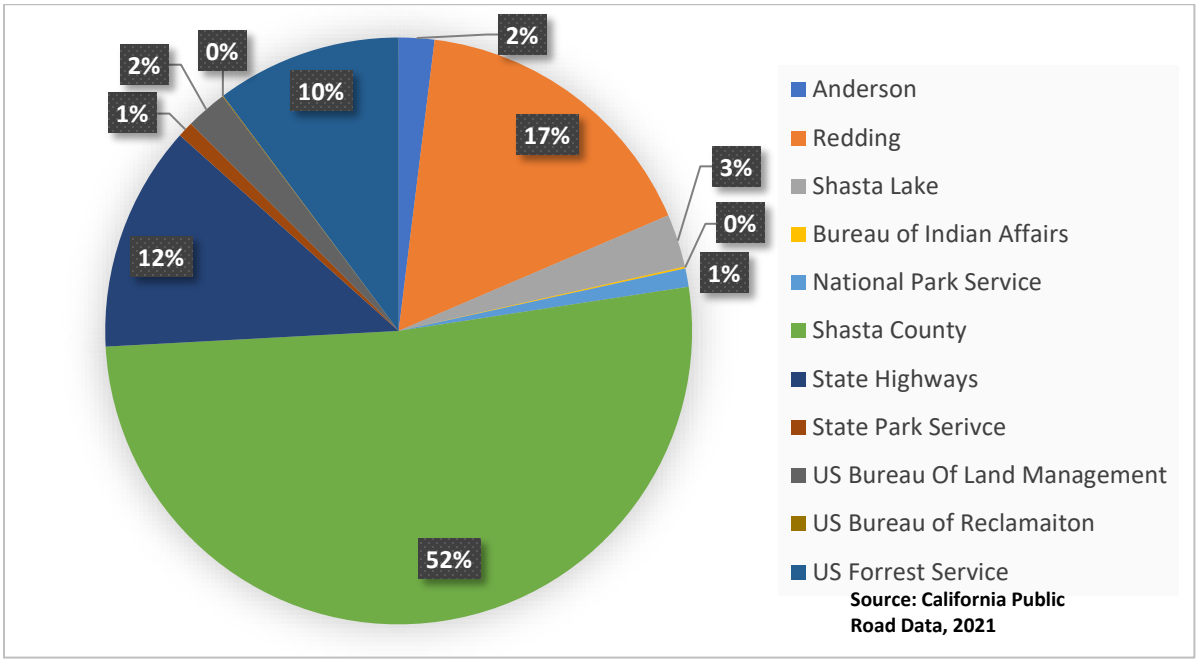
Modal Assessment

- **Current state of modal system** – A general description of existing infrastructure and its performance.
- **Recent accomplishments (2018-2022)** – An accounting of projects and other accomplishments during the prior RTP planning cycle.
- **Near-term regional priorities (2022–2026) –** What near-term projects, programs, and initiatives can SRTA lead or otherwise participate in to advance the regional vision and goals of the 2022 RTP.

Streets and Roads

Streets and roads represent the primary means of local and interregional travel in the region. Streets and roads are essential for vehicle travel, truck travel, public transportation, as well as people walking, biking, and rolling. In addition, access provided by streets and roads greatly influences the location of new development and regional land use patterns.

Chart 8 Maintained Road Miles by Jurisdiction



Current System

Shasta County has approximately 3,543 miles of roadways maintained by various federal, state, and local agencies and Tribal governments. The majority of roads are maintained by local jurisdictions, including City of Anderson (2%), City of Redding (17.0%), City of Shasta Lake (3%) and Shasta County (52%). State highways represent 12% of the regional network. Native American tribal roads account for less than 0.5% of the regional network. The remaining 14% of the regional network consists of forestry or other service roads maintained by state and federal agencies.

Approximately 22% of the managed lane miles exist within the US Census defined Urbanized Area comprising the cities of Anderson, Redding, and Shasta Lake as well as portions of Shasta County between the cities. This proportion will increase as the region continues to grow in population.

Interregional and regionally significant corridors

Interstate 5 is the backbone of the region's transportation network, carrying upwards of 70,000 trips per day—the highest usage for 315 miles to the north (Eugene, Oregon) and 150 miles to the south (Interstate 5/State Route 99 junction near Sacramento). It is also part of a 1,382 mile north-south travel and freight corridor stretching from the Mexican border to Canadian border. It is designated by the Federal Highway Administration as a Major Freight Corridor and a "Corridor of the Future," an initiative to reduce traffic congestion on key multi-state corridors, and designated by Interregional Transportation Strategic Plan (ITSP) 2021 as a Priority Interregional Facility

State Routes 299 and 44 provide primary travel to and from California's North Coast to the west and to Reno, Nevada to the east. SR 299 is the primary travel and commercial corridor serving Susanville, California (population 16,315). Both routes are identified as a 'Priority Interregional Facility' in the 2021 ITSP.

State Route 36 traverses the southwestern tip of the region, providing access to Fortuna (Humboldt County) to the west and to Susanville (Lassen County) to the east via Red Bluff (Tehama County). SR 36 connects to US 395 to Reno, NV.

State Route 89 provides secondary north/south travel from SR 36 in Tehama County, through Lassen National Volcanic Park, and eventually intersecting with I-5 in Siskiyou County.

State Route 273 provides secondary north-south travel through the South-Central Urban Region from the city of Anderson to just past SR 299 in the city of Redding.

State Route 151 runs 4.7 miles from Interstate 5 through the City of Shasta Lake to Shasta Lake Dam. The western portion of SR 151 is designated a Scenic Route.

Pavement Conditions

Table 10 Pavement Condition Index Classification

Numerical Rating	Classification
100-85	Good
85-70	Satisfactory
70-55	Fair
55-40	Poor
40-25	Very Poor
25-10	Serious
10-0	Failure

The Pavement Condition Index, or PCI, is a numerical rating system that is used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being "good" and 0 being "failed". A score less than 50 is typically no longer able to receive regular maintenance and must be reconstructed at much higher cost.

The overall pavement condition for the region's cities is deteriorating. According to the California Statewide Local Streets and Roads Needs Assessment Final Report dated August 2021, the countywide PCI, including the cities, scored a 49. During a verbal update to the City Council in March 2022, the city of Redding Department of Public Works presented that Redding's overall PCI has dropped from a score of 78 in 2005 to 43 with 54% of roads considered "poor" or "very poor." with a backlog of $44 million dollars in

repairs. Specific status of roads in the city of Anderson and Shasta Lake, county-maintained roads, and state highways maintained by Caltrans are currently unknown.

In the California Local Streets & Roads Needs Assessment, it is estimated that the region's average PCI is 49. This puts the region in a "high risk" category for California and is significantly less than the statewide PCI of 66. Even with great local effort and an infusion of federal economic stimulus funds, the region's PCI remains the same. The study estimated a minimum financial need of $976 million (in 2020 dollars) to just keep the road system maintained as it currently is for the next ten years. Without additional revenue, recent gains in the condition of regional roadways will soon be lost.

Bridges

According to the Federal Highway Administration's Highway Bridge Condition by County there are approximately 491 bridges within Shasta County.

By FHWA criteria, approximately 3.8% of local agency bridges are considered in "poor" condition and 48.8% in "fair" condition. This is a vast improvement since the 2015 RTP, where 32% of local agency bridges needed significant repair.

The California Local Streets & Roads Needs Assessment estimates that 7 bridges need replacement and 101 bridges are in need of repair. This translates into a minimum financial need of $62 million (in 2016 dollars) over the next 10 years. The biggest challenge is in the unincorporated area of Shasta County, where a total of 60 bridges need replacement or repair.

The Pit River Bridge, which allows traffic on Interstate 5 to cross Shasta Lake, is listed on the federal list of 'Projects of National and Regional Significance.' The replacement cost of this bridge is estimated at $1.5 billion and is of great significance for moving people and goods through Shasta County, from the California-Mexico border to Canada.

System Utilization

- Volume to capacity (V/C) ratio is a numerical representation of road congestion. "Volume" represents the number of vehicles on the roadway at a given time. "Capacity" refers to the maximum number of vehicles able occupy a road segment. The V/C ratio helps identify which roads segments are being used the most and which segments are being underutilized, based on their design capacity. Roadways with a V/C ratio of 0.75 or higher are considered "congested."
- Level of service (LOS) is an alphabetic scale used to describe roadway congestion; 'LOS A' being free of congestion and 'LOS F' representing gridlock.

The ShastaSIM regional travel model simulates future travel demands and measures the impact on regional roadways in terms of V/C ratio, LOS, and other performance metrics. This information is used to identify which segments may need additional capacity or where traffic might be redirected to make better use of underutilized roadways. ShastaSIM also allows planners to evaluate the individual and combined benefit of enhanced traffic operations, travel demand management strategies, land-use strategies, and other potential solutions.

Impact of System Performance on Mobility

A variety of performance metrics are calculated to better understand and communicate the directly felt impacts congestion levels. It's worth noting that congestion—to some degree—is not a bad thing; it is an

indicator of economic activity as it is reflective of more people with jobs, more delivery of services, and more freight and goods being transported to market.

Commonly used transportation performance metrics and calculations for Shasta County are as follows:

- Vehicle Hours of Delay (VHD) – An indicator of how much extra time drivers spend on the road traveling to their destination due to congestion. A majority of the delay experienced by travelers is on local arterial or collector roadways. Currently, commuters experience almost 2,000 VHD daily. By 2040, that number is expected to increase to over 3,300 VHD daily.
- AM/PM peak travel period – Commonly known as 'rush hour', the peak travel period is typically a one to three hour period during the morning and evening where the region's roadways carry the greatest number of vehicles, typically due to work commute. Implementing the RTP will improve the average vehicle miles per hour by 4.5% for the PM Peak period, 3% for the AM Peak Period and 3.6% for the Daily average, by 2035.
- Peak hour travel speed or "Congested Speed" is the reduction in the average speed on a roadway segment during the peak hour period (typically due to work commuting) than would otherwise be experienced during "free flow" traffic conditions.
- Travel time to work – Represents the average time it takes to get to work. Approximately 67% of all workers in the region average 20 minutes or less to reach their work destination, with the majority taking between 10-20 minutes. Only 4% of all workers take less than five minutes to get to work. Approximately, 7.4% of workers in the region take 45 minutes or more to reach work. Overall, it takes less time on average for travelers to reach work today (19.7 minutes) than in 2000 (20.9 minutes).

Notable Accomplishments Since 2018

During the 2018-2022 RTP cycle, the Shasta Region made major progress toward meeting intra- and interregional roadway travel needs, including:

- I-5 Union Pacific Redding-to-Anderson Six Lane Project (construction completed 2022) - With the help of a $65.7 million Senate Bill 1 Trade Corridor Enhancement Program (TCEP) grant award, this $126.3 million project:
    - Eliminated the freight and passenger rail bottleneck at the South Anderson Overhead where I-5 and the Union Pacific Railroad intersect; and
    - Eliminated the Interstate 5 bottleneck between the cities of Anderson and Redding by adding an additional northbound and southbound lane for 7.5 miles.
- State Route 44 Stillwater Interchange (completed 2018) - Utilizing State Highway Operations and Protection Program (SHOPP) and federal High Priority Project (HPP) funding, this $6.4 million project:
    - Remedied a major safety risk by eliminating an at-grade, unsignalized intersection; and
    - Maintained State Route 299 level of service for freight and the traveling public.

Priorities for the 2022-2026 RTP cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

- Fix 5 Cascade Gateway – Complete environmental review, contingent upon allocation of STIP funds.

- SR 273 corridor – Work with Caltrans District 2, city of Redding, and affected residents and stakeholders to identify safety and accessibility issues on SR 273. One emphasis area will be in Redding between Cypress Avenue and Breslauer Way. Develop solutions consistent with regional plans and fund improvements as identified.
- Public Information Program – Utilizing contracted consultant services, provide information to the public, information gatekeepers, and decision makers on roadway conditions and the current and future use of transportation funding in the region.

Public Transportation

Public transportation includes a range of services for the general public as well as specialized services for the disabled, elderly, and those individuals unable to use traditional services. Public transit provides a widely accessible and affordable mobility option and is one of the primary strategies used to provide congestion relief and reduce vehicle miles traveled and associated greenhouse gas emissions.

Current Services

Interregional public transportation services:

- Amtrak – Amtrak Thruway Bus service Route 3 provides connections to passenger rail opportunities with two northbound and two southbound daily trips between Redding Area Bus Authority's (RABA) Downtown Transit Center and the Sacramento Valley Station. See Rail Section.
- Greyhound - Greyhound Lines is the largest provider of intercity bus transportation, serving more than 3,800 destinations across North America. Greyhound serves the Downtown Redding Transit Center.
- Trinity Transit – Trinity Transit offers Monday through Friday fixed route service between Weaverville and the Downtown Redding Transit Center.
- Sage Stage - Sage Stage provides intercity transit service between Alturas and the Downtown Redding Transit Center.

Tribal public transportation services:

- Pit River Health Services – Provides transportation to tribal members.
- Redding Rancheria – Provides transportation to and from Redding Rancheria Tribal Health Center tribal for tribal members.

Fixed-route public transportation services:

- Redding Area Bus Authority (RABA) - Provides fixed route and demand response transit services. Fixed route service consists of ten local routes, a commuter route from the city of Anderson to downtown Redding, and three express routes. Local routes operate Monday through Friday, mostly on one-hour headways. Saturday begins three hours later than weekday service. No service is provided on Sundays. Routes depart from one of three RABA transit centers: the Downtown Redding Transit Center, the Masonic Transfer Center, and the Canby Transfer Center.
- Burney Express - Shasta County contracts with RABA to provide express service to the community of Burney. Burney Express operates Monday through Friday with three round-trips each day, starting in Burney.

Demand Response and Paratransit services:

- RABA Demand Response - Provides curb-to-curb transportation for individuals who, because of disability, are not able to utilize fixed route service. The service area is limited to within ¾ mile of fixed route service. Service is provided during the same operating hours as fixed route service.
- Dignity Health Connected Living – DHCL provides demand response services to individuals 60 and older, mobility-impaired person, and those with disabilities over 18 years of age, who live outside of the RABA service area, and in the Intermountain Area communities of Burney, Cassel, Fall River Mills, and McArthur. DHCL is the current Consolidated Transit Services Agency (CTSA) for the Shasta Region.

Medical Transportation Services:

- Various organizations provide non-emergency and assisted living transportation needs within Shasta County. A current list of organizations providing service is published in the "Need-a-Ride?" brochure which can be found on SRTA's website: https://srta.ca.gov/DocumentCenter/View/66/Need-a-Ride-PDF?bidId=

System Utilization and Performance

RABA riders are largely dependent upon public transit due to lack of vehicle, no driver's license, and/or disability.

Transit ridership – Overall transit ridership is on the decline, with ridership in 2021/22 seeing a slight increase over the prior year. System-wide productivity decreased from 7.41 passengers per hour from 12.39 passengers per hour in 2017/18. Key system statistics include the following:

- Transit productivity – In FY 2021/22 RABA provided 38,997 vehicle service hours of fixed route service with an annual ridership of 333,572. RABA serves nearly 8.55 passengers per service hour, a commonly used metric of transit productivity.
- Farebox recovery - Overall fare revenue increased by 0.64% in 2021/22. The system-wide farebox recovery ratio increased from 9.15% to 9.8%. The cost per trip was $17.49.
- Demand response – RABA provided 9,245 demand response service hours in FY 2021/22 with an annual ridership 23,775.

Notable Accomplishments Since 2018

SRTA began to assume a more active role in transit coordination during the 2018-2022 RTP cycle. The 2017 Shasta Coordinated Transportation Plan (approved by the SRTA Board of Directors February 2017) focused on public transportation for the elderly, disabled, and persons of limited means. The plan outlines priority strategies for consideration over the next five years. In addition to maintaining existing service levels, the plan looks to better coordinate service among providers, promote mobility management, and ultimately to deliver more efficient and effective services to the traveling public.

Other major accomplishments and changes include:

- New Crosstown Express service between Downtown Redding and Hilltop shopping area via Turtle Bay and the Redding Convention Center.
- Seasonal Beach Bus service to Whiskeytown Lake.

- Sunday Transit Service began branded as ShastaConnect and operated by DHCL.
- Intercity Bus feasibility study, business plan, and successful $8.6 million Transit and Intercity Rail Capital Program (TIRCP) grant award for all-electric intercity transit service between Redding and Sacramento.
- Long-range transit plan – Developed a plan that articulates regional priorities; SRTA's transit coordination role; future transit capital needs (alternative fuel buses, facilities, technology, etc.); and an overarching transit funding strategy. The plan also considers priority transit nodes and corridors that complement the Sustainable Communities Strategy, local land use activities, active transportation connections to transit, first and last mile solutions, and programs that increase usage of public transportation services.
- On-demand transit pilot project service - Beginning with pilot projects for Sunday service in high-demand areas and in the city of Shasta Lake. Based on real-world performance and lessons learned, explore possible service expansion to additional areas and times of day, in accordance with the adopted Long-Range Transit Plan.

Priorities for the 2022-2026 RTP Cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

- Intercity bus to Sacramento - Implement North State Express service in accordance with the project grant award, including completion of interagency agreements and ticketing, marketing and launching of new service, and fund seeking for feeder services.
- Implementation of RABA's updated Short Range Transit Plan, expect in 2023/24.

Active Transportation

Active transportation means getting around by human energy, including bicycling and walking. Active transportation also plays an essential role in connectivity between modes. Virtually all public transportation trips begin and end with active transportation. In more urban environments, automobile trips often include some measure of active transportation to complete the trip.

As part of coordinated multimodal strategy, active transportation helps alleviate traffic congestion, delay or obviate the need for costly infrastructure improvements, and reduces vehicle miles traveled with associated environmental and climate impacts. Active transportation infrastructure, in combination with human-scale land use patterns also helps to create more vibrant, healthy, and interactive communities.

Active transportation facilities are generally divided into four classes:

- **Class I** – A dedicated non-motorized facility, paved or unpaved, physically separated from motorized vehicular traffic by an open space or barrier.
- **Class II** – A bike lane on a roadway, delineated by pavement striping, markings, and signing for the preferential or exclusive use of bicyclists.
- **Class III** – A bike route designated by the jurisdiction having authority, with appropriate directional and informational markers, but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

- **Class IV** – On-street facilities reserved for use by bicyclists, having physical separation between the bikeway and travel lanes. Separated Bikeways may be one-way facilities on both sides of the street or two-way facilities on one side of the street. Physical separation may include concrete curbs, landscaping, occupied vehicle parking, bollards, or other vertical elements.

In addition to facility type standards, a growing number of communities are including non-motorized level-of-service factors in their planning processes. Whereas roadway level of service traditionally measures the degree of vehicle congestion and delay experienced by travelers, non-motorized level of service focuses on a wider range of factors indicative of users' overall convenience, safety, and qualitative experience. Specific factors may include but are not limited to:

- Network continuity
- Network quality
- Road crossings
- Traffic protection
- Safety and user conflicts
- Topography
- Actual and perceived safety and security
- Wayfinding
- Weather protection
- Facility maintenance
- Amenities
- Bicycle parking
- Design and aesthetics of facilities and surroundings

Current facilities and services

Shasta County has a growing system of multi-use trails, bicycle lanes, and other facilities. A description of bicycle and pedestrian infrastructure is found in the GoShasta Regional Active Transportation Plan (adopted February 2018), available at: www.srta.ca.gov/286/GoShasta.

In general, bicycle and pedestrian facilities are more complete and more frequently utilized in urban areas such as the City of Redding. The city has a growing network of Class I facilities, a formal complete streets policy, and an active bicycling advocacy community.

The League of American Bicyclists has recognized the city of Redding as a 'bronze' level bicycle friendly community. An award means that the community is addressing the Five E's consistently found in great bicycling communities: Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. By strengthening or expanding efforts in these areas, the City of Redding and other communities may become friendlier to bicyclists and earn the status of a silver, gold, platinum, or diamond level community.

SRTA's greatest ability to influence bicycle and pedestrian safety is through planning and capital funding of infrastructure. In addition, SRTA provides administrative support and technical assistance when pursuing and managing grant funds utilized for capital improvements, education, and promotional activities. For example, SRTA leads a Healthy Shasta work group to enhance active transportation options, assists in the annual promotion of bike week, and is developing an online bicycle parking

application that can be used with mobile devices to find or update information on bike parking locations in the region.

Information on biking and walking throughout Shasta County can be found online by a variety of resources, including:

- SRTA's Bike and Pedestrian Planning web page
- Healthy Shasta's 'Be Active' webpage
- City of Redding's Community Services website
- City of Anderson's Community Services website
- City of Shasta Lake's Parks & Recreation website

System Utilization

Unlike streets and roads, there is limited information regarding the usage patterns of active transportation infrastructure. The Shasta County Health and Human Services Agency, in partnership with members of the Healthy Shasta collaborative, administers annual bicycle and pedestrian counts at key locations in the region. In addition, SRTA purchased the 'Love to Ride' application for Bike Month participants to use for tracking bicycle travel. It is hoped that bicycle travel behavior obtained through this process will be useful in the planning and prioritization of active transportation facilities.

Notable Accomplishments Since 2018

Efforts during the 2018-2022 RTP cycle focused primarily on planning and defining SRTA's priorities for administration of regional active transportation funding. SRTA's Non-Motorized Program call for projects focused on providing required matching funds for Active Transportation Program application from the GoShasta Regional Active Transportation Plan and the city of Redding Active Transportation Plan.

Specific accomplishments include:

- Adoption of the GoShasta Regional Active Transportation Plan (February 2018)
- Various local projects successfully completed, including enhancements on Diestelhorst to Downtown.
- Various road diets with dedicated bike lanes.
- Green paint in high conflict zones.

Priorities for the 2022-2026 RTP Cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

- Active transportation trunk line model corridor - In conjunction with applicable local agency partners and utilizing SRTA's 'Sustainable Shasta' grant award and Regional Non-Motorized Program, translate GoShasta's 'Potential Trunk Line Alignments' into an initial Phase 1 trunk line alignment and design. Assemble Phase 1 financing through a combination of regional funds, local funds, and grants.
- Active transportation data collection program – Initiate a starter-program of automated bicycle and pedestrian counters that includes fixed counters at key gateways and mobile counters for project-level data collection. Combined with data collected from GPS-enabled devices to support active transportation planning and programs. Utilize to inform project prioritization;

quantify and/or validate greenhouse gas emission reduction benefits of active transportation infrastructure and services; and support local and regional grant seeking efforts.

- Provide technical support needed for the continuation of regional active transportation mapping and guide – Due to staffing changes, The McConnell Foundation will no longer be able to provide active transportation mapping and guidebooks. Through SRTA's in-house and contracted consultant services, provide resources to maintain accurate and up-to-date data and information on regional facilities.

Aviation

Public use airports enhance interregional mobility and support greater participation in state, national, and international economies. The presence of an airport and passenger air services is often considered a requirement for attracting new business and industries to the region. Other key functions and benefits include emergency preparedness and response, aviation-related business development, and tourism.

Aviation planning occurs primarily at the state level and by individual airports. The California Aviation System Plan (CASP) is prepared by the Caltrans, Division of Aeronautics and updated every five years. Per California Public Utilities Code Section 21701, the CASP is to be developed in consultation with regional transportation planning agencies.

The primary purpose of the plan is to identify and prioritize needed airport capacity and safety related infrastructure enhancements that impact the safety and effectiveness of the California Aviation Transportation System. The plan is available online at the Caltrans website:

http://www.dot.ca.gov/hq/planning/aeronaut/documents/gasna/2010_GASNA.pdf

Current Facilities and Services

Redding Regional Airport

Redding Regional Airport is the only airport in the county served by scheduled airline service. It encompasses 1,659 acres, 500 of which are zoned for commercial use. Originally built by the U.S. Army as a military airfield in 1942, it was later dedicated to the City of Redding in 1947. As the largest civilian facility in California's North State, it serves Shasta Region and the seven surrounding counties. A $10 million terminal expansion project was completed in 2014.

Service providers and destinations have fluctuated over the years. Horizon Air discontinued service to Los Angeles in 2011. Penn Air discontinued service to Portland in 2017. As providers have switched from turboprop to higher cost jet-engine planes, many smaller markets such as Chico and Modesto have lost air services.

Despite such setbacks, the city of Redding continues to pursue increased air service frequencies and expand the number of destinations available through the Redding Regional Airport. The City of Redding received a $450,000 federal Small Community Air Service Development Program grant to help SkyWest Airlines bring regional jets to the North State. Daily jet service to and from San Francisco International Airport began in March of 2015. And in March of 2019, United Airlines began operating new nonstop flights to Los Angeles International Airport.

As of October 2023, Redding Regional Airport currently offers direct flights to Seattle (Alaska Airlines), Burbank (Avelo Airlines), San Francisco (United Airlines) and Los Angeles (United Airlines).

Charter air service is provided by several companies. These fixed-base operators also provide aircraft sales, maintenance service, aircraft fuels, and accessories. Federal Express, United Parcel Service, and United States Postal Service provide package service.

Ground access to the Redding Regional Airport was enhanced to four travel lanes, dedicated turning lanes, bike paths, and signals. This project enhanced the economic viability of the airport and its surrounding industrially zoned lands.

The Redding Regional Airport paid parking lot contains 329 vehicle spaces and is located directly across from the main entrance to the terminal building.

Fall River Mills

Fall River Mills Airport is located at an elevation of 3,323 feet in the extreme northeast corner of the county, 70 miles from Redding. It was originally built in the 1940s as a graveled runway. Hangars, runway lights, tie-downs and security fencing have been added since 1965. This is a designated Remote Access airport.

Fall River Mills Airport is currently a General Aviation facility with a 5,000-foot runway, 14 based aircraft, and serving both piston-powered and turbine-powered general aviation transient aircraft. Services are limited to card-lock Aviation Fuel sales. There are currently no other services and no Fixed Base Operators on-site.

Recent improvements including runway and taxiway were extended to 5,000 feet, apron expansion, and construction of a nine-unit T-hangar with pilots' lounge and ADA bathrooms. The entire airfield is now protected by chain link security fencing.

Aviation growth in eastern Shasta County will be moderate, yet significant for the area. Arguably the most critical function the Fall River Mills airport plays is that of an operation base in the event of wildfires that often plague the North State.

Benton Field

Benton Field is a municipally owned and operated airport situated within the city limits approximately one mile from Downtown Redding. Benton is a small Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the US DOT/FAA National Plan of Integrated Airport Systems. It has a single 2,240-foot asphalt runway and contains 218 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition to the California Highway Patrol air operations. Benton Field has been without a fixed-base operator (FBO) since May 2022 and is actively recruiting a new operator to provide charter air service, sales, fuel, and maintenance.

Seaplane Facility

A seaplane facility is located on Lake Shasta near Bridge Bay Resort, this facility serves aircraft used for wildfire suppression.

Notable Accomplishments Since 2018

United Airlines is increasing their frequency between Redding and San Francisco to four times daily in October 2018 which has since decreased to two.

New nonstop service on United Airlines from Redding to Los Angeles International Airport. Service was halted in April 2020 due to the COVID-19 pandemic and resumed in March 2021.

As of October 2023, Redding Regional Airport currently offers direct flights to Seattle (Alaska Airlines), Burbank (Avelo Airlines), San Francisco (United Airlines) and Los Angeles (United Airlines).

Priorities for the 2022-2026 RTP Cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

- Develop a plan that integrates all intercity transportation service options, including passenger air, intercity bus, and passenger rail.
- Work with local agencies to update their Airport Land Use Compatibility Process (ALUCP) documents for Redding Regional Airport, Fall River Mills Airport, and Benton Airport to ensure proper land use compatibility surrounding the airport influence area.

Rail

Rail's arrival in Shasta County in 1872 expanded economic development by connecting people and freight to Sacramento and the San Francisco Bay Area and beyond.

Rail service is largely privately funded; SRTA does not fund rail operations. Current facilities include two rail corridors, owned respectively by the Union Pacific Railroad (UPRR) and Burlington Northern (BSNF), which service both passenger and freight trains.

Current Services

Passenger rail

Amtrak's Coast Starlight runs between Seattle and Los Angeles with stops in Redding at 3:14 a.m. northbound and 2:21 a.m. southbound. This daily round trip is the second most popular long-distance train in the Amtrak system with 453,131 passengers in 2016.

In addition to passenger rail service, Amtrak operates state-supported feeder bus connections to the state-supported Capitol Corridor Route in Sacramento and San Joaquin Route in Sacramento/Stockton.

At the state level, the Draft 2022 California State Rail Plan (see http://www.dot.ca.gov/californiarail/) offers little promise for improvements to passenger rail to the Shasta Region, as only expanded express bus service to Redding is included in short, medium, or long goals through the year 2040.

California high speed rail continues to inch toward reality. Although there are no expectations for highspeed rail north of Sacramento, it will be important for the region to plan for interregional connections in the future. The closest connection will be at the Sacramento Valley Station—part of the second phase of high-speed rail that is not likely to be operational during this RTP's 20-year planning horizon.

The most recent regional rail plan - the Northern Sacramento Valley Intercity Passenger Rail Study - was completed in 1995 and is no longer relevant to current conditions.

Notable Accomplishments Since 2018

The McConnell Foundation and city of Redding have made progress toward a land swap that, if completed, would put the Downtown Redding rail yard (located adjacent to Downtown Transit Center) in city hands for location-appropriate infill development.

Butte County Association of Governments (BCAG) and the San Joaquin Joint Powers Authority (SJJPA) are jointly working to extend daytime passenger rail to Chico, CA, with the intent to expand further to Redding in the future.

