



SHASTA 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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December 14, 2023

2024 Shasta Regional Transportation Improvement Program (RTIP)

**FOR
FISCAL YEARS 2024/25 – 2028/29
Final – December 14, 2023**

Prepared By:

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In Cooperation With:

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

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



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Sean Tiedgen, AICP, Executive Director

December 14, 2023

Kacey Ruggiero, Assistant Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Subject: 2024 Shasta Regional Transportation Improvement Program

Dear Ms. Ruggiero:

Enclosed, please find the 2022 Shasta Regional Transportation Improvement Program (RTIP) adopted December 14, 2023, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2024 RTIP recommends new regional shares for programming in the 2024 State Transportation Improvement Program (STIP) as shown below. This is in addition to current carryover programming except where specified:

- Planning, Programming and Monitoring (\$310,000) – New funding totaling \$468,000 is recommended for programming.
- Butte Street Boogie (BSB) Network Project – This project will connect numerous neighborhoods to Redding's downtown Strategic Growth area through a series of active transportation network improvements. SRTA recommends programming \$806,284 in regional shares as match for the Active Transportation Program (ATP) grant-funded project.
- Victor Improvement Project (VIP) – This project will build off and extend previous ATP-funded active transportation improvements. SRTA recommends programming \$999,786 in regional shares as match for the ATP grant-funded project.
- Fix 5 Cascade Gateway (F5CG) (\$3,500,000) – This project will construct freight-related safety enhancements and improve interstate and interregional goods movement along a portion of Interstate 5 in Shasta County. SRTA is requesting that \$3.5 million in regional shares be set aside and remain available for STIP programming, if needed, toward the construction phase of the project.

The 2024 Shasta RTIP is available on SRTA's website at: <https://www.srta.ca.gov/155/Regional-Transportation-Improvement-Prog>. Please contact me if you have any questions. I am available at (530) 262-6185, or stiedgen@srta.ca.gov.

Sincerely,

Sean Tiedgen, AICP, Executive Director

**2024 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

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A. Overview and Schedule

Section 1. Executive Summary

For development of the 2024 Regional Transportation Improvement Program (RTIP), the Shasta Regional Transportation Agency (SRTA) was advised by the California Transportation Commission that \$7,179,000 of new programming capacity was available to the region. The 2024 Shasta RTIP programs approximately \$5,774,070 in new programming, leaving \$1,404,930 in unprogrammed funds. SRTA has approved funding for: a) planning, programming, and monitoring; b) Fix 5 Cascade Gateway; c) Butte Street Boogie Network project; and d) Victor Improvement Project.

Section 2. General Information

- **Regional Agency Name:** Shasta Regional Transportation Agency
Regional Agency Website Link: <https://www.srta.ca.gov/>
RTIP document link: <https://www.srta.ca.gov/155/Regional-Transportation-Improvement-Program>
RTP link: <https://www.srta.ca.gov/355/2022-RTP>
- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

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

The Shasta 2024 RTIP includes projects from the 2022 Regional Transportation Plan (RTP) for Shasta County. The RTIP is a nomination programming document based on regional share funds for Shasta County. Under typical conditions, SRTA receives about \$3-4 million for regional share programming every two years. As such, approved programming does not normally include more than a handful of projects. The passage of Senate Bill 1 has increased the share amount of funds to the regions. Candidate projects from the RTP are discussed with Caltrans and the local jurisdictions. The SRTA Board of Directors approved final programming recommendations on December 14, 2023.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

In addition to continuation of Planning, Programming and Monitoring (PPM) for the first two years of the 2022 RTIP, the Fix 5 Cascade Gateway Project (PPNO 3597) has received full funding and is slated to start construction in 2025. The Turtle Bay to Downtown Gap Completion Project (PPNO 2588) also received Active Transportation Program funding and construction is expected to start in 2025. The previously funded Cottonwood Active Transportation Trunk Line Express (CATTLE) Network project (PPNO 2604) was rejected during the CEQA process and ATP grant funded has been returned. The North Redding Active Transportation Trunk Line (NRATTTL) project scope has changed and being explored by Caltrans District 2 as a separate project.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
PPM – Shasta County	Planning and programming funding used to develop STIP projects.	RTIP and STIP projects
Fix 5 Cascade Gateway Project	Design Complete. Environmental recirculation underway.	Completing the project.
Turtle Bay to Downtown Gap Completion Project	Environmental, design, and right-of-way phases complete.	Completing the project.
Cottonwood Active Transportation Trunk Line Express (CATTLE) Network Project	Perform Construction	Project rejected and funds returned.
North Redding Active Transportation Trunk Line (NRATTL) Project	Perform PA&ED and Plans, Specifications & Estimates (PS&E).	Project has changed; being explored as separate project by District 2.
Butte Street Boogie Network Project	Perform Plans, Specifications & Estimates (PS&E) and Right-of-Way	Advancing the project.
Victor Improvement Project	Perform Plans, Specifications & Estimates (PS&E) and Right-of-Way	Advancing the project.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
SRTA considers and approves 2024 RTIP Preliminary Recommendations	October 26, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
SRTA releases Draft 2024 RTIP for Public/Interagency Review	December 2023
SRTA adopts 2024 RTIP	December 14, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

RTIP projects were developed from the Regional Transportation Plan (RTP), working in concert with Caltrans and the Shasta Region's local jurisdictions and planning partners. Early community engagement took place during the developing or regional plans including the RTP, the region's GoShasta Active

Transportation Plan, and other regional plans. Projects were further developed individually by lead applicants with community engagement for the projects through individual planning activities.

Per the development and approval schedule table above, the 2024 RTIP preliminary recommendations were shared publicly, presented to SRTA's Technical Advisory Committee, and were accepted by the SRTA Board of Directors on October 26, 2023. The final draft 2024 RTIP began circulating for public and interagency review in December 2023, extending through December 14, 2023. Following a public hearing on December 14, 2023, the SRTA Board of Directors approved the Shasta 2024 RTIP.

The proposed 2024 RTIP projects will: increase safety; improve operations of facilities during winter storms and emergency events; improve the movement of freight and goods; add complete streets components including bike lanes, shared-used paths, traffic calming designs, and sidewalk widening; add ADA improvements; increase community accessibility to transit, active transportation, and jobs; and improve mobility.

C. Consultation with Caltrans District 2 (Required per Section 20)

Caltrans District: 2

SRTA and Caltrans staff have extensively consulted in the development of the 2024 RTIP, particularly on methods to achieve full funding for the Fix 5 Cascade Gateway Project (PPNO 3597), moving from environmental, design and right-of-way to construction. The 2024 RTIP acknowledges these efforts have now resulted in the F5CG project receiving full funding and steps are being made to work towards starting construction per the project schedule. An official consultation meeting was held which Caltrans District 2 has summarized with the letter included as an attachment to this RTIP. Additionally, SRTA and Caltrans District 2 staff have held other consultation meetings to focus on other efforts related to future regional transportation needs.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

For the 2024 Fund Estimate, the new regional shares available to Shasta are \$7,179,000. This includes \$4,227,000 in minimum shares and another \$2,952,000 to reach target shares. SRTA approves using the new 2024 RTIP capacity for: Fix 5 Cascade Gateway Project (PPNO 3597); planning, programming, and monitoring (PPNO 2368); Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692A (ATP – Infrastructure) and PPNO 2692B (ATP Non-Infrastructure)); and Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A (ATP – Infrastructure) and PPNO 2632B (ATP Non-Infrastructure)).

