



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2021-22

Grant Category (choose only one)

☒	Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)	☒	Strategic Partnerships (MPOs and RTPAs only)
	Sustainable Communities Competitive (11.47% Local Match requirement)		Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
	Sustainable Communities Competitive Technical (11.47% Local Match requirement)		Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)

Application Submittal Type

☒	New	☒	Prior Phases	☒	Re-Submittal
	New Application		Continuation of a prior project. If so, list the project title below.		Re-submittal from a prior grant cycle. If so, list below how many times grantee has submitted an application for this project

PART B. PROJECT INFORMATION

Project Title and Location

Project Title			
Project Location (City)		Project Location (County)	

PART D: Funding Information

- Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)
☐ Minimum Local Match ☐ Over-Match
- What is the source of Local Match funds being used?
(MPOs – Federal Toll Credits, PL, and FTA 5303 Funds cannot be used to match Sustainable Communities Competitive)
☐ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures
☐ Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART C. CONTACT INFORMATION

	Applicant	Sub-Applicant	Sub-Applicant
Organization (legal name)			
Street Address			
Phone Number			
City			
Zip Code			
Executive Director Name			
Title			
Contact Person Name			
Contact Person Title			
Phone Number			
Contact E-mail address			

PART D. COMPLIANT HOUSING ELEMENT

City/County Applying for Sustainable Communities Grants	Yes (X)	No (X)
Does the City/County have a compliant Housing Element?		
Has the City/County submitted Annual Progress Report to HCD for calendar years 2018 and 2019?		



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART E. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name

PART F. LETTERS OF SUPPORT

List all letters of support received for the proposed project.

Name/Agency	Name/Agency



Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	



Sustainable Transportation Planning Grant Program

STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

PART G. APPLICATION NARRATIVE

FY 2021-22

Project Information

Organization (legal name)	
Project Title	
Project Area Boundaries	

Application Narrative

1. Project Description 150 words maximum (10 points)

Briefly summarize the project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. **Do not exceed the space provided.**



Sustainable Transportation Planning Grant Program

STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

2. Project Justification (30 points)

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.
- List the ramifications of not funding this project.
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.).
- Competitive applications support the need for the project with empirical data.
- Describe how this project addresses issues raised.
- Describe the impact of not funding the project.
- **Do not exceed the space provided.**



3. Project Justification (continued)



Sustainable Transportation Planning Grant Program

STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

4. Grant Specific Objectives (Total 20 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-3D below, as applicable:

- Caltrans Strategic Management Plan
- California Transportation Plan (CTP) 2040
- Modal Plans that Support the CTP 2040
- Title VI and Environmental Justice

3A. Grant Specific Objectives (5 points)

- List and explain how the proposal would accomplish the Federal Planning Factors (Grant Application Guide, Chapter 4.2), achieve the Caltrans Mission and the Grant Program Objectives (Grant Application Guide, Chapter 1.2.)
- **Do not exceed the space provided.**



Sustainable Transportation Planning Grant Program

STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

3B. Grant Specific Objectives (5 points)

- Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State Highway System (or multimodal transportation system for transit-focused projects).
- Clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project.
- **Do not exceed the space provided.**

3C. Grant Specific Objectives (5 points)

- Explain how the proposal strengthens government-to-government relationships.
- Outline the entities involved with the proposed project and how partnerships will be strengthened as a result.
- **Do not exceed the space provided.**



Sustainable Transportation Planning Grant Program

STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

3D. Grant Specific Objectives (5 points)

- Explain how the proposal results in programmed system improvements.
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.
- **Do not exceed the space provided.**

4. Project Management (Total 40 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website, <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

4A. Scope of Work (20 points)