Priorities for the 2022-2026 RTP Cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

Long-Range Passenger Rail Plan - Acquire grant funding and conduct a long-range plan for enhanced intercity public transportation alternatives that better connect north state residents to passenger rail and general aviation airports over the next 30 years. This would include the feasibility of daytime rail service to Redding and interim rapid transit bus connections to new train depots (i.e., Chico). The information will be utilized by the North State Super Region and inform the state's rail and intercity transportation plans.

Freight movement

Freight is the transportation of goods to the point of purchase, beginning with the input of raw materials and components required for their development or manufacture. Freight infrastructure, including roadways, railways, airports, intermodal terminals, fueling stations, warehousing, and other facilities are interconnected via an elaborate network of service providers supported by logistics tools. All systems within the network are governed to varying degrees by one or more regulatory bodies.

Regional freight policies, programs, and infrastructure may serve as the impetus for a larger and more diversified economy, or they may be the limiting factor suppressing economic growth and limiting broader community participation. Whereas each region has a unique mix of existing, emerging, and aspirational industries, and whereas goods have a wide range of freight needs, regional freight systems vary greatly in form and focus.

In the Shasta Region, freight needs have changed over time from a historically rural economy dominated by timber and natural resource extraction to a more urban economy that includes construction, service and hospitality, information technology, health services, higher education, and various other industries.

In addition to considering present industry freight needs, the region must also address emerging industries (less established, growth phase enterprises) and aspirational industries where a competitive

edge or unique capability has been identified (e.g., wild rice production). Large-scale economic trends and shifts that alter how, when, and where freight occurs should likewise be monitored.

Freight doesn't care how it gets where it's going. Primary decision factors, in order of importance, are: 1) cost; 2) timeliness; and 3) reliability. As such, both public and private sector partners are vulnerable to practices and investment patterns that adversely affect the environment and reinforce social injustices. For example, freight facilities and activities that generate localized particulate emissions are more likely to be placed in a low-income community where residents possess fewer resources and clout to contest the project or to exact adequate mitigation measures. A well-planned and well-executed freight plan requires clear objectives and accountability to well-defined outcomes and performance metrics addressing the three E's of sustainability: Economy, Equity, and Environment.

Federal and State Freight Policy Framework

Regional freight planning, policies, and investment priorities should also support implementation of federal and state freight policy framework, as outlined by the following:

- IIJA
- California Sustainable Freight Action Plan
- California Freight Mobility Plan
- California State Rail Plan, Freight Rail Element
- Critical Urban/Rural Freight Corridors

Notable Accomplishment Since 2018

- I-5 Union Pacific Redding-to-Anderson Six Lane Project (construction completed 2022) - With the help of a $65.7 million Senate Bill 1 Trade Corridor Enhancement Program (TCEP) grant award, this $126.3 million project:
    - Eliminated the freight and passenger rail bottleneck at the South Anderson Overhead where I-5 and the Union Pacific Railroad intersect; and
    - Eliminated the Interstate 5 bottleneck between the cities of Anderson and Redding by adding an additional northbound and southbound lane for 7.5 miles.

Priorities for the 2022-2026 RTP Cycle

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2022-2026):

- Evaluate preliminary strategic freight nodes and corridors – Perform stakeholder outreach and technical evaluation of obstacles and solutions to efficient goods movement inside the region and to/from external markets.

Regional Transportation Policy and Action Plan

The RTP is a technical analysis of mobility issues and potential solutions viewed through the lens of community values and priorities. The path forward is expressed as a regional vision with accompanying goals, objectives, and strategies.

- A vision defines an organization's purpose. It represents an aspirational, if not idealized, view of the future.
- Goals are broad statements that describe a desired product or result toward which efforts are focused. They are coordinated to support and reinforce one another.
- Objectives are quantifiable, measurable outcomes in support of goals.
- Strategies represent a course of action. They include specific activities designed to accomplish stated objectives.

Regional Vision and Policies

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements; the integration of travel options into a seamless network; and collaborative effort toward transportation-efficient land use patterns where it is most beneficial. Where appropriate, SRTA will utilize its unique regional role and resources to take the lead on transformative projects aligned with the regional vision.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life, and will use regional transportation planning, policy-making, and project programming to lead the development of projects that yield multiple community benefits. Planning and decision-making processes shall engage partner agencies, community stakeholders, and the public, and be transparent and responsive to documented community values and priorities.

To accomplish the regional vision, the following nine goals have been identified, each having objectives and a range of implementation strategies.

2022-2042 Regional Goals	How do we plan to do it?
Keep people and freight moving safely, efficiently, and effectively	Identify, explore, evaluate, and implement proven best practices and innovative approaches that are consistent with local, regional, state, and federal goals and priorities. Work with regional partners to design projects that are flexible and maximize state and federal funding opportunities.
Optimize the use of existing interregional and regionally significant roadways to prolong functionality and maximize return-on-investment	Work with regional partners to proactively maintain interregional and regionally significant roadways in a manner that balances cost and facility lifecycle. Identify and evaluate alternate configurations that may be more effective and efficient at meeting local, regional, state, and federal goals and priorities.
Strengthen Performance-Based Planning and Programming	Develop a regional data and performance plan scaled appropriately to regional resources and capabilities. Key elements include: 1) performance metrics and methodology; 2) performance target setting; and 3) a performance tracking and reporting strategy. Develop and implement Sustainable Communities Strategy (SCS) strategies as required by California Senate Bill 375. Track and report activities to the California Air Resources Board consistent with state guidelines and requirements. Regional funding programs may be updated periodically for board of directors' approval.
Strengthen regional economic sustainability and competitiveness to help support long-term prosperity	Work with regional partners to facilitate sustainable economic development programs and projects. Work with regional partners to identify opportunities to reduce transportation-related barriers to increased economic activity and productivity.
Integrate multimodal options via a 'one system' network of infrastructure, services, programs, and technologies	Connect regional activity centers and disadvantaged communities via a single, coordinated multimodal strategy that works together to meet the complete, origin-to-destination mobility needs of residents. Link regional funding programs, grant applications, and other activities for implementation.
Help encourage transportation-efficient growth and development where it is supported by current or planned mobility options	Reevaluate the 'Regional Infill & Redevelopment Incentive Program' and develop future options for consideration by the board of directors. Identify other potential complementary investments that would support increased transportation efficiency and accessibility. This may be done on an individual project basis, or at a larger scale.
Ensure historically marginalized and otherwise disadvantaged communities have an equitable role in the planning and decision-making processes	Using best practices, evaluate past transportation planning practices and projects; assess current needs and challenges; provide targeted outreach to disadvantaged communities; identify funding opportunities; and generate recommendations for updating regional policies, processes, and programs to direct resources as appropriate. Ensure public participation processes engage and encourage participation from disadvantaged communities.
Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets	Based on current and emerging state and federal funding opportunities, apply data, geospatial tools, and policy priorities/outcomes to develop a project selection process for regional funding that focuses on reliability, safety, efficiency, and resiliency.

Work with regional partners to create people-centered communities that support public safety, health, and well-being	Identify and minimize the direct and indirect adverse impacts of growth, development, and transportation systems on people and the environment, and strive to mitigate and adapt to the impacts of climate change and extreme weather. Cultivate a joint effort with local agency and community stakeholder partners to identify assets, risks, and resources/opportunities.

Performance Management

Legislative Background

Federal Performance Management – The Moving Ahead for Progress in the 21st Century Act (MAP-21) transformed the federal transportation aid program by establishing new requirements for performance-based planning and programming to ensure the most efficient investment of federal transportation funds. Fixing America's Surface Transportation Act (FAST Act) continued this performance management and performance-based planning and programming requirements with minor changes.

Performance-based planning and programming increases the accountability and transparency of the federal aid program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. State DOTs and MPOs are expected to use the updated regulations to make better-informed transportation planning and programming decisions.

Table 11 FAST Act Federal Performance Goals

Goal Areas	Federal Goals
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Based on the above goals, performance measures are being established in the following in the areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions

- Freight movement on the Interstate System

Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are in process of establishing a performance management (PM) framework through a series of rules, each of which contains requirements and deadlines for transit providers, MPOs, and state DOTs. At the time of this RTP, the status of these rules and SRTA's position is as follows:

PM 1 – The Safety PM Final Rule establishes safety performance measure requirements for the purpose of carrying out the Highway Safety Improvement Program HSIP and to assess fatalities and serious injuries on all public roads. The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

All metropolitan RTPs adopted after May 27, 2018, must include these safety measures and accompanying targets. SRTA elected to adopt the statewide 2- and 4-year targets.

PM 2 – The Bridge and Pavement Performance Management (PM 2) Final Rule defines the following national performance measures for pavement and bridges:

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate NHS pavements in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition
- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

Caltrans will provide a whitepaper for PM 2 explaining the methodology Caltrans used to establish statewide targets. SRTA elected to adopt the statewide goal..

PM 3 – System Performance/freight/Congestion Mitigation Air Quality (CMAQ)

- Percent of reliable person-miles traveled on the Interstate.
- Percent of reliable person-miles traveled on the Non-Interstate NHS.
- Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
- Total emissions reductions by applicable pollutants under the CMAQ program.
- Annual hours of peak hour excessive delay per capita.
- Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

Caltrans will provide a whitepaper for PM 3 explaining the methodology Caltrans used to establish statewide targets. SRTA may elect to adopt the statewide goal or develop its own for inclusion in the 2022 RTP.

State Performance Measures – California Senate Bill 375 aims to reduce vehicle miles traveled and associated GHG emissions through the alignment of transportation and land use planning. Transportation-efficient land use patterns is one of several essential policy focus areas needed to achieve the state's climate action goals established by the California Global Warming Solutions Act of 2006 (AB 32).

Under SB 375, the California Air Resources Board (ARB) is responsible for setting regional targets for the reduction of per capita carbon dioxide (CO2) emissions associated with passenger vehicles and light-duty trucks. All regions share the same starting point or baseline year (2005), and all regional targets are based the same planning years (2020 and 2035).

The state's 18 metropolitan planning organization (MPO) regions are charged with developing a Sustainable Communities Strategy (SCS) illustrating how the region intends to achieve their respective target. It sets forth a future development pattern in coordination with transportation policies, programs, and investment strategies. Should the region's SCS fail to meet its reduction target, an Alternative Planning Strategy (APS) is prepared in its place, illustrating what measures the region would take if additional funding and other tools or measures were available.

The Shasta Region was initially assigned a target of 0% change in per capita greenhouse gas emissions for the year 2020 and 2035, when compared to 2005 levels. ARB has since revised both targets to -4%.

In addition, Senate Bill 150 (Allen, 2017) requires that the California Air Resources Board (ARB) prepare a report that assesses progress made by each metropolitan planning organizations in meeting respective regional greenhouse gas emission reduction targets set by the ARB. The report shall include data-supported metrics for those strategies utilized to meet the targets.

2022-2042 Regional Performance Measures

Performance measures are used to gauge the effectiveness of the SRTA's program of projects, policies, and mobility strategies in meeting regionally defined goals and priorities. Inadequate performance measures lead to some priorities being neglected while excess performance measures burden the agency with unnecessary costs and effort. When considering performance measures, the following criteria are used:

- Is it required by federal or state law?
- Is it instrumental when competing for transportation planning and capital funds?
- Is it tied to RTP goals and objectives?
- Is data readily available (e.g., no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time?
- Is it analogous to that which is used by other regions and state departments (i.e., is it consistent with accepted methodology and data standards to allow for comparison)?

It should be noted that for many policy areas it is not practical to measure direct impacts. In such instances, indicator data are often effective at signaling larger patterns and environmental changes that affect or are affected by regional transportation planning, program, and investments.

In previous RTP cycles, performance measures included in the latest State Transportation Improvement Program (STIP) Guidelines were attached as *de facto* metrics for the region. Since the 2010 RTP,

performance measures have been the focus of much attention, effort, and policy-making at the federal and state level.

In 2013 the Strategic Growth Council awarded funds to the San Diego Association of Governments (SANDAG) for the purpose of coordinating with California's 18 metropolitan planning organizations and various state agencies to develop a common set of standardized performance measures. Ten performance monitoring indicators were proposed for statewide use. Documentation of this effort and the indicators is available online at: http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf.

The prominence of performance measures has also been elevated in the most recent federal transportation bill (MAP 21). MAP-21 is now a performance- and outcome-based program that looks to invest resources in projects that best address a set of national goals. Performance measures selected for the 2015 RTP are tentative pending the outcome of federal performance measure rulemakings.

Regional Target Setting

For target setting purposes, MPOs were split into three categories based on size of the region, technical capabilities, and population growth rate. These categories are the big-four metropolitan regions (Southern California, San Francisco Bay Area, San Diego, and Sacramento); the eight San Joaquin Valley regions; and the six smaller MPO regions including Shasta County.

In considering what is ambitious and achievable for individual regions, larger regions were generally found to have higher population growth rates and greater technical capacity and resources to implement vehicle miles traveled reduction strategies. Conversely, smaller MPO regions have markedly slower growth rates, less resources, and far fewer practical strategies for affecting near-term travel behavior and mode choice.

In February 2011, MPO regions received targets for the reduction of per capita CO2 emissions from passenger vehicles and light trucks. Whereas regions had yet to complete their first SCS, initial targets were largely based on recommendations from each region's governing board. For the year 2020, targets ranged from an 8% reduction to 1% increase. For the year 2035, targets ranged from a 16% reduction to a 1% increase. Shasta County's initial target was a 0% change for both the year 2020 and 2035. Under SB 375, ARB is charged with periodically reviewing and updating regional targets in consultation with regions and based on the best available information. As such, both of Shasta County's targets have since changed to targets of -4%.

Senate Bill 150 (Allen, 2017)

On or before September 1, 2018, and every four years thereafter to align with target setting, the California Air Resources Board (ARB) must prepare a report that assesses progress made by each metropolitan planning organizations in meeting respective regional greenhouse gas emission reduction targets set by the ARB. The report shall include data-supported metrics for those strategies utilized to meet the targets.

To help regions collectively support achievement of state goals, the report will include a discussion of best practices and the challenges faced by the metropolitan planning organizations in meeting the targets, including the effect of state policies and funding.

Improved Conditions and Performance as a Result of the 2022 RTP

As part of the 2010 ShastaFORWARD>> Regional Blueprint process, several growth and development scenarios were modeled and performance outcomes evaluated against documented community values and priorities. Through this process, it became clear that repeating the same development patterns at ever-increasing scales will not yield the quality of life that residents expect.

Residents selected and the SRTA Board of Directors subsequently approved a plan to grow and invest in a manner that avoids the pitfalls to which many urban regions have succumbed. Rather than follow the path of least resistance and incrementally lose sight of the region's unique quality of life, the 2022 RTP and Sustainable Communities Strategy focuses on transformation projects, services, and programs to chart a more sustainable future - one that is more closely aligned with community values and priorities.

If implemented, the 2022 RTP and Sustainable Communities Strategy will help provide the following performance measures:

Table 12 2022 RTP SCS Performance Measures

Performance Measures	2005	2015	2020	2035	2040
Transportation System Utilization & Mode Share					
Average Daily VMT (Total)	5,606,121	5,955,776	n/a	5,970,291	6,206,623
Average Daily SB 375 VMT (all vehicles, minus through trips)	4,638,709	4,969,064	n/a	4,020,036	4,153,408
Average Daily VMT per capita (minus through trips)	26.8	27.5	n/a	21.4	22.0
Miles of roadway at LOS 'D', 'E', and 'F'	12.0	10.7	n/a	1.9	7.0
Daily Transit Boardings (modeled)	2,638	3,000	n/a	5,991	5,940
# of miles of bikeways (b class)					
Class I	n/a	60.5	n/a	72.5	72.5
Class II	n/a	83.5	n/a	211.0	211.0
Percentage of trips by mode (daily)					
Drive alone (% of trips)	47.8	47.6%	n/a	46.5%	46.4%
Shared ride (2 persons) (% of trips)	26.1	26.4%	n/a	27.0%	27.1%
Shared ride (3+ persons) (% trips)	17	17.1%	n/a	17.3%	17.4%
School Bus (% trips)	1.7	1.7%	n/a	1.3%	1.4%
Transit (% of trips)	0.3	0.3%	n/a	0.7%	0.7%
Bike (% of trips)	1.3	1.2%	n/a	0.7%	0.7%
Walk (% of trips)	5.8	5.6%	n/a	6.4%	6.4%
Mobility/Accessibility					
Number of Households within 1/2 mile of transit	40,254	42,053	n/a	41,993	42,113
Number of Jobs within 1/2 mile of transit	49,097	57,711	n/a	66,599	68,640
Average commute time (minutes) by workers	18.3	18.1	n/a	10.2	10.2
Average trip duration (minutes) by mode					
Drive Alone	10.5	10.4	n/a	8.5	8.5
Shared Ride 2	7.9	8.0	n/a	8.4	8.4
Shared Ride 3+	7.9	8.0	n/a	8.8	8.9
School Bus	35.2	38.4	n/a	n/a	n/a
Transit	41.9	39.6	n/a	34	33.7
Bike	12.0	12.2	n/a	21	21.8
Walk	13.5	13.7	n/a	21.9	21.8
All Modes	**10.1**	**10.2**	n/a	9.7	9.7
Performance Measures	2005	2015	2020	2035	2040
Safety					
Number of fatalities	38	42	40	n/a	n/a
Number of injuries	1,880	1,093	1,001	n/a	n/a
Number of bicycle and pedestrian collisions	97	21	21	n/a	n/a
Environment					
Pounds CO2/year/capita - Passenger Vehicles Only (SB 375)[1]	7,394	7,107	n/a	6,600	6,801
GHG Reductions (SB 375) per capita[1]	Baseline	n/a	-4.3	-12.94	-10.21

When reviewing performance outcomes, it is important to note the following:

The greatest performance gains in the region are in and around designated strategic growth areas due to the increased number and intensity of ‘D Factors’ (i.e., Density, Diversity, Design, Distance to Transit, and Destination accessibility).

Results reflect one possible future and is based on a set of forecasts, assumptions, revenues, and project-level decisions that have yet to occur.

Sustainable Communities Strategy

Legislative Background

Senate Bill 375 aims to reduce vehicle miles traveled and associated GHG emissions through the alignment of transportation and land use planning. Transportation-efficient land use patterns is one of several essential policy focus areas needed to achieve the state's climate action goals established by the California Global Warming Solutions Act of 2006 (AB 32).

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Regional Target Setting

For target setting purposes, MPOs were split into three categories based on size of the region, technical capabilities, and population growth rate. These categories are the "big four" metropolitan regions (Southern California, San Francisco Bay Area, San Diego, and Sacramento); the eight San Joaquin Valley regions; and the six smaller MPO regions including Shasta County.

In considering what is ambitious and achievable for individual regions, larger regions were generally found to have higher population growth rates and greater technical capacity and resources to implement vehicle miles traveled reduction strategies. Conversely, smaller MPO regions have markedly slower growth rates, less resources, and far fewer practical strategies for affecting near-term travel behavior and mode choice.

In February 2011, MPO regions received targets for the reduction of per capita CO2 emissions from passenger vehicles and light trucks. Whereas regions had yet to complete their first SCS, initial targets were largely based on recommendations from each region's governing board. For the year 2020, targets ranged from an 8% reduction to 1% increase. For the year 2035, targets ranged from a 16% reduction to a 1% increase. Shasta County's initial target is a 0% change for both the year 2020 and 2035. Under SB 375, ARB is charged with periodically reviewing and updating regional targets in consultation with regions and based on the best available information. Revised targets we're adopted by the ARB in March 2018. The Shasta Region has been given a target GHG reduction of 4% for both 2020 and 2035.

Regional Blueprint Planning

Development of the SCS for the Shasta Region began with the ShastaFORWARD>> Regional Blueprint, a three-year regional visioning effort completed in 2010. ShastaFORWARD>> included a comprehensive assessment of community values and priorities.

From documented community values and priorities and community workshops grew three regional growth and development scenarios, namely:

- Scenario A: Rural & Peripheral Growth;
- Scenario B: Urban Core & Corridors; and
- Scenario C: Distinct Cities & Towns.

The three scenarios were tested using the 'UPlan' urban growth model. UPlan geographically allocates forecast growth and associated development throughout the region based on numerically weighted growth 'attractors' (such as transportation accessibility, infrastructure capacity, and enterprise zones); growth 'discouragers' (such as flood zones, severe topography, and environmentally sensitive lands); and growth 'masks' (such as bodies of water). Land is developed within the model in order of highest attraction value, until all growth has been accommodated within the region.

GIS-based performance measures, travel demand modeling, and vehicle emissions modeling were used to evaluate the impact of each scenario in the following areas:

- **Land Developed Ratio** – i.e., among those lands in combined general plans designated for development, the percentage of which is needed to accommodate new growth.
- **Environmentally Sensitive Lands Impacted** – i.e., areas of environmentally sensitive land over which development may occur.
- **Air Quality** – i.e., Smog forming gases and particulate emissions from cars and trucks.
- **Fuel Consumption** – i.e., gas and diesel fuel used in Shasta County (intra-regional trips only)
- **Greenhouse Gas Emissions** – i.e., CO2 emissions from on-road vehicles (passenger cars and light-duty trucks).
- **Infrastructure Costs for New Development** – i.e., cost of streets, water, sewer, and utilities infrastructure.
- **Walkability/Transportation Choices** – i.e., percent of households within ¼ mile of shopping and transit service.
- **Average Commute Time** – i.e., average per capita drive time from home to employment.
- **Vehicle Miles Traveled** – i.e., daily VMT per household (based on 2.43 persons per household).
- **Prime Agricultural Land Impacted** – i.e., lands having prime soil for agriculture over which development may occur.
- **Water Consumption** – i.e., based on primary land-use related consumption categories.

Following an extensive public engagement effort, during which approximately one in seventy adult residents in Shasta County participated, near-equal preference was expressed for Scenario B (Urban Core & Corridor) and Scenario C (Distinct Cities & Towns). Viewed together, these two scenarios captured nearly 90% of the community's votes. The final report recommended that a melding of Scenario B and Scenario C be used to inform implementation efforts.

The completion of the ShastaFORWARD>> Regional Blueprint in March of 2010 aligned with the arrival of Sustainable Communities Strategy (SCS) planning requirements under SB 375. It was determined that the preferred regional growth vision and associated public input from the ShastaFORWARD>> Regional Blueprint would serve well as the building blocks for development of the SCS.

SCS Development

At the core of every SCS produced by California's eighteen metropolitan planning regions is the principle of location efficiency. Households located in communities with highly dispersed and segregated land uses are more dependent on the automobile to meet day-to-day needs. Households in communities that are more compact and connected can meet the same needs with fewer and shorter trips, resulting in fewer vehicle miles traveled. Individuals are also more likely to choose alternative travel modes, including public transportation, bicycling, and walking.

In addition to mobility benefits, location-efficient communities enable households to better manage their transportation costs, which typically represent the second-highest household expense after housing. And since the urban footprint is smaller, adverse impacts from growth and development on lands essential for agriculture, grazing, natural resource production, wildlife habitat, healthy ecosystems, and outdoor recreation are minimized. Location-efficient neighborhoods also support a more active lifestyle, which strongly correlates to health and well-being.

The key variables known to effectively reduce vehicle miles traveled have been extensive researched and verified through observed data. These variables are commonly known as the five 'D' factors.

In Shasta County, achieving the necessary combination and critical mass of 'D' factors is a challenge given the region's dispersed development patterns, segregation of land uses, limited access to practical travel alternatives, and slow growth rate. Furthermore, no single 'D' factor by itself will yield reduction in automobile dependency; rather, it is the combination of factors and the degree to which they are present in each area.

Applying the 'D' factors a little here and a little there over a predominately rural region such as Shasta County would provide marginal return-on-investment. Layering many strategies within geographically small areas should, in theory, yield measurable transportation efficiencies while at the same time reinforcing local planning and economic development objectives. In the context of Shasta County, it is recognized that some the 'D' factors will be more appropriate and effective than others. Consultation and coordination with local agencies is essential in selecting the right mix and intensity of activities.

The most likely candidate locations for application of the five 'D' factors are existing urban centers and corridors – locations where some measure of the 'D' factors is already present; where the necessary infrastructure is largely in place; and where existing local plans permit an appropriate range and intensity of land uses. Such locations are also where the community is more receptive to change.

To this end, SRTA worked alongside local agency staff to identify small geographic areas known as 'Strategic Growth Areas' (SGAs). Within SGAs, regional and local policies, programs, and investments are jointly focused and private sector investments are leveraged to achieve measurable short-term progress—if not cumulatively across the region, at least within designated focus areas.

Whereas there have been no changes to SGAs for the 2018 or 2022 SCS, steps used to originally identify SGAs during the 2015 SCS process are repeated below:

Step 1: Identify Prospective Strategic Growth Areas (SGAs)

SRTA utilized the following geographic information systems (GIS) spatial analysis tools to highlight prospective Strategic Growth Areas:

- **Mobility Assessment Tool** – A spatial measure of multi-modal connectivity between trip origins and destinations.
- **Neighborhood Dynamic Scale** – A spatial measure of economic activity (based on new business permits) and diversity of land uses.

These analyses, in combination with locally-identified factors and considerations, served to highlight a range of candidate SGA locations within each jurisdiction for further testing and consideration.

Step 2: Measure the Elasticity of VMT as a Variable of Density within the Three Cities Strategic Growth Areas

Once prospective SGAs had been identified, SRTA tested the elasticity of vehicle miles traveled as a variable of increased density therein. Based on total growth and development forecast figures for each respective jurisdiction, increments of residential, commercial, and office land uses were theoretically loaded within each SGA and the affects tested via ShastaSIM, the agency's activity-based travel demand model. Three specific travel model runs were performed for the years 2020 and 2035:

- 25% of all future growth assumed within the jurisdiction occurs within SGAs;
- 50% of all future growth assumed within the jurisdiction occurs within SGAs; and
- 100% of all future growth assumed within the jurisdiction occurs within SGAs.

These model runs should not be viewed as scenarios, but rather a simple means of testing the relationship between population density and vehicle miles traveled and highlighting those SGAs with a greater inherent propensity for reducing transportation-sector greenhouse gas emissions. As a result of this analysis, the field of SGAs within incorporated city limits was reduced from eight SGAs to four SGAs.

Step 3: Identify Population and Development Limitations within the Three Cities SGAs

Anticipated population and development capture rates (i.e., the portion of future growth that is expected to occur within identified SGAs) must take into consideration practical limiting factors. The following analyses provide a method and justifiable basis for estimating reasonable growth assumptions for each SGA:

- **Land availability** – i.e., the number of vacant and underutilized parcels suitable for infill or redevelopment and respective density restrictions. Parcel underutilization was based on the ratio of assessed structure value compared to the value of the underlying land. This technical analysis was then ground-truthed by local agency planning staff.
- **Infrastructure capacity** – i.e., available water and wastewater capacity (analysis was limited to city of Redding SGAs).
- **Transportation capacity** – i.e., excess transportation network capacity, while still maintaining an acceptable peak hour vehicle level of service.
- **Market demand** – i.e., number of new housing units by type (e.g., mixed use, multi-family, semi-detached, etc.) and square footage of non-residential building space (e.g., retail, office, etc.) that the market will demand over the planning horizon.

Step 4: Add Unincorporated County SGAs

A simplified version of the above steps was applied in unincorporated Shasta County, wherein wildfire risk and emergency response time were used as a proxy to screen for transportation efficiency and suitability for future growth and development. Based on this analysis and consultation with the Shasta

County Planning Department, an additional four town centers were selected as SGAs and reasonable growth and development assumptions were assigned to each.

Step 5: Perform Travel Demand and Emissions Modeling for SCS

Inputs and assumptions for individual SGAs were modeled. One of the city SGAs was eliminated because per capita vehicle miles traveled fell above the regional average. A combined regionwide travel forecast was then modeled that included the final seven SGAs (one in each of the three cities plus four in unincorporated areas). Air-quality model post-processing (EMFAC 2011 (updated to EMFAC 2014 for the 2018 SCS)) was used to calculate regional vehicle emissions for 2020 and 2035. Where the impact of individual strategies could not be calculated with the ShastaSIM travel demand model, well-documented and widely-accepted research was relied upon and referenced in the technical methodology portion of this RTP.

Step 6: Adjust SGA Boundaries and Increase Assumptions to Meet Regional Targets

Where the SCS failed to reduce per capita greenhouse gas emissions sufficient to meet the region's targets, more aggressive scenarios were modeled. The Downtown Redding SGA was substantially enlarged to include additional vacant and underutilized parcels needed to reasonably accommodate higher growth assumptions. The new growth assumptions were reevaluated and determined to be ambitious but reasonably achievable if accompanied by coordinated local and regional policies, programs, incentives, and investment strategies.

2022 SCS Inputs and Assumptions

As a result of the SCS development process, seven Strategic Growth Areas (SGAs) were ultimately included in the final SCS. These include urban core areas within the cities of Shasta Lake, Redding, and Anderson plus four town centers in unincorporated Shasta County (Cottonwood, Palo Cedro, Burney, and Fall River Mills/McArthur).