For the Fix 5 Cascade Gateway Project (PPNO 3597), SRTA is requesting the ability to set aside \$3.5 million in funding, but not program at this time, for SRTA's proportionate share of project costs for the project, should construction costs exceed estimates and additional RTIP shares be requested by Caltrans.

B. Summary of Requested Programming:

The first table below provides a high-level summary of the requested programming. The second table provides details by phase and year.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming, and Monitoring (PPNO 2368), Shasta Region	Administer STIP and develop projects.	\$468,000
Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692A/B - ATP), city of Redding	Walking and biking network improvements and traffic calming components.	\$806,284
Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A/B - ATP), city of Redding	Provide active transportation improvements (i.e., bike lanes, shared use paths, ADA improvements, mini-roundabout) on Victor Avenue north of Cypress Avenue and on portions of Mistletoe Lane.	\$999,786
Fix 5 Cascade Gateway (PPNO 3597), Shasta County	I-5 freight safety and enhancement project from Hartnell Overcrossing to Oasis Road Overcrossing north.	\$3,500,000 (request to set aside and remain available for STIP programming if needed, but not program unless funds necessary)

Project	Project Description	Phase	Fiscal Year	Prior RTIP (Carryover)	New RTIP	Other Funds	ATP	Future Unfunded	Total Project Cost
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Hartnell Ave. Overcrossing to 0.8 mile north of Union School Road Overcrossing	PA&ED		\$1,600					\$1,600
		PS&E	2022/23	\$2,227		\$2,185			\$4,412
		R/W Sup (CT)	2022/23			\$77			\$77
		Con Sup (CT)				\$7,480			\$7,480
		ROW	2022/23	\$681		\$61			\$742
		CON	2024/25	\$5,081	\$3,500*	\$62,919			\$68,000
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects	N/A	2024/25 through 2028/29	\$327	\$468	N/A	N/A	N/A	\$795
Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692A/B - ATP), city of Redding	Walking and biking network improvements and traffic calming components.	PA&ED	2023/24				\$555		\$555
		PS&E	2024/25				\$834		\$834
		ROW							
		CON	2026/27 & 27/28		\$806	\$805	\$4,782		\$6,393
		Non-Inf	2023/24				\$266		\$266
Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A/B - ATP), city of Redding	Provide active transportation improvements on Victor Avenue north of Cypress Avenue and on portions of Mistletoe Lane.	PA&ED	2023/24				\$700		\$700
		PS&E	2024/25				\$1,045		\$1,045
		ROW							
		CON	2026/27		\$1,000	\$999	\$6,044		\$8,043
		Non-Inf	2023/24				\$204		\$204
Total				\$7,816	\$5,774	\$78,204	\$14,430	\$0	\$106,224

Note: *See narrative and tables above from Section 6A and 6B.

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

The Butte Street Boogie Network Project and Victor Improvement Project were awarded Active Transportation Program Cycle 6 funds, and included local match funds by the city. The Fix 5 Cascade Gateway Project was awarded Community Project Funding and Trade Corridor Enhancement Program (TCEP) funds, and is now fully funded. Additionally, the Fix 5 Cascade Gateway Project includes a Caltrans SHOPP element. No further Commission approval for non-proportional spending is anticipated for any projects.

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	ATP Cycle 6	Other Local Match	TCEP	
Butte Street Boogie Network Project (BSB)	\$806,284			\$6,437,000	\$1,611,000		\$8,048,000
Victor Improvement Project (VIP)	\$999,786			\$7,993,000	\$1,999,000		\$9,992,000
Fix 5 Cascade Gateway (F5CG)	\$3,500,000				\$3,000,000	\$70,849,000	\$77,349,000
PPM	\$468,000						\$468,000
							-
Totals:	\$5,774,070	-	-	\$14,430,000	\$6,610,000	\$70,849,000	\$95,857,000

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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

There is no ITIP funding proposed for the Shasta Region in the 2024 ITIP.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

The Fix 5 Cascade Gateway project is fully funded and anticipated for construction starting in 2025. An effort is taking place to potentially add active transportation facilities along the east side of the I-5 corridor near this project in the future.

There are no other projects currently planned or underway in the vicinity of the Butte Street Boogie Network project or Victor Improvement project.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

No potential state routes have been identified as potential candidates for a highways to boulevards conversion pilot program at this time.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP. For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP. Please describe any complete streets considerations (optional).

The Butte Street Boogie Network Project and Victor Improvement Project are active transportation program funded projects and include various complete streets elements. Other separate active transportation projects along the I-5 corridor are in early planning stages currently and may develop into projects seeking future funding.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table 8 – 2022 RTP and SCS Performance Measures, from the 2022 RTP, as follows.

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
Prime agricultural lands saved from conversion (acres)					
Environmentally sensitive lands saved from conversion (acres)					

2024 RTIP Qualitative Assessment of RTP/SCS Benefits:

Effectiveness of the 2024 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The Interstate 5 (I-5) 'Fix 5 Cascade Gateway Project' is included within the 2022 RTP/SCS. The project is consistent with the following goals of the 2022 RTP/SCS: 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; and Goal #8: Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets.

The Fix 5 Cascade Gateway Project makes use of regional, state, and federal funds to support both state and regional needs. This project helps address safety and critical freight management during weather-related closures and emergencies on I-5, while also helping support state goals to support the transition of freight vehicles to zero-emission technologies.

The BSB and VIP projects expand the region's network of active transportation facilities, furthering connections between where people live, work, and recreate, increasing safety, mobility, and accessibility. The BSB project seeks to increase active transportation mode share by connecting the large number and diversity of trip destinations concentrated within the Downtown Redding Strategic Growth Area (SGA) to the neighborhoods west of the Downtown SGA. The VIP project seeks to build off of and connect to prior active transportation improvements along Victor Avenue and increase active transportation mode share by connecting the large number of neighborhoods along Victor Avenue and Mistletoe Lane with a diversity of destinations including jobs, schools, parks, and social and medical services. These improvements allow for the potential to convert automobile trips to active transportation trips which helps to reduce vehicle miles traveled and maintain an acceptable level of service on critical roadways. These projects are consistent with previously stated RTP goals #1, #2, and #8, as well as Goal #9: Work with regional partners to create people-centered communities that support public safety, health, and well-being.

How the RTIP facilitates implementation of the SCS:

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

The BSB and VIP projects will connect communities with bike lanes and shared-use paths for bicyclists and pedestrians, increase safety, and enhance accessibility and mobility. The BSB project will provide active transportation connections to the Redding Downtown Strategic Growth Area (SGA).