4B. Cost and Schedule (20 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only. Task **Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work	
(x)	Ensure these items are completed prior to submitting to Caltrans
X	Use the Fiscal Year 2021-22 template provided and in Microsoft Word format.
X	Include the activities discussed in the grant application.
	List all tasks using the same title as stated in the Project Cost and Schedule.
	Include task numbers in accurate and proper sequencing, consistent with the Project Cost and Schedule.
X	Ensure that sub-task numbers are not included.
X	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
X	Include a thorough and accurate narrative description of each task.
X	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee can charge against this Task. This Task must only include the following activities and deliverables: • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
X	Include Task 02 for the procurement of a consultant (if needed). This task for the <u>grantee only</u> .
X	Public outreach task must include detailed public participation and services to diverse communities.
X	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment.
X	Must include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback. (Excludes technical projects)
X	The final product must include a summary of next steps your agency will take towards implementing the project.
X	Achievable project deliverables must be listed for each Task.
X	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

SCOPE OF WORK

Project Information	
Grant Category	Strategic Partnerships
Grant Fiscal Year	2021/22
Project Title	SR-273 Northern Section Multimodal Corridor Plan
Organization (legal name)	Shasta Regional Transportation Agency (SRTA)

Introduction

The State Route 273 (SR-273) corridor has served a variety of purposes and functions over the years. Its use likely predates the California Gold Rush, serving all manner of travel from foot to electric vehicle and everything in-between. In the past, the route has been known as “the road to Reading’s Diggings,” the Redding-Anderson Road, the Pacific Highway, and Highway 99 before being redesignated as SR-273 following the regional completion of Interstate 5.

Today, the corridor connects two of the Shasta Region’s largest cities and carries over 20,000 Average Annual Daily Trips (AADT) at some intersections in the project area. And because the Union Pacific Railroad (UPRR) also parallels SR-273, it serves as the region’s primary industrial corridor. As a result of these great changes over the years, this corridor State Route 273 (SR-273) is the region’s most complex corridor with numerous critical challenges that need to be addressed holistically.

For example, the roughly 9-mile project area is the location of disproportionate number of the region’s bicycle and pedestrian collisions—(11.1% and 13.9% of all collisions in the region, respectively). The project area also includes the Shasta Region’s most disadvantaged census tracts, most notably FIPS 06089010100, which scores in the 1.9 Percentile on the California Health Places Index (HPI). Its particularly grim HPI Policy Action Areas percentile score include: Economic (0.2), Transportation (2.2), and Clean Air - Diesel PM (37.7). The median HPI percentile scores for all census tracts in the project area is just 27.2 for Transportation and 30.3 for Economic—despite the inclusion of wealthier tracts that do not front the corridor.

The good news is that these great challenges present great opportunities. There are a number of recent, ongoing, and future planning efforts that involve the corridor in some respect: The 2016 Downtown Redding Transportation Plan, SRTA’s GoShasta Active Transportation Plan, the City of Redding Active Transportation Plan, the Caltrans District 2 Active Transportation Plan, the ResilientShasta Extreme Climate Event Mobility and Adaption Plan, and updates to the Downtown Redding Specific Plan and the City of Redding General Plan. This is a rare opportunity to bring them all into alignment and produce a comprehensive multimodal corridor plan for SR-273. As a resource-constrained region, this corridor can only be addressed in a comprehensive effort through the assistance of grant funds. The scale and complexity of the corridor dictate that it be broken up into two sections. Shasta Regional Transportation Agency (SRTA) is applying for Strategic Partnership funds to address the section north of Canyon Road (postmile 11.10) and Caltrans District 2 is seeking Special Studies funds to address the southern remainder.

If awarded, the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 (D2) will partner with other stakeholders to develop the **SR-273 Northern Section Multimodal Corridor Plan**

following the steps contained in the Caltrans Corridor Planning Process Guide (CPPG). The result will be a mutually agreed-upon plan to identify, prioritize, and implement improvements for all users on the SR-273 corridor from its northern terminus to Canyon Road.

Project Stakeholders

SRTA will procure a consultant to assist with this effort, which will be a collaborative process between SRTA, Caltrans District 2, the consultant, local jurisdictions within the project area (the city of Redding and Redding Rancheria), and project stakeholders. Other local jurisdictions (Shasta County, the city of Anderson, and the city of Shasta Lake) will be invited to participate due to the corridor's regional importance. Additional expected stakeholders include Redding Area Bus Authority, local businesses, first responders, community-based organizations (e.g. Viva Downtown, Shasta Living Streets, Healthy Shasta, and the Redding Chamber of Commerce, etc.), and the public, particularly those in disadvantaged communities.