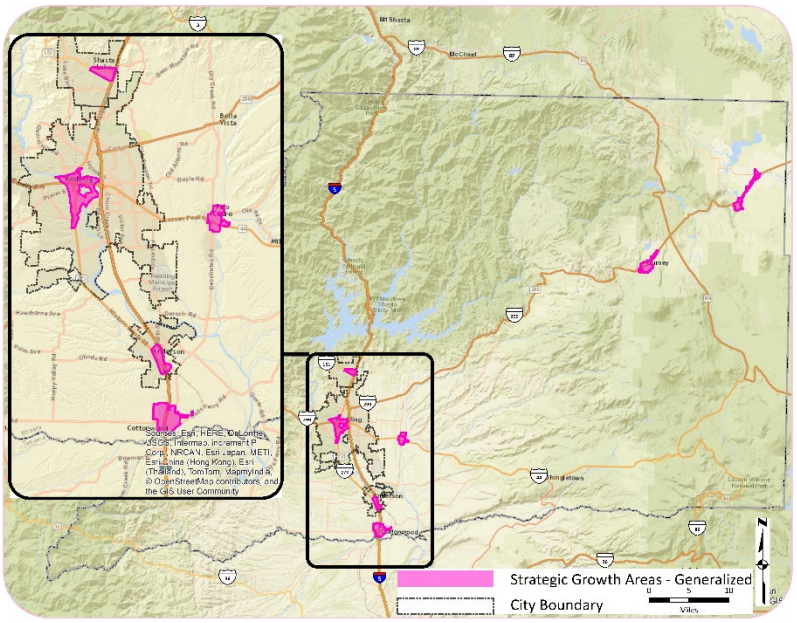


Figure 10 Strategic Growth Areas (SGAs)

Factors affecting Vehicle Miles Traveled

Factors included in the SCS and utilized in travel demand and emissions modeling are described in the following pages and expounded upon via Appendix 2: SCS Technical Methodology. They are:

Strategic Growth Areas (SGAs) Same assumptions as 2018 model	Population and employment shift to SGAs and Increased Residential Densities to SGAs
Public Transportation Same assumptions as 2018 model, with route changes from RABA that occurred prior to and during the COVID-19 pandemic	Increased public transportation frequency on select routes
Active Transportation Edits made to network from 2018 model	Accelerated delivery of active transportation investments
Transit Improvements Off model	Improving bus stops
Bicycle and Pedestrian Facility Enhancement Off model	Implementation of GoShasta Regional Active Transportation Plan
EV Charging Infrastructure Off model	Accelerating utilization of regional Zero-Emission Vehicle Charging Infrastructure
Car Share Off model	Accelerating car sharing in TAZs that have sufficient residential densities to support car sharing
Bike and Scooter Share Off model	Implementation of the planned bike and scooter share programs

Progress since adoption of the 2018 SCS

The package-set of strategies, assumptions, and inputs utilized for the 2015 SCS represents one potential future for the region. Actual results can and do vary from the plan. While SRTA may influence land use patterns and travel behavior via the allocation of regional funds, programmatic support and other indirect activities, the design and delivery of specific projects and services are carried out by local agencies, transit operators, private-sector developers, and community partners - each having their own set of values and priorities. Furthermore, the degree to which these investments and programs change the general public's travel habits will also differ from forecast patterns for various reasons.

Some strategies were successfully implemented. Some strategies were the subject of great effort but have yet to be delivered or need additional time to mature. Some unanticipated variables came to play. The purpose of this summary evaluation is to celebrate success and to be honest about those areas and aspects of the SCS that have been challenging.

Findings are also reported to the California Air Resources Board (ARB) pursuant to Senate Bill 150 (2017, Allen) for the purpose of documenting best practices across the state, better understanding the real-world challenges faced by the metropolitan planning organizations, and to track statewide progress toward statewide greenhouse gas emission reduction goals, including the effect of state policies and funding.

Noteworthy Progress and Challenges During the 2018-2022 Planning Cycle

Successful transformational projects and initiatives:

- SRTA developed a new Infill & Redevelopment Incentive Program that provides technical assistance to developers and local agencies. Two cycles were administered.

- SRTA participated in the development of two successful Affordable Housing and Sustainable Communities (AHSC) grant applications:
    - '1551 Market Street' Project - A partnership between the city of Redding and K2 Development to redevelop the long-vacant Dicker's Department Store and introduce complete streets back into the urban core. Project includes ground floor commercial, 79 new housing units, about three-quarters of which are affordable units).
    - 'Block 7' Project - A partnership between K2 Development, the city of Redding, and The McConnell Foundation to replace the dilapidated Downtown Parking Structure with mixed use development, community space, complete street connections, and extend the Sacramento River Trail into the central business district.
- Phase one and two of the Downtown trail loop funding gap addressed with Active Transportation Program and AHSC grant funds respectively. The project extends the Sacramento River Trail to Downtown Redding and the transit center, integrating the river trail into the greater network to serve commute and utilitarian trips.
- Funding received for North State express intercity electric bus service will replace many vehicle trips to destinations in the Sacramento area.

Has promise/potentially to be transformational if able to execute and fully develop:

- GoShasta regional active transportation trunk line network, designed to attract users of all ages and abilities and provide a viable alternative to motor vehicles for many trips.
- The new Redding Cultural District combined with The McConnell Foundation investments will add vibrancy and increase market demand for location-efficient housing in the Downtown Redding strategic growth area.
- City of Redding's adoption of Downtown Transportation Plan and Specific Plan opens the way for a variety of transformative projects.
- City of Redding's bicycle infrastructure improvements - current spot treatments (green paint, buffered bike lanes) need to be connected and evolve into a more consistent network that addresses high-stress locations and physical obstacles.
- SRTA Non-Motorized Program depending on what projects are funded.
- Downtown trail loop, depend on final design
- New Crosstown Express service as part of future high-intensity transit service between activity centers.
- On-demand transit
- Anderson Intermodal freight depot potential to improve jobs housing balance, eliminate freight rail switching delays in Downtown Redding, reduce I-5 truck freight demand, expand freight and passenger rail capacity at the South Anderson overhead bottleneck, and open land next to downtown Redding transit center for redevelopment.
- Electric transit vehicles, including intercity
- Bike depot, including bike share and programmatic support
- Leverage tourism to accelerate implementation and utilization of alternative transportation modes
- City of Shasta Lake active transportation trunk line plans

Notable challenges/hurdles encountered:

- Transformational improvements are difficult to bring to reality because such actions focus on future desired development patterns and travel behavior rather than a familiar reaction to current conditions and trends.
- Multimodal funding portfolio relies almost exclusively on outside funding through competitive state grants.

Results of the 2022 SCS

The 2022 RTP SCS achieves per capita greenhouse gas emissions from passenger vehicles and light trucks in accordance with regional targets assigned by the California Air Resources Board (ARB) for the year 2020 and 2035. The general location of land uses, residential densities, and building intensities under the region's SCS includes areas sufficient to house all forecast population through the year 2035, considering all economic segments of the population, net migration into the region, population growth, household formation, and employment growth.

Table 13 IMPACT OF 2022 RTP/SCS ON VEHICLE MILES TRAVELED AND PER CAPITA CO2 EMISSIONS

YEAR	VEHICLE MILES TRAVELED[1]/CAPITA	PERCENT CHANGE FROM 2005	SB 375 EMISSIONS LBS CO_2/CAPITA	PERCENT CHANGE FROM 2005	MEETS TARGET
2005 (Baseline)	26.81	N/A	21.31	**N/A**	
2020[2]	25.16	-6.15%	N/A	**-4.3%**	**Yes**
2035	25.01	-6.71%	19.19[3]	**-12.94%**[4]	**Yes**

[1] *Generated by draft ShastaSIM v2.0 regional travel demand model (excluding through trips that do not originate or terminate in Shasta County).*

[2] *Based on actual observed data, rather than modeled and estimations, SRTA utilized multiple sources, including StreetLight, HPMS, and SB 150 data. An estimation derived from the SB 150 data revealed a 4.3% reduction in total GHG emissions per capita in 2020 when compared to the levels in 2005.*

[3] *Generated by EMissions FACtors (EMFAC) 2014 model including a CARB-directed adjustment for long term induced travel.*

[4] *Percent reduction in emissions for 2035 includes a – 0.28% off-model strategies effect and a 2.71% CARB-directed straight adjustment factor for an apples-to-apples comparison to baseline data generated by the prior version (2011) of EMFAC.*

SB 375 Compliance and Consistency Findings

Consistency with Locally-Adopted General Plans

All land use assumptions used in the 2022 SCS are wholly consistent with local agency general plans.

Consistency with Regional Housing Needs Allocation (RHNA)

SB 375 requires that the SCS component of the RTP be consistent with the Regional Housing Needs Allocation (RHNA). The Shasta Region received its 2018-2028 RHNA on December 21, 2018. The SCS includes areas sufficient to house all forecasted population, including all economic segments. SRTA reviewed the 2018-2028 RHNA allocations and has adjusted prior housing forecasts to ensure the RTP is consistent with RHNA.

SRTA estimates that the housing projections exceed the totals for the 2018-2028 RHNA. Approximately, 9,249 households are expected to be added to the region by 2035, far more than the 3,675 housing households required by local jurisdictions to plan for in approximately the same timeframe. These totals show that the RTP is consistent with the 2018-2028 RHNA as provided by the California Department of Housing and Community Development (HCD). Because SRTA is not responsible for land use planning, it will be up to each local agency to ensure adequate planning of housing units by income category. Additional information regarding the 2018-28 RHNA can be found on SRTA's website at: http://www.srta.ca.gov/240/Regional-Housing-Need-Allocation-RHNA.

SB 375-Specific Public Outreach Requirements

Local agencies were, by virtue of the steps described in the SCS portion of this RTP, integral to the planning process. All key decisions regarding the location of growth, development intensities, and the selection of secondary strategies were generated directly by local agencies or by SRTA in close consultation with local agencies. In addition, individual presentations were provided to respective city councils and county board of supervisors.

Public input for the SCS began with the three-year ShastaFORWARD>> Regional Blueprint process, which engaged upwards of 2,500 residents. The 2022 RTP Public outreach regarding specific land use and transportation strategies, policies, and project priorities featured two public hearings and 55-day public comment period pursuant to SB 375.

Areas of Significant Resources and Farmland not Developed as a Result of the 2022 RTP-SCS

Scientific information regarding resource areas and farmland in Shasta County was gathered and considered in the development of the SCS. The region has approximately 1.3 million acres of resource land and 12,600 acres of farmland. Land development assumptions in the travel demand model show that approximately 2,600 acres of resource areas and approximately 8 acres of farmland would not be developed because of the SCS land use forecast.

California Air Resources Board (ARB) acceptance of SCS technical methodology

Calculating SCS Vehicle miles traveled

In accordance with SB 375, the year 2005 was used as the baseline for calculating changes in per capita greenhouse gas emissions. SRTA's activity-based model, known as ShastaSIM, was utilized for all travel modeling in the 2015 RTP. The base year for ShastaSIM is 2010. 2013 base year for EIR analysis. For SB 375 purposes, ShastaSIM was used to back-cast to the year 2005, using the latest population, housing, and employment information.

Data originally submitted to ARB during consideration of initial regional targets was based on SRTA's previous four-step travel demand model. Using the new activity-based model for all model years – including the 2005 base year –provides consistency and efficiency moving forward during future planning cycles and when ARB reevaluates regional targets. ARB's EMFAC 2011 air quality model was used to calculate GHG emissions for the SCS component.

Modeling of Interregional Trips

SRTA follows the 2009 "Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375" report on modeling interregional trips and calculating VMT. Interregional trips are described as follows:

- Internal-External (I-X) trips are trips that originate within Shasta County and have a destination outside of the region.
- External-Internal (X-I) trips are trips that originate outside Shasta County and have a destination within the region.
- External-External (X-X) or "through" trips are trips that travel through the region, but never stop.

The following methodology is applied regarding interregional trips for purposes of GHG emissions estimation for the 2015 RTP:

- I-X trips – are modeled from their origin up to the Shasta County boundary.
- X-I trips – are modeled from the Shasta County boundary to their destination.
- X-X trips – are excluded from the SCS for GHG calculation.

VMT associated with interregional trips are calculated for years 2005, 2010, 2013 (EIR baseline), 2020, and 2035. While the exclusion of interregional trips as described above will be used for calculating the region's effort to meet the SB 375 GHG reduction target, all VMT is calculated to estimate the overall impact VMT has on the region's transportation system.

Greenhouse Gas Emissions Quantification and Reduction Estimation

For purposes of estimating GHG emissions for the 2022 RTP, SRTA utilizes the CARB's EMFAC2014 air quality model for estimating on-road vehicle emissions.

VMT outputs from the agency's activity-based model serve as inputs into EMFAC2014. Emissions were estimated for years 2005, 2010, 2013, 2020 and 2035 to determine if the 2015 RTP would effectively meet the regional target of 0% increase in per capita CO2 (carbon dioxide) emissions from passenger vehicles and light-duty trucks for the year 2020 and 2035 when compared to 2005 levels.

Consultation with ARB

SB 375 requires that SRTA consult with ARB throughout development of the SCS. As part of this process, SRTA must share the technical methodology used to determine if the SCS will meet the Shasta Region's 2035 greenhouse gas emission reduction targets.

On October 11, 2023, ARB issued a letter providing comments on SRTA's technical methodology used in the 2022 RTP and SCS. After final approval of the RTP and SCS by the SRTA Board of Directors, ARB will review and issue a formal approval.

Air Quality Conformity

Consistent with Section 176 of the federal Clean Air Act (U.S.C. Section 7506), the 2022 RTP will not cause or contribute to any violation in federal air quality standards. Complete details, including mitigation measures, are provided in Section 3.2 of the 2022 RTP Supplemental Environmental Impact Report.

Financial Element

Federal law requires that the RTP be "fiscally constrained," meaning that the collective program of projects found in the RTP and subjected to environmental impact review must be consistent with reasonably anticipated revenue over the 20-year planning horizon. Under California state law, the region's Sustainable Communities Strategy for reducing per capita greenhouse gas emissions must also be fiscally constrained. Funding sources included in the Federal State Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) were evaluated. Other anticipated revenue sources, including impact fees and other specific jurisdictional revenues, were also considered. Funding levels were based on typical amounts that come to the region by way of formula allocations and competitively awarded grants.

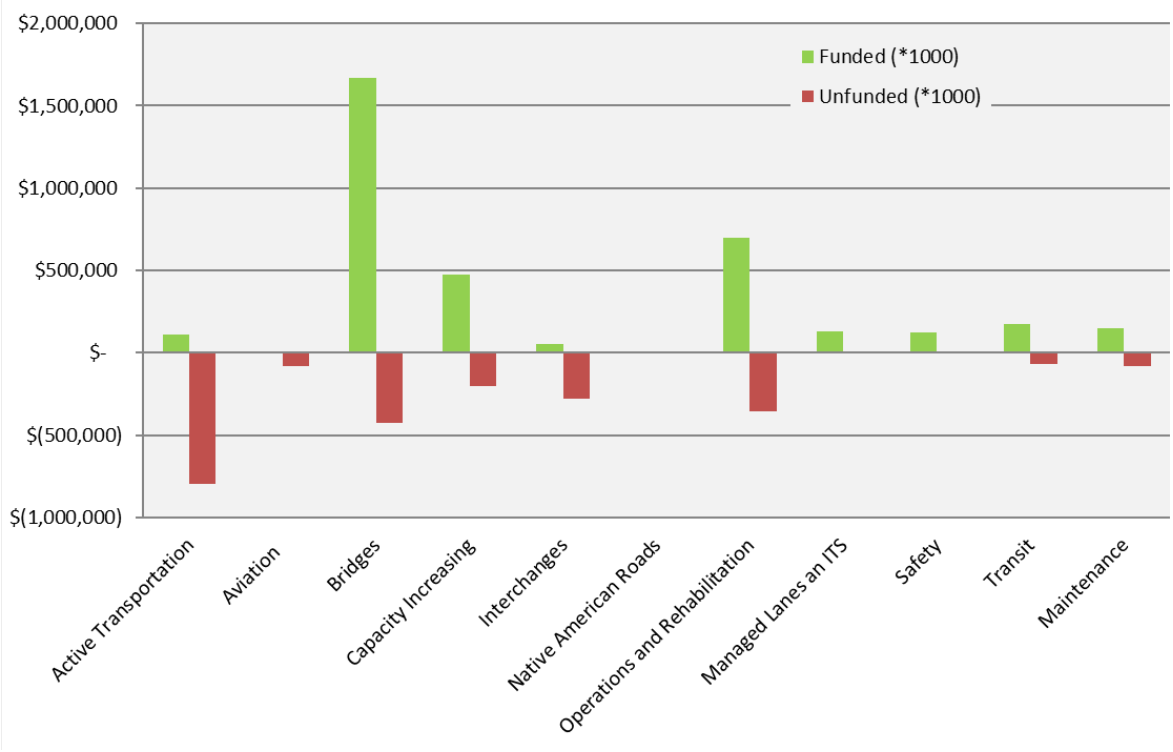
Varying assumptions regarding the escalation of revenues are included for each fund source. An escalation rate of 2.5% per year was generally used for local jurisdiction-derived fees, transit fares, and Local Transportation Fund (LTF) revenues. Federal and state revenues as well as city and county gas tax subventions were held constant over the life of the plan, representing a conservative fund estimate from these sources. No new funding sources, such as local sales tax measure or other innovative financing methods, are included in the plan. the 2022 RTP is consistent with the first four years of the State Transportation Improvement Program (STIP) fund estimate in accordance with 23 CFR Part 450.324(f)(11)(ii); consistent with the Interregional Transportation Improvement Program (ITIP) in accordance with the 2016 STIP Guidelines, Section 33; and consistent with the RTIP in accordance with STIP Guidelines, Section 19).

The Financial Element addresses the following required elements:

- **Projected Available Funds –** Includes all anticipated public and private financial resources that will reasonably be available to support RTP implementation for all modes of transportation over the 20-year planning horizon.
- **Projected Costs –** Estimate of costs to implement the projects identified in RTP. Near term projects in the four-year Federal Transportation Improvement Program (FTIP) require a higher level of detail while longer term projects can be estimated. Project costs are in "year of expenditure dollars" to reflect inflation rates.
- **Projected Operation and Maintenance Costs –** Includes a summary of costs to operate and maintain the current and future transportation system to ensure its preservation. Costs are identified by mode and with the cumulative cost of deferred maintenance on the existing infrastructure.
- **Constrained RTP –** Financially constrained list of candidate projects consistent with available funding (short and long-term). Projects are consistent with the FTIP, RTIP and the Interregional Transportation Improvement Program (ITIP).
- **Unconstrained List of Projects –** An illustrative list of candidate projects if additional funding becomes available (short and long-term).
- **Potential Funding Shortfall –** Identifies where funding is not adequate to fund projects in the long-range transportation plan. If new funding sources are assumed, when these funds are reasonably expected to be available.

Projected Available Funds

Total forecast revenue for the 2022-2042 RTP cycle is $3.5 billion and projects in the RTP were constrained to that number.



Shasta Regional Transportation Agency
2022 RTP Working Draft Financial Estimate (x$1,000)
Based on 2021 FTIP Revenues and SB 1 Assumptions with Staff Input

		Funding Source	NOTES	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	Short Term	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	Long Term	TOTAL
LOCAL		**Gas Tax**			$18,066	$18,247	$18,430	$18,614	$18,800	$18,988	$19,178	$19,370	$19,563	$19,759	$189,015	$19,957	$20,156	$20,358	$20,561	$20,767	$20,975	$21,184	$21,396	$21,610	$21,826	$208,790	**$397,804**
		-- Gas Tax (Subventions to Cities - includes new SB1 LSRP $)		*$5,029*	$5,080	$5,131	$5,182	$5,234	$5,286	$5,339	$5,392	$5,446	$5,501	$5,556	$53,146	$5,611	$5,667	$5,724	$5,781	$5,839	$5,897	$5,956	$6,016	$6,076	$6,137	$58,706	**$111,852**
		-- Gas Tax (Subventions to Counties - includes new SB1 LSRP $)		*$12,858*	$12,987	$13,116	$13,248	$13,380	$13,514	$13,649	$13,786	$13,923	$14,063	$14,203	$135,869	$14,345	$14,489	$14,634	$14,780	$14,928	$15,077	$15,228	$15,380	$15,534	$15,689	$150,084	**$285,952**
		Other Local Funds			$5,046	$5,071	$5,096	$5,122	$5,148	$5,174	$5,200	$5,227	$5,254	$5,281	$51,619	$5,309	$5,362	$5,336	$5,390	$5,365	$5,418	$5,393	$5,447	$5,421	$5,476	$53,916	**$105,535**
	X	-- Traffic Impact Fee (TIF)/Developer Fees (e.g., North Redding Traffic Benefit District (NRTBD))		*$2,514*	$2,514	$2,539	$2,565	$2,590	$2,616	$2,642	$2,669	$2,695	$2,722	$2,750	$26,302	$2,777	$2,805	$2,805	$2,833	$2,833	$2,861	$2,861	$2,890	$2,890	$2,919	$28,473	**$54,775**
	X	-- RSTP Exchange Funds		*$2,808*	$2,532	$2,532	$2,532	$2,532	$2,532	$2,532	$2,532	$2,532	$2,532	$2,532	$25,317	$2,532	$2,557	$2,532	$2,557	$2,532	$2,557	$2,532	$2,557	$2,532	$2,557	$25,443	**$50,760**
		Transit			$3,468	$3,496	$3,525	$3,554	$3,583	$3,612	$3,642	$3,672	$3,703	$3,733	$35,988	$3,764	$3,796	$3,827	$3,859	$3,892	$3,924	$3,957	$3,991	$4,024	$4,058	$39,094	**$75,081**
		-- Transit Fares		*$630*	$630	$630	$630	$630	$630	$630	$630	$630	$630	$630	$6,300	$630	$630	$630	$630	$630	$630	$630	$630	$630	$630	$6,300	**$12,600**
		-- TDA for Transit (STA and LTF)		*$2,587*	$2,587	$2,613	$2,639	$2,666	$2,692	$2,719	$2,746	$2,774	$2,802	$2,830	$27,068	$2,858	$2,886	$2,915	$2,944	$2,974	$3,004	$3,034	$3,064	$3,095	$3,126	$29,900	**$56,968**
	X	-- Additional STA Per SB1 (State of Good Repair (SGR))		*$248*	$250	$253	$255	$258	$261	$263	$266	$268	$271	$274	$2,620	$277	$279	$282	$285	$288	$291	$294	$297	$300	$303	$2,894	**$5,514**
		Other - Primarily LTF for Streets and Roads		*$9,993*	**$9,993**	**$10,243**	**$10,499**	**$10,762**	**$11,031**	**$11,307**	**$11,589**	**$11,879**	**$12,176**	**$12,480**	$111,960	**$12,792**	**$13,112**	**$13,440**	**$13,776**	**$14,120**	**$14,473**	**$14,835**	**$15,206**	**$15,586**	**$15,976**	$143,318	**$255,278**
		Local Total		*$36,420*	**$36,573**	**$37,057**	**$37,550**	**$38,051**	**$38,561**	**$39,081**	**$39,610**	**$40,148**	**$40,696**	**$41,254**	$388,581	**$41,822**	**$42,426**	**$42,962**	**$43,587**	**$44,144**	**$44,790**	**$45,370**	**$46,040**	**$46,642**	**$47,336**	$445,117	$833,698
REGIONAL		Other (e.g., SRTA Non-motorized Program)		*$471*	$471	$476	$481	$485	$490	$495	$500	$505	$510	$515	$4,928	$520	$526	$531	$536	$541	$547	$552	$558	$563	$569	$5,444	**$10,373**
		Regional Total		*$471*	**$471**	**$476**	**$481**	**$485**	**$490**	**$495**	**$500**	**$505**	**$510**	**$515**	**$4,928**	**$520**	**$526**	**$531**	**$536**	**$541**	**$547**	**$552**	**$558**	**$563**	**$569**	**$5,444**	$10,373
STATE	X	**State Highway Operation and Protection Program**			$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$442,538	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$44,254	$442,538	**$885,075**
	X	State Transportation Improvement Program (STIP)		*$2,433*	$2,457	$2,482	$2,506	$2,531	$2,557	$2,582	$2,608	$2,634	$2,661	$2,687	$25,706	$2,714	$2,741	$2,769	$2,796	$2,824	$2,852	$2,881	$2,910	$2,939	$2,968	$28,395	**$54,100**
	X	Active Transportation Program (ATP)		*$2,135*	$2,156	$2,178	$2,200	$2,222	$2,244	$2,266	$2,289	$2,312	$2,335	$2,358	$22,560	$2,382	$2,406	$2,430	$2,454	$2,479	$2,503	$2,528	$2,554	$2,579	$2,605	$24,920	**$47,481**
	X	Highway Bridge Program (HBP)		*$1,675*	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$16,750	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$1,675	$16,750	**$33,500**
		Traffic Congestion Relief Program (TCRP)		*$0*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
		Transit and Intercity Rail Capital Program (TIRCP)(competitive under SB 1)		*$8,641*	$8,641										$8,641										$30,000	$30,000	**$38,641**
	X	Trade Corridor Enhancements Program (TCEP) (competitive under SB 1)							$70,849						$70,849										$0	$0	**$70,849**
	X	Low Carbon Transit Operations Program (LCTOP) thru State GGRF		*$224*	$224	$224	$224	$224	$224	$224	$224	$224	$224	$224	$2,240	$224	$224	$224	$224	$224	$224	$224	$224	$224	$224	$2,240	**$4,480**
		Environmental Enhancement & Mitigation Fund (EEMP)		*$10*	$10	$10	$10	$10	$10	$10	$10	$10	$10	$10	$100	$10	$10	$10	$10	$10	$10	$10	$10	$10	$10	$100	**$200**
		Other		*$3,035*	$518	$518	$518	$518	$518	$518	$518	$518	$518	$518	$5,180	$518	$518	$518	$518	$518	$518	$518	$518	$518	$518	$5,180	**$10,360**
		State Total		*$63,307*	**$59,935**	**$51,340**	**$51,387**	**$51,434**	**$122,330**	**$51,529**	**$51,578**	**$51,627**	**$51,676**	**$51,726**	**$594,563**	**$51,777**	**$51,828**	**$51,879**	**$51,931**	**$51,984**	**$52,037**	**$52,090**	**$52,144**	**$52,199**	**$82,254**	**$550,123**	**$1,144,686**
FEDERAL TRANSIT	x	5307/5340- Urbanized Area Formula Programs		*$1,500*	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$15,000	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$15,000	**$30,000**
	x	5310 - Mobility of Seniors and Individuals with Disabilities		*$10*	$10	$10	$10	$10	$10	$10	$10	$10	$10	$10	$100	$10	$10	$10	$10	$10	$10	$10	$10	$10	$10	$100	**$200**
	x	5311 - Nonurbanized Area Formula Program		*$339*	$339	$339	$339	$339	$339	$339	$339	$339	$339	$339	$3,390	$339	$339	$339	$339	$339	$339	$339	$339	$339	$339	$3,390	**$6,780**
	x	5311c - Public Transportation on Tribal Reservations													$0											$0	**$0**
	x	5311f - Intercity Bus		*$200*	$0	$0	$0	$0	$600	$600	$600	$600	$600	$600	$3,600	$600	$600	$600	$600	$600	$600	$600	$600	$600	$600	$6,000	**$9,600**
	x	5339 - Bus and Bus Facilities		*$232*	$232	$232	$232	$232	$232	$232	$232	$232	$232	$232	$2,320	$232	$232	$232	$232	$232	$232	$232	$232	$232	$232	$2,320	**$4,640**
	x	5339c - Low-No Emission Reduction Program		*$500*	$125	$125	$125	$125	$125	$125	$125	$125	$125	$125	$1,250	$125	$125	$125	$125	$125	$125	$125	$125	$125	$125	$1,250	**$2,500**
	x	Other		*$2,825*	$545	$0	$0	$0	$0	$0	$0	$0	$0	$0	$545	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$545**
		Federal Transit Total		*$5,606*	**$2,751**	**$2,206**	**$2,206**	**$2,206**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$26,205**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$2,806**	**$28,060**	$54,265
FEDERAL HIGHWAY		Congestion Mitigation and Air Quality (CMAQ) Improvement Program							$200						$200											$0	**$200**
		Construction of Ferry Boats and Ferry Terminal Facilities													$0											$0	**$0**
		Coordinated Border Infrastructure													$0											$0	**$0**
		Corridor Infrastructure Improvement Program													$0											$0	**$0**
	X	Federal Lands Access Program (FLAP)													$0											$0	**$0**
	X	Federal Lands Transportation Program (FLTP)													$0											$0	**$0**
		Highway Infrastructure Program (HIP)													$0											$0	**$0**
		High Priority Projects (HPP) and Demo													$0											$0	**$0**
	X	Highway Safety Improvement Program (HSIP)		*$1,568*	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$15,678	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$1,568	$15,678	**$31,355**
		GARVEE Bonds Debt Service Payments													$0											$0	**$0**
		National Highway Freight Program													$0											$0	**$0**
		Nationally Significant Freight and Highway Projects													$0											$0	**$0**
		Projects of National/Regional Significance													$0											$0	**$0**
		Public Lands Highway													$0											$0	**$0**
		Railway Highway Crossings (Section 130)													$0											$0	**$0**
		Recreational Trails Program													$0											$0	**$0**
		SAFETEA-LU Safe Routes to School (SRTS)													$0											$0	**$0**
		Other (i.e., Carbon Reduction Program)		*$300*	$300	$300	$300	$300	$300	$0	$0	$0	$0	$0	$1,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,500**
		Federal Highway Total		*$1,868*	**$1,868**	**$1,868**	**$1,868**	**$1,868**	**$2,068**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$17,378**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$1,568**	**$15,678**	$33,055
FEDERAL RAILROAD ADMIN		Other		*$0*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
		Federal Railroad Administration Total		*$0*	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
		Federal Total		*$7,474*	**$4,619**	**$4,074**	**$4,074**	**$4,074**	**$4,874**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$43,583**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$4,374**	**$43,738**	$87,320
INNOVATIVE FINANCE		TIFIA (Transportation Infrastructure Finance and Innovation Act)													$0											$0	**$0**
		SS4A (Safe Streets and Roads for All)						$5,000						$5,000	$10,000											$0	**$10,000**
	X	RAISE (Rebuilding American Infrastructure w/ Sustainability & Equity)													$0										$0	$0	**$0**
	X	Other (e.g., federal earmarks)		*$0*	$0	$0	$0	$0	$3,000	$0	$0	$0	$0	$0	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,500,000	$1,500,000	**$1,503,000**
		Innovative Financing Total		*$0*	**$0**	**$0**	**$0**	**$5,000**	**$3,000**	**$0**	**$0**	**$0**	**$0**	**$5,000**	**$13,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**	**$1,500,000**	$1,513,000
REVENUE TOTAL					**$101,598**	**$92,947**	**$93,491**	**$99,044**	**$169,256**	**$95,479**	**$96,061**	**$96,654**	**$97,256**	**$102,869**	**$1,044,655**	**$98,493**	**$99,153**	**$99,745**	**$100,428**	**$101,042**	**$101,748**	**$102,386**	**$103,116**	**$103,778**	**$1,634,533**	**$2,544,422**	**$3,589,077**

MPO Financial Summary Notes:
1) Fields without revenue estimates were not populated in the 2021 FTIP. Some line items include a note to that effect, while some do not.