Challenges the region is facing in implementing its SCS:

Full realization of the region's SCS requires participation from the private sector development community and local jurisdictions. Numerous transit-oriented infill and redevelopment opportunities exist; however, they require public-private partnership and funding support to deliver the project type and scale necessary to meet SCS goals. Potential funding sources include the Affordable Housing & Sustainable Communities Program and other programs. Extensive project-level planning and conceptual design is needed to ready projects of this type for capital funding opportunities. These projects typically take several years to plan, acquire funds, and

construct, often taking place over two or more RTP cycles to complete before results can be evaluated and realized. Additional funding is needed to partner with private sector developers and to perform conceptual design work. SRTA previously developed and had successfully deployed an 'Infill & Redevelopment Incentive Pilot Program' utilizing Prop 84 funding, but additional funds are needed to continue the program. Recent Regional Early Action Program (REAP) 2.0 funds provide a minimal amount of funding, but REAP funds are currently one-time funds and cannot be relied upon.

Similar to development projects, planning and conceptual design for the next generation of active transportation projects are needed to compete for Active Transportation Program (ATP) and other funding opportunities. Under its Sustainable Shasta Program, regional partners, with SRTA and consultant technical assistance will identify priority SCS bicycle/pedestrian projects as applications for upcoming Cycles 7 and 8 of the ATP.

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

Since the COVID-19 pandemic, supply shortages and construction costs have increased significantly well above typical inflationary rates. This impacts the ability to deliver projects, as more money is required to deliver various projects, thereby potentially decreasing the number of projects that can be completed.

Section 13. Regional and Statewide Benefits of RTIP

Funding in the 2024 Shasta RTIP provides both regional and statewide benefits. The Fix 5 Cascade Gateway project limits are from the Hartnell Avenue OC (PM R13.9) to 0.8 miles north of Union School Road (PM R23.2) and in Tehama County at the California Highway Patrol Cottonwood Commercial Vehicle Enforcement Facility (PM 40.7). The project has statewide benefits in moving goods through, and to/from the North State. However, it also has West Coast ramifications as it is the only corridor in the North State providing an expeditious link to Oregon and Washington from the California/Mexico board northward, including connections to California's ports. I-5 provides important east/west connections to California's North Coast and Reno, Nevada. Additionally, I-5 serves some interregional needs by connecting the downtown's of the region's only three cities. The project will enhance the safety and operation of the corridor, producing regional and statewide benefits.

The two active transportation projects, BSB and VIP, facilitate regional connections of bicyclists and pedestrians, increasing safety and mobility as they travel adjacent to interregional corridors and to the I-5 corridor. The projects also further enhance connections to every-day destinations and public transit, increases safety, and encourage more active living, resulting in the potential of reducing vehicle miles traveled and increasing individual health.

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

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

To the extent data is available, SRTA provides the following information in Table B3 related to projects in the 2024 Shasta RTIP.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/ Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		6 miles
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		ITS adaptive lane management signs: 3; CCTV: 1; ZEV freight chargers: 2 each; Aux. lanes: 2.48 miles (additional) or 3.8 miles (total);
	New or reconstructed interchanges		
	New or reconstructed bridges		Reconstructed/modified bridges: 7
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		Multi-use paths: 1.5 miles; Bike Lanes: 0.3 miles; Sidewalks: 0.6 miles; Bicycle Boulevard: 1.9 miles; Cycletrack: 0.25 miles
	Operational improvements		RRFBs: 7; Crosswalks: 34; Added active transportation lighting: 1.2 miles; Curb ramps: 140
	New or reconstructed bridges		

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

Per the above requirements the following information is provided for the Fix 5 Cascade Gateway project. Additional information can be found in the ePPR in Section 17.

District: 2
PROJECT: Fix 5 Cascade Gateway

EA: 0H920
PPNO: 3597

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$) \$82.7		ITEMIZED BENEFITS (mil. \$)		
Life-Cycle Benefits (mil. \$) \$1,415.8		Passenger Benefits	Freight Benefits	Total Over 20 Years
Net Present Value (mil. \$) \$1,333.0		Travel Time Savings	\$2.7	\$512.8
Benefit / Cost Ratio: 17.1		Travel Time Reliability Benefits	\$5.4	\$119.4
Rate of Return on Investment: 65.9%		Veh. Op. Cost Savings	\$0.0	\$599.8
Payback Period: 1 year		Accident Cost Savings	\$72.2	\$35.5
		Emission Cost Savings	\$0.0	\$67.9
		TOTAL BENEFITS	\$80.3	\$1,335.4
		Person-Hours of Time Saved	22,043,450	1,102,172
Should benefit-cost results include:		EMISSIONS REDUCTION		
1) Induced Travel? (y/n) Y Default = Y		Tons	Value (mil. \$)	
2) Travel Time Reliability? (y/n) Y Default = Y		Total Over 20 Years	Average Annual	Total Over 20 Years
3) Vehicle Operating Costs? (y/n) Y Default = Y		CO Emissions Saved	349	17
4) Accident Costs? (y/n) Y Default = Y		CO ₂ Emissions Saved	1,405,033	70,252
5) Vehicle Emissions? (y/n) Y Default = Y		NO _x Emissions Saved	1,124	56
		PM ₁₀ Emissions Saved	25	1
		PM _{2.5} Emissions Saved	24	1
		SO _x Emissions Saved	13	1
		VOC Emissions Saved	21	1

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines. See the below table of projects recommended for programming. Maps of each capital project are included after the applicable Project Programming Request (PPR) Form in Appendices (Section 17).

Project	Project Description	Phase	Fiscal Year	Prior RTIP (Carryover)	New RTIP	Other Funds	ATP	Future Unfunded	Total Project Cost
Fix 5 Cascade Gateway (PPNO 3597)	I-5 freight safety and enhancement project from Hartnell Ave. Overcrossing to 0.8 mile north of Union School Road Overcrossing	PA&ED		\$1,600					\$1,600
		PS&E	2022/23	\$2,227		\$2,185			\$4,412
		R/W Sup (CT)	2022/23			\$77			\$77
		Con Sup (CT)				\$7,480			\$7,480
		ROW	2022/23	\$681		\$61			\$742
		CON	2024/25	\$5,081	\$3,500*	\$62,919			\$68,000
Planning, Programming & Monitoring (PPNO 2368)	Administer STIP and develop projects	N/A	2024/25 through 2028/29	\$327	\$468	N/A	N/A	N/A	\$795
Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692A/B - ATP), city of Redding	Walking and biking network improvements and traffic calming components.	PA&ED	2023/24				\$555		\$555
		PS&E	2024/25				\$834		\$834
		ROW							
		CON	2026/27 & 27/28		\$806	\$805	\$4,782		\$6,393
		Non-Inf	2023/24				\$266		\$266
Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A/B - ATP), city of Redding	Provide active transportation improvements on Victor Avenue north of Cypress Avenue and on portions of Mistletoe Lane.	PA&ED	2023/24				\$700		\$700
		PS&E	2024/25				\$1,045		\$1,045
		ROW							
		CON	2026/27		\$1,000	\$999	\$6,044		\$8,043
		Non-Inf	2023/24				\$204		\$204
Total				\$7,816	\$5,774	\$78,204	\$14,430	\$0	\$106,224

Note: *See narrative and tables above from Section B – 2024 Regional RTIP Funding Request

F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – SRTA has included PPRs for each of the RTIP programming requests under Section 17.