Overall Project Objectives

- Enhance multimodal safety, accessibility, and connectivity.
- Identify traffic operation issues and solutions for both vehicles and freight/trucks to reduce delay and increase reliability. Improvements would positively affect performance on both 273 and I-5 corridors.
- Improve conditions for DACs by better understanding neighborhood-specific challenges and developing corresponding targeted strategies.
- Improve compatibility between corridor design and current/future adjacent land-use.
- Leverage and enhance existing government-to-government relationships through close collaboration and partnership to ensure alignment of all corridor-related planning and implementation efforts.
- Eliminate barriers to modal shift in alignment with the Regional Transportation Plan and Sustainable Communities Strategies.
- Incorporate recommendations from the ResilientShasta Extreme Climate Event Mobility and Adaption Plan (expected completion: Fall 2021).
- Build off previous efforts to identify and address deficiencies in the corridor such as outreach for the SR-273 Multimodal Plan and the 2016 Downtown Redding Transportation Plan.
- Develop packaged sets of multimodal projects that are strategically designed to reinforce one another and achieve progress across multiple corridor performance goals.
- Preliminary design of high-priority projects needed to compete for state and federal capital grant funds.

Summary of Project Tasks

Task 01: Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.

Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

SRTA will hold a kickoff meeting with Caltrans and administer the project in alignment with grant requirements.

Task Deliverables
Kick-off meeting with Caltrans - Meeting Notes, quarterly invoices and progress reports, DBE reporting (federal Grants only).

Task 02: Consultant Procurement and Kickoff

Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee. The consultant shall participate in an internal kickoff meeting with SRTA staff. SRTA staff and consultant will identify and meet with regional partners and community stakeholders to gather information.

Task Deliverables
• Request for Proposals: SR-273 Northern Section Multimodal Corridor Plan • Proposals from responding firms, including selected firm. • Technical services agreement for SR-273 Northern Section Multimodal Corridor Plan and any necessary amendments (if needed). • Staff reports • Kickoff meeting notes

Task 03: Stakeholder and Public Outreach

Due to significance of the corridor and the large number of diverse stakeholders, it is anticipated that stakeholder and public outreach will be a large part of the effort. SRTA, the PAC, and consultant will engage both traditional and non-traditional stakeholders in the planning process by increasing public awareness, access to information, and opportunity to influence key decisions. Methods (i.e. in-person vs. electronic) may be subject to change due to the uncertainty regarding the ongoing COVID-19 pandemic, but public input will be an integral part of this effort, helping to inform each task, as well as future project development and funding recommendations.

There will be at least three scheduled public (in-person or electronic, depending on conditions) open houses at different days, times, and location. These open house events will include a Participatory Budget planning process to help the public identify their highest priority solutions within existing constraints. All online events will be recorded for on-demand viewing by those who may not be able to attend.

Regardless of COVID-19 impacts, the SR-273 NSMC Plan will have a strong online presence, as SRTA has found online events typically result in higher levels of participation than in-person events. Software services like MindMixer may be employed to help further boost feedback—being able to simply “thumbs up” or append a comment to a previous suggestion made by another member of the public requires even less of a time-commitment than a traditional online survey.

Additionally, SRTA proposes developing electronic “office hours,” similar to those held by college professors, where stakeholders or the public may virtually drop by for one-on-one discussion about the project. If the participant is comfortable, these drop-ins may also be recorded, otherwise notes will be taken and input incorporated into the effort.

SRTA will also reach to various organizations (e.g. Redding Chamber of Commerce, Shasta Economic Development Corporation, etc.) that may represent those who have business and industrial interests in the corridor to ensure they are present during public outreach.

SRTA will also use this opportunity to enhance its relationship with Redding Rancheria (a federally recognized tribal government), located at the southern end of the project area.