	Short Term			Long Term		constrained		
Fund Source	**Available**	**Constrained**	**Remainder**	**Long Term**	**Available Long Term**	**Constrained**	**Remainder**	**Fund Estimate (20 yr)**
SHOPP	$ 442,537,500	$ 442,537,500	$ -	$ 442,537,500	$ 442,537,500	$ 442,537,500	$ -	$ 885,075,000
TCEP	$ 70,849,000	$ 70,849,000	$ -	$ -	$ -		$ -	$ 70,849,000
RAISE	$ -		$ -	$ -	$ -		$ -	$ -
Congressional Earmark	$ 3,000,000	$ 3,000,000	$ -	$ 1,500,000,000	$ 1,500,000,000	$ 1,500,000,000	$ -	$ 1,503,000,000
STIP	$ 25,705,516	$ 25,705,516	$ 0	$ 28,394,882	$ 28,394,882	$ 28,394,882	$ (0)	$ 54,100,398
TIF/Developer	$ 26,302,002	$ 26,302,002	$ 0	$ 28,472,842	$ 28,472,842	$ 28,472,842	$ 0	$ 54,774,844
Local (sales tax, gas tax, other??)	$ 189,014,519	$ 189,014,519	$ 0	$ 208,789,620	$ 208,789,620	$ 208,789,620	$ 0	$ 397,804,139
State Other	$ 5,180,000	$ 5,180,000	$ -	$ 5,180,000	$ 5,180,000	$ 5,180,000	$ -	$ 10,360,000
CRP	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -		$ -	$ 1,500,000
HBP	$ 16,750,000	$ 16,750,000	$ -	$ 16,750,000	$ 16,750,000	$ 16,750,000	$ -	$ 33,500,000
ATP	$ 22,560,192	$ 22,560,192	$ 0	$ 24,920,487	$ 24,920,487	$ 24,920,487	$ (0)	$ 47,480,679
HSIP	$ 15,677,500	$ 15,362,000	$ 315,500	$ 15,677,500	$ 15,993,000	$ 15,993,000	$ (0)	$ 31,355,000
SRTA Non-Motorized Program	$ 4,928,497	$ 4,928,497	$ -	$ 5,444,127	$ 5,444,127	$ 5,444,127	$ -	$ 10,372,624
EEMP	$ 100,000	$ 100,000	$ -	$ 100,000	$ 100,000	$ 100,000	$ 0	$ 200,000
SS4A	$ 10,000,000	$ 10,000,000	$ -	$ -	$ -		$ -	$ 10,000,000
LTF Streets & Roads	$ 111,959,674	$ 111,959,674	$ (0)	$ 143,317,848	$ 143,317,848	$ 143,317,848	$ (0)	$ 255,277,522
RSTP	$ 25,316,730	$ 25,316,730	$ -	$ 25,443,314	$ 25,443,314	$ 25,443,314	$ -	$ 50,760,044
TIRCP	**$ 8,641,000**			**$ 30,000,000**				$ 38,641,000
FTA	**$ 26,405,000**			**$ 28,060,000**				$ 54,465,000
SGR	**$ 2,619,835**			**$ 2,893,928**				$ 5,513,763
LCTOP	**$ 2,240,000**			**$ 2,240,000**				$ 4,480,000
LTF/STA for Transit	**$ 33,367,836**	**$ 73,273,672**	**$ (0)**	**$ 36,199,731**	**$ 99,393,659**	**$ 99,393,659**	**$ (0)**	$ 69,567,567
FLTP	$ -		$ -	$ -	$ -		$ -	$ -
FLAP	$ -		$ -	$ -	$ -		$ -	$ -
Total	$ 1,044,654,802			$ 2,544,421,779				$ 3,589,076,581
Check	$ -			$ -				$ 3,589,076,581
Check								$ -

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Roads, Maintenance, Operations
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE/INTENT	EXPECTED FUNDING SOURCES
	Interstate 5, Post Miles R20.3 to R27.9, Fawndale Culverts	$ 13,284,000	(2022-2032)	Culverts	SHOPP
	Interstate 5, Post Miles R28.8 to R44.1, O'Brien CAPM	$ 31,304,000	(2022-2032)	Pavement Overlay, Lane Mile(s)	SHOPP
	Interstate 5, Post Miles R58.0 to 67.019, Flume Creek CAPM	$ 67,395,000	(2022-2032)	Pavement Overlay, Lane Mile(s)	SHOPP
	State Route 44, Post Miles R26.8 to 71.389, Shingle Station Paving and Drainage	$ 19,442,000	(2022-2032)	Pavement Overlay & Drainage, Lane Miles(s)	SHOPP
	State Route 89, Post Miles 22.0 to 30.6, Burney Falls CAPM	$ 10,453,000	(2022-2032)	Pavement Overlay, Lane Mile(s)	SHOPP
	State Route 299, Post Miles 24.1 to 30.3, Lake Blvd Pavement	$ 35,580,000	(2022-2032)	Pavement Overlay, Lane Mile(s)	SHOPP
	State Route 299, Post Miles 41.1 to 55.3, Diddy Roost Culverts	$ 8,526,000	(2022-2032)	Drainage, Culvert(s)	SHOPP
	Interstate 5, Post Mile R 43.2, D2 Safety Roadside Rest Area	$ 1,253,000	(2022-2032)	Safety Roadside Rest Area	SHOPP
	Interstate 5, Post Miles R29.0R to R43.3, O'Brien Culverts	$ 32,625,000	(2022-2032)	Culverts	SHOPP
	Interstate 5, Post Miles 56.7 to 66.5, Flume Creek Culverts	$ 37,953,000	(2022-2032)	Drainage	SHOPP
	State Route 44, Post Miles R0.0 to R7.0 Landscape Upgrade	$ 1,905,000	(2022-2032)	Landscape	SHOPP
	State Route 44, Post Mile 33.93, Shingletown Sand House	$ 3,302,000	(2022-2032)	Replace Sand House	SHOPP
	State Route 89, Post Miles 30.6 to 43.345, Cayton Creek II CAPM	$ 20,443,000	(2022-2032)	Pavement Overlay	SHOPP
	State Route 299, Mitigation	$ 1,300,000	(2022-2032)	Mitigation	SHOPP
*	State Route 44, Remove STAA Barriers	$ 16,943,516	(2022-2032)	Remove STAA Barriers	Other/STIP
	Total Short Term Needs =	**$ 301,708,516**			
* (cont)	State Route 44, Remove STAA Barriers	$ 3,056,484	(2022-2032)	Remove STAA Barriers	Other/STIP
	State Route 273, Post Miles 4.1 to 5.9, Anderson Quarter Century Signals	$ 9,075,000	(2022-2032)	Signal Replacement	SHOPP
	State Route 273, Post Miles 14.5 to 18.5, Downtown Redding CAPM	$ 52,124,000	(2022-2032)	Pavement Overlay	SHOPP
	Interstate 5, Post Miles R26.27 to R49.754, Extend Truck Climbing Lanes	$ 45,000,000	(2033 - 2042)	Extend Truck Climbing Lanes	SHOPP
	State Route 299, Post Miles 0.0 to 24.09, Shoulder Widening	$ 8,000,000	(2033 - 2042)	Widen Shoulders	SHOPP
	State Route 44, Post Miles 0.0 to 71.39, Shoulder Widening	$ 26,000,000	(2033 - 2042)	Widen Shoulders	SHOPP
	State Route 89, Post Miles various, Shoulder Widening	$ 35,000,000	(2033 - 2042)	Widen Shoulders	SHOPP
	State Route 44, Post Miles R0.0 to R7.5, Dana to Cedro CAPM	$ 17,836,000	(2033 - 2042)	Pavement Overlay	SHOPP
	State Route 44, Post Miles 43.2 to 57.0, Viola Pavement	$ 11,910,000	(2033 - 2042)	Pavement Overlay	SHOPP
	State Route 151, Post Miles 0.0 to R6.924, Shasta Lake City CAPM	$ 35,980,000	(2033 - 2042)	Pavement Overlay	SHOPP
	State Route 151, Post Miles 1.65 to R5.667R, Shasta Lake City Complete Streets	$ 12,556,000	(2033 - 2042)	Complete Streets	SHOPP
	State Route 273, Post Mile 17.031, Caltrans District 2 Office	$ 36,800,000	(2033 - 2042)	Facilities - Caltrans District Office	SHOPP
	State Route 273, Post Mile 17.0, Caltrans District 2 Redding Materials Lab	$ 15,413,000	(2033 - 2042)	Facilities - Caltrans Redding Materials Lab	SHOPP
	State Route 273, Post Miles 14.1 to 19.8, Redding Quarter Century Signals	$ 8,556,000	(2033 - 2042)	Signal Replacement	SHOPP
	State Route 299, Post Miles 75.7, Burney Fuel Island Canopy State Route 273, Post Mile 19.8, Redding Fuel Island Canopy	$ 3,825,000	(2033 - 2042)	Facilities	SHOPP
	State Route 299, Post Miles 79.7 to 99.361, Four Corners to Big Valley CAPM	$ 16,257,000	(2033 - 2042)	Pavement Overlay	SHOPP
	State Route 299, Post Miles 60.0 to 67.8, Hatchet Mountain CAPM	$ 20,000,000	(2033 - 2042)	Pavement Overlay	SHOPP
	Interstate 5, Post Miles R20.0 to R28.2, Fawndale CAPM	$ 39,889,000	(2033 - 2042)	Pavement Overlay	SHOPP
	Total Long Term Fundable Needs =	**$ 397,277,484**			
	Interstate 5, Post Mile 14.76, Cypress, Ramp Meter - Northbound	$ 750,000	(2022-2032)	Ramp Meter	Other
	Interstate 5, Post Mile 14.28, Cypress, Ramp Meter - Southbound	$ 750,000	(2022-2032)	Ramp Meter	Other
	Interstate 5, Post Mile 11.96, South Bonnyview, Ramp Meter - Southbound	$ 800,000	(2022-2032)	Ramp Meter	Other
	State Route 44, Post Mile 1.57, Dana, Ramp Meter - Westbound	$ 150,000	(2022-2032)	Ramp Meter	Other
	Interstate 5, Post Miles R9.1 to R10.4, Knighton Interchange	$ 52,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	State Route 44, Post Miles R3.6 to R7.0, Stillwater Freeway	$ 82,000,000	(2030 - 2042)	Expressway to Freeway	Other/STIP
	State Route 44, Post Miles R21.4 to 32.1, Shingletown Passing Lanes	$ 7,000,000	(2030 - 2042)	Construct Passing Lanes	Other/STIP
	State Route 44, Remove STAA Barriers	$ 20,000,000	(2030 - 2042)	Remove STAA Barriers	Other/STIP
	Interstate 5, Post Miles 0.6 to 1.3, Gas Point Interchange	$ 13,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	Interstate 5, Post Miles R14.5 to 16.2, I-5/SR 44 Interchange	$ 65,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	Interstate 5, Post Miles R11.5 to R12.8, Bonnyview Interchange	$ 18,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	Interstate 5, Post Miles R6.5 to R6.8, Riverside Interchange	$ 22,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	Interstate 5, Post Miles R4.0 to R4.6, Deschutes Interchange 2	$ 19,000,000	(2030 - 2042)	Reconstruct Interchange - Southbound	Other/STIP
	Interstate 5, Post Miles R18.1 to R20.1, Oasis Interchange	$ 27,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	State Route 299, Post Mile 25.4, Churn Creek Interchange	$ 5,000,000	(2030 - 2042)	Reconstruct Interchange	Other/STIP
	Interstate 5, Post Mile 0.78 Gas Point Road, Ramp Meter - Southbound	$ 960,000	(2030 - 2042)	Ramp Meter	Other
	Interstate 5, Post Mile 1.1, Gas Point Rd, Ramp Meter - Northbound	$ 960,000	(2030 - 2042)	Ramp Meter	Other
	Interstate 5, Post Mile 9.65, Knighton Rd, Ramp Meter - Southbound	$ 960,000	(2030 - 2042)	Ramp Meter	Other
	Interstate 5, Post Mile 9.9, Knighton Road, Ramp Meter - Northbound	$ 960,000	(2030 - 2042)	Ramp Meter	Other
	Interstate 5, Post Mile 12.26, South Bonnyview, Ramp Meter - Northbound	$ 1,024,000	(2030 - 2042)	Ramp Meter	Other
	State Route 89, Post Miles 25.3 to 31.7, Lake Britton construct NB and SB Passing Lanes	$ 7,000,000	(2030 - 2042)	Passing Lanes	Other/STIP
	State Route 299, Post Miles R51.51 to R57.21, Montgomery Creek Passing Lanes	$ 1,920,000	(2030 - 2042)	Extend Passing Lanes	Other/STIP
	State Route 299, Post Miles 27.5 to 32.0, Bella Vista Two way Left Turn Lane	$ 6,260,000	(2030 - 2042)	Construct Two Way Left Turn Lane	Other/STIP
	Unfunded	**$ 352,494,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Safety
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	Interstate 5, Post Miles R14.8 to R20.0, Cascade SHOPP	$ 26,439,000	(2022-2032)	Pavement, Collision(s) reduced	SHOPP
	State Route 36, Post Miles 0.0 to 11.928; State Route 44, Post Miles L0.0 to 71.389, Horizontal Curve Warning Signs	$ 4,835,000	(2022-2032)	Safety (Sign Upgrade), Colision(s) reduced	SHOPP
	State Route 299, Post Miles 57.5 to 59.0, Potato Cut Curve Improvements	$ 8,330,000	(2022-2032)	Curve Improvement, Collision(s) reduced	SHOPP
	State Route 89, Post Miles 0.0 to 43.3; State Route 299, Post Miles 0.0 to 99.4, Horizontal Curve Warning Signs	$ 1,750,000	(2022-2032)	Safety (Sign Upgrade)	SHOPP
	State Route 299, Post Miles 44.3 to 44.9, Ingot Curve Improvement	$ 9,069,000	(2022-2032)	Curve Improvement	SHOPP
	Total Short Term Needs =	**$ 50,423,000**			
	Total Long Term Fundable Needs =	**$ -**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Managed Lanes and ITS (Intelligent Transportation Systems)
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	FIX 5 CASCADE GATEWAY, Interstate 5, Post Miles R14.8 to R20.0, connect NB and SB auxiliary lanes, add signage and ITS for managed lanes on NB lanes, resolve vertical restrictions at Twin View Blvd, add freight only lanes, add battery electric freight vehicle charging, and other related improvements.	$ 82,611,000	(2022-2032)	Managed Lanes, Auxiliary Lanes, ITS Elements	TCEP, Community Project Funding, STIP, SHOPP, CRRSAA, RAISE
2	Interstate 5, Post Miles R16.16 to R50.8; State Route 299, Post Miles 21.88 to 80.2; State Route 44, Post Miles L1.56 to R8.0; State Route 89, Post Miles 21.3 to 21.4, Highway Advisory Radio (HAR) Improvements	$ 4,000,000	(2022-2032)	Upgrade ITS Elements (EMS, HAR, TMS)	SHOPP
3	Interstate 5, Post Miles R45.8 to 57.9; State Route 299, Post Miles 58.5 to 80.1; State Route 44, Post Miles R27.7 to R49.4, Sac Canyon ITS Improvements	$ 6,000,000	(2022-2032)	Upgrade ITS Elements (CMS, CCTV, RWIS, TMS)	SHOPP
4	Interstate 5, Post Miles R6.7 to R28.2; State Route 44, Post Miles L0.8 to L0.9; State Route 299, Post Miles 22.2 to 22.6, Sac Valley ITS Improvements	$ 8,200,000	(2022-2032)	Upgrade ITS Elements (CMS, CCTV, RWIS, TMS)	SHOPP
	Total Short Term Needs =	**$ 100,811,000**			
5	Interstate 5, Post Mile R24.9. Weigh In Motion	$ 3,000,000	(2022-2032)	ITS	SHOPP
6	Interstate 5, Post Miles 9.77, Knighton Road CCTV	$ 544,000	(2022-2032)	ITS	SHOPP
7	Interstate 5, Post Miles 24.7, Mountain Gate CMS FNBT	$ 1,040,000	(2022-2032)	ITS	SHOPP
8	State Route 299, various locations, Hatchet Mountain - Microwave. TMS Wireless Backbone East Extension (Hatchet Mtn.)	$ 233,000	(2022-2032)	ITS	SHOPP
9	Various locations in Shasta County, Microwave. TMS Wireless Backbone South/West Ext (Tuscan Butte; Hoadley)	$ 8,000,000	(2022-2032)	ITS	SHOPP
10	State Route 273/State Route 299, Redding Signal Upgrades and Synchronization on 299 between Lake Blvd and I-5	$ 210,000	(2022-2032)	ITS	SHOPP
11	State Route 44/State Route 299, Shasta County, Connect I-5 Fiber Backbone to the District Office	$ 4,482,000	(2022-2032)	ITS	SHOPP
12	State Route 44/State Route 299, Redding, Redding Local TMS Fiber Spurs	$ 1,377,000	(2022-2032)	ITS	SHOPP
13	State Route 44/Interstate 5, Shasta County, Connect I-5 Fiber Backbone to District Office via Microwave and Hub House at CRI	$ 824,000	(2022-2032)	ITS	SHOPP
14	State Route 44/State Route 89, Old Station, 1 CCTV, 1 HAR, and 3 CMS signs at Old Station at Jct State Route 44-State Route 89	$ 270,000	(2022-2032)	ITS	SHOPP
15	Interstate 5/State Route 273, Redding Northern Redding TMS Fiber	$ 345,000	(2022-2032)	ITS	SHOPP
16	Interstate 5, Post Mile 61.7, Sweetbriar Rd, 1 CCTV at Sweetbrier Road on I-5	$ 702,000	(2022-2032)	ITS	SHOPP
17	Interstate 5, Various Locations, Fawndale HAR Extender & Simulcast upgrade to Redding HAR	$ 210,000	(2022-2032)	ITS	SHOPP
18	State Route 44, Post Mile 1.24, Victor Avenue 1 CCTV at Victor Ave on SR 44	$ 474,000	(2022-2032)	ITS	SHOPP
19	State Route 273, Post Mile 12.68, Bonnyview Rd, 1 CCTV at S. Bonnyview Rd on SR 273	$ 237,000	(2022-2032)	ITS	SHOPP
20	State Route 273, Redding, South Redding TMS Fiber Loop	$ 54,000	(2022-2032)	ITS	SHOPP
21	State Route 273, Redding, Redding Rural TMS	$ 1,357,000	(2022-2032)	ITS	SHOPP
22	State Route 273, Post Miles 16.0R to 16.833, Pine Street ADA	$ 6,600,000	(2033 - 2042)	ITS	SHOPP
23	State Route 273, Post Mile 12.0, South Bonnyview Rd, CMS FNBT	$ 1,024,000	(2033 - 2042)	ITS	SHOPP
24	State Route 273, Post Mile 13.5, South Bonnyview Rd, CMS FSBT	$ 1,024,000	(2033 - 2042)	ITS	SHOPP
	Total Long Term Fundable Needs =	**$ 32,007,000**			
	Unfunded =	**$ -**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Bridges
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Interstate 5, Post Miles R30.55R to R30.93R, Shasta Lake Viaducts (Br. #s 06-0131R Tunnel Gulch, 06-0132R Johns Cove, and 06-0133R Island View)	$ 5,827,000	(2022-2032)	Bridge(s)	SHOPP
5	State Route 299, Post Miles 88.1 to 89.5, Pit One Grade Rockfall Mitigation	$ 9,706,000	(2022-2032)	Protective Betterment	SHOPP
2	Interstate 5, Post Mile 61.75, Sweetbrier Deck Replacement	$ 15,882,000	(2022-2032)	Bridge Decks	SHOPP
3	Interstate 5, Post Mile 45.54, South Bonnyview Bridge and Dog Creek Bridge Polyester Overlays	$ 3,520,000	(2022-2032)	Bridge Decks	SHOPP
4	State Route 299, Post Mile 23.91, Redding OH Rail Upgrade	$ 1,850,000	(2022-2032)	Bridge Rail	SHOPP
6	State Route 299, Post Mile 14.17, Whiskey Creek Bridge Deck Replacement	$ 44,000,000	(2022-2032)	Bridge Deck	SHOPP
	Total Short Term Needs =	**$ 80,785,000**			
7	Interstate 5, Post Mile R 28.14, Pit River Bridge	$ 10,820,000	(2033 - 2042)	Bridge Maintenance	SHOPP
8	Interstate 5, Post Miles R27.0/M29.5L, Pit River Bridge	$ 1,500,000,000	(2033 - 2042)	Bridge Reconstruction/ Replacement	SHOPP, RAISE, STIP
	Total Long Term Fundable Needs =	**$ 1,510,820,000**			
9	State Route 89, Post Mile 29.19, Burney Falls Realignment	$ 224,957,000	(2033 - 2042)	Roadway Realignment and Bridge Replacement	SHOPP
	Unfunded =	**$ 224,957,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Interchanges
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	Total Short Term Needs =	**$ -**			
	Total Long Term Fundable Needs =	**$ -**			
1	I-5 Main St Interchange Exit 665 - Connect to Rhonda, add roundabouts	$ 32,932,500	(2033-2042)	Interchange	SHOPP/Local/Other
2	Reconfigure Knighton Road Over-Crossing at Interchange Exit 673	$ 77,440,500	(2033-2042)	Interchange	Unfunded or Developer
3	I-5 Gas Point Interchange Improvements exit 664	$ 41,194,500	(2033-2042)	Interchange	Unfunded or Developer
4	Improve SR 299 Old Oregon Trail Interchange - Exit 143	$ 4,800,000	(2033-2042)	Interchange	Unfunded or Developer
	Unfunded =	**$ 156,367,500**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Interchanges

CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	Total Short Term Needs =	**$ -**			
	Total Long Term Fundable Needs =	**$ -**			
1	Reconfigure I-5 Riverside Interchange, Postmile 6.74, Exit #670	$ 22,017,000	(2033-2042)	Interchange	SS4A, TIF, SHOPP
2	Reconfigure I-5 Central Anderson Interchange (Balls Ferry/North Street) Postmile 5.64, Exit #668	$ 3,968,000	(2030-2042)	Interchange	Developer
3	Deschutes/I-5 Interchange phase 2	$ 13,441,000	(2030-2042)	Interchange	Developer
	Unfunded =	**$ 39,426,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Interchanges
CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	Total Short Term Needs =	$ -			
	Total Long Term Fundable Needs =	$ -			
1	Improve Mountain Gate Interchange Exit 687	$ 2,560,000	(2033-2042)	Interchange	Unfunded or Developer
2	Reconfigure Pine Grove Interchange East Exit 684	$ 4,960,000	(2033-2042)	Interchange	Unfunded or Developer
3	Improve Shasta Dam Blvd Interchange Exit 685	$ 5,120,000	(2033-2042)	Interchange	Unfunded or Developer
4	Realign Cascade Boulevard S/O Pine Grove Avenue	$ 1,500,000	(2033-2042)	Interchange	Unfunded or Developer
	Unfunded =	**$ 14,140,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Interchanges
CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Signal: SR44 and Shasta View Dr (WB Ramp)	$ 500,000	(2022-2032)	Intersection	Developer
2	South Bonnyview & I-5 Interchange Exit 675 - NB On-ramp Improvements	$ 2,500,000	(2022-2032)	Interchange	TIF, developer
3	South Bonnyview & I-5 Interchange Exit 675 - NB/SB Off-ramp Improvements	$ 5,000,000	(2022-2032)	Interchange	TIF, developer
4	South Bonnyview & I-5 Interchange Exit 675 - Diverging Diamond Improvements	$ 18,000,000	(2022-2032)	Interchange	TIF, Developer, RAISE
5	Hilltop Drive Overcrossing - over I-5, Build second structure to the north	$ 302,002	(2033-2042)	Multimodal	TIF
	Total Short Term Needs =	**$ 26,302,002**			
5 (cont)	Hilltop Drive Overcrossing - over I-5, Build second structure to the north	$ 6,456,998	(2033-2042)	Multimodal	TIF
6	Oasis Road & I-5 Interchange Exit 682 - Reconstruction and Widening	$ 22,015,844	(2033-2042)	Interchange	NRTBD/Developer
	Total Long Term Fundable Needs =	**$ 28,472,842**			
6 (unc)	Oasis Road & I-5 Interchange Exit 682 - Reconstruction and Widening	$ 4,482,156	(2033-2042)	Interchange	NRTBD/Developer
7	Route 299, Postmile 25.35, Exit #141, Churn Creek Interchange	$ 3,840,000	(2033-2042)	Interchange	Future Need
8	Route I-5, Postmile 17.32, Exit #680, SR 299E Interchange	$ 3,840,000	(2033-2042)	Interchange	Future Need
9	Route I-5, Postmile 18.48, State Route 273/I-5 Interchange	$ 15,361,000	(2033-2042)	Interchange	Unfunded or Developer
10	Twin View Blvd & I-5 Interchange Exit 681 - Improvements	$ 5,120,000	(2033-2042)	Interchange	Unfunded or Developer
11	Airport Road & SR44 Interchange Exit 5 - Improvements	$ 19,201,000	(2033-2042)	Interchange	Unfunded or Developer
12	Cypress Ave and Bechelli Lane to Industrial Street & I-5 Interchange Exit 677 - Reconstruction	$ 16,677,000	(2033-2042)	Interchange	Unfunded or Developer
	Unfunded =	**$ 68,521,156**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Capacity Increasing
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Gas Point Road from New N-S to Rhonda - Widen to 4 lanes	$ 7,183,500	(2022-2032)	Capacity Increase	Local/Other
2	Rhonda Road Gas Point - I-5 Main New realigned 3 lane road	$ 13,198,500	(2033-2042)	Capacity Increase	Local/Other
3	New N-S Road - First St to New E-W Construct to 3 lanes	$ 9,001,500	(2033-2042)	Capacity Increase	Local/Other
4	New E-W Road -New N-S to Rhonda Construct 3 lane road	$ 4,525,500	(2033-2042)	Capacity Increase	Local/Other
5	Churn Ck Rd, Hartmeyer to Huntington, Widen, Realign	$ 6,144,000	(2033-2042)	Capacity Increase	Local/Other
6	Deschutes Road Widen to 3-Lanes, Old 44 Drive to Boyle Road	$ 5,404,500	(2033-2042)	Capacity Increase	Local/Other
7	First Street Widen from 2 to 5 lanes, N/S Arterial to Overcrossing	$ 1,080,000	(2033-2042)	Capacity Increase	Local/Other
8	New N-S Road - New E-W to Rhonda	$ 24,495,000	(2033-2042)	Capacity Increase	Unfunded or Developer
9	Deschutes Road Widen to 3-Lanes, Palo Cedro to Dersch Road	$ 9,600,000	(2033-2042)	Capacity/Safety	Unfunded or Developer
10	Dry Creek Road Shoulder Widening, Deschutes Rd to Bear Mtn Rd	$ 8,160,000	(2033-2042)	Capacity Increase	Unfunded or Developer
11	Oasis Road Widen to 4-Lanes, Randolph to Old Oasis	$ 1,824,000	(2033-2042)	Capacity Increase	Unfunded or Developer
12	Black Ranch Road Extension	$ 4,512,000	(2033-2042)	New Facility	Unfunded or Developer
13	Cottonwood - Front, Magnolia, Pine and Chestnut St Roundabouts	$ 1,684,500	(2033-2042)	Capacity Increase	Unfunded or Developer
14	Knighton Road West	$ 31,958,655	(2033-2042)	New Facility	Unfunded or Developer
	Total Short Term Needs =	**$ 128,771,655**			
14 (cont)	Knighton Road West	$ 23,724,345	(2033-2042)	New Facility	Unfunded or Developer
15	Intermountain Road, SR 299 to Bear Mtn Road	$ 13,614,000	(2033-2042)	New Facility	Unfunded or Developer
16	East Stillwater Way, Shoulder Widen and Extend to Bear Mtn Road	$ 9,715,500	(2033-2042)	New Facility	Unfunded or Developer
	Total Long Term Fundable Needs =	**$ 47,053,845**			
	Unfunded =	**$** -			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Capacity Increasing
CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Placer Street Widening - Airpark Drive to Buenaventura Blvd	$ 1,800,000	(2022-2032)	Capacity Increase	Local
2	Churn Creek Road Widening - Browning St. to Boulder Creek	$ 3,468,000	(2022-2032)	Capacity Increase	Local
3	Old Alturas Road Widening - Victor Avenue to Shasta View Drive	$ 5,500,000	(2022-2032)	Capacity Increase	HBP, Developer
4	Victor Avenue Widening - Hartnell Avenue to E. Cypress Avenue	$ 1,993,000	(2022-2032)	Capacity Increase	ATP, Local
5	Oasis Road Widening - Northbound I-5 Ramps to Gold Hills Drive	$ 11,608,800	(2022-2032)	Interchange	NRTBD, Developer
6	Twin View Road Realignment - North and South of Oasis Road	$ 6,483,064	(2022-2032)	Capacity Increase	NRTBD, Developer
7	Churn Creek Rd, Rancho Rd, and Victor Avenue Roundabout	$ 3,817,000	(2022-2032)	Capacity Increase	TIF, Developer
8	Hartnell Avenue Widening - Alta Mesa to Shasta View	$ 2,432,000	(2022-2032)	Widening	TIF, Developer
9	Shasta View Drive Extension - 2 Lane Widening - Hollow Lane to Manzanoaks Drive	$ 7,681,000	(2022-2032)	New Facility	Developer
10	Oasis Road Widening - Gold Hills Drive to Shasta View Drive	$ 2,560,000	(2022-2032)	Capacity Increase	Developer
11	Stillwater Business Park Improvements - Phase 3	$ 6,400,000	(2022-2032)	New Facility	Local
	Total Short Term Needs =	**$ 53,742,864**			
12	Railroad Avenue Widening (including class II bike lanes) - Sheridan Street to Grandview Avenue	$ 2,308,000	(2033-2042)	Capacity Increase	Local/Other
13	Victor Avenue Widening - E.Cypress Avenue to Mistletoe Lane	$ 5,472,000	(2033-2042)	Capacity Increase	Local/Other
14	Victor Avenue Widening - SR44 to Old Alturas Road	$ 3,584,000	(2033-2042)	Capacity Increase	Local/Other
15	Browning Street Reconfigure to 4 Lane - Hilltop Drive to Old Alturas	$ 5,120,000	(2033-2042)	Capacity Increase	Local/Other
16	Shasta View Drive Widening - Atrium Way to Old Alturas	$ 512,000	(2033-2042)	Capacity Increase	Local/Other
17	Victor Avenue Widening - Vega Street to Hartnell	$ 6,080,000	(2033-2042)	Capacity Increase	Unfunded or Developer
18	Hartnell Avenue Widening - Victor Avenue to Alta Mesa Drive	$ 6,966,000	(2033-2042)	Capacity Increase	Unfunded or Developer
19	Churn Creek Road Widening - Boulder Creek to SR 299E	$ 3,994,000	(2033-2042)	Capacity Increase	Unfunded or Developer
20	Oasis Road Widening - Randolph Road to Old Oasis Road	$ 4,480,000	(2033-2042)	Capacity Increase	NRTBD/Unfunded/Developer
21	Cascade Blvd Realignment- North and South of Oasis Road	$ 11,154,000	(2033-2042)	Capacity Increase	NRTBD/Unfunded/Developer
22	Caterpillar Road - George Drive to SR273 Widen Roadway and Signal	$ 2,176,000	(2033-2042)	Capacity Increase	Unfunded or Developer
23	Quartz Hill Road Widening - Top of Hill to City Limits	$ 5,376,000	(2033-2042)	Capacity Increase	Unfunded or Developer
24	Shasta View Drive Widening - College View to Inspiration Place	$ 3,200,000	(2033-2042)	Capacity Increase	Unfunded or Developer
25	Airport Road Widening - SR 44 to Rancho Rd.	$ 7,835,000	(2033-2042)	Capacity Increase	Unfunded or Developer
26	Cypress Ave Connection - Victor Avenue to Shasta View Drive	$ 21,761,000	(2033-2042)	New Facility	Unfunded or Developer
27	Hilltop Drive Extension - Lake Boulevard to Twin View	$ 1,280,000	(2033-2042)	New Facility	Unfunded or Developer
28	Palacio Drive Connection - Churn Creek to Cornell Place	$ 10,881,000	(2033-2042)	New Facility	Unfunded or Developer
29	Shasta View Drive Widening - Hartnell Avenue to Goodwater Drive	$ 7,449,000	(2033-2042)	Capacity Increase	Unfunded or Developer
30	Airport Road Widening - Sacramento River to Rancho Road	$ 44,803,000	(2033-2042)	Capacity Increase	Unfunded or Developer/S&R
	Total Long Term Fundable Needs =	**$ 154,431,000**			
31	Buenaventura Blvd Reconfigure to 4 lane - Summit Drive to Railroad Avenue	$ 1,920,000	(2033-2042)	Capacity Increase	Unfunded or Developer
32	Buenaventura Blvd Widening - Starlight Boulevard to Placer Road	$ 1,920,000	(2033-2042)	Capacity Increase	Unfunded or Developer
33	Hartnell Avenue at Airport Road Widening and Realignment	$ 10,145,000	(2033-2042)	Capacity Increase	Unfunded or Developer