Section 18. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – The December 14, 2023, SRTA Resolution 23-17: Adoption of 2024 Shasta Regional Transportation Improvement Program (RTIP) is included.

Section 19. Fact Sheet (1-2 pages). (See Section 50). A fact sheet summarizing 2024 RTIP projects is included in this section.

Section 20. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet) – A November 7, 2023, Caltrans-SRTA letter documenting consultation and identifying state highway needs is included in this section.

DRAFT

Section 17 – Projects Programming Request (PPR) Forms and Project Maps

a. Planning, Programming, and Monitoring.....	Page 17
As a planning and programming effort, project map not applicable.	
b. Fix 5 Cascade Gateway Project.....	Page 22
c. Butte Street Boogie Network Project.....	Page 33
d. Victor Improvement Project.....	Page 40

Section 17a. Planning, Programming, and Monitoring PPR

DRAFT

Amendment (Existing Project) ☐ YES ☒ NO				Date	11/28/2023 15:03:16
Programs ☐ LPP-C ☐ LPP-F ☐ SSCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02		0222000062	2368	Shasta Regional Transportation Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta County					
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jessica Carlson			630-262-6193	jcarlson@srtc.ca.us	
Project Title					

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency		
PA&ED			
PS&E			
Right of Way			
Construction	Shasta Regional Transportation Agency		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone	Existing		Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Date 11/28/2023 16:03:16

Purpose and Need

Planning, Programming, and Monitoring of STIP projects per Section 21 of STIP Guidelines.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Date 11/28/2023 16:03:16

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
02	Shasta County			0222000052	2368

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Shasta Regional Transportation Agen
R/W									
CON	3,669	124						3,693	Shasta Regional Transportation Agen
TOTAL	3,669	124						3,693	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,669	170	170	169	169	165		4,402	
TOTAL	3,669	170	170	169	169	165		4,402	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									\$260 CON voted 07/01/02
R/W SUP (CT)									\$69 CON voted 09/07/06
CON SUP (CT)									\$70 CON voted 11/08/07
R/W									\$364 CON voted 08/28/08
CON	3,600	124						3,624	\$365 CON voted 12/10/09
TOTAL	3,600	124						3,624	\$365 CON voted 08/12/10
									\$364 CON voted 04/26/12
									\$147 CON voted 08/22/12
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,600	170	170	169	169	165		4,333	
TOTAL	3,600	170	170	169	169	165		4,333	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	69							69	
TOTAL	69							69	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	69							69	
TOTAL	69							69	

Complete this page for amendments only				Date 11/28/2023 16:03:16	
District	County	Route	EA	Project ID	PPNO
02	Shasta County			0222000062	2368

SECTION 1 - All Projects

Project Background

Planning, Programming and Monitoring

Programming Change Requested

Reason for Proposed Change

Planning, Programming and Monitoring

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Planning, Programming and Monitoring

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 17b. Fix 5 Cascade Gateway PPR

DRAFT

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/08/2023 12:46:20
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	0H920	0215000083	3597	Shasta Regional Transportation Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta County	5	R 13,900	R 23,300	Caltrans HQ	
Tehama County	5	40,700	40,700	MPO	Element
			SHASTA	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Kelly Timmons			530-845-0226	kelly.timmons@dot.ca.gov	
Project Title					

Fix 5 Cascade Gateway / I-5 Improvements Shasta

Location (Project Limits), Description (Scope of Work)
 In Shasta and Tehama counties in and near Redding from Hartnell Avenue Overcrossing to 0.8 mile north of Union School Road Overcrossing and at Northbound Cottonwood Scales, Description: Develop a 12-foot managed "truck only" lane and standard 10-foot median shoulder in each direction, Build or extend four auxiliary lanes, Modify seven bridges and add storm water treatment and drainage features, Improve a primary evacuation route, enhance the reliability of Interstate 5 and interregional goods movement, and provide weaving and operational improvements. Install an Advanced Lane Management System and overhead sign structures. Install Electric Vehicle Chargers for trucks and other vehicles.

Component	Implementing Agency		
PA&ED	Caltrans District 2		
PS&E	Caltrans District 2		
Right of Way	Caltrans District 2		
Construction	Caltrans District 2		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved		02/14/2017	
Begin Environmental (PA&ED) Phase		01/07/2019	01/07/2019
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	04/30/2020	04/30/2020
Draft Project Report		04/30/2020	04/30/2020
End Environmental Phase (PA&ED Milestone)		08/04/2020	08/04/2020
Begin Design (PS&E) Phase		07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		08/29/2024	08/22/2024
Begin Right of Way Phase		07/01/2022	07/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		08/08/2024	08/08/2024
Begin Construction Phase (Contract Award Milestone)		02/04/2025	02/04/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/28/2026	12/28/2026
Begin Closeout Phase		12/28/2028	12/28/2028
End Closeout Phase (Closeout Report)		09/30/2030	09/30/2030

Date 12/08/2023 12:46:20

Purpose and Need

Purpose: The purpose of the F5CG project is to improve interstate and interregional goods movement by: installing a managed lane (truck only) in both the NB and SB directions; extending auxiliary lanes between interchanges to improve safety and reduce merging conflicts; improving bridges with rail upgrades; installing and/or upgrading ITS/TMS elements; installing a medium/heavy-duty vehicle charging facility; and, improving emergency (wildfire and winter storm) operations.

The F5CG project is needed to improve traffic operations, including goods movement, through the Redding area. The mainline flow of traffic is currently degraded by merging and weaving traffic at consecutive interchanges. These interchanges connect I-5 to the North Coast via Routes 44/299W and I-5 to Northern Nevada via Routes 299E/89/44/36/395 (an STAA route). The presence of trucks in the right lane and the lack of continuous auxiliary lanes between interchanges are two major factors to merging conflicts. System resiliency is reduced during emergency operations, such as wildfires and snowstorms, due to closure and/or chain control on I-5 north of the project. These operations create extended backups of mostly freight trucks, which then impedes access to ramps for local traffic and emergency vehicles. These factors reduce the safety of the facility as well.