Disadvantaged communities, particularly those in the project area will be targeted to solicit active community engagement. Partnerships will be made with existing community-based organizations that serve these communities (e.g. Healthy Shasta, Shasta Living Steets, Dignity

Health Connected Living, etc.) and SRTA will also involve the Shasta County Health and Human Services Agency (located adjacent to the project area itself) to provide further assistance in reaching these communities.

Finally, the SR-273 Northern Section Multimodal Corridor Plan Project Advisory Committee (PAC) members will help ensure that the plan and recommendations therein are vetted within their respective agency or organization. The PAC will provide a collective recommendation to the SRTA Board of Directors at the time of adoption.

Task Deliverables
• Three site visits by consultant project manager (if feasible). • At least three public open house (online or in-person). • Recordings of events. • A technical memo summarizing all the data collected through the public outreach effort. • A compilation of all raw data collected through the public outreach effort. • Project advisory committee agendas. • PowerPoint presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, bilingual services, receipts for light snacks. • Web page or site for project information and content. • ArcGIS map tool. • Press releases, social media posts, and email blasts. • Participatory Budget (PB) planning tool for public use.

Task 04: Gather Information on Existing Conditions

Form an understanding of the corridor context, identification of different operational conditions in the corridor, current and future conditions, and the defining factors that would drive alternative investment scenarios. Collect data through existing standard existing sources and supplemented with alternate methods to fill data gaps if needed, such as a "big data" purchase, surveys, or new active counts. Relevant data could include traffic data, pavement and bridge conditions, current and future land use, projected climate change-related impacts, information from previous and current planning efforts, current and future travel demand model information, and existing infrastructure (e.g. active transportation infrastructure, ADA infrastructure, RR crossings, safety related, ITS, and so forth).

Task Deliverables
• Technical memo summarizing findings, outlining corridor description, basic system characteristics of the corridor and its unique elements within a larger national, State, and regional context.

Task 05: Conduct Baseline Performance Assessment

Using the data gathered in Task 04, combined with input ongoing public outreach, perform assessment of existing conditions and most frequent/impactful operational conditions to outline system performance and trends. Results will be interpreted to highlight relationship between identified issues and their causes. Define profiles for mobility, safety, travel time reliability, and sustainability. Develop assessment for future baseline (do nothing or no build).

Task Deliverables
• Technical memo summarizing findings.

Task 06: Identify Potential Projects and Strategies

Based on deliverables from Tasks 03 through 05, potential projects and strategies to address identified deficiencies and needs will be identified at sufficient levels of detail for analysis and evaluation based on existing plans and studies, as well as the performance assessment, gaps identification, and diagnosing the causes of deficiencies, particularly safety, reliability, and connectivity issues.

Task Deliverables
• Technical memo summarizing findings.

Task 07: Analyze Improvement Strategies

Analyze potential projects and strategies identified in Task 06 for effectiveness in addressing identified deficiencies and needs. Potential improvement plans and strategies may be grouped into scenarios for evaluation. Evaluate effect of potential investments on corridor performance.

Task Deliverables
• Technical memo summarizing findings.

Task 08: Select and Prioritize Solutions

SRTA, D2, stakeholders, and the public will select the projects and strategies that are most promising for improving the corridor. Solutions will be given an expected implementation timeframe of short-, medium-, or long-term horizons. Conceptual (30%) drawings and designs will be developed at this time, based on all stakeholder input. If funds do not allow drawings and designs for all proposed solutions at this time, they may be prioritized based on timeframe, likelihood of funding, or other factors.

Task Deliverables
• Drafts and final version of the SR-273 Northern Section Multimodal Corridor Plan, which shall, in alignment with the CPCG, contain: documentation how it SR-273 is currently performing (and projections for the future), why it is performing that way, recommended projects and strategies in support of goals and objectives agreed to by partners. • Conceptual (30%) drawings and designs to be included in the draft and final SR-273 Northern Section Multimodal Corridor Plan.