TABLE

Shasta Regional Transportation Agency

Summary of Projects - Capacity Increasing

CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
34	Oak Mesa Lane Extension - Tarmac Road to Candlewood Drive	$ 1,441,000	(2033-2042)	New Facility	Unfunded or Developer
35	Old Alturas Road Widening - Shasta View Drive to City Limits	$ 5,869,000	(2033-2042)	Capacity Increase	Unfunded or Developer
36	Old Oregon Trail Widening - Old Highway 44 to Viking Way	$ 5,120,000	(2033-2042)	Capacity Increase	Unfunded or Developer
37	Parkview Ave Widening - ACID Canal to Park Marina	$ 1,184,000	(2033-2042)	Capacity Increase	Unfunded or Developer
38	Rancho Road Widening - Goodwater to Airport Road	$ 8,641,000	(2033-2042)	Capacity Increase	Unfunded or Developer
39	Shasta View Drive Extension - Manzanoaks Drive to Oasis Road	$ 5,120,000	(2033-2042)	New Facility	Unfunded or Developer
40	Tarmac Road Extension to Old Oregon Trail	$ 7,647,000	(2033-2042)	New Facility	Unfunded or Developer
41	Westside Road Frontage Extension - Glengary Drive to Clear Creek Road	$ 1,669,000	(2033-2042)	New Facility	Unfunded or Developer
42	Beltline Road Extension - Oasis Rd to Ashby Rd	$ 6,048,000	(2033-2042)	New Facility	Unfunded or Developer
43	Buenaventura Blvd Extension - Eureka Way to Keswick Dam Road	$ 12,801,000	(2033-2042)	New Facility	Unfunded or Developer
44	Cedars Road Extension - El Reno Lane to Buenaventura Boulevard	$ 1,152,000	(2033-2042)	New Facility	Unfunded or Developer
45	Creekside Drive Extension - Sacramento Drive to South Bonnyview Road	$ 1,280,000	(2033-2042)	New Facility	Unfunded or Developer
46	Cypress Avenue Reliever Project - Industrial Street Extension Over crossing of I-5	$ 7,345,000	(2033-2042)	Capacity Increase	Unfunded or Developer
47	Eastside Road Extension - Girvan Road to Southern City Limits	$ 7,232,000	(2033-2042)	New Facility	Unfunded or Developer
48	George Drive Extension - North Terminus to Oasis Road	$ 1,280,000	(2033-2042)	New Facility	Unfunded or Developer
49	Kenyon Drive Extension - West Terminus to Placer Road	$ 12,801,000	(2033-2042)	New Facility	Unfunded or Developer
50	Loma Vista Drive Extension - Churn Creek Road to Victor Avenue	$ 7,681,000	(2033-2042)	New Facility	Unfunded or Developer
51	Palacio Drive Extension - Shasta View Drive to Old Oregon Trail	$ 4,480,000	(2033-2042)	New Facility	Unfunded or Developer
52	Santa Rosa Avenue Extension - Quartz Hill Road to Lake Boulevard	$ 2,560,000	(2033-2042)	New Facility	Unfunded or Developer
53	Shasta View Drive Extension - College View Drive to Collyer Drive - SR299 OC	$ 12,801,000	(2033-2042)	New Facility	Unfunded or Developer
54	Shasta View Drive Extension - Oasis Road to North City Limits	$ 5,120,000	(2033-2042)	New Facility	Unfunded or Developer
55	South Street Railroad Crossing- Grade Separation	$ 12,097,000	(2033-2042)	Intersection	Unfunded or Developer

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Capacity Increasing

CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Gateway Drive - Balls Ferry to Deschutes - construct 2 lane road	$ 6,500,000	(2022-2032)	New Facility	Local, Developer
	Total Short Term Fundable =	**$ 6,500,000**			
2	Auto Mall - Extend to North Street - Extension	$ 4,864,000	(2033-2042)	Capacity Increase	Local/Other
3	McMurray Drive - North of Ganyon Drive - Widening	$ 640,000	(2033-2042)	Capacity Increase	Unfunded or Developer
4	Gateway Drive - From Balls Ferry South - Widening	$ 1,528,000	(2033-2042)	New Facility	Unfunded or Developer
5	East Street - North of Willow Glen Dr. - Extension	$ 2,128,000	(2033-2042)	New Facility	Unfunded or Developer
6	Pleasant Hills SR 273 Vineyards - construct 2 lane road extension	$ 4,255,000	(2033-2042)	New Facility	Unfunded or Developer
7	Rhonda Road - Factory Outlets Drive to Pleasant Hills - Intersection Reconstruction	$ 2,927,000	(2033-2042)	New Facility	Unfunded or Developer
8	Anderson Hills Parkway -W of Pleasant Hills - Construct 4 lane road	$ 6,375,000	(2033-2042)	New Facility	Unfunded or Developer
9	Anderson Hills Parkway Pleasant to Rhonda - Construct 4 lane road	$ 3,840,000	(2033-2042)	New Facility	Unfunded or Developer
	Total Long Term Fundable Needs =	**$ 26,557,000**			
10	Anderson Hills Parkway - Rhonda to Locust - Construct 4 lane road	$ 3,404,000	(2033-2042)	New Facility	Unfunded or Developer
11	Ox Yoke Rd. - SR 273 to Riverside Av - Widening to 5 lanes	$ 2,560,000	(2033-2042)	Capacity Increase	Unfunded or Developer
12	Riverside Avenue - Ox Yoke to North St. - Widening to 5 lanes	$ 8,961,000	(2033-2042)	Capacity Increase	Unfunded or Developer
13	Balls Ferry Rd. - From Stingy Lane to the City Limits - Widening	$ 1,528,000	(2033-2042)	Capacity Increase	Unfunded or Developer
14	South Street - SR 273 west to City Limits - Widening	$ 4,800,000	(2033-2042)	Capacity Increase	Unfunded or Developer
15	Stingy Lane - North St. to Balls Ferry - Widening	$ 17,281,000	(2033-2042)	Capacity Increase	Unfunded or Developer
16	Gateway Drive - From Existing Improvements to Deschutes - Widen	$ 7,196,000	(2033-2042)	New Facility	Unfunded or Developer
17	Fairgrounds Drive - 1st St. to 3rd St. -Widening	$ 1,408,000	(2033-2042)	Capacity Increase	Unfunded or Developer
18	Third Street - SR 273 to Fairgrounds Dr. - Widening	$ 2,304,000	(2033-2042)	Capacity Increase	Unfunded or Developer
19	South County Extension - Ronda Rd to Anderson Hills - Extension	$ 7,040,000	(2033-2042)	New Facility	Unfunded or Developer

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Capacity and Safety
CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	Total Short Term Needs =	**$ -**			
1	Cascade Boulevard Reconstruction including bike/ped	$ 6,400,000	(2033-2042)	Capacity and Safety	Unfunded
2	North/South Road between Wonderland Boulevard and Cascade Boulevard	$ 5,120,000	(2033-2042)	New Facility	Unfunded or Developer
3	Ashby Rd. widening, sidewalks, separated bike(Class 1) - SR 151 to Pine Grove Ave.	$ 8,961,000	(2033-2042)	Capacity Increase and Safety	Unfunded or Developer
4	Pine Grove Reconstruction	$ 5,069,775	(2033-2042)	Capacity and Safety	Unfunded
4 cont	Pine Grove Reconstruction	$ 50,225	(2033-2042)	Capacity and Safety	Unfunded
5	Shasta Gateway Dr. Extension to Cascade Blvd.	$ 14,337,000	(2033-2042)	New Facility	Unfunded or Developer
6	Cabello Extension - Vallecito to Pine Grove Ave.	$ 2,592,000	(2033-2042)	New Facility	Unfunded or Developer
7	Pine Grove Avenue Extension to Akrich	$ 5,760,000	(2033-2042)	New Facility	Unfunded or Developer
8	Reconstruct Lake Blvd. N/O SR 151	$ 3,840,000	(2033-2042)	Capacity and Safety	Unfunded or Developer (see BOR,BLM,NFS)
9	Cascade Blvd Realignment, SR 151 N of Trinity to Arrowhead(South City Limit) D/N include Pine Grove to creek)	$ 3,392,000	(2033-2042)	Capacity Increase	Unfunded or Developer
10	Pine Grove Ave @ Ashby Rd Intersection Improvements (Roundabout or 4-way Stop) per Local Road Safety Plan	$ 1,500,000	(2033-2042)	Capacity Increase	Unfunded or Developer
	Total Long Term Fundable Needs =	**$ 57,022,000**			
	Unfunded =	**$ -**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Safety
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Riverland Drive Shoulder Widening, Knighton Road to two miles south	$ 1,800,000	(2022-2032)	Safety	**HSIP**/Local/Other
2	Deschutes Road Shoulder Widening, Brundage Rd. to Balls Ferry Rd. (Beatie Rd to Balls Ferry Rd completed)	$ 3,000,000	(2022-2032)	Safety	**HSIP**/Local/Other
3	Canyon Road Bike Lanes, Valley View Rd to China Gulch	$ 900,000	(2022-2032)	Safety	**HSIP**/Local/Other
4	Canyon Road Bike Lanes, SR 273 to Valley View Rd	$ 975,000	(2022-2032)	Safety	HSIP/**Local**/Other
5	Lake Boulevard Roundabout/Signal at Pine Grove Avenue	$ 750,000	(2022-2032)	Intersection	HSIP/**Local**/Other
6	Happy Valley Road Shoulder Widening and Realign, Palm Avenue to Warwick St	$ 2,812,500	(2022-2032)	Safety	HSIP/**Local**/Other
7	Placer Road, Shoulder Widening and Realign, Muletown Rd to Leaning Pine Rd	$ 975,000	(2022-2032)	Safety	HSIP/**Local**/Other
8	Churn Creek Road, Shoulder Widening from Rancho to Knighton	$ 2,250,000	(2022-2032)	Safety	HSIP/**Local**/Other
9	4th Street Median Lane, Main Street to Balls Ferry Road	$ 2,250,000	(2022-2032)	Capacity/Safety	HSIP/**Local**/Other
10	Bear Mountain Road - Shoulder Widening and Improve Alignment	$ 2,250,000	(2022-2032)	Safety	HSIP/**Local**/Other
11	Old Alturas Road, Shoulder Widening and Realign, Old Oregon Tr to Stillwater Ck	$ 735,000	(2022-2032)	Safety	HSIP/**Local**/Other
12	Old Alturas/Boyle Roads, Shoulder Widening, Stillwater Ck to Deschutes Rd	$ 2,250,000	(2022-2032)	Safety	HSIP/**Local**/Other
13	Placer Road at Swasey Drive, Roundabout	$ 750,000	(2022-2032)	Safety	HSIP/**Local**/Other
	Total Short Term Needs =	**$ 21,697,500**			
14	Canyon Road at China Gulch Drive Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	**HSIP**/Local/Other
15	Old Oregon Trail at Old Alturas Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	**HSIP**/Local/Other
16	Churn Creek Road, Shoulder Widening from Knighton to Airport	$ 2,880,000	(2033-2042)	Safety	**HSIP**/Local/Other
17	Clear Creek Road Shoulder Widening, 273 to Honey Bee	$ 2,880,000	(2033-2042)	Safety	**HSIP**/Local/Other
18	Old 44 Drive Shoulder Widening, COR to Deschutes Road	$ 2,880,000	(2033-2042)	Safety	HSIP/**Local**/Other
19	Old 44 Drive Shoulder Widening and Realignment, Silver Bridge Rd to Oak Run Rd	$ 2,880,000	(2033-2042)	Safety	HSIP/**Local**/Other
20	Swasey Drive Shoulder Widening, SH 299 to Placer	$ 5,932,500	(2033-2042)	Safety	HSIP/**Local**/Other
22	Deschutes Road at Boyle and Old Deschutes Rd Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	HSIP/**Local**/Other
23	Cottonwood - Fourth Street and Locust Street Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	HSIP/**Local**/Other
24	Quartz Hill and Keswick Dam Roads, Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	HSIP/**Local**/Other
25	Cottonwood - Happy Valley at Gas Point Road Roundabout/Signal	$ 960,000	(2033-2042)	Intersection	HSIP/**Local**/Other
21	Lower Springs Road Shoulder Widening, SH 299 to Swasey Drive	$ 2,880,000	(2033-2042)	Safety	HSIP/**Local**/Other
26	Deschutes Rd @ SR 44 Ramps and Old 44 Dr, Roundabouts/Signals	$ 3,840,000	(2033-2042)	Intersection	HSIP/**Local**/Other
	Total Long Term Fundable Needs =	**$ 29,932,500**			
	Unfunded =	**$ -**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Safety
CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Roundabout: Victor Avenue - Old Alturas	$ 1,500,000	(2022-2032)	Intersection	**HSIP**, Local
2	2 lane Realignment and Widening: Old Oregon Trail - Midland Drive to Frontier Road	$ 1,800,000	(2022-2032)	Safety	**HSIP**, Local
3	Signal: Alta Mesa Drive - Hartnell Avenue, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
4	Signal: Shasta View Drive - Simpson Blvd, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
5	Signal: Placer Road - Cumberland, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
6	Signal: Placer Road - Wisconsin Avenue, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
7	Signal: Park Marina Drive - Locust Street, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
8	Signal: Airport Road - Meadowview Drive, or roundabout	$ 400,000	(2022-2032)	Intersection	**HSIP**, Local
9	Signal: Churn Creek/Hawley Road - Collyer Drive, or roundabout	$ 512,000	(2022-2032)	Intersection	Developer
10	Signal: West Street - Placer Street, or roundabout	$ 400,000	(2033-2042)	Intersection	**HSIP**, Local
11	Signal: Lake Blvd - Keswick Dam Road, or roundabout	$ 350,000	(2033-2042)	Intersection	**HSIP**, Local
12	Signal: Churn Creek - Maraglia Street, or roundabout	$ 400,000	(2033-2042)	Intersection	**HSIP**, Local
13	Signal: Victor Avenue - Vega Street, or roundabout	$ 400,000	(2033-2042)	Intersection	**HSIP**, Local
14	Signal: East Street - South Street, or roundabout	$ 400,000	(2033-2042)	Intersection	**HSIP**, Local
	Total Short Term Needs =	**$ 8,162,000**			HSIP
15	Signal: Lake Boulevard - Panorama Drive, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
16	Signal: Placer - O'conner Avenue, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
17	Signal: Twin View - Caterpillar, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
18	Signal: Hilltop Drive - Sand Point Drive, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
19	Signal: Churn Creek Road - Palacio Drive, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
20	Signal: Shasta View Drive - College View, or roundabout	$ 750,000	(2033-2042)	Intersection	**HSIP**, Local
21	Signal: Victor Ave - El Vista Street, or roundabout	$ 750,000	(2033-2042)	Intersection	HSIP, **Local**
22	Signal: Lake Boulevard - Santa Rosa Way, or roundabout	$ 750,000	(2033-2042)	Intersection	HSIP, **Local**
23	Signal: Hartnell Avenue - Lawrence Road, or roundabout	$ 750,000	(2033-2042)	Intersection	HSIP, **Local**
24	Signal: Knighton Road - Veterans Administration/Veterans Home, or roundabout	$ 750,000	(2033-2042)	Intersection	HSIP, **Local**
	Total Long Term Fundable Needs =	**$ 7,500,000**			
	Unfunded =	**$ -**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Safety
CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	SR 273 @ North Street - Intersection Improvements	$ 1,500,000	(2022-2032)	Safety	**HSIP**, Local
	Total Short Term Needs =	**$ 1,500,000**			
2	SR 273 @ South Street - Intersection Improvements	$ 1,920,000	(2033-2042)	Safety	**HSIP**, Local
3	Little Street - Realignment	$ 896,000	(2033-2042)	Safety	**HSIP**, Local
4	Alexander St - Widening	$ 640,000	(2033-2042)	Safety	**HSIP**, Local
	Total Long Term Fundable Needs =	**$ 3,456,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Bridge
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Spring Creek Road @ Fall River - Replace Bridge	$ 4,511,000	(2022-2032)	Bridge Replacement	HBP, Local
	Total Short Term Needs =	**$ 4,511,000**			
2	Cassel Fall River Road @ Pit River - Replace Bridge	$ 7,746,000	(2022-2032)	Bridge Replacement	HBP, Local
3	Soda Creek Road @ Soda Creek - Replace Bridge	$ 3,020,000	(2022-2032)	Bridge Replacement	HBP, Local
4	Lower Gas Pt Road @ NFk Cottonwood Creek - Replace Bridge	$ 111,010	(2022-2032)	Bridge Replacement	HBP, Local
4 cont	Lower Gas Pt Road @ NFk Cottonwood Creek - Replace Bridge	$ 3,888,990	(2022-2032)	Bridge Replacement	HBP, Local
5	Ash Creek Road @ Sacramento River overflow - Replace Bridge	$ 3,900,000	(2022-2032)	Bridge Replacement	HBP, Local
6	Parkville Road @ Ash Creek - Replace Bridge	$ 2,200,000	(2022-2032)	Bridge Replacement	HBP, Local
7	Ponderosa Way @ NFk Bear Creek - Replace Bridge	$ 1,462,000	(2022-2032)	Bridge Replacement	HBP, Local
8	White House Road @ ACID Canal - Replace Bridge	$ 748,000	(2022-2032)	Bridge Replacement	HBP, Local
9	Soda Creek Road @ SFk Soda Creek - Replace Bridge	$ 1,088,000	(2022-2032)	Bridge Replacement	HBP, Local
10	Bear Mtn. Road @ Deep Hole Creek - Replace Bridge	$ 2,704,530	(2022-2032)	Bridge Replacement	HBP, Local
11	Holiday Rd @ Spr. Branch Stillwater Crk - Replace Bridge	$ 1,088,000	(2022-2032)	Bridge Replacement	HBP, Local
12	Adobe Road @ Anderson Creek - Replace Bridge	$ 4,182,000	(2022-2032)	Bridge Replacement	HBP, Local
13	Oak Run Road @ Oak Run Crk - 6C-188 - Replace Bridge	$ 4,046,000	(2022-2032)	Bridge Replacement	HBP, Local
14	Lakeshore Road @ Doney Crk - Replace Bridge	$ 13,311,000	(2022-2032)	Bridge Replacement	HBP, Local
15	Lakeshore Road @ Charlie Crk - Replace Bridge	$ 3,172,603	(2022-2032)	Bridge Replacement	HBP, Local
	Total Long Term Needs =	**$ 52,668,133**			
15 (cont)	Lakeshore Road @ Charlie Crk - Replace Bridge	$ 7,843,397	(2022-2032)	Bridge Replacement	HBP, Local
16	Ponderosa Way @ Snow Creek - Replace Bridge	$ 1,411,000	(2022-2032)	Bridge Replacement	HBP, Local
17	Ash Creek Road @ Anderson Creek - Replace Bridge	$ 5,134,000	(2022-2032)	Bridge Replacement	HBP, Local
18	Dersch Road @ Cow Creek - Replace Bridge	$ 3,638,000	(2022-2032)	Bridge Replacement	HBP, Local
19	Placer Road @ Dry Creek - Replace Bridge	$ 850,000	(2022-2032)	Bridge Replacement	HBP, Local
20	Tamarack Road @ Old Cow Creek - Replace Bridge	$ 901,000	(2022-2032)	Bridge Replacement	HBP, Local
21	Middle Creek Road @ Middle Creek - Replace Bridge	$ 3,200,000	(2022-2032)	Bridge Replacement	HBP, Local
22	Fern Road @ Glendenning Creek - Replace Bridge	$ 3,262,300	(2022-2032)	Bridge Replacement	HBP, Local
23	Island Road @ Little Tule River - Replace Bridge	$ 1,152,600	(2022-2032)	Bridge Replacement	HBP, Local
24	Zogg Mine Road @ Andrews Creek - Replace Bridge	$ 1,196,800	(2033-2042)	Bridge Replacement	HBP, Local
25	Main Street @ Castle Creek - Replace Bridge	$ 4,482,900	(2033-2042)	Bridge Replacement	HBP/Local/Other
26	Pittville Road @ Pit River - Replace Bridge	$ 7,922,000	(2033-2042)	Bridge Replacement	HBP/Local/Other
27	Riverside Road @ Sacramento River - Replace Bridge	$ 4,613,800	(2033-2042)	Bridge Replacement	HBP/Local/Other
28	Park Avenue at Burney Creek - Replace Bridge	$ 1,523,200	(2033-2042)	Bridge Replacement	HBP/Local/Other
29	La Moine Road @ Slate Creek - Replace Bridge	$ 5,113,600	(2033-2042)	Bridge Replacement	HBP/Local/Other
30	Platina Road @ Arbuckle Gulch - Replace Bridge	$ 2,067,200	(2033-2042)	Bridge Replacement	HBP/Local/Other
31	Gibson Road @ Boulder Creek - Replace Bridge	$ 5,657,600	(2033-2042)	Bridge Replacement	HBP/Local/Other
32	Jackrabbit Flat Rd @ Burney Creek - Replace Bridge	$ 2,458,200	(2033-2042)	Bridge Replacement	HBP/Local/Other
33	Churn Creek Rd @ Churn Creek 6C-86 - Replace Bridge	$ 8,226,300	(2033-2042)	Bridge Replacement	HBP/Local/Other
34	Bland Road @ NF Wilson Creek - Replace Bridge	$ 1,479,000	(2033-2042)	Bridge Replacement	HBP/Local/Other
35	Westside Road @ Squaw Creek - Replace Bridge	$ 3,308,200	(2033-2042)	Bridge Replacement	HBP/Local/Other

Shasta Regional Transportation Agency
Summary of Projects - Bridge
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
36	Platina Road @ Huling Creek - Replace Bridge	$ 1,174,700	(2033-2042)	Bridge Replacement	HBP/Local/Other
37	Bland Road @ SF Wilson Creek - Replace Bridge	$ 2,067,200	(2033-2042)	Bridge Replacement	HBP/Local/Other
38	Mineral Road @ Bailey Creek - Replace Bridge	$ 1,065,900	(2033-2042)	Bridge Replacement	HBP/Local/Other
39	Phillips Road @ Little Cow Crk - Replace Bridge	$ 2,633,300	(2033-2042)	Bridge Replacement	HBP/Local/Other
40	Rock Creek Road @ Bailey Creek - Replace Bridge	$ 1,980,500	(2033-2042)	Bridge Replacement	HBP/Local/Other
41	Sunny Hill Road @ Ducket Creek - Replace Bridge	$ 1,567,400	(2033-2042)	Bridge Replacement	HBP/Local/Other
42	Trinity Mountain Road @ French Gulch - Replace Bridge	$ 1,458,600	(2033-2042)	Bridge Replacement	HBP/Local/Other
43	Ponderosa Way @ SFk Cow Creek - Replace Bridge	$ 3,547,900	(2033-2042)	Bridge Replacement	HBP/Local/Other
44	Dersch Road @ Lack Creek - 6C-131 - Replace Bridge	$ 3,852,200	(2033-2042)	Bridge Replacement	HBP
45	Mountain Meadow Road @ Battle Creek - Replace Bridge	$ 1,609,900	(2033-2042)	Bridge Replacement	HBP
46	Clark Creek Road @ Burney Creek - Replace Bridge	$ 1,654,100	(2033-2042)	Bridge Replacement	HBP
47	Statton Road @ Salt Creek - Replace Bridge	$ 2,329,000	(2033-2042)	Bridge Replacement	HBP
48	Churn Creek Rd @ Churn Creek 6C-128 - Replace Bridge	$ 14,558,800	(2033-2042)	Bridge Replacement	HBP
49	Gas Point Road @ Antelope Creek - Replace Bridge	$ 4,112,300	(2033-2042)	Bridge Replacement	HBP
50	Tamarack Road @ Burney Creek - Replace Bridge	$ 3,417,000	(2033-2042)	Bridge Replacement	HBP
51	Mears Ridge Road @ Mears Creek - Replace Bridge	$ 5,417,900	(2033-2042)	Bridge Replacement	HBP
52	Nelson Creek Road @ Nelson Creek - Replace Bridge	$ 4,003,500	(2033-2042)	Bridge Replacement	HBP
53	Meyers Road @ Dry Creek - Replace Bridge	$ 3,221,500	(2033-2042)	Bridge Replacement	HBP
54	Soda Creek Road @ Soda Creek, 6C-139 - Replace Bridge	$ 2,567,000	(2033-2042)	Bridge Replacement	HBP
55	Platina Road @ NFk Cottonwood Creek - Replace Bridge	$ 3,459,500	(2033-2042)	Bridge Replacement	HBP
56	Gas Point Road @ Dry Creek - Replace Bridge	$ 3,743,400	(2033-2042)	Bridge Replacement	HBP
57	Soda Creek Road @ Sacramento River - Replace Bridge	$ 7,638,100	(2033-2042)	Bridge Replacement	HBP
58	Cline Gulch @ Clear Creek - Replace Bridge	$ 7,551,400	(2033-2042)	Bridge Replacement	HBP
59	Deer Flat Road @ NF Battle Creek - Replace Bridge	$ 1,654,100	(2033-2042)	Bridge Replacement	HBP
60	Big Bend Road @ Roaring Creek - Replace Bridge	$ 1,587,800	(2033-2042)	Bridge Replacement	HBP
61	Platina Road @ MF Cottonwood Creek	$ 1,200,000	(2033-2042)	Bridge Replacement	HBP
62	Ash Creek Road at Ash Creek Tributary - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
63	Fenders Ferry Road at Snow Creek - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
64	Rock Creek Road at Rock Creek - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
65	Highland Lakes Road at Boulder Creek - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
66	Cline Gulch Road at Cline Gulch - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
67	Tamarack Road at Old Cow Creek - Replace Bridge	unknown	beyond 2043	Bridge Replacement	HBP
	Unfunded =	**$ 164,514,097**			