NHS Improvements ☒ YES ☐ NO Roadway Class I Reversible Lane Analysis ☒ YES ☐ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Mainline Shoulders construction	Miles	8.3
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	1
Operational Improvement	Slow vehicle lanes	Miles	18.6
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	119,522
Operational Improvement	Auxiliary lanes	Miles	4
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	1.2
Pavement (lane-miles)	Roadway lane miles	Miles	6
TMS (Traffic Management Systems)	Changeable message signs	EA	3

Date 12/08/2023 12:46:20

Additional Information

Performance Indicators and Measures: Economic Development: Jobs Created (Indirect): With Build = 1040, Without Build = 0, Change = 0

The SHOPP funds identified as part of this project are associated with PPNO 3790, Asset Management ID # 22190, EA 02-1J380, and Project Identification # 0220000064. The Project Initiation Report (PIR) was signed by the District Director on June 30, 2021, and was adopted as a part of the 2022 SHOPP, in March of 2022. The Draft Project Report is currently in circulation.

The cost increase in the SHOPP section is to correct a clerical error.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	-0,23	1,15	-1,38
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	4,4	2,2	2,2
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,844,547	2,844,547	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	79,128,000	55,264,000	23,864,000
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0,02	0,015	0,005
			PM 10 Tons	0,079	0,058	0,021
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	147,86	105,903	41,957
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0,17	0,126	0,044
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0,084	0,058	0,026
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0,4	0,6	-0,2
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0,312	0,359	-0,047
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	97	129	-32
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	14,8	15	-0,2
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,490	0	1,490
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0,9	0	0,9
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	13,289,270	13,289,270	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	19	19	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	17,306,957	17,306,957	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	19	19	0

District	County	Route	EA	Project ID	PPNO
02	Shasta County, Tehama County	5, 5	0H920	0215000083	3597

Project Title
 Fix 5 Cascade Gateway / I-5 Improvements Shasta

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	1,600							1,600	
PS&E	4,412							4,412	
R/W SUP (CT)	77							77	
CON SUP (CT)		7,480						7,480	
R/W	742							742	
CON		68,000						68,000	
TOTAL	6,831	75,480						82,311	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20,XX,075,600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen \$300k in G-12 was used in E&P, 2022 STIP: \$5,081 was programmed for Construction Capital in FY 24/25. These funds and the Community Program Fund are SRTA's match Regional TCEP Cycle 3 request,
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	1,600							1,600	
PS&E	1,727							1,727	
R/W SUP (CT)	50							50	
CON SUP (CT)									
R/W	631							631	
CON		5,081						5,081	
TOTAL	4,008	5,081						9,089	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20,XX,723,100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ \$1071 PSE voted 10/12/22 \$111 RW voted 10/12/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,521							1,521	
R/W SUP (CT)	27							27	
CON SUP (CT)		7,480						7,480	
R/W	111							111	
CON		35,982						35,982	
TOTAL	1,659	43,462						45,121	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20,XX,723,200
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ \$664 PSE voted 10/12/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	664							664	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		23,937						23,937	
TOTAL	664	23,937						24,601	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #5:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,010,816
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									\$500 PSE voted 06/28/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency: Shasta Regional Transportation Agency
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	500							500	

Fund #6:	Demo - Community Funding Program (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,010,680
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen SRTA has received a letter from Congressman LaMalfa stating they will be awarded \$3 million in Community Funding Program, Final congressional appropriation decision will be known in December 2022.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funds have been committed through Congressman LaMalfa's Office.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
TOTAL		3,000						3,000	
Fund #7:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,010,817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #8:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,210,310
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #9:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,210,310
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Complete this page for amendments only

Date 12/05/2023 09:07:04

District	County	Route	EA	Project ID	PPNO
02	Tehama County, Shasta County	5, 5	0H920	0216000083	3697

SECTION 1 - All Projects

Project Background

Carry over into 2024 STIP

Programming Change Requested

No Programming Changes are Requested

Reason for Proposed Change

No Programming Changes are Requested

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the Individual SB1 program guidelines for specific criteria)

No Programming Changes are Requested

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Fix 5 Cascade Gateway Project Map

CALIFORNIA DEPARTMENT OF TRANSPORTATION | DISTRICT 2



Section 17c. Butte Street Boogie Network Project PPR

DRAFT

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/06/2023 13:51:33
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2629A	City of Redding	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta County				Shasta Regional Transportation Agency	
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
Zach Bonnin			530-225-4027	zbonnin@cityofredding.org	
Project Title					
Butte Street Boogie Network Project					

Location (Project Limits), Description (Scope of Work)

This project is located in the City of Redding, CA; along residential streets and through open space in low-income neighborhoods west of Downtown Redding; on Placer Street, Butte Street, and downtown West Street & Shasta Street.

Pre-construction and construction of low-stress bike/walk network to connect DACs to downtown services, schools, grocery stores, regional transit center, and Bike Depot/E-Bikeshare.

Component	Implementing Agency		
PA&ED	City of Redding		
PS&E	City of Redding		
Right of Way	City of Redding		
Construction	City of Redding		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone	Existing		Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			10/01/2023
Circulate Draft Environmental Document	Document Type	ND/MND	
Draft Project Report			11/01/2024
End Environmental Phase (PA&ED Milestone)			03/24/2026
Begin Design (PS&E) Phase			06/01/2026
End Design Phase (Ready to List for Advertisement Milestone)			11/22/2026
Begin Right of Way Phase			01/21/2027
End Right of Way Phase (Right of Way Certification Milestone)			03/22/2027
Begin Construction Phase (Contract Award Milestone)			06/21/2027
End Construction Phase (Construction Contract Acceptance Milestone)			09/12/2028
Begin Closeout Phase			09/26/2028
End Closeout Phase (Closeout Report)			04/14/2029

Date 12/05/2023 13:51:33

Purpose and Need

The Butte Street Boogie Network formalizes a popular route for bicyclists and creates low-stress active transportation connections between disadvantaged communities in Downtown/Central Redding. The project improves access to schools, grocery stores, local/regional transit, local/regional bike facilities, and Shasta Bike Depot/bike-share, and makes it possible for people of all ages and abilities to walk/bike more often.

The project seeks to increase active transportation trips in Downtown/Central Redding by making it safer and more comfortable for people to walk/bike to key destinations while avoiding high-stress arterials. Limited existing active transportation facilities and high rates of collisions.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.77
Active Transportation	Crosswalk	EA	27
Active Transportation	Sidewalk miles	Miles	1.09
ADA Improvements	Repair existing sidewalk	LF	1,600
ADA Improvements	New curb ramp installed	EA	74
ADA Improvements	Repair/upgrade curb ramp	EA	6
ADA Improvements	Install accessible pedestrian signal	EA	6
Operational Improvement	Intersection / Signal improvements	EA	1
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	14

Date 12/05/2023 13:51:33

Additional Information

The Butte Street Boogie Network Project improves active transportation connections in Downtown/Central Redding by formalizing an existing popular route for bicyclists and creating a safe and comfortable bicycle boulevard network aimed at making it possible for people of all ages and abilities to walk and bike for transportation. With a focus on improving safe routes to schools for students, the project improves walking and biking access to over six schools: Manzanita Elementary School, St. Joseph's Catholic School, Shasta High School, Pioneer Continuation High School, Shasta Collegiate Academy and University Preparatory School. The project closes critical existing infrastructure gaps by installing new sidewalks on Butte Street and Placer Street, installing 74 ADA-compliant curb ramps, and improving arterial crossings across Placer Street and at State Route 299/West Street. The project will also implement traffic calming, lighting, and crossing improvements (e.g., high-visibility crossings, curb extensions, curb ramps, median islands) throughout the network to improve comfort and connectivity for people who walk, people with mobility impairments, and vulnerable populations like youth and older adults. Improving active transportation connections is especially important since the neighborhoods the project serves have lower levels of car ownership and higher reliance on active modes for commuting. DAC residents who have no other transportation options walk and bike in conditions that unfortunately generate near routine, preventable collisions with vehicles.