Task 09: Develop Draft Report

Gathering all prior inputs and incorporating prior deliverables, the consultant will prepare a draft SR-273 Northern Section Multimodal Corridor Plan. The plan will be presented to stakeholders for review and feedback. The plan will likewise be presented to the public for review and feedback. Presentation to the public will occur in several open house events (if COVID allows) as well as an online event, with the draft posted online for review for a time of no less than two weeks. Feedback will be reviewed and incorporated into the final report. The plan should include an implementation schedule (if possible) as well as the identification of responsibilities. The plan will outline how the corridor will be expected to operate, including recommended technical, organizational, and institutional arrangements necessary to achieve expected benefits.

Task Deliverables
• Draft report containing documentation how SR-273 is currently performing (and projections for the future), why it is performing that way, recommended projects and strategies in support of goals and objectives agreed to by partners. The plan should include an implementation schedule (if possible) as well as the identification of responsibilities and funds for implementation. • Presentation materials • Web content • Open house events (if possible) and online presentation

Task 10: Develop Final Report

Incorporating feedback from SRTA, partner jurisdictions, and the public, the consultant will develop a final report for presentation to the SRTA board of directors for approval.

Task Deliverables
• Final report, incorporating SRTA, partner, and public feedback. The plan will credit FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

Task 11: Board Review/Approval

The completed SR-273 Northern Section Multimodal Corridor Plan will be presented to the SRTA board of directors for approval.

Task Deliverables
• Board agenda • Presentation materials • Meeting minutes with board acceptance/approval.

California Department of Transportation
Sustainable Transportation Planning Grant Program
PROJECT COST AND SCHEDULE

Grant Category Strategic Partnerships

Grant Fiscal Year FY 2020/21

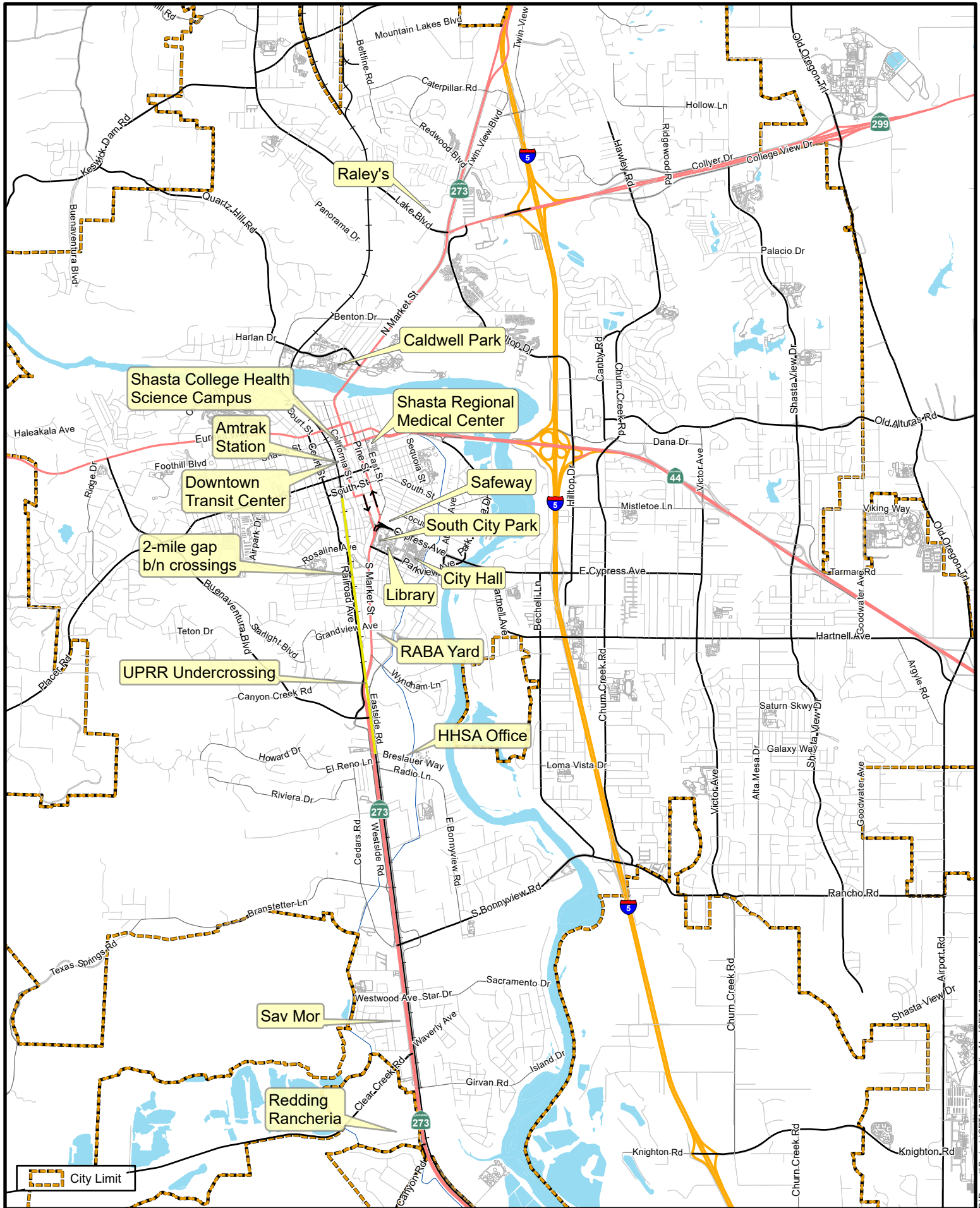
Project Title SR-273 Northern Section Multimodal Corridor Plan