Shasta Regional Transportation Agency
Summary of Projects - Bridge
CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	State Bridge #06C0340, Sacramento Drive @ Olney Creek - Bridge Replacement	$ 4,613,000	(2022-2032)	Bridge Replacement	HBP/Local
2	State Bridge #06C0104, Old Alturas Road @ Churn Creek - Bridge Replacement	$ 3,226,000	(2022-2032)	Bridge Replacement	HBP/Local
3	State Bridge #06C0341, Girvan Road @ Olney Creek - Bridge Replacement	$ 3,014,039	(2022-2032)	Bridge Replacement	HBP/Local
4	State Bridge # 06C0071, Railroad Ave over Canyon Hollow - Bridge Rehabilitation	$ 1,385,961	(2022-2032)	Bridge Rehabilitation	HBP/Local
	Total Short Term Needs =	**$ 12,239,000**			
4 cont	State Bridge # 06C0071, Railroad Ave over Canyon Hollow - Bridge Rehabilitation	$ 1,599,651	(2022-2032)	Bridge Rehabilitation	HBP/Local
5	State Bridge # 06C0085, Eastside Rd @ Canyon Hollow - Bridge Replacement	$ 1,731,000	(2022-2032)	Bridge Replacement	HBP/Local
6	State Bridge #06C0307, Canyon Road @ ACID Canal - Bridge Replacement	$ 2,542,339	(2022-2032)	Bridge Replacement	HBP/Local
	Total Long Term Fundable Needs =	**$ 5,872,990**			
7	State Bridge # 06C0106, Hilltop Dr @ I-5 - Bridge Rehabilitation (South Replacement)	$ 5,280,000	(2022-2032)	Bridge Rehabilitation	HBP/Local
8	State Bridge # 06C0088, Old Oregon Trail @ W. Fork Stillwater Creek - Bridge Replacement	$ 6,893,000	(2033-2042)	Bridge Replacement	HBP/Local
9	State Bridge # 06C0033, Lake Blvd @ SPRR - Bridge Rehabilitation	$ 6,893,000	(2033-2042)	Bridge Rehabilitation	HBP/Local
10	State Bridge # 06C0047, Locust St @ ACID Canal - Bridge Rehabilitation	$ 1,379,000	(2033-2042)	Bridge Rehabilitation	HBP/Local
11	State Bridge # 06C0057, Twin View Blvd @ Boulder Creek - Bridge Rehabilitation	$ 6,893,000	(2033-2042)	Bridge Rehabilitation	HBP/Local
12	State Bridge # 06C0106, Hartnell Ave @ Churn Court - Bridge Rehabilitation	$ 6,893,000	(2033-2042)	Bridge Rehabilitation	HBP/Local
13	State Bridge # 06C0070, Westside Rd @ Oregon Gulch - Bridge Rehabilitation	$ 1,379,000	(2033-2042)	Bridge Rehabilitation	HBP/Local
	Unfunded =	**$ 35,610,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Interstate 5, Post Miles R15.7 to R17.3, East Palisades Multi use Path	$ 8,364,500	(2022 - 2032)	Complete Streets	SHOPP
	Total Short Term Needs =	**$ 8,364,500**			
1 (cont)	Interstate 5, Post Miles R15.7 to R17.3, East Palisades Multi use Path	$ 3,971,500	(2022 - 2032)	Complete Streets	SHOPP
2	State Route 151, Begin PM 5.4, End PM 5.9, Shasta Lake City from 0.5 mile west to 0.4 mile east of Poplar Lane	$ 1,518,000	(2022 - 2032)	Construct curb ramps, reconstruct sidewalks and possibly add sidewalks and adjust traffic signal pedestrian buttons.	ATP
2 (cont)	State Route 151, Begin PM 5.4, End PM 5.9, Shasta Lake City from 0.5 mile west to 0.4 mile east of Poplar Lane	$ 482,000	(2022 - 2032)	Construct curb ramps, reconstruct sidewalks and possibly add sidewalks and adjust traffic signal pedestrian buttons.	ATP/STIP
3	Known as the Middle Creek Trail Extension on State Route 299, Begin PM 18.6, End 19.0, construct Class I facility on the north side of the road	$ 2,500,000	(2022 - 2032)	Construct Class I facility	ATP, SHOPP/STIP
4	As part of the 2020 Lake CAPM SHOPP –On State Route 299 between postmiles 24.11 and 25.27 (Lake Blvd to College View Drive) construct and make enhancements to the multiuse path and other Complete Street elements on the southside of 299 and various road connections to SR 299	$ 5,600,000	(2022 - 2032)	Construct Class I facility	SHOPP/STIP
5	Known as the North Redding Active Transportation Trunkline, a partnership project,t to construct Complete Street Elements from sections of Lake Blvd west of SR 273, along 273, on College View Drive in Redding to Old Oregon trail	$ 16,756,398	(2022 - 2032)	Complete Street Elements	ATP/STIP
5 (cont)	Known as the North Redding Active Transportation Trunkline, a partnership project,t to construct Complete Street Elements from sections of Lake Blvd west of SR 273, along 273, on College View Drive in Redding to Old Oregon trail	$ 3,243,602	(2022 - 2032)	Complete Street Elements	ATP/SS4A
6	As part of Caltrans South Market ADA – State Route 273 add a bike lanes in City of Redding	$ 1,190,835	(2022 - 2032)	Construct a class II bike lane between postmiles 14.9 - 15.7	SHOPP/SS4A
	Total Long Term Fundable Needs =	**$ 35,262,335**			
6	As part of Caltrans South Market ADA – State Route 273 add a bike lanes in City of Redding	$ 309,165	(2022 - 2032)	Construct a class II bike lane between postmiles 14.9 - 15.7	SHOPP/SS4A
7	Known as the Caltrans Downtown Redding CAPM, a 2024 SHOPP project, on SR 44 (PM L0.0L – L0.54), 273 (PM 14.5-20.03), 299 (PM 23-89 – 24.08)	$ 20,000,000	(2022 - 2032)	Complete Street elements such as Class I, II, IV, sidewalks and crosswalks	SHOPP, ATP
9	Known as the Caltrans Whiskey Creek Deck Replacement in the 2024 SHOPP on Shasta 299 PM 14.17 consider Complete Street Elements	$ 15,000,000	(2022 - 2032)	Complete Street Elements	SHOPP, ATP
10	State Route 299, In and near the town on Burney Shasta	$ 12,000,000	(2022 - 2032)	Complete Street Elements	SHOPP, ATP
11	Route 299, Begin PM 16.5, End PM 18.3, From Old Shasta to Whiskeytown NRA, bike lane.	$ 1,536,000	(2033 - 2042)	Bicycle and pedestrian,	SHOPP/ATP / Other
12	Entire length of SR 273, multi-modal facility	$ 300,000,000	(2033 - 2042)	complete streets elements	SHOPP/ATP / Other
13	Route 273, Begin PM 3.812, End PM 11.1, various locations in high pedestrian areas, Pedestrian Facilities - Consistent with ADA and Caltrans Design Standards	$ 8,961,000	(2033 - 2042)		SHOPP/ATP / Other
14	Along SR 44 in City of Redding and Shasta County just west of City limits to Deschutes in Palo Cedro	$ 25,000,000	(2033 - 2042)	Class I facility, addition Complete Street Features	SHOPP / ATP
15	A long lead project in the Caltrans 2021 SHSMP 10-year to make Complete Street improvements along SR 151 in the City of Shasta Lake	$ 15,000,000	(2033 - 2042)	Construct Complete Street Elements	SHOPP / ATP / Other
16	Along SR 299 from City of Redding to Whiskeytown consider Complete Street Elements	$ 50,000,000	(2033 - 2042)	Complete Streets Elements	SHOPP / ATP/ Other
17	Along SR 44 in and near the towns of Shingletown and Viola add Complete Street Elements	$ 20,000,000	(2033 - 2042)	Complete Street Elements	SHOPP / ATP /Other
	State Route 151, Post Miles 1.65 to R5.667R, Shasta Lake City Complete Streets	$ 12,556,000	(2033 - 2042)	Complete Streets	SHOPP
	Unfunded =	**$ 480,362,165**			

Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
76	QUEBEC ST from MOUNTAIN VIEW RD to TORONTO AVE	$ 278,982	(2033-2042)	Safe Routes to School	unknown
77	TORONTO AVE from 100FT EAST OF TALL TIMBER ST to ERIE ST	$ 668,100	(2033-2042)	Safe Routes to School	unknown
78	TALL TIMBER ST from MOUNTAIN VIEW RD to TORONTO AVE	$ 277,013	(2033-2042)	Safe Routes to School	unknown
79	MOUNTAIN VIEW RD from CARBERRY ST to TALL TIMBER LN	$ 697,974	(2033-2042)	Safe Routes to School	unknown
80	BAILEY AVE from 100FT WEST OF CARBERRY ST to MARQUETTE ST	$ 599,660	(2033-2042)	Community Walking Connection	unknown
81	MARQUETTE ST from STATE HWY 299 E to BAILEY AVE	$ 284,438	(2033-2042)	Community Walking Connection	unknown
82	MOUNTAIN VIEW RD from CARBERRY ST to TALL TIMBER LN	$ 717,717	(2033-2042)	Safe Routes to School	unknown
83	HUDSON ST from MOUNTAIN VIEW RD/STATE HWY 299 E to TIMBER HILL DR	$ 754,752	(2033-2042)	Community Walking Connection	unknown
84	STATE HWY 299 E from CORNAZ DR to HUDSON ST/MOUNTAIN VIEW RD	$ 2,091,930	(2033-2042)	Rural Community Main Street, subject to Caltrans process	unknown
85	TAMARACK AVE from STATE HWY 299 E to PARK AVE	$ 481,460	(2033-2042)	Community Walking Connection	unknown
86	STATE HWY 299 E from HUDSON ST/MOUNTAIN VIEW RD to TAMARACK AVE	$ 1,323,449	(2033-2042)	Rural Community Main St, subject to Caltrans process	unknown
87	PARK AVE/CYPRESS AVE from HUDSON ST to TAMARACK AVE	$ 937,878	(2033-2042)	Community Walking Connection	unknown
88	STATE HWY 299 E from TAMARACK AVE to TAMARACK AVE	$ 1,367,073	(2033-2042)	Subject to Caltrans Process - Rural Community Main St	unknown
89	TAMARACK AVE from PARK AVE to STATE HWY 299 E	$ 387,101	(2033-2042)	Community Walking Connection	unknown
90	STATE HWY 299 E from ROCKY RIDGE RD to SONOMA ST	$ 1,058,523	(2033-2042)	Community Walking Connection, subject to Caltrans process	unknown
91	BRUSH ST from FOURTH ST to FIRST ST	$ 644,079	(2033-2042)	Safe Routes to School	unknown
92	MAIN ST/SECOND ST/THIRD ST/OLIVE ST/FOURTH ST/FRONT ST/HIGH ST/FIRST ST from MUSKET WAY to COTTONWOOD CREEK CHARTER	$ 3,769,431	(2033-2042)	Rural Community Main St	unknown
93	WILLOW ST from FOURTH ST to THIRD ST	$ 273,942	(2033-2042)	Safe Routes to School	unknown
94	FOURTH ST from WILLOW ST to GAS POINT RD/I 5 NBOFF/R/I 5 NBON/R	$ 831,087	(2033-2042)	Safe Routes to School	unknown
95	WILLOW ST from THIRD ST to SECOND ST	$ 184,232	(2033-2042)	Safe Routes to School	unknown
96	FRONT ST/WALNUT ST from MAGNOLIA ST to MAIN ST	$ 526,478	(2033-2042)	Rural Community Main Street	unknown
97	WILLOW ST from SECOND ST to FIRST ST	$ 183,540	(2033-2042)	Safe Routes to School	unknown
98	FIRST ST from WILLOW ST to WILLOW ST	$ 1,167,708	(2033-2042)	Safe Routes to School	unknown
99	GAS POINT RD from FOURTH ST/I 5 NBOFF/R/I 5 NBON/R to DELLA LN	$ 1,397,342	(2033-2042)	Safe Routes to School	unknown
100	FIRST ST from CITIZENS LN to MEMORY LN	$ 931,050	(2033-2042)	Safe Routes to School	unknown
101	CURVE ST from BURNEY ST to STATE HWY 299 E	$ 193,584	(2033-2042)	Community Walking Connection	unknown
102	CURVE ST/BURNEY ST from THIRD ST to THIRD ST	$ 64,991	(2033-2042)	Community Walking Connection	unknown
103	MAIN ST from STATE HWY 299 E to BRIDGE ST	$ 380,993	(2033-2042)	Rural Community Main Street	unknown
104	THIRD ST from BURNEY ST to STATE HWY 299 E	$ 153,798	(2033-2042)	Community Walking Connection	unknown
105	STATE HWY 299 E from MAIN ST to OAK ST	$ 614,816	(2033-2042)	Subject to Caltrans Process - Rural Community Main Street	unknown
106	STATE HWY 299 E from MAIN ST to BRIDGE ST/FORT CROOK AVE/GLENBURN RD	$ 518,759	(2033-2042)	Subject to Caltrans Process - Community Walking Connection	unknown
107	GROVE ST from B ST to WALNUT ST	$ 530,981	(2033-2042)	Community Walking Connection	unknown
108	STATE HWY 299 E from MECHANIC ST to MAIN ST	$ 1,407,290	(2033-2042)	Subject to Caltrans Process - Rural Community Main Street	unknown
109	STATE HWY 299 E from TWO BILL LN to NA	$ 799,730	(2033-2042)	Subject to Caltrans Process - Community Walking Connection	unknown
110	STATE HWY 299 E from LEWIS RD to MAIN ST	$ 1,453,115	(2033-2042)	Subject to Caltrans Process - Rural Community Main Street	unknown
111	PALM AVE from HAPPY VALLEY RD to CURLEY LN	$ 637,155	(2033-2042)	Safe Routes to School	unknown
112	HAPPY VALLEY RD from MARYANN LN to ARTIC LN	$ 2,235,053	(2033-2042)	Safe Routes to School	unknown
113	OAK ST from HAWTHORNE AVE to CRAIG LN	$ 1,249,268	(2033-2042)	Safe Routes to School	unknown
114	CLOVERDALE RD from HAPPY VALLEY PRIMARY SCHOOL to MAGNUM DR	$ 1,680,081	(2033-2042)	Safe Routes to School	unknown
115	OLINDA RD from MAYBELLE WAY to HAPPY VALLEY RD	$ 1,468,523	(2033-2042)	Safe Routes to School	unknown
116	DESCHUTES RD from OLD 44 DR to GRAND ESTATES DR	$ 2,458,397	(2033-2042)	Rural Community Main Street	unknown
117	OLD 44 DR from CEDRO LN to VIA LINDA DR	$ 1,536,845	(2033-2042)	Rural Community Main Street	unknown
118	DESCHUTES RD from GRAND ESTATES DR to HILLSIDE DR	$ 1,535,523	(2033-2042)	Rural Community Main Street	unknown
119	DESCHUTES RD from WESLEY DR to OLD 44 DR	$ 2,380,820	(2033-2042)	Safe Routes to School	unknown
120	LASSEN VIEW DR from ORIOLE LN to DESCHUTES RD	$ 1,405,517	(2033-2042)	Safe Routes to School	unknown
121	DERSCH RD from CLEAR VIEW DR to DRAKE LN	$ 2,263,685	(2033-2042)	Safe Routes to School	unknown
122	SHASTA COLLEGE DR from SOUTHERN LIMIT to NORTHERN LIMIT	$ 1,623,957	(2033-2042)	Safe Routes to School	unknown
123	OLD OREGON TRL from SHASTA COLLEGE DR to COLLEGE VIEW DR	$ 1,870,841	(2033-2042)	Safe Routes to School	unknown
124	SHASTA COLLEGE DR from COLLYER DR/OLD OREGON TRL to OLD OREGON TRL	$ 3,329,177	(2033-2042)	Safe Routes to School	unknown
125	STATE HWY 299 E from JACKSON LN to BISHOPS WHEEL DR	$ 136,578	(2033-2042)	Subject to Caltrans Process - Rural Community Main Street	unknown
126	WHITMORE RD from WHITMORE VILLAGE RD to ATKINS RD	$ 336,111	(2033-2042)	Community Walking Connection	unknown
127	MAIN ST from MAIN ST/FRONTAGE RD to CASTELLA LOOP	$ 1,168,010	(2033-2042)	Safe Routes to School	unknown
128	CASTELLA LOOP from CASTELLA LOOP/fRONTAGE rD to CASTELLA LOOP/EASTSIDE ST	$ 1,747,779	(2033-2042)	Safe Routes to School	unknown
129	SWASEY DR from NAUVOO TRL to PLACER RD	$ 1,197,579	(2033-2042)	Safe Routes to School	unknown

Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
130	PLACER RD from CLOVERDALE RD to IGO-ONO ELEMENTARY	$ 958,245	(2033-2042)	Rural Community Main Street	unknown
131	MIDDLETOWN PARK DR from SWASEY DR to GOLDSTONE LN	$ 1,173,209	(2033-2042)	Safe Routes to School	unknown
132	ATKINS RD from BOGGS LN to WHITMORE RD	$ 42,834	(2033-2042)	Community Walking Connection	unknown
133	PLACER RD from PLATEAU CIR to SWASEY DR	$ 1,574,222	(2033-2042)	Safe Routes to School	unknown
134	STATE HWY 299 E from BISHOPS WHEEL DR to OLD BERTAGNA PL	$ 646,244	(2033-2042)	Subject to Caltrans Process - Rural Community Main Street	unknown
135	KNIGHTON RD/CLOVER RD/PACHECO RD from DANISH LN to CHURN CREEK RD	$ 3,183,369	(2033-2042)	Safe Routes to School	unknown
136	OAK RUN TO FERN RD from ENGLISH WAY to 200FT WEST OF ENGLISH WAY	$ 53,345	(2033-2042)	Community Walking Connection	unknown
137	ENGLISH WAY from OAK RUN TO FERN RD to RASPBERRY LN	$ 101,168	(2033-2042)	Community Walking Connection	unknown
138	PLACER RD from SWASEY DR to RANCHLAND DR	$ 1,380,837	(2033-2042)	Safe Routes to School	unknown
139	CHURN CREEK RD/MEADOW VIEW DR/PACHECO SCHOOL RD from GREEN HOLLOW LN to ROBLES DR	$ 4,166,787	(2033-2042)	Safe Routes to School	unknown
140	MAIN ST from CLINE GULCH RD to FRENCH GULCH RD	$ 1,257,815	(2033-2042)	Rural Community Main Street	unknown
	Unfunded =	**$ 123,038,722**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
CITY OF REDDING

PROJECT NUMBER	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	NETWORK TYPE	FACILITY TYPE	EXPECTED FUNDING SOURCES
2	Collyer Dr from Poison Oak Ln to Hawley Rd	$ 2,750,000	(2022-2032)	Bicycle	Buffered Bike Lane	ATP
4	Hawley Rd; Churn Creek Rd from Hawley Rd/Collyer Dr to Churn Creek Rd/Palacio Dr	$ 1,700,000	(2022-2032)	Bicycle	Buffered Bike Lane	Developer
5	Off-street (Turtle Bay to Downtown Trail) from Turtle Bay to Continential St	$ 1,800,000	(2022-2032)	Bicycle	Shared Use Path	ATP
6	Park Marina Dr (east side) from Sundial Bridge Dr to E Cypress Ave	$ 850,000	(2022-2032)	Bicycle; Pedestrian	Shared Use Path	ATP
7	Park Marina Dr from Sundial Bridge Dr to E Cypress Ave	$ 1,373,109	(2022-2032)	Pedestrian	Sidewalk	ATP
8	Park Marina Dr from Sundial Bridge Dr to Parkview Ave	$ 1,700,000	(2022-2032)	Bicycle	Buffered Bike Lane	Unknown
9	Railroad Ave from South St to Buenaventura Blvd	$ 2,001,463	(2022-2032)	Pedestrian	Sidewalk	Unknown
	Total short term needs =	**$ 12,174,572**				
10	Railroad Ave (east side) from South St to Buenaventura Blvd	$ 645,934	(2022-2032)	Pedestrian	Shared Use Path	Unknown
11	Shasta St; Willis St; Pleasant St; South St from South St/San Francisco St to Shasta St/Court St	$ 1,800,000	(2022-2032)	Bicycle	Bike Boulevard	Unknown
12	Shasta View Dr from Saturn Skwy to Goodwater Ave	$ 1,875,000	(2022-2032)	Bicycle	Buffered Bike Lane	Unknown
13	Shasta View Dr from Saturn Skwy to Goodwater Ave	$ 1,317,989	(2022-2032)	Pedestrian	Sidewalk	Unknown
14	Shasta View Dr (east side) from Saturn Skwy to Goodwater Ave	$ 800,000	(2022-2032)	Bicycle; Pedestrian	Shared Use Path	Unknown
15	South St from East St to Park Marina Dr	$ 1,275,000	(2022-2032)	Bicycle	Bike Boulevard	Unknown
17	Victor Ave (west side) from Bramble Pl to Old Alturas Rd	$ 720,000	(2022-2032)	Bicycle; Pedestrian	Shared Use Path	Unknown
18	Victor Ave from Bramble Pl to Old Alturas Rd	$ 3,175,000	(2022-2032)	Bicycle	Buffered Bike Lane	Unknown
19	Victor Ave (east side) from Bramble Pl to Old Alturas Rd	$ 1,997,543	(2022-2032)	Pedestrian	Sidewalk	Unknown
82	E Cypress Ave from Alfreda Way to Victor Ave	$ 29,913	(2022-2032)	Bicycle	Buffered Bike Lane	ATP
84	E Cypress Ave from Alfreda Way to Victor Ave	$ 529,884	(2022-2032)	Pedestrian	Sidewalk	ATP
228	Wentz Creek Trail, From Mistletoe Elementary School, To Cypress Ave from to	$ 1,275,840	(2022-2032)	Recreational	Multi-use Trail	Unknown
232	Sundial Bridge Dr from Park Marina Dr to WB SR 44 Off-and-On Ramps	$ 72,044	(2022-2032)	Bicycle	Shared Use Path--Subject to Caltrans Process	Unknown
27	Airport Rd from SR 44 to Billy Jean Ln	$ 72,811	(2033-2042)	Bicycle	Bike Lane	Unknown
28	Airport Rd (Frontage Rd) (Future) from Electro Way to Shasta View Dr	$ 51,821	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
29	Airport Rd from Shasta View Dr to Hole in One Dr	$ 91,626	(2033-2042)	Bicycle	Bike Lane	Unknown
30	Akrich St from Oasis Rd/Old Oregon Trl to Northern City Limit	$ 41,713	(2033-2042)	Bicycle	Bike Lane	Unknown
31	Alta Mesa Dr from Rancho Rd to Hartnell Ave	$ 800,188	(2033-2042)	Bicycle	Bike Boulevard	Unknown
32	Alta Mesa Dr from Saturn Skwy to Hartnell Ave	$ 599,523	(2033-2042)	Pedestrian	Sidewalk	Unknown
33	Athens Ave from South St to W Cypress Ave	$ 433,975	(2033-2042)	Pedestrian	Sidewalk	Unknown
34	Bechelli Ln from Bechelli Ln (Northern End) to Sacramento River Trail	$ 5,706	(2033-2042)	Bicycle	Bike Lane	Unknown
35	Beltline Rd from Oasis Rd to Caterpillar Rd	$ 22,156	(2033-2042)	Bicycle	Bike Lane	Unknown
36	Beltline Rd from Caterpillar Rd to Beltline Rd (Southern End)	$ 144,180	(2033-2042)	Bicycle	Bike Boulevard	Unknown
37	Benton Dr from N Court St/Riverside Dr to N Market St	$ 58,027	(2033-2042)	Bicycle	Bike Lane	Unknown
38	Boulder Dr from Campers Ct to Black Marble Way	$ 156,338	(2033-2042)	Bicycle	Shared Use Path--Subject to Caltrans Process	Unknown
39	Branstetter Ln from Westside Rd to Cedars Rd	$ 1,655,902	(2033-2042)	Pedestrian	Sidewalk	Unknown
40	Branstetter Ln; Texas Springs Rd from Branstetter Ln/SR 273 to Texas Springs Rd (Western City Limit)	$ 147,670	(2033-2042)	Bicycle	Bike Lane	Unknown
41	Browning St from Hilltop Dr to Old Arturas Rd	$ 65,012	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
42	Browning St from Hilltop Dr to Old Arturas Rd	$ 888,432	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
43	Browning St from Canby Rd to Churn Creek Rd	$ 125,969	(2033-2042)	Pedestrian	Sidewalk	Unknown
44	Browning St and Lancers Ln from to	$ 94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
45	Buenaventura Blvd from SR 273 to Placer St	$ 143,430	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown/HSIP
46	Buenaventura Blvd from Placer St to Eureka Way	$ 52,853	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown/HSIP
47	Buenaventura Blvd from SR 273 to Teton Dr	$ 119,217	(2033-2042)	Bicycle	Shared Use Path	Unknown/HSIP

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	Total Long Term Needs =	**$**	**21,285,623**				
47 (cont)	Buenaventura Blvd from SR 273 to Teton Dr	$	444,412	(2033-2042)	Bicycle	Shared Use Path	Unknown
48	Buenaventura Blvd (east side) from Starlight Blvd to Placer St	$	646,001	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
49	Buenaventura Blvd (west side) from Placer St to Eureka Way	$	732,905	(2033-2042)	Pedestrian	Shared Use Path	Unknown
50	Buenaventura Blvd; Starlight Blvd from Buenaventura Blvd/Placer St to Starlight Blvd (960 ft e/o Buenaventura Blvd)	$	1,062,192	(2033-2042)	Pedestrian	Sidewalk	Unknown
51	Butte St; Liberty St from Butte St/Continental St to Liberty St/Yuba St	$	19,484	(2033-2042)	Bicycle	Separated Bike Lane	Unknown
52	California St from Yuba St to Placer St	$	10,043	(2033-2042)	Bicycle	Separated Bike Lane	Unknown
53	California St from Gold St to SR 273	$	644,657	(2033-2042)	Pedestrian	Sidewalk	Unknown
54	California St; Gold St; S Market St from California St/Placer St to S Market St/W Cypress Ave	$	38,293	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
55	Canby Rd from Browning St to Tanglewood Dr	$	370,069	(2033-2042)	Pedestrian	Sidewalk	Unknown
56	Canyon Rd from SR 273 to Southwestern City Limit	$	109,990	(2033-2042)	Bicycle	Bike Lane	Unknown
57	Cascade Blvd from Northern City Limit to Oasis Rd	$	26,240	(2033-2042)	Bicycle	Bike Lane	Unknown
58	Cedars Rd from Westside Rd to El Reno Ln	$	60,577	(2033-2042)	Bicycle	Bike Lane	Unknown
59	Cedars Rd from Westside Rd to Branstetter Ln	$	226,232	(2033-2042)	Pedestrian	Sidewalk	Unknown
60	Cedars Rd from Kenyon Dr to El Reno Ln	$	432,111	(2033-2042)	Pedestrian	Sidewalk	Unknown
61	Churn Creek Rd from Rancho Rd to Churn Creek Rd/S Bonnyview Rd	$	51,428	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
62	Churn Creek Rd from S Bonnyview Rd to Cypress Way	$	117,437	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
63	Churn Creek Rd from E Cypress Ave to Dana Dr	$	71,098	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
64	Churn Creek Rd from Browning St to Bodenhamer Blvd	$	33,224	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
65	Churn Creek Rd from Rancho Rd to Churn Creek Rd/S Bonnyview Rd	$	698,508	(2033-2042)	Bicycle	Shared Use Path	Unknown
66	Churn Creek Rd from Churn Creek Rd/S Bonnyview Rd to Victor Ave	$	911,059	(2033-2042)	Pedestrian	Sidewalk	Unknown
67	Churn Creek Rd from Browning St to College View Dr	$	1,829,638	(2033-2042)	Pedestrian	Sidewalk	Unknown
68	College View Dr from Old Oregon Trl to Churn Creek Rd	$	108,671	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
69	Collyer Dr from Twin Tower Dr to Hawley Rd	$	964,420	(2033-2042)	Pedestrian	Sidewalk	Unknown
70	Constitution Way; Twin View Blvd; Northpoint Dr from Constitution Way/Mountain View Dr to Northpoint Dr/Lake Blvd	$	54,597	(2033-2042)	Bicycle	Bike Lane	Unknown
71	Continental St from South St to Butte St	$	126,183	(2033-2042)	Bicycle	Bike Boulevard	Unknown
72	Continental St from SR 44 to Trinity St	$	242,232	(2033-2042)	Pedestrian	Sidewalk	Unknown
73	Court St; N Court St from Court St/South St to N Court St/Benton Dr	$	32,376	(2033-2042)	Bicycle	Bike Lane	Unknown
74	Court St; Schley Ave from Court St/South St to Schley Ave/Railroad Ave	$	115,264	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
75	Dana Dr from Churn Creek Rd to Hilltop Dr	$	14,342	(2033-2042)	Bicycle	Bike Lane	Unknown
76	Dana Dr and Hilltop Dr from to	$	312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
77	Dogwood Ln; Buckeye Terrace; Clay St from Dogwood Ln (Eastern End) to Clay St/Lake Blvd	$	142,205	(2033-2042)	Bicycle	Bike Boulevard	Unknown
78	E Bonnyview Rd (Future) from Creekside St/Sacramento Dr to S Bonnyview Rd	$	43,228	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
79	E Bonnyview Rd (Future) from Creekside St/Sacramento Dr to S Bonnyview Rd	$	583,335	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
80	E Bonnyview Rd; Radio Ln from E Bonnyview Rd/S Bonnyview Rd to Radio Ln/Eastside Rd	$	62,494	(2033-2042)	Bicycle	Bike Lane	Unknown
81	E Cypress Ave from Hartnell Ave/Hemsted Dr to Churn Creek Rd	$	34,355	(2033-2042)	Bicycle	Bike Lane	Unknown
83	E Cypress Ave (Future) from Victor Ave to Shasta View Dr	$	623,663	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
85	E Cypress Ave and Churn Creek Rd from to	$	94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
86	East St from Pine St to Locust St	$	3,576	(2033-2042)	Bicycle	Bike Lane	Unknown
87	East St from Placer St to Trinity St	$	17,989	(2033-2042)	Bicycle	Bike Lane	Unknown
88	East St from W Cypress Ave to South St	$	394,553	(2033-2042)	Pedestrian	Sidewalk	Unknown
89	Eastside Rd from N Bonnyview Rd to S Bonnyview Rd	$	901,136	(2033-2042)	Bicycle	Shared Use Path	Unknown
90	El Reno Ln from Westside Rd to Cedars Rd	$	166,055	(2033-2042)	Pedestrian	Sidewalk	Unknown
91	Eureka Way from Lower Springs Rd to Buenaventura Blvd	$	42,281	(2033-2042)	Bicycle	Bike Lane--Subject to Caltrans Process	Unknown
92	Eureka Way from Buenaventura Blvd to Court St	$	63,356	(2033-2042)	Bicycle	Bike Lane--Subject to Caltrans Process	Unknown
93	Eureka Way from Buenaventura Blvd to e/o Overhill Dr	$	698,204	(2033-2042)	Pedestrian	Sidewalk	Unknown