By improving active transportation connections and installing a Class IV cycletrack on Shasta Street in Downtown Redding, the project connects disadvantaged community residents - and citywide residents - to hundreds of destinations, including the Post Office, Veterans Memorial Hall, Downtown Transit Center, Amtrak, YMCA, Courthouse, Shasta Regional Medical Center, a mix of professional and legal offices, and restaurants. The project improvements on Shasta Street connects directly with the planned/funded California Street cycletrack at the Shasta Bike Depot, which will house the City's Downtown e-bikeshare program. The e-bikeshare program is anticipated to launch in Fall 2022 and would serve both the local downtown community as well as tourists and visitors to the area. According to Shasta Living Streets, the local active transportation non-profit that will help operate the Bike Depot and e-bikeshare program, these high-profile projects as expected to receive a lot of participation and contribute to thousands more bike trips on a weekly basis.

The proposed network connects DAC residents to several recently constructed or funded active transportation facilities. On the north side of the project area, the project improves the crossing at SR 299 / West Street, connecting people to the West Street ATP (currently under construction). This facilitates walk and bike trips to several schools (e.g., Shasta High, Pioneer High, University Preparatory School) and connects to regional bike facilities like the River Trail and Diestelhorst Bridge. On the south side of the project, new sidewalks on Placer Street and improved crossings across Placer Street at Pleasant Street and Airpark Drive will connect students and residents to Placer Street's buffered bike lanes and facilitate more walk/bike trips to the Holiday Market Shopping Center, St. Joseph Catholic School, and Benton Dog Park. By connecting to key regional bike and transit facilities such as the California Street cycletrack, Shasta Bike Depot, West Street ATP, and Placer Street's buffered bike lanes, the project unlocks connections throughout the city and larger region, and encourages more people to walk/bike more often.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
02	Shasta County				2629A

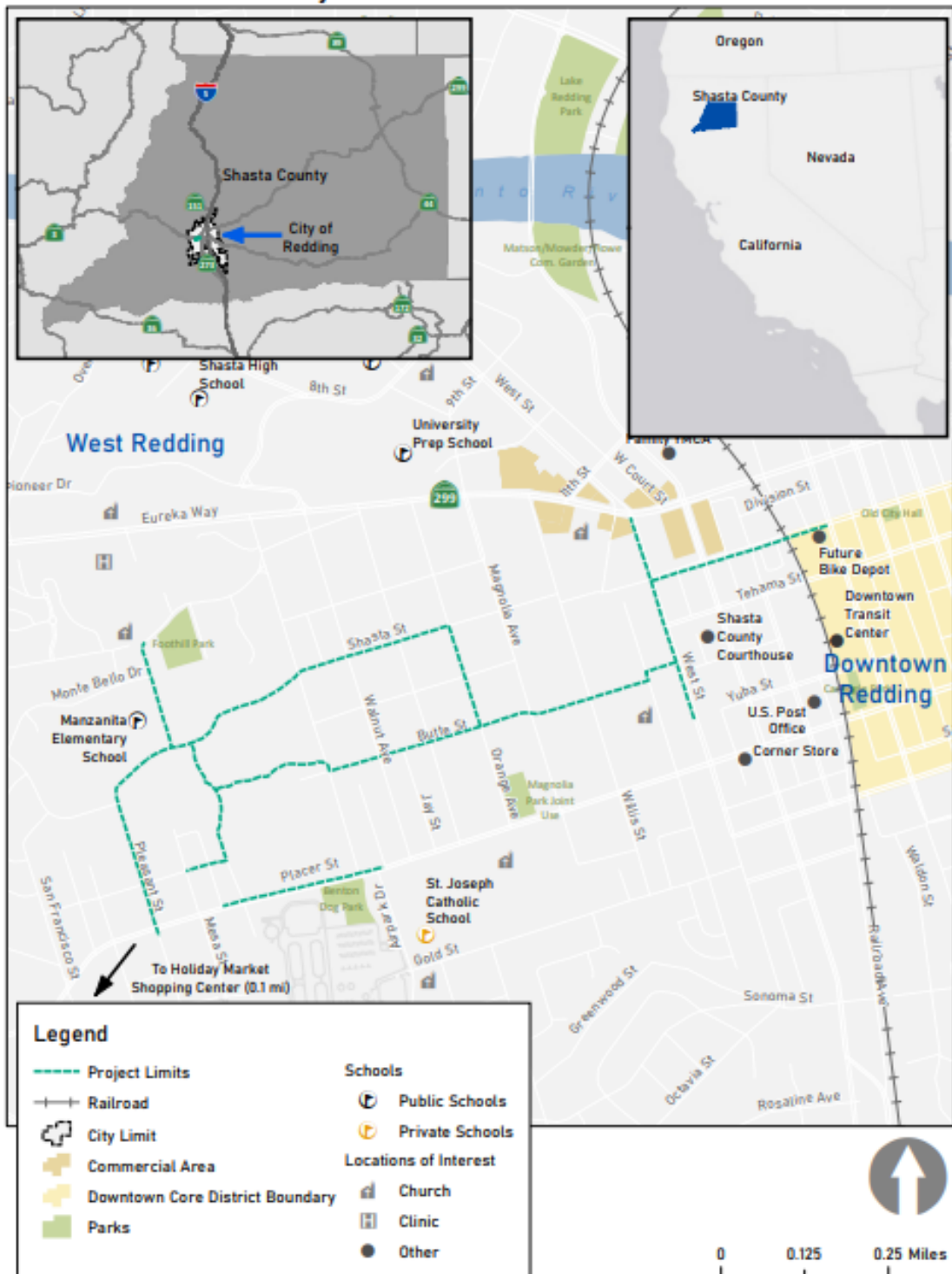
Project Title
 Butte Street Boogie Network Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Redding
PS&E									City of Redding
R/W SUP (CT)									City of Redding
CON SUP (CT)									City of Redding
R/W									City of Redding
CON									City of Redding
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		666						666	
PS&E			834					834	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		266			4,782	1,611		6,669	
TOTAL		821	834		4,782	1,611		8,048	

Fund #1:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		666						666	
PS&E			834					834	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		266			4,782			5,048	
TOTAL		821	834		4,782			6,437	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						805		805	
TOTAL						805		805	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Redding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						805		805	
TOTAL						805		805	

Butte Street Boogie Network - Project Location and Destinations



Section 17d. Victor Improvement Project PPR

DRAFT

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/06/2023 13:38:55
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2632A	City of Redding	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta County				Shasta Regional Transportation Agency	
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
Zach Bonnin			630-226-4027	zbonnin@cityofredding.org	
Project Title					
Victor Improvement Project					

Location (Project Limits), Description (Scope of Work)

This project is located in the City of Redding, California; along Victor Avenue, Mistletoe Lane, Derby Lane, Oxford Road, Oakdale Lane, Penn Drive, Dusty Lane, and Canby Road.