Organization (legal name) Shasta Regional Transportation Agency (MPO)

Task #	Task Title	Estimated Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2021/22												FY 2022/23												FY 2023/24												
						A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J		
01	Project Administration (no more than 5% of total Grant Award)	\$40,000	\$10,000	\$0	\$50,000																																					
02	Consultant Procurement and Kickoff	\$12,000	\$3,000	\$0	\$15,000																																					
03	Stakeholder and Public Outreach	\$60,000	\$15,000	\$0	\$75,000																																					
04	Gather Information on Existing Condition	\$80,000	\$20,000	\$0	\$100,000																																					
05	Conduct Baseline Performance Assessment	\$36,000	\$9,000	\$0	\$45,000																																					
06	Identify Potential Projects & Strategies	\$32,000	\$8,000	\$0	\$40,000																																					
07	Analyze Improvement Strategies	\$64,000	\$16,000	\$0	\$80,000																																					
08	Select and Prioritize Solutions	\$132,000	\$33,000	\$0	\$165,000																																					
09	Develop Draft Report	\$28,000	\$7,000	\$0	\$35,000																																					
10	Develop Final Report	\$12,000	\$3,000	\$0	\$15,000																																					
11	Board Review/Approval	\$4,000	\$1,000	\$0	\$5,000																																					
Totals		\$500,000	\$125,000	\$0	\$625,000																																					

* Use only whole dollars in the financial information fields. Dollar amounts must be rounded up/down and decimals should not be shown.

Does your agency plan to request reimbursement for indirect? ☒ Yes ☐ No If yes, what is the estimated indirect cost rate?
Does your agency plan to use the Tapered Match approach for invoicing purposes? ☒ Yes ☐ No