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94	Eureka Way and Walnut Ave from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
95	Girvan Rd from Creekside St/Island Dr to SR 273/Eastside Rd	$ 30,396	(2033-2042)	Bicycle	Bike Lane	Unknown
96	Hartnell Ave from E Cypress Ave to Churn Creek Rd	$ 80,612	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
97	Hartnell Ave from Victor Ave to Shasta View Dr	$ 47,203	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
98	Hartnell Ave from Shasta View Dr to Airport Rd/Old Oregon Trl	$ 56,630	(2033-2042)	Bicycle	Bike Lane	Unknown
99	Hartnell Ave from Victor Ave to Shasta View Dr	$ 836,164	(2033-2042)	Pedestrian	Sidewalk	Unknown
100	Hartnell Ave and Churn Creek Rd from to	$ 94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
101	Hartnell Ave at Yana Ave from to	$ 94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
102	Hawley Rd from Constitution Way to Hawley Rd (e/o Norwich Ct)	$ 485,608	(2033-2042)	Pedestrian	Shared Use Path	Unknown
103	Hawley Rd from Hawley Rd (e/o Norwich Ct) to Collyer Dr	$ 26,419	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
104	Hawley Rd from Hawley Rd (e/o Norwich Ct) to Collyer Dr	$ 722,643	(2033-2042)	Pedestrian	Sidewalk	Unknown
105	Hemsted Dr from Bechelli Ln to E Cypress Ave/Hartnell Ave	$ 18,343	(2033-2042)	Bicycle	Bike Route	Unknown
106	Hilltop Dr from Browning St to Palisades Ave	$ 19,570	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
107	Hilltop Dr from Palisades Ave to Southeast of Lake Blvd/N Market St	$ 74,137	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
108	Hilltop Dr from Southeast of Lake Blvd/N Market St to Lake Blvd	$ 14,245	(2033-2042)	Bicycle	Bike Lane	Unknown
109	Hilltop Dr from Palisades Ave to Southeast of Lake Blvd/N Market St	$ 1,039,913	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
110	Hilltop Dr (Southeast of Lake Blvd/N Market St) from to	$ 94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
111	Hilltop Dr and Sandpointe Dr from to	$ 94,927	(2033-2042)	Pedestrian	Intersection Improvement	Unknown
112	I-5 and E Cypress Ave from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
113	I-5 and Hilltop Dr from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
114	I-5 Crossing from Bechelli Ln to Hilltop Dr/Mistletoe Ln	$ 169,314	(2033-2042)	Bicycle	Shared Use Path--Subject to Caltrans Process	Unknown
115	Kenyon Dr from Cedars Rd to Westside Rd	$ 151,358	(2033-2042)	Pedestrian	Sidewalk	Unknown
116	Keswick Dam Rd from Lake Blvd to Western City Limit	$ 32,642	(2033-2042)	Bicycle	Bike Lane	Unknown
117	Lake Blvd from Northern City Limit to Oasis Rd	$ 21,957	(2033-2042)	Bicycle	Bike Lane	Unknown
118	Lake Blvd from Oasis Rd to 100 ft w/o N Market St	$ 126,958	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
119	Lake Blvd from Keswick Dam Rd to Panorama Dr	$ 713,680	(2033-2042)	Pedestrian	Sidewalk	Unknown
120	Lakeside Dr from Ridge Dr to Buenaventura Blvd	$ 483,519	(2033-2042)	Pedestrian	Sidewalk	Unknown
121	Locust St from Canal Dr to Athens Ave	$ 148,547	(2033-2042)	Pedestrian	Sidewalk	Unknown
122	Locust St; Civic Center Dr from Locust St/East St to Civic Center Dr/W Cypress Ave	$ 18,177	(2033-2042)	Bicycle	Bike Route	Unknown
123	Loma Vista Dr; Ethan Ln; Monterra Ln; Remi Ln; Loma Vista Dr from Loma Vista Dr/Churn Creek Rd to Loma Vista Dr/Roesner Ave	$ 138,911	(2033-2042)	Bicycle	Bike Boulevard	Unknown
124	Loma Vista Dr from Loma Vista Dr/Roesner Ave to Victor Ave	$ 519,953	(2033-2042)	Pedestrian	Shared Use Path	Unknown
125	Loma Vista Dr from Victor Ave (450 ft n/o Shelby Rd) to Shasta View Dr (167 ft n/o Castlewood Dr)	$ 672,074	(2033-2042)	Pedestrian	Shared Use Path	Unknown
126	Madison River Dr; Yellowstone Dr; Western Oak Dr; Saratoga Dr; El Vista St from Banjo Ln/Goodwater Ave to El Vista St/Victor Ave	$ 638,045	(2033-2042)	Bicycle	Bike Boulevard	Unknown
127	Mary St; Overhill Dr from Mary St/8th St to Overhill Dr/Eureka Way	$ 301,754	(2033-2042)	Bicycle	Bike Boulevard	Unknown
128	Mission De Oro Dr; Mill Valley Pkwy from Mill Valley Pkwy (Northern End) to Mission De Oro Dr/Tanglewood Dr	$ 282,627	(2033-2042)	Bicycle	Bike Boulevard	Unknown
129	Mistletoe Ln from Victor Ave to Shady Ln	$ 11,469	(2033-2042)	Bicycle	Bike Lane	Unknown
130	Mistletoe Ln from Carpenter Ln/Shasta Pines Way to Churn Creek Rd	$ 5,404	(2033-2042)	Bicycle	Bike Lane	Unknown
131	N Market St from Sulphur Creek Rd to Benton Dr	$ 3,687	(2033-2042)	Bicycle	Bike Lane	Unknown
132	Oasis Rd from Lake Blvd to Oasis Rd/Old Oregon Trail	$ 265,888	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
133	Off-street from Oasis Rd to Eastern City Limit	$ 95,200	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
134	Off-street from Hilltop Dr to Peppertree Park	$ 524,229	(2033-2042)	Bicycle	Shared Use Path	Unknown
135	Off-street from Canyon Creek Rd to w/o Canyon Creek Rd	$ 267,326	(2033-2042)	Bicycle	Shared Use Path	Unknown
136	Off-street from Riverside Dr to Bonnyview Boat Ramp	$ 492,957	(2033-2042)	Bicycle	Shared Use Path	Unknown
137	Off-street (ACID Canal Trail) from Park Marina Dr to Parkview Ave	$ 163,282	(2033-2042)	Bicycle	Shared Use Path	Unknown
138	Off-street (ACID Canal Trail) from Parkview Ave to N Bonnyview Rd/Eastside Rd	$ 1,986,569	(2033-2042)	Bicycle	Shared Use Path	Unknown
139	Off-street (Boulder Creek) from I-5 /SR 299 (SE QUAD) to Churn Creek Rd	$ 1,254,274	(2033-2042)	Bicycle	Shared Use Path	Unknown
140	Off-street (Boulder Creek/Churn Creek) from Churn Creek Rd to Old Alturas Rd	$ 1,441,149	(2033-2042)	Bicycle	Shared Use Path	Unknown
141	Off-street (Churn Creek) from Oasis Rd to Pine Grove Ave	$ 587,064	(2033-2042)	Bicycle	Shared Use Path	Unknown

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142	Off-street (Churn Creek) from Crooked Oak Ln to Hawley Rd	$ 2,262,573	(2033-2042)	Bicycle	Shared Use Path	Unknown
143	Off-street (Churn Creek) from Old Alturas Rd to E Cypress Ave	$ 1,507,493	(2033-2042)	Bicycle	Shared Use Path	Unknown
144	Off-street (Churn Creek) from E Cypress Ave to Churn Creek Rd/Hartmeyer Ln	$ 3,090,274	(2033-2042)	Bicycle	Shared Use Path	Unknown
145	Off-street (Clover Creek) from Clover Creek Preserve to Hartnell Ave	$ 482,281	(2033-2042)	Bicycle	Shared Use Path	Unknown
146	Off-street (Linden Creek) from Buenaventura Blvd to West St	$ 810,952	(2033-2042)	Bicycle	Shared Use Path	Unknown
147	Off-street (Little Churn Creek) from Churn Creek to Lawrence Rd	$ 680,406	(2033-2042)	Bicycle	Shared Use Path	Unknown
148	Off-street (Loma Vista Trail) from Saffron Way to Ethan Ln/Loma Vista Dr	$ 1,545,700	(2033-2042)	Bicycle	Shared Use Path	Unknown
149	Off-street (Sulphur Creek Rd) from Dogwood Ln to Sulphur Creek Rd/Lost Rd	$ 1,299,051	(2033-2042)	Bicycle	Shared Use Path	Unknown
150	Off-street (Sulphur Creek) from N Market St to Arboretum Perimeter Trail	$ 295,578	(2033-2042)	Bicycle	Shared Use Path	Unknown
151	Off-street (View Trail) from Mission Del Oro Dr to Browning St/View Ave	$ 373,848	(2033-2042)	Bicycle	Shared Use Path	Unknown
152	Off-street (Wright Dr) from Beltline Rd (Southern End) to Wright Dr/Big Eagle Ln	$ 86,914	(2033-2042)	Bicycle	Shared Use Path	Unknown
153	Old Alturas Rd (north side) from Browning St to Victor Ave	$ 131,169	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
154	Old Alturas Rd (north side) from Victor Ave to Eastern City Limit	$ 1,178,829	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
155	Old Oregon Trail from Oasis Rd/Old Oregon Trl to Northeastern City Limit	$ 147,858	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
156	Oregon St from Shasta St to Yuba St	$ 244,853	(2033-2042)	Pedestrian	Sidewalk	Unknown
157	Palacio Dr from Churn Creek Rd to Franciscan Trail/Vintage Path	$ 511,691	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
158	Palisades Ave from Palisades Ave (Southern End) to Hilltop Dr	$ 375,361	(2033-2042)	Bicycle	Shared Use Path	Unknown
159	Pine St from S Market St to Trinity St	$ 64,625	(2033-2042)	Bicycle	Buffered Bike Lane--Subject to Caltrans Process	Unknown
160	Placer St from Pleasant St to Court St	$ 60,579	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
161	Placer St from Continental St to Placer St (Eastern End)	$ 124,498	(2033-2042)	Bicycle	Bike Boulevard	Unknown
162	Quartz Hill Rd from Western City Limit to Terra Nova Dr	$ 57,009	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
163	Quartz Hill Rd from (1,485 ft e/o) River Ridge Dr to Terra Nova Dr	$ 533,207	(2033-2042)	Pedestrian	Sidewalk	Unknown
164	Radio Ln; E Bonnyview Rd from Radio Ln/Veterans Ln to E Bonnyview Rd/S Bonnyview Rd	$ 1,581,920	(2033-2042)	Pedestrian	Sidewalk	Unknown
165	Rancho Rd from Churn Creek Rd to Airport Rd	$ 110,747	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
166	Rancho Rd from Churn Creek Rd to Airport Rd	$ 1,544,802	(2033-2042)	Bicycle	Shared Use Path	Unknown
167	Redwood Blvd from Northpoint Dr to (n/o) Hardwood Blvd	$ 82,059	(2033-2042)	Pedestrian	Sidewalk	Unknown
168	Redwood Blvd from Butternut Trail to Caterpillar Rd	$ 475,569	(2033-2042)	Pedestrian	Sidewalk	Unknown
169	S Bonnyview Rd from Bechelli Ln to Churn Creek Rd	$ 274,127	(2033-2042)	Bicycle	Shared Use Path--Subject to Caltrans Process	Unknown
170	S Bonnyview Rd; Churn Creek Rd from S Bonnyveiw Rd/Bechelli Ln to Churn Creek Rd/Victor Ave	$ 934,524	(2033-2042)	Pedestrian	Shared Use Path	Unknown
171	S Market St from Trinity St to Quartz Hill Rd	$ 18,425	(2033-2042)	Bicycle	Bike Lane	Unknown
172	S Market St/SR273 from South St to Placer St	$ 4,442	(2033-2042)	Bicycle	Bike Route	Unknown
173	S Market St/SR273 from Buenaventura Blvd to Angelo Ave/California St	$ 66,780	(2033-2042)	Bicycle	Bike Lane--Subject to Caltrans Process	Unknown
174	Shasta View Dr from Collyer Dr to Hollow Ln	$ 25,238	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
175	Shasta View Dr (east side) from Collyer Dr to Hollow Ln	$ 349,988	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
176	Shasta View Dr from Hemingway St to College View Dr	$ 66,737	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
177	Shasta View Dr (east side) from Hemingway St to College View Dr	$ 941,169	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
178	Shasta View Dr from Goodwater Ave to Old Alturas Rd	$ 74,407	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
179	Shasta View Dr (east side) from Goodwater Ave to Old Alturas Rd	$ 1,029,552	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
180	Shasta View Dr from Rancho Rd to Galaxy Way	$ 75,657	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
181	Shasta View Dr (east side) from Rancho Rd to Galaxy Way	$ 1,048,589	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
184	Shasta View Dr from Goodwater Ave to Old Alturas Rd	$ 615,932	(2033-2042)	Pedestrian	Sidewalk	Unknown
185	South St from Court St to East St	$ 16,301	(2033-2042)	Bicycle	Bike Lane	Unknown
186	South St from West St to Court St	$ 33,134	(2033-2042)	Bicycle	Bike Boulevard	Unknown
187	SR 273 and Breslauer Way from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown

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188	Star Dr; Sacramento Dr; Creekside St from Creekside St/Island Dr to Star Dr/Eastside Rd	$ 696,263	(2033-2042)	Bicycle	Bike Boulevard	Unknown
189	Sundial Bridge Dr and SR 44 from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
190	Tehama St from West St to California St	$ 10,942	(2033-2042)	Bicycle	Bike Route	Unknown
191	Tidmore Ln from Collyer Dr to College View Dr	$ 209,891	(2033-2042)	Bicycle	Shared Use Path	Unknown
192	Twin View Blvd; Mountain View Dr; Collyer Dr from Twin View Blvd/Oasis Rd to Collyer Dr/Hawley Rd	$ 987,045	(2033-2042)	Bicycle	Bike Boulevard	Unknown
193	Venture Pkwy/Rancho Rd from Rancho Rd/Airport Rd to Airport Rd/Fig Tree Ln	$ 169,740	(2033-2042)	Bicycle	Bike Lane	Unknown
194	Venus Way; Mercury Dr; Vega St from Venus Way/Shasta View Dr to Vega St/Victor Ave	$ 334,446	(2033-2042)	Bicycle	Bike Boulevard	Unknown
195	Victor Ave from Churn Creek Rd to El Vista St	$ 45,110	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
196	Victor Ave (west side) from Churn Creek Rd to El Vista St	$ 623,352	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
197	W Cypress Ave from Pine St to Grape Ave	$ 11,767	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
198	W Cypress Ave and Pine St from to	$ 312,576	(2033-2042)	Pedestrian	Intersection Improvement--Subject to Caltrans Process	Unknown
199	Walnut Ave from Eureka Way to Shasta St	$ 90,401	(2033-2042)	Bicycle	Bike Boulevard	Unknown
200	Waverly Ave; Eastside Rd from Waverly Ave/Beretta Ln to Eastside Rd/Girvan Rd	$ 608,021	(2033-2042)	Pedestrian	Sidewalk	Unknown
201	West St; Gold St; Airpark Dr from West St/Eureka Way to Airpark Dr/Placer St	$ 490,624	(2033-2042)	Bicycle	Bike Boulevard	Unknown
202	West St; Logan St from West St/Linden Ave to Logan St/Railroad Ave	$ 7,400	(2033-2042)	Bicycle	Bike Route	Unknown
203	Westside Rd from Buenaventura Blvd to Canyon Rd	$ 3,152,908	(2033-2042)	Bicycle; Pedestrian	Shared Use Path	Unknown
204	Westside Rd from El Reno Ln to Cedars Rd	$ 652,204	(2033-2042)	Pedestrian	Sidewalk	Unknown
205	Westwood Ave; Paso Dr from Westwood Ave/Westside Rd to Paso Dr/Sycamore Dr	$ 406,597	(2033-2042)	Pedestrian	Sidewalk	Unknown
206	Wright Dr; Alder St; Mountain Shadows Blvd from Wright Dr/Big Eagle Ln to Mountain Shadows Blvd/Lake Blvd	$ 180,666	(2033-2042)	Bicycle	Bike Boulevard	Unknown
207	Yuba St from California St to Liberty St	$ 50,462	(2033-2042)	Bicycle	Separated Bike Lane	Unknown
208	Yuba St from Court St to California St	$ 7,706	(2033-2042)	Bicycle	Bike Route	Unknown
209	Avalon Trail, From Shasta View Dr (Future), To Old Oregon Trail from to	$ 3,189,600	(2033-2042)	Recreational	Dirt Trail	Unknown
211	Canyon Creek Trail, From Placer St, To Blazingwood Dr from to	$ 1,594,800	(2033-2042)	Recreational	Multi-use Trail	Unknown
212	China Dam Trail, From Placer Rd, To Texas Springs Rd from to	$ 1,063,200	(2033-2042)	Recreational	Dirt Trail	Unknown
213	Clear Creek Trail, Lower Clear Creek Greenway, To Cascade Park from to	$ 691,080	(2033-2042)	Recreational	Multi-use Trail	Unknown
214	Clover Creek Trail, From Sports Park, To Sacramento River from to	$ 3,189,600	(2033-2042)	Recreational	Multi-use Trail	Unknown
215	Greenwood Trail, From Almond Ave/Airpark Dr, To Sonoma St from to	$ 2,126,400	(2033-2042)	Recreational	Dirt Trail	Unknown
216	Jenny Creek Trail, From Eureka Way, To Mary Lake from to	$ 132,900	(2033-2042)	Recreational	Multi-use Trail	Unknown
217	Kapusta from to	$ 132,900	(2033-2042)	Recreational	Multi-use Trail	Unknown
218	Lema - Nash Trail, From Shasta View Dr, To Old Oregon Trail from to	$ 1,594,800	(2033-2042)	Recreational	Multi-use Trail	Unknown
219	Manzanita Trail, From Manzanita Hills Ave, To Almond Ave from to	$ 159,480	(2033-2042)	Recreational	Multi-use Trail	Unknown
220	Olney Creek Trail, From Texas Springs Rd, To Cascade Park from to	$ 2,126,400	(2033-2042)	Recreational	Dirt Trail	Unknown
221	Ridgeview Trail, From Ridgeview Park, To Blue Gravel Trail from to	$ 1,594,800	(2033-2042)	Recreational	Dirt Trail	Unknown
222	Sacramento River Trail, From Cypress Ave, To Anderson River Park from to	$ 15,948,000	(2033-2042)	Recreational	Multi-use Trail	Unknown
223	Sacramento River Trail (Hatchcover Spur), From Hemstead Dr, To Cypress Ave from to	$ 1,275,840	(2033-2042)	Recreational	Multi-use Trail	Unknown
224	Sacramento River Trail (Park Marina Trail), From SR 44, To Cypress Ave from to	$ 3,189,600	(2033-2042)	Recreational	Multi-use Trail	Unknown
226	Stillwater Creek Trail, From Old Oregon Trail, To Sacramento River from to	$ 2,126,400	(2033-2042)	Recreational	Multi-use Trail	Unknown
227	Stillwater Plant Trail, From SR 44, To Dersch Rd from to	$ 4,252,800	(2033-2042)	Recreational	Multi-use Trail	Unknown
229	Off-street (Sulphur Creek) from Keswick Dam Rd to N. Market St.	$ 2,521,014	(2033-2042)	Bicycle	Shared Use Path	Unknown
230	Lakeside Dr; Foothill Blvd; Las Animas Dr; Monte Bello Dr; Manzanita Hills Ave from Manzanita Hills Ave/Shasta St to Lakeside Dr/Buenaventura Blvd	$ 376,995	(2033-2042)	Bicycle	Bike Boulevard	Unknown
231	S Bonneyview Rd from SR 273 to Bechelli Ln	$ 108,585	(2033-2042)	Bicycle	Buffered Bike Lane	Unknown
233	Off-street (Placer St) from Placer St (Eastern End) to Park Marina Dr	$ 74,096	(2033-2042)	Bicycle	Shared Use Path	Unknown
	Unfunded =	**$ 134,643,484**				

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	NORTH ST from I-5 NB ON-RAMP/McMURRAY DR to DOUGLAS ST	$ 966,500	(2022-2032)	Commercial/Civic Corridor	ATP, local, LTF
2	STINGY LN from BAY ST/RUPERT RD to NORTH ST	$ 725,500	(2022-2032)	Community Walking Connection	HSIP
3	NORTH ST from DOWNING LN/RIVERSIDE AVE to I-5 NB ON-RAMP/McMURRAY DR	$ 1,402,000	(2022-2032)	Commercial/Civic Corridor	HSIP
	Total Short Term Needs =	**$ 3,094,000**			
4	SOUTH ST/FREEMAN ST from NORTH ST to STATE HWY 273	$ 48,893	(2033-2042)	Bike Lane	unknown
5	FERRY ST from CENTER ST to VERNON ST	$ 47,865	(2033-2042)	Bike Lane	unknown
6	CHURCH ST from NORTH ST to SOUTH ST	$ 155,875	(2033-2042)	Bike Boulevard	unknown
7	SILVER ST/FIRST ST/BRIGGS ST from FAIRGROUNDS DR to SOUTH ST	$ 533,769	(2033-2042)	Bike Boulevard	unknown
8	FERRY ST from VENTURA ST to CENTER ST	$ 60,512	(2033-2042)	Bike Lane	unknown
9	BALLS FERRY RD/VENTURA ST/McMURRAY DR from NORTH ST to GANYON DR	$ 104,762	(2033-2042)	Bike Lane	unknown
10	NORTH ST from I 5 NB ON/R/McMURRAY DR to STATE HWY 273	$ 131,051	(2033-2042)	Separated Bike lane	unknown
11	NORTH ST from SILVER ST to VERNON ST	$ 131,051	(2033-2042)	Bike Boulevard	unknown
12	STINGY LN from BAY ST/RUPERT RD to BAY ST/RUPERT RD	$ 110,235	(2033-2042)	Bike Lane	unknown
	Total Long Term Needs =	**$ 1,324,013**			
12	STINGY LN from BAY ST/RUPERT RD to BAY ST/RUPERT RD	$ 18,160	(2033-2042)	Bike Lane	unknown
13	McMURRAY DR from I-5 NB ON-RAMP/NORTH ST to GANYON DR	$ 31,052	(2033-2042)	Bike Lane	unknown
14	EAST ST from PORTOLA WAY to BALLS FERRY RD	$ 189,785	(2033-2042)	Bike Lane	unknown
15	STINGY LN/GANYON DR/SANDSTONE DR/BAY ST from RUPERT RD to McMURRAY DR	$ 342,576	(2033-2042)	Bike Boulevard	unknown
16	BALLS FERRY RD from RED BUD DR to DESCHUTES RD	$ 254,944	(2033-2042)	Bike Lane	unknown
17	RIVERSIDE AVE/DONALD LN from ALEXANDER AVE to I-5 NB ON-RAMP/McMURRAY DR/NORTH ST	$ 902,636	(2033-2042)	Shared-Use Path	unknown
18	FARIGROUNDS DR from FIRST ST to THIRD ST	$ 85,720	(2033-2042)	Bike Lane	unknown
19	THIRD ST from ALEXANDER AVE/STATE HWY 273 to MISSOURI LN	$ 60,628	(2033-2042)	Bike Lane	unknown
20	RIVERSIDE AVE from AIRPORT RD to NORTH ST	$ 126,423	(2033-2042)	Bike Lane	unknown
21	OFF-STREET from RUPERT RD to NA	$ 78,134	(2033-2042)	Shared-Use Path	unknown
22	DODSON LN from RUPERT RD to BALLS FERRY RD	$ 113,649	(2033-2042)	Bike Lane	unknown
23	RIVERSIDE AVE from DONALD LN to ALEXANDER AVE	$ 1,439	(2033-2042)	Bike Lane	unknown
24	ALEXANDER AVE/LITTLE ST from RIVERSIDE AVE to STATE HWY 273	$ 93,001	(2033-2042)	Bike Route	unknown
25	MARMAC RD from RIVERSIDE DR to STINGY LN	$ 327,134	(2033-2042)	Bike Boulevard	unknown
26	SOUTH ST/CENTER ST from NORTH ST to DOUGLAS ST		(2033-2042)	Commercial/Civic Corridor	unknown
27	PONDEROSA DR/PINON AVE/ PONDEROSA WAY from SPRUCE ST to SPRUCE ST		(2033-2042)	Community Walking Connection	unknown
28	PLEASANT HILLS DR/RHONDA RD/FACTORY OUTLETS DR/FACTORY OUTLET DR/ARBY WAY from STATE HWY 273 to I 5 SB OFF/R		(2033-2042)	Commercial/Civic Corridor	unknown
29	BRUCE ST/EMILY DR from STATE HWY 273 to SOUTH ST		(2033-2042)	Safe Routes to School	unknown
30	OLINDA RD/SOUTH ST from WEST ST to NORTH VALLEY CONTINUATION HIGH		(2033-2042)	Safe Routes to School	unknown
31	FERRY ST from VERNON ST to ANDERSON HIGH		(2033-2042)	Safe Routes to School	unknown
32	McMURRAY DR from I 5 NB ON/R/NORTH ST to BALLS FERRY RD/I 5 NB OFF/R		(2033-2042)	Commercial/Civic Corridor	unknown
33	FIRST ST/FAIRGROUNDS DR from 100FT SOUTH OF LASSEN WAY to BRIGGS ST/CHURCH ST		(2033-2042)	Community Walking Connection	unknown
34	RIVERSIDE AVE from I 5 NB ON/R to DOWNING LN/NORTH ST		(2033-2042)	Community Walking Connection	unknown
	Unfunded =	**$ 2,625,281**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	SHASTA DAM RD from ASHBY RD to LAKE BLVD	$ 500,000	(2022-2032)	Buffered Bike Lane, Subject to Caltrans Process	HSIP, local, LTF
2	CHURN CREEK TRAIL - CONNECTION from OASIS RD to PINE GROVE AVE	$ 1,407,500	(2022-2032)	Shared-Use Path	**ATP**, local, LTF
3	MCCONNELL AVE from SHASTA DAM BLVD to MAIN ST	$ 170,546	(2022-2032)	Commercial/Civic Corridor	**ATP**, local, LTF
4	DEER CREEK RD/VALLECITO ST from CABELLO ST to SHASTA DAM BLVD	$ 906,389	(2022-2032)	Safe Routes to School	**ATP**, local, LTF
5	ASHBY RD from LOS GATOS AVE to FRONT ST/SHASTA DAM BLVD	$ 495,275	(2022-2032)	Safe Routes to School	**ATP**, local, LTF
6	CASCADE BLVD from GRAND COULEE BLVD to I 5 NBOFF/R/I 5 SBON/R/SHASTA DAM BLVD	$ 512,834	(2022-2032)	Community Walking Connection	**ATP**, local, LTF
7	ASHBY RD from PINE GROVE AVE to LA MESA AVE	$ 2,049,542	(2022-2032)	Safe Routes to School	**ATP**, local, LTF
8	PINE GROVE AVE from JORZACK WAY to ASHBY RD	$ 1,249,534	(2022-2032)	Community Walking Connection	**ATP**, local, LTF
	Total Short Term Needs =	**$ 7,291,620**			
8	PINE GROVE AVE from JORZACK WAY to ASHBY RD	$ 17,721	(2022-2032)	Community Walking Connection	ATP, local, LTF
9	SHASTA DAM BLVD from ASHBY RD to CASCADE BLVD	$ 980,057	(2033-2042)	Separated Bike Lane, Subject to Caltrans Process	ATP, local, LTF, HSIP
10	FRONT ST from SHASTA DAM BLVD (ASHBY RD) to SHASTA DAM BLVD	$ 306,170	(2033-2042)	Separated Bike Lane, Subject to Caltrans Process	unknown
11	CABELLO ST from MEADE ST to SHASTA DAM BLVD	$ 11,363	(2033-2042)	Bike Lane	unknown
	Total Long Term Needs =	**$ 1,315,311**			
12	ASHBY RD from FRONT ST/SHASTA DAM BLVD to WOODLEY AVE	$ 1,232,232	(2033-2042)	Shared-Use Path	unknown
13	MCCONNELL AVE from SHASTA DAM BLVD to FRONT ST	$ 5,747	(2033-2042)	Bike Lane	unknown
14	CABELLO ST from FORT PECK ST to MEADE ST	$ 11,083	(2033-2042)	Bike Lane	unknown
15	SHASTA ST/WASHINGTON AVE from GRAND COULEE BLVD to KENNETT ST/SHASTA DAM BLVD/SHASTA WAY	$ 335,056	(2033-2042)	Bike Boulevard	unknown
16	MCCONNELL AVE from FRONT ST to MAIN ST	$ 11,312	(2033-2042)	Bike Lane	unknown
17	OFF-STREET from CABELLO ST/FORT PECK ST to FORT PECK ST/STANTON AVE/STANTON DR	$ 77,354	(2033-2042)	Shared-Use Path	unknown
18	MONTANA AVE from VALLECITO ST to RED BLUFF ST	$ 430,255	(2033-2042)	Bike Boulevard	unknown
19	FORT PECK ST from SHASTA ST to GRAND COULEE BLVD	$ 174,814	(2033-2042)	Bike Boulevard	unknown
20	CABELLO ST from LA MESA AVE to FORT PECK ST	$ 10,889	(2033-2042)	Bike Lane	unknown
21	HILL BLVD from ROSE AVE to PARK PL	$ 30,684	(2033-2042)	Bike Boulevard	unknown
22	CABELLO ST from BONNEVILLE ST to LA MESA AVE	$ 4,467	(2033-2042)	Bike Lane	unknown
23	HILL BLVD from LAKE BLVD to ROSE AVE	$ 16,089	(2033-2042)	Bike Boulevard	unknown
24	FORT PECK ST from CABELLO ST to MONTANA AVE	$ 208,954	(2033-2042)	Bike Boulevard	unknown
25	FORT PECK ST from DEER CREEK RD to STANTON AVE/STANTON DR	$ 56,090	(2033-2042)	Bike Boulevard	unknown
26	SACRAMENTO ST/TOYON AVE from SHASTA DAM BLVD to LAKE BLVD	$ 392,231	(2033-2042)	Bike Boulevard	unknown
27	SHASTA DAM RD from ASHBY RD to LAKE BLVD	$ 203,161	(2033-2042)	Buffered Bike Lane, Subject to Caltrans Process	unknown
28	CASCADE BLVD from GRAND COULEE BLVD to UNION SCHOOL RD	$ 137,682	(2033-2042)	Bike Lane	unknown
29	CABELLO ST from VALLECITO ST to BONNEVILLE ST	$ 28,840	(2033-2042)	Bike Lane	unknown
30	HILL BLVD/PARK PL/ROSE AVE from SACRAMENTO ST to LAKE BLVD	$ 638,683	(2033-2042)	Bike Boulevard	unknown
31	OFF-STREET from SACRAMENTO ST/SHASTA DAM BLVD to PINE GROVE AVE	$ 2,101,828	(2033-2042)	Shared-Use Path	unknown
32	OFF-STREET from DEAD END to SACRAMENTO ST/SHASTA DAM BLVD	$ 1,090,454	(2033-2042)	Shared-Use Path	unknown
33	MUSSEL SHOALS AVE from GRAND COULEE BLVD/SHASTA DAM BLVD to DEAD END	$ 590,059	(2033-2042)	Bike Boulevard	unknown
34	VALLECITO ST from MONTANA AVE to WASHINGTON AVE	$ 484,966	(2033-2042)	Bike Boulevard	unknown
35	PINE GROVE AVE/WALKER MINE RD from CASCADE BLVD to BELT LINE RD	$ 1,851,453	(2033-2042)	Shared-Use Path	unknown
36	TWIN VIEW BLVD from OASIS RD to PINE GROVE AVE	$ 209,627	(2033-2042)	Bike Route	unknown
37	RED BLUFF ST from MUSSEL SHOALS AVE to MONTANA AVE	$ 439,258	(2033-2042)	Bike Boulevard	unknown
38	LAKE BLVD from SHASTA DAM ACCESS RD/STATE HWY 151 to SHASTA DAM BLVD	$ 279,891	(2033-2042)	Bike Route	unknown
39	OFF-STREET from CABELLO ST/VALLECITO ST to PINE GROVE AVE	$ 644,033	(2033-2042)	Seprated Bike lane	unknown
40	CASCADE BLVD/PINE GROVE AVE from GRAND COULEE BLVD to ARROWHEAD AVE	$ 283,779	(2033-2042)	Bike Lane	unknown
41	FLANAGAN RD from LAKE BLVD to 1500FT NW OF BELT LINE RD	$ 75,041	(2033-2042)	Bike Route	unknown
42	BLACK CANYON RD from RED BLUFF ST to DED END	$ 147,640	(2033-2042)	Bike Lane	unknown
43	CASCADE BLVD from ARROWHEAD AVE to OASIS RD/OLD OASIS RD	$ 109,832	(2033-2042)	Bike Lane	unknown
44	AVINGTON WAY/STAFFORD DR from PINE GROVE AVE to PROPOSED OFF-STREET ROUTE	$ 896,696	(2033-2042)	Seprated Bike lane	unknown
45	OFF-STREET from DEAD END to CASCADE BLVD	$ 1,500,258	(2033-2042)	Seprated Bike lane	unknown
46	CHURN CREEK TRAIL - CONNECTION from OASIS RD to PINE GROVE AVE	$ 1,407,338	(2033-2042)	Shared-Use Path	unknown