Constructs low-stress active transportation facilities on Victor Ave, Mistletoe Lane, and adjacent neighborhood streets, and encourages people to walk and bike.

Component	Implementing Agency		
PA&ED	City of Redding		
PS&E	City of Redding		
Right of Way	City of Redding		
Construction	City of Redding		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone	Existing		Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			08/30/2023
Circulate Draft Environmental Document	Document Type	CE	06/30/2024
Draft Project Report			11/21/2024
End Environmental Phase (PA&ED Milestone)			12/21/2024
Begin Design (PS&E) Phase			02/19/2026
End Design Phase (Ready to List for Advertisement Milestone)			06/14/2026
Begin Right of Way Phase			08/13/2026
End Right of Way Phase (Right of Way Certification Milestone)			09/12/2026
Begin Construction Phase (Contract Award Milestone)			11/10/2026
End Construction Phase (Construction Contract Acceptance Milestone)			11/06/2027
Begin Closeout Phase			12/06/2027
End Closeout Phase (Closeout Report)			01/06/2028

Date 12/05/2023 13:38:55

Purpose and Need

Victor Avenue, north of Cypress, has high volumes of cars traveling over 40 MPH with little to no room for people walking or biking to school, bus stops, work, or local shops for running errands. The project also consists of traffic calming elements to create a 1.6 mile network of low-stress neighborhood connections where a local student was hit by a car while on a bicycle.

The project will extend a network of low-stress active transportation facilities along an arterial street with little to no room for people walking or biking. Project will additionally consist of traffic calming elements in a residential neighborhood to create a 1.6 mile of low-stress bicycle boulevard network connecting residents to schools, grocery stores, dining, the post office, and other neighborhood destinations.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		
Project Outputs					
Category	Outputs		Unit	Total	
Active Transportation	Pedestrian/Bicycle facilities miles constructed		Miles	2.5	
Active Transportation	Sidewalk miles		Miles	1.65	
Active Transportation	Crosswalk		EA	7	
ADA Improvements	Repair existing sidewalk		LF	600	
ADA Improvements	Repair/upgrade curb ramp		EA	65	
ADA Improvements	Install accessible pedestrian signal		EA	7	
Operational Improvement	Intersection / Signal improvements		EA	1	

Date 12/05/2023 13:38:55

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
02	Shasta County				2632A

Project Title

Victor Improvement Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Redding
PS&E									City of Redding
R/W SUP (CT)									City of Redding
CON SUP (CT)									City of Redding
R/W									City of Redding
CON									City of Redding
TOTAL									

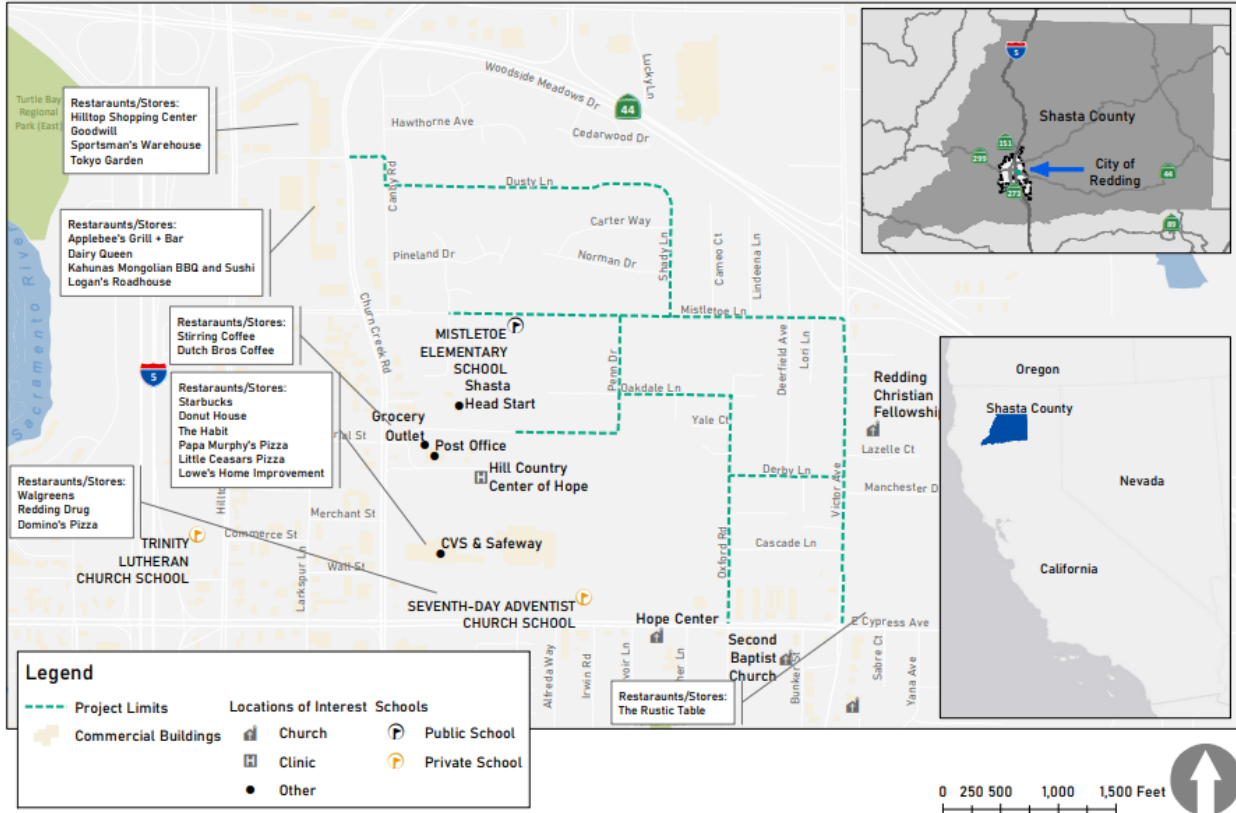
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		700						700	
PS&E			1,045					1,045	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		204			8,043			8,247	
TOTAL		904	1,045		8,043			9,992	

Fund #1:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		700						700	
PS&E			1,045					1,045	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		204			6,044			6,248	
TOTAL		904	1,045		6,044			7,993	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,000			1,000	
TOTAL					1,000			1,000	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Redding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					999			999	
TOTAL					999			999	

Victor Improvement Project - Project Location and Destinations



**Section 18. SRTA Board of Directors Resolution
of 2024 RTIP Approval**

DRAFT

RESOLUTION 23-17

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY AUTHORIZING ADOPTION OF THE 2024 SHASTA REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)



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

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

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

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2024/25 through 2028/29 of the 2024 RTIP; and

WHEREAS, the 2024 RTIP has been developed consistent with the RTIP project selection priorities outlined in Chapter 3.45 of SRTA's Program Administration Policies and Procedures, approved December 13, 2021, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Shasta Regional Transportation Agency approve the 2024 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 14th day of December 2023, by the Board of Directors of the Shasta Regional Transportation Agency.