Shasta Regional Transportation Agency
Summary of Projects - Active Transportation
CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
47	PINE GROVE AVE/VIRGINIA AVE/AKRICH ST from REDWING LN to CASCADE BLVD	$ 298,588	(2033-2042)	Bike Lane	unknown
48	TENNESSEE DR from DEAD END to OASIS RD	$ 32,585	(2033-2042)	Bike Lane	unknown
49	SHASTA GATEWAY DR from DEAD END to ASHBY RD	$ 50,479	(2033-2042)	Bike Lane	unknown
8	CASCADE BLVD from PINE GROVE AVE to GRAND COULEE BLVD	$ 609,157	(2033-2042)	Community Walking Connection	ATP, local, LTF, HSIP
51	FRONT ST from SHASTA DAM BLVD to ASHBY RD	$ 588,124	(2033-2042)	Commercial/Civic Corridor, Subject to Caltrans Process	unknown
52	MONTANA AVE from SHASTA DAM BLVD to FRONT ST	$ 31,318	(2033-2042)	Commercial/Civic Corridor, Subject to Caltrans Process	unknown
53	SHASTA DAM BLVD from GRAND COULEE BLVD/MUSSEL SHOALS AVE to ASHBY RD/FRONT ST	$ 1,211,724	(2033-2042)	Commercial/Civic Corridor, Subject to Caltrans Process	unknown
54	LOCUST AVE from SHASTA DAM BLVD to FRONT ST/LOCUST	$ 49,293	(2033-2042)	Commercial/Civic Corridor	unknown
55	FRONT ST from WASHINGTON AVE to SHASTA DAM BLVD	$ 705,411	(2033-2042)	Commercial/Civic Corridor	unknown
56	MEDIAN AVE from SHASTA DAM BLVD to MAIN ST	$ 95,939	(2033-2042)	Community Walking Connection	unknown
57	GRAND RIVER AVE from SHASTA DAM BLVD to MAIN ST	$ 183,562	(2033-2042)	Commercial/Civic Corridor	unknown
58	WASHINGTON AVE from SHASTA DAM BLVD to FRONT ST	$ 85,076	(2033-2042)	Commercial/Civic Corridor	unknown
59	SHASTA DAM BLVD from ASHBY RD/FRONT ST to ROUGE RD	$ 560,887	(2033-2042)	Community Walking Connection, Subject to Caltrans Process	unknown
60	MAIN ST from GRAN RIVER AVE to MCCONELL AVE	$ 159,983	(2033-2042)	Community Walking Connection	unknown
61	SHASTA DAM BLVD from CASCADE BLVD/I-5 NB OFF-RAMP/I-5 SB ON-RAMP to GRAND COULEE BLVD/MUSSEL SHOALS AVE	$ 670,878	(2033-2042)	Commercial/Civic Corridor, Subject to Caltrans Process	unknown
62	HILL BLVD/LAKE BLVD from SHASTA DAM BLVD to TOYON AVE	$ 644,760	(2033-2042)	Rural Community Main Street	unknown
63	LA MESA AVE from MONTANA AVE to ASHBY RD	$ 399,718	(2033-2042)	Safe Routes to School	unknown
64	SHASTA WAY from KENNETT ST/SHASTA DAM BLVD/SHASTA ST to MOON SHADOW CT	$ 481,701	(2033-2042)	Safe Routes to School	unknown
65	TWIN VIEW BLVD from CROOKED OAK LN to POPPY LN	$ 671,883	(2033-2042)	Community Walking Connection	unknown
66	PINE GROVE AVE from CASCADE BLVD to JORZACK WAY	$ 238,590	(2033-2042)	Community Walking Connection	unknown
67	TRINITY ST from CASCADE BLVD to BUTTERFLY LN	$ 364,906	(2033-2042)	Community Walking Connection	unknown
68	CASCADE BLVD from TRINITY ST to ARROWHEAD AVE	$ 616,913	(2033-2042)	Community Walking Connection	unknown
69	SMITH AVE/JORZACK WAY from TRINITY ST to PINE GROVE AVE	$ 374,810	(2033-2042)	Community Walking Connection	unknown
70	Shasta Dam Blvd and Montana Ave	$ 94,927	(2033-2042)	Intersection Improvement, Subject to Caltrans Process	unknown
71	Front Ave and Montana Ave	$ 94,927	(2033-2042)	Intersection Improvement, Subject to Caltrans Process	unknown
72	Shasta Dam Blvd and Cascade Blvd	$ 312,576	(2033-2042)	Interchange Improvement, Subject to Caltrans Process	unknown
73	Shasta Dam Blvd between North Blvd and Lassen Ave	$ 94,927	(2033-2042)	Intersection Improvement, Subject to Caltrans Process	unknown
74	Shasta Dam Blvd and Shasta Way	$ 94,927	(2033-2042)	Intersection Improvement, Subject to Caltrans Process	unknown
75	Shasta Damn Blvd and Lake Blvd	$ 94,927	(2033-2042)	Intersection Improvement, Subject to Caltrans Process	unknown
76	Shasta Dam Blvd and Median / Mussel Shoals Aves	UNKNOWN	(2033-2042)	Rectangular Rapid Flashing Beacon	HSIP
	Unfunded =	**$ 26,031,272**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects
RECREATION

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Great Shasta Rail Trail Association - off Black Ranch Road in Burney, construct primary trailhead (Burney Depot) in Burney at the southern terminus to Great Shasta Rail Trail	$ 180,000	(2022-2032)	Recreation, safety	EEMP, ATP, RTP, FLAP
2	Great Shasta Rail Trail Association - Clark Creek Road (north of Lake Britton), construct primary trailhead (Cayton) off Clark Creek Road	$ 180,000	(2022-2032)	Recreation, safety	EEMP, ATP, RTP, FLAP
3	Great Shasta Rail Trail Association - Rail banked right-of-way between Burney and McCloud, Tread improvement on Great Shasta Rail Trail	$ 330,000	(2022-2032)	Recreation	ATP, FLTP
4	Great Shasta Rail Trail Association - Highway 89 just north of intersection with Hwy 299, Improve Highway 89 crossing on Great Shasta Rail Trail	$ 40,000	(2022-2032)	Safety	ATP, FLTP
5	Great Shasta Rail Trail Association - North of Lake Britton on rail banked right-of-way. Culvert replacement along Great Shasta Rail Trail to Siskiyou County line (16 drainage features in Shasta County identified as having structural issue or need for culvert)	$ 260,000	(2022-2032)	Drainage, property safety	Sierra Nevada Conservancy, FLTP
6	Great Shasta Rail Trail Association - North of Lake Britton on rail banked right-of-way. Culvert replacement along Great Shasta Rail Trail to Siskiyou County line (36 culverts in Shasta County that failed due to lack of capacity in 2017 flood event)	$ 660,000	(2022-2032)	Drainage, property safety	Sierra Nevada Conservancy, FLTP
7	Great Shasta Rail Trail Association - Lake Britton Trestle rehabilitation (H-10 loading) and construction of a secondary trailhead near Dusty Campground at north end of trestle.	$ 1,900,000	(2022-2032)	Safety	RTP, FLTP, ATP
8	Great Shasta Rail Trail Association - Just south of Lake Britton. Establish bicycle access between Great Shasta Rail Trail and McArthur Burney Falls State Park	$ 185,000	(2022-2032)	Safety, recreation	RTP
9	Great Shasta Rail Trail Association - Black Ranch Road, just north of Burney, construct secondary trailhead (Sierra) at Berry Wye	$ 145,000	(2022-2032)	Recreation, safety	EEMP, RTP, FLAP
10	Great Shasta Rail Trail Association – Dry Creek Bridge Replacement, 23 miles north of Burney, about 500 feet from Hwy 89 near County Road A18 on the trail	$ 156,000	(2022-2032)	Recreation, safety	Sierra Nevada Conservancy
11	Great Shasta Rail Trail Association - just north of Lake Britton. Rehabilitation or replace railroad overpass (H-10 loading) over Highway 89 to allow safe passage by pedestrians, equestrians, cyclists on the Great Shasta Rail Trail	$ 711,600	(2022-2032)	Safety	EEMP, ATP, RTP, FLAP
12	National Park Service – Whiskeytown National Recreation Area, Designate and promote a National Water Trail(s) at Whiskeytown NRA	$ 600,000	(2022-2032)	Recreation	NPS
13	Great Shasta Rail Trail Association - replacement of Dry Creek Bridge along the Great Shasta Rail Trail (box culvert)	$ 125,000	(2022-2032)	Recreation, safety	EEMP, ATP, RTP, FLTP
14	Shasta County - SR 299 road segment from Burney east to Great Shasta Rail Trail at Black Ranch Road trailhead, Class II min. 5 ft. bike lane.	$ 250,000	(2022-2032)	Recreation	HSIP/ATP
15	Bike Share (Redding)	$ 25,000	(2022-2032)	Recreation	ATP, STBG, TDA
	Total Short Term Needs =	**$ 5,747,600**			
16	Create a Recreation Transit system – Add capacity to a regional transit system with more shuttles and routes. Possible pickup/drop off locations include: Swasey, Burney Falls, Shasta Dam,and Lassen.	$ 2,000,000	(2033-2042)	Recreation, Alternative Transportation	FTA/FHWA
17	National Park Service - Whiskeytown Recreation Area Lake Access Plan, designate parking areas adjacent to the lake to allow for entrance and exit lanes to resolve safety concerns.	$ 10,000,000	(2033-2042)	Parking, Access, Safety, Recreation	unknown
18	California State Parks - Shasta State Historic Park, Construct parking lot for day use visitors and school buses. (This project will alleviate some of the parking that occurs on Highway 299.)	$ 200,000	(2033-2042)	Parking	unknown

19	Bureau of Land Management - Redding Field Office, Improve vehicle access to Chappie-Shasta Off-Highway Vehicle Area, Copley Mt. Staging Area to Chappie-Shasta OHVS Area.	$ 1,000,000	(2033-2042)	Recreation	unknown
20	National Park Service - Whiskeytown Lake Trail. A paved multiuse trail that follows the shoreline of Whiskeytown Lake.	$ 5,000,000	(2033-2042)	Recreation	NPS
21	National Park Service – Shasta Divide Trail connecting Whiskeytown Visitor Center to Swasey Recreation Area	$ 2,000,000	(2033-2042)	Recreation	NPS
22	National Park Service - Whiskeytown Recreation Area, Multiuse trail. Tower House Historic District to Lewiston Turnpike.	$ 5,000,000	(2033-2042)	Recreation	unknown
23	California State Parks - McArthur-Burney Falls Memorial State Park, New park entrance road, entrance kiosk and parking lot for day use vehicles and buses. Redesign of abandoned section of Highway 89 into park perimeter road.	$ 200,000	(2033-2042)		unknown
24	Adventure Cycle Association (ACA) Sierra-Cascades Bike Route - SR 89 from SR 299 Four Corners to SR 89/44 at Old Station, Class II min. 5 ft. bike lane on Volcanic Legacy Scenic Byway.		(2033-2042)	Safety, recreation	ATP
25	Adventure Cycle Association (ACA) Sierra-Cascades Bike Route - SR 89/44 from Old Station to SR 89 at north entrance to Lassen Volcanic National Park, Class II min. 5 ft. bike lane on Volcanic Legacy Scenic Byway.		(2033-2042)	Safety, recreation	ATP
26	Volcanic Legacy Scenic Byway - replacement of weathered scenic byway logo signs along the byway in Shasta County. Repair of rock pedestals and replacement of interpretive signs at Subway Cave, Old Station Visitor Center, Hat Creek Rim Vista, and Panoramic Point.		(2033-2042)	Recreation	ATP
	Total Long Term Needs =	**$ 25,400,000**			

TABLE
Shasta Regional Transportation Agency
Summary of Projects
PIT RIVER TRIBE AND REDDING RANCHERIA (did not report)

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE / PROJECT INTENT	EXPECTED FUNDING SOURCES
	Total Short Term Needs =	**$ -**			
	Total Long Term Needs =	**$ -**			

TABLE

Shasta Regional Transportation Agency
Summary of Projects - Maintenance
Regional

Jurisdiction	Estimated Current Total Maintenance	Estimated Available Funding for Maintenance	Estimated Deferred Maintenance
Anderson	$ 4,629,070	$ 4,524,817	$ 104,253
Redding	$ 44,000,000	$ 33,936,124	$ 10,063,876
Shasta Lake	$ 17,459,036	$ 6,033,089	$ 11,425,947
Shasta County	$ 168,458,532	$ 106,333,188	$ 62,125,344
	$ 234,546,638	$ 150,827,218	$ 83,719,420

TABLE
Shasta Regional Transportation Agency
Summary of Projects
TRANSIT

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	RABA - Replacement Buses, purchase 8 replacement buses	$ 5,588,000	(2022-2032)	Transit	FTA/LCTOP/TIRCP/ZEB
2	RABA - Passenger Loading Improvements	$ 465,115	(2022-2032)	Transit	FTA
3	RABA - Replacement Vans, purchase 11 replacements vans	$ 1,228,000	(2022-2032)	Transit	FTA/LCTOP/TIRCP/ZEB
4	RABA - Maintenance Facility/Equipment	$ 115,500	(2022-2032)	Transit	SGR/LCTOP
5	RABA - Radio/ITS Communication Equipment	$ 40,000	(2022-2032)	Transit	FTA
6	RABA - Computer Equipment	$ 35,000	(2022-2032)	Transit	FTA
7	RABA - Security Upgrades/Enhancements	$ 41,200	(2022-2032)	Transit/Safety	SGR/FTA
8	RABA - Replacement Support Vehicles	$ 80,000	(2022-2032)	Transit	FTA
9	RABA - Miscellaneous Capital Projects	$ 50,000	(2022-2032)	Transit	FTA
10	RABA Maintenance Facility Expansion	$ 1,200,000	(2022-2032)	Transit	FTA
11	Downtown Transit Center Rehab	$ 112,900	(2022-2032)	Transit	SGR/FTA
12	Transit Signal Project	$ 400,000	(2022-2032)	Transit	FTA
13	CTSA - Vehicle Replacement, Update Fleet/Passenger Safety	$ 140,000	(2022-2032)	Transit	FTA
14	CTSA - Dispatch System, Efficiency of routing/dispatching	$ 40,000	(2022-2032)	Transit	FTA
15	Private or Non-Profit - Grant Vans, Acquisition of 4 vans through grant	$ 280,000	(2022-2032)	Transit/Fills a gap	FTA
16	RABA - ADA Paratransit	$ 625,000	(2022-2032)	Transit	FTA/TDA
17	RABA - Preventative Maintenance	$ 425,700	(2022-2032)	Transit	FTA/TDA
18	RABA - Training of Staff	$ 20,000	(2022-2032)	Transit	FTA/TDA
19	RABA - Planning Activities	$ 100,000	(2022-2032)	Transit	FTA/TDA
20	RABA - Hydrogen Station	$ 9,200,000	(2022-2032)	Transit	FTA/TIRCP
21	RABA - Charging Infrastructure	$ 265,000	(2022-2032)	Transit	FTA/ZEB/TIRCP
22	RABA - Mobile Management	$ 250,000	(2022-2032)	Transit	FTA/TDA
23	RABA - Senior and Persons with Disabilities Transportation	$ 220,992	(2022-2032)	Transit	FTA/TDA
	Total Short Term Needs =	**$ 20,922,407**			
24	Private or Non-Profit - Grant Vans, Acquisition of 2 vans through grant	$ 180,000	(2033-2042)	Transit/Fills a gap	FTA
	Total Long Term Fundable Needs =	**$ 180,000**			

TABLE

Shasta Regional Transportation Agency

Summary of Projects - Transit Operations

Regional

Entity	2023/24 Annual Operating Cost	Short Term Total Est Cost	Long Term Total Est Cost
RABA	$ 8,062,582	$ 85,794,472	$ 111,871,888
CTSA (DHCL)	$ 667,768	$ 7,481,260	$ 9,576,645

TABLE
Shasta Regional Transportation Agency
Summary of Projects
AVIATION

Project Number	REGIONAL TRANSPORTATION PROJECTS	EST COST	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
REDDING REGIONAL AIRPORT					
21-1	Preliminary Design Concept Study for Runways 16-34, Runway 12-30, and Taxiway Connectors	$ 458,000	2022- 2029		FAA
21-2	Reconstruct Terminal/Airport Loop Access Road (Woodrum Circle) - Phase I	$ 1,356,000	2022-2029		FAA
22-1	ARFF Foam Kit Reimbursement	$ 35,923	2022-2029		FAA, Local
22-2	Reconstruct Terminal/Airport Loop Access Road (Woodrum Circle, Knighton Road, Flight Avenue, and Municipal Boulevard) - Phase 2 (Construct) [2]	$ 2,922,222	2022-2030		FAA, Local
22-3	Runway 16-34 and Taxiway Connectors Rehabilitation (4-Inch Mill & Overlay with Grade Correction), Blast Pad Reconstruction, and MAGVAR for Runways 16-34 and 12-30 (Design) [3]	$ 1,342,000	2022-2031		FAA, Local
22-4	Master Plan Update (Aeronautical AGIS Survey, Terminal Expansion Study, Energy Audit Assessment, Environmental Surveys, and Land Use Analysis Study)	$ 1,000,000	2022- 2029		FAA, Local
23-1	Wildlife Hazard Assessment & Wildlife Hazard Management Plan	$ 150,000	2022-2029		FAA, Local
23-2	Runway 16-34 RSA Grading, Shoulder, and Drainage Improvements, Runway 34 REIL Modifications, and Electrical Improvements (Design)	$ 875,000	2022-2029		FAA, Local
23-3	Terminal Expansion (Design)[4] - based on Master Plan analysis	$ 750,000	2022- 2029		FAA, Local
23-4	Extension of Northwest Aprons for Overflow Transient Operations (Design)	$ 150,000	2022-2029		FAA, Local
23-5	Video Cameras for Remote Vehicle Gates 39, 42, & 20	$ 150,000	2022-2029		FAA, Local
23-6	Rehabilitate/Upgrade Airport Access Control System (Design)	$ 75,000	2022- 2029		FAA, Local
23-7	Installation of Fingerprint Live Scan Equipment	$ 50,000	2022-2029		FAA, Local
23-8	All Weather Perimeter Road - RSAP Recommendations (Design)	$ 100,000	2022-2029		FAA, Local
24-1	Runway 16-34 and Taxiway Connectors Rehabilitation (4-Inch Mill & Overlay with Grade Correction), Blast Pad Reconstruction, Remarking & Signage for MAGVAR (Construct) [3] - Include Reimbursement for Environmental Documentation associated with Project	$ 18,322,000	2022- 2029		FAA, Local
24-2	Terminal Expansion (Construct) [4] - based on Master Plan analysis	$ 10,000,000	2022-2029		FAA, Local
24-3	Extension of Northwest Aprons for Overflow Transient Operations (Construct)	$ 2,000,000	2022-2029		FAA, Local
24-4	Environmental Assessment - Parallel Runway - based on Master Plan analysis	$ 500,000	2022- 2029		FAA, Local
24-5	Rehabilitate/Upgrade Airport Access Control System (Construct)	$ 625,000	2022-2029		FAA, Local
24-6	High-Speed Runway Sweeper	$ 350,000	2022-2029		FAA, Local
24-7	Pavement Preservation - Apron & Taxiways (Design)	$ 120,000	2022- 2029		FAA, Local
24-8	All Weather Perimeter Road - RSAP Recommendations (Construct)	$ 1,000,000	2022- 2029		FAA, Local
25-1	Master Drainage Study - Comprehensive Airport Property Analysis to include Environmental Surveys (Reimbursement)	$ 550,000	2022-2029		FAA, Local
25-2	Runway 16-34 RSA Grading, Shoulder, and Drainage Improvements, Runway 34 REIL Modifications, and Electrical Improvements (Construct) - Include Reimbursement for Environmental Documentation associated with Project	$ 13,650,000	2022-2029		FAA, Local
25-3	Runway 17-35 Extension 1,015 feet including Parallel Taxiway and Connectors (Design) [5] - based on Master Plan analysis	$ 350,000	2022- 2029		FAA, Local
25-4	Pavement Preservation - Apron & Taxiways (Construct)	$ 1,000,000	2022- 2029		FAA, Local
26-1	Parallel Runway/Taxiway includes New Electrical Vault (Design)	$ 500,000	2022- 2029		FAA, Local
26-2	Expand Solar Farm 1.5 Acres Study	$ 100,000	2022- 2029		FAA, Local

26-3	Security Fencing (Design)	$ 55,000	2022- 2029		FAA, Local
27-1	Parallel Runway/Taxiway includes New Electrical Vault (Construct)	$ 11,100,000	2022- 2029		FAA, Local
27-2	Expand Solar Farm 1.5 Acres (Design)	$ 100,000	2022- 2029		FAA, Local
27-3	Security Fencing (Construct)	$ 55,000	2022- 2029		FAA, Local
BENTON AIRPARK					
21-1	Airport Layout Plan Update with Narrative and AGIS Aeronautical Survey	$ 300,000	2022- 2029		FAA
21-2	Runway Pavement Preservation / MAGVAR - Slurry Seal	$ 75,000	2022- 2029		FAA
21-3	Comprehensive Drainage Study	$ 200,000	2022- 2029		FAA
22-1	Runway Pavement Preservation / MAGVAR - Slurry Seal	$ 610,000	2022- 2029		FAA, State, PFC
22-2	Reconstruct Eastside T-Hangar Taxilanes and Drainage Improvements (Design Only)**	$ 307,000	2022- 2029		FAA, State, PFC
23-1	Reconstruct Eastside T-Hangar Taxilanes and Drainage Improvements***	$ 3,300,000	2022- 2029		FAA, State, PFC
23-2	Northeast Apron and Taxilanes Reconstruction (Design Only)	$ 310,000	2022- 2029		FAA, State, PFC
23-3	Rehabilitate Parallel Taxiway "A" (Design Only)	$ 55,200	2022- 2029		FAA, State, PFC
23-4	Underground Powerline in the RPZ (Design Only)	$ 15,000	2022- 2029		FAA, State, PFC
24-1	Rehabilitate Parallel Taxiway "A"	$ 475,000	2022- 2029		FAA, State, PFC
24-2	Northeast Apron and Taxilanes Reconstruction	$ 2,100,000	2022- 2029		FAA, State, PFC
24-3	Underground Powerline in the RPZ	$ 100,000	2022- 2029		FAA, State, PFC
24-4	Westside T-Hangar Taxilane Reconstruction (Design Only)	$ 300,000	2022- 2029		FAA, State, PFC
25-1	Westside T-Hangar Taxilane Reconstruction	$ 3,200,000	2022- 2029		FAA, State, PFC
25-2	Security Fencing - North RPZ (Design Only)	$ 13,500	2022- 2029		FAA, State, PFC
26-1	Security Fencing - North RPZ	$ 90,000	2022- 2029		FAA, State, PFC
26-2	East Apron Pavement Rehabilitation (Design Only)	$ 95,000	2022- 2029		FAA, State, PFC
26-3	Construct New T-Hangar Taxilane (Design Only)	$ 50,000	2022- 2029		FAA, State, PFC
26-4	Runway 15 Approach Tree Clearing	$ 100,000	2022- 2029		FAA, State, PFC
	Total Short Term Needs =	**$ 81,486,845**			
	Total Long Term Fundable Needs =	**$ -**			

Appendices

In order to conserve resources, Appendix 1, Appendix 2, and Appendix 3 are available electronically at SRTA's website on the Regional Transportation Plan web page https://srta.ca.gov/355/2022-RTP.

Appendix 1 – including Shasta County Forecast Assumptions Memorandum (November 8, 2011) ShastaSIM Model Development Report October 2018 (PDF), and ShastaSIM 2.0 Supplemental Documentation

Appendix 2 – including SCS Technical Methodology and Off Model Strategy Quantification and Off Model Calculations

Appendix 3 - Regional Transportation Plan Checklist for 2022 RTP/SCS