Mark Mezzano, Chair
Shasta Regional Transportation Agency

ATTEST:

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency

Section 19. 2024 Shasta RTIP Fact Sheet

DRAFT



2024 Shasta Regional Transportation Improvement Program (RTIP) Fact Sheet

Executive Summary

The 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. SRTA's 2024 RTIP is a proposed list of projects recommended for programming of Regional Improvement Program (RIP) funds under the State Transportation Improvement Program (STIP) in the Shasta Region. Projects are considered based on consistency with state goals and plans as well as seven regional criteria which includes consistency with SRTA's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and other regional plans. The projects meet the requirements of the 2024 STIP guidelines. Overall, a combined \$5.77 million in new RIP shares along with over \$5.20 million in prior RTIP cycle funds toward these projects will leverage over \$139 million in combined federal, state, regional, and local funds.

Significant Benefits

The projects provide a number of regional and state benefits. The Fix 5 Cascade Gateway project will improve safety and operations along the Interstate 5 (I-5) corridor especially during winter storms and emergency events; add various safety upgrades including improvements at eight bridges; and help advance zero-emission freight efforts by providing ZEV freight charging stations. The Butte Street Boogie and Victor Improvement projects will increase the active transportation network in the region by adding over 4.5 miles of various active transportation facilities; improve safety including at roadway intersections through seven rapid flashing beacons and over one mile of new lighting; increase access to transit; connect neighborhoods to a many every-day destinations such as jobs, schools, parks, shopping, and medical services. Collectively, these projects help increase regional safety, improve accessibility and mobility, support national, state, and regional economic growth, reduce vehicle miles traveled, help reduce greenhouse gas (GHG) emissions, and improve air quality.

Alignment with State and Regional Goals

The projects recommended for programming advance the goals and objectives of SRTA's 2022 Regional Transportation Plan and Sustainable Communities Strategy, including: 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 #8: Improve the reliability, safety, efficiency, and resiliency of regionally significant roadways based on transportation system data and alignment with regional performance targets; and Goal #9: Work with regional partners to create people-centered communities that support public safety, health, and well-being.

Additionally, the projects are in alignment with state plans/programs including the Active Transportation Program, California Transportation Plan, California Freight Mobility Plan, and Climate Action Plan for Transportation Infrastructure (CAPTI). The proposed projects address safety and operations, improve freight mobility, increase active transportation accessibility and mobility, improve first/last-mile access to transit, support reducing vehicle miles traveled, reduce GHG emissions, and improve air quality.

Shasta 2024 RTIP Project Recommendations		
Project	Agency	Funding Recommended
Planning, Programming, and Monitoring	SRTA	\$468,000
Butte Street Boogie Network (BSB) Project	City of Redding	\$806,284
Victor Improvement Project (VIP)	City of Redding	\$999,786
Fix 5 Cascade Gateway (F5CG)	Caltrans District 2	\$3,500,000 (recommended set aside)

Section 20. Documentation of Coordination with Caltrans District 2

DRAFT

California Department of Transportation

DISTRICT 2
1031 Butte Street, MS 70
REDDING, CA 96001
(530) 356-3179 | FAX (530) 225-3324 TTY 711
www.dot.ca.gov



November 7, 2023

Mr. Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Ste 202
Redding, CA 96001

Dear Mr. Tiedgen:

The 2024 State Transportation Improvement Program (STIP) guidelines, Section 20, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2023, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

In preparation for the 2024 STIP cycle, on August 10, 2023, Caltrans met with you to discuss State highway needs within the Shasta region. Caltrans provided a comprehensive list of needs on the SHS in Shasta County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP.

- Fix 5 Cascade Gateway (F5CG) is a fully funded partnered project with STIP-RIP and SB 1 TCEP funds. In addition to STIP-RIP funds, both SRTA and Caltrans were awarded additional TCEP funds and Federal Earmark Funds.

SRTA has shown continued commitment to programming the majority of their STIP on the State highway system. They have been successful recipients of 2006 Proposition 1B Corridor Mobility Improvement Account (CMIA) and STIP Augmentation funds, as well as SB 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County and interregional travel along the I-5 corridor.

The District is also supportive of SRTA's focus on active transportation throughout the Shasta region. The Turtle Bay to Downtown non-motorized project, Butte Street Boogie non-motorized project, and the Victor North non-motorized project are currently programmed with STIP-RIP and Active Transportation Program (ATP) funds. Through other planning efforts, such as Go Shasta, Sustainable Shasta, and the Envision 273 Plan SRTA has been partnering and

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Sean Tiedgen, Executive Director
November 7, 2023
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collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Kelly Zolotoff at (530) 768-4327 or me at the number above.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset and Program Project Management

Enclosure

c: Dave Moore, District 2 Director (email)
Brett Ditzler, Deputy District Director Planning and Local Assistance (email)
Clint Burkenpas, Chief Program Project Management (email)
Sean Shepard, Chief Asset Management (email)
Kelly Timmons, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

"Provide a safe and reliable transportation network that serves all people and respects the environment"

**2023 State Highway Needs Meeting
Caltrans District 2/Shasta Consultation Meeting**

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA/TEH	5	R13.5/R23.2, 40.7	Fix 5 Cascade Gateway	Construct and redesignate median lane on I-5 in North Redding to the Oasis Rd interchange as a truck only lane. Construct auxiliary lanes and install an EV charging stations for trucks at the Northbound Cottonwood Truck Inspection Facility.	3597	0H920	Complete	Y	FS&E
2	SHA	299	25.0/27.2	Northeast Redding Multimodal Connector	Construct separate multiuse path on the South side of SR 299 from I-5 to Old Oregon Trail.		0K260	In Progress	N	PID
2	SHA	299	76.2/78.0	Burney to Johnson Park Multimodal Connector	Construct a separated multiuse path on SR 299 from Burney to Johnson Park		0K260	In Progress	N	PID
2	SHA	299	16.5/18.3	Shasta Divide	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	TE Application	N	
2	SHA	44		Turtle Bay to Downtown - Multi-modal	Add multi-modal facilities between Turtle Bay Dr and Continental Street in the City of Redding.	2588		ATP Cycle 5 (City of Redding)	Y	PA&ED
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	N	
2	SHA	5	R11.5/R12.8	Bonnyview Interchange	Reconstruct Interchange	3667	2H800	PSR/PDS	N	PID
2	SHA	5	R6.5/R6.8	Riverside Interchange	Reconstruct Interchange		2H650	PSR/PDS	N	PID
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	

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