Project Location Map

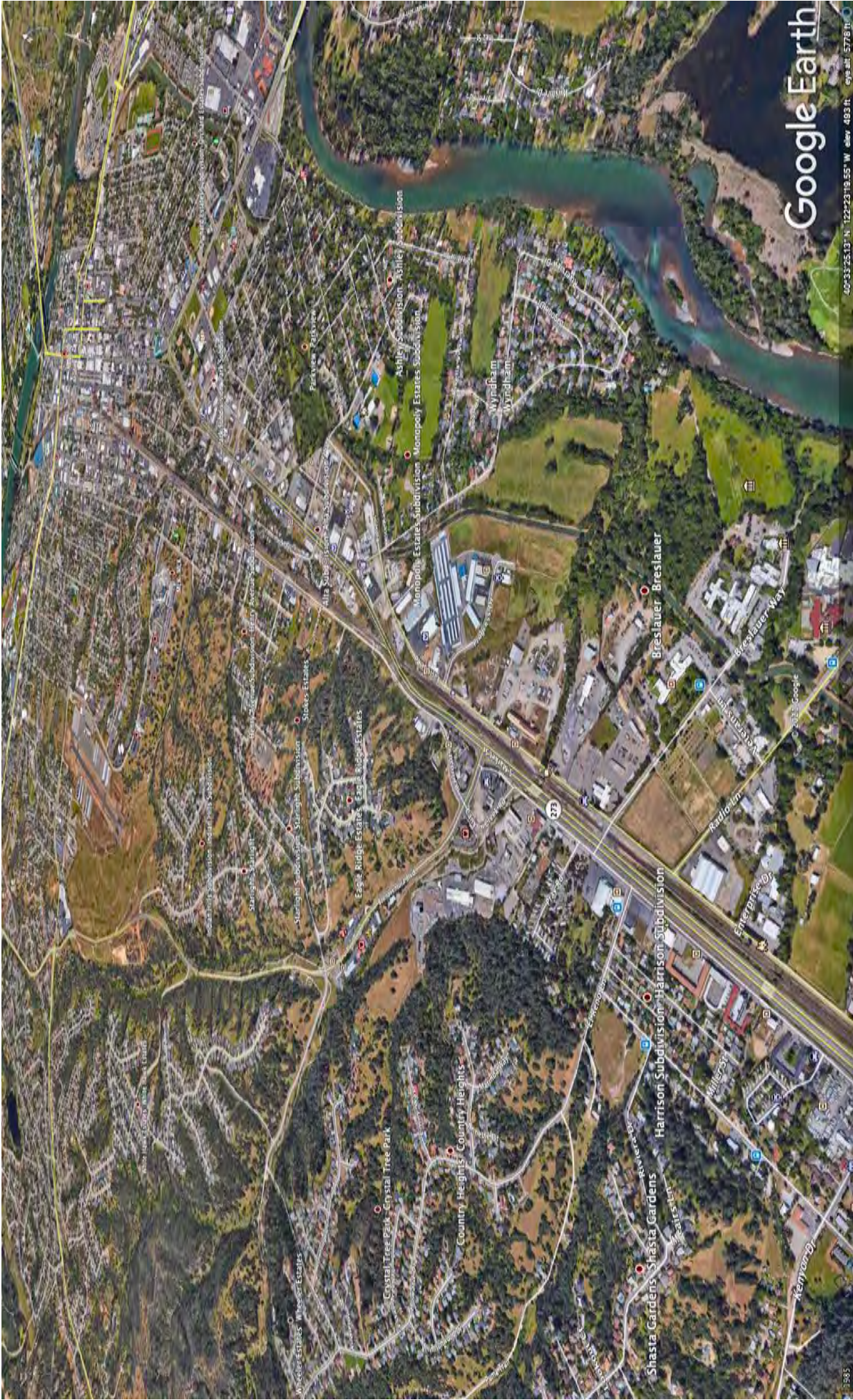
Shasta Regional Transportation Agency



Print Date: February 11, 2021



The middle of the proposed project area circa 1923 showing its once rural area. What is now Downtown Redding is in the top right corner.



Roughly the same view today. Note businesses lining the route and subdivisions on the hillsides and next to the river. Shasta County Health and Human Services offices are at roughly the middle of the bottom edge.



A view of the southbound couplet of SR-273 in Downtown Redding. Note highway-scaled signage and lack of bicycle facilities. The area immediately beyond the intersection (once a moribund pedestrian mall) is now home to two Affordable Housing and Sustainable Community projects (one near completion, one under construction). representing \$40 million of public investment. See next image.



The Market Center project, near completion. The project is an 82-unit (81 affordable) 4-story mixed use building funded in part by an Affordable Housing Sustainable Communities grant. SRTA provided a grant for technical assistance for the application.



A view of the complex intersections and limited pedestrian crossings at the intersections of Cypress Avenue, Market Street, and Pine Street at the southern edge of Downtown Redding. North is to the right. Note the numerous one-way traffic flows. The parking lot in the bottom right corner serves a grocery store (just out of frame). The downtown core is beyond the upper right. The bottom left shows a portion of South City Park. The Redding library and city hall are just beyond it to the east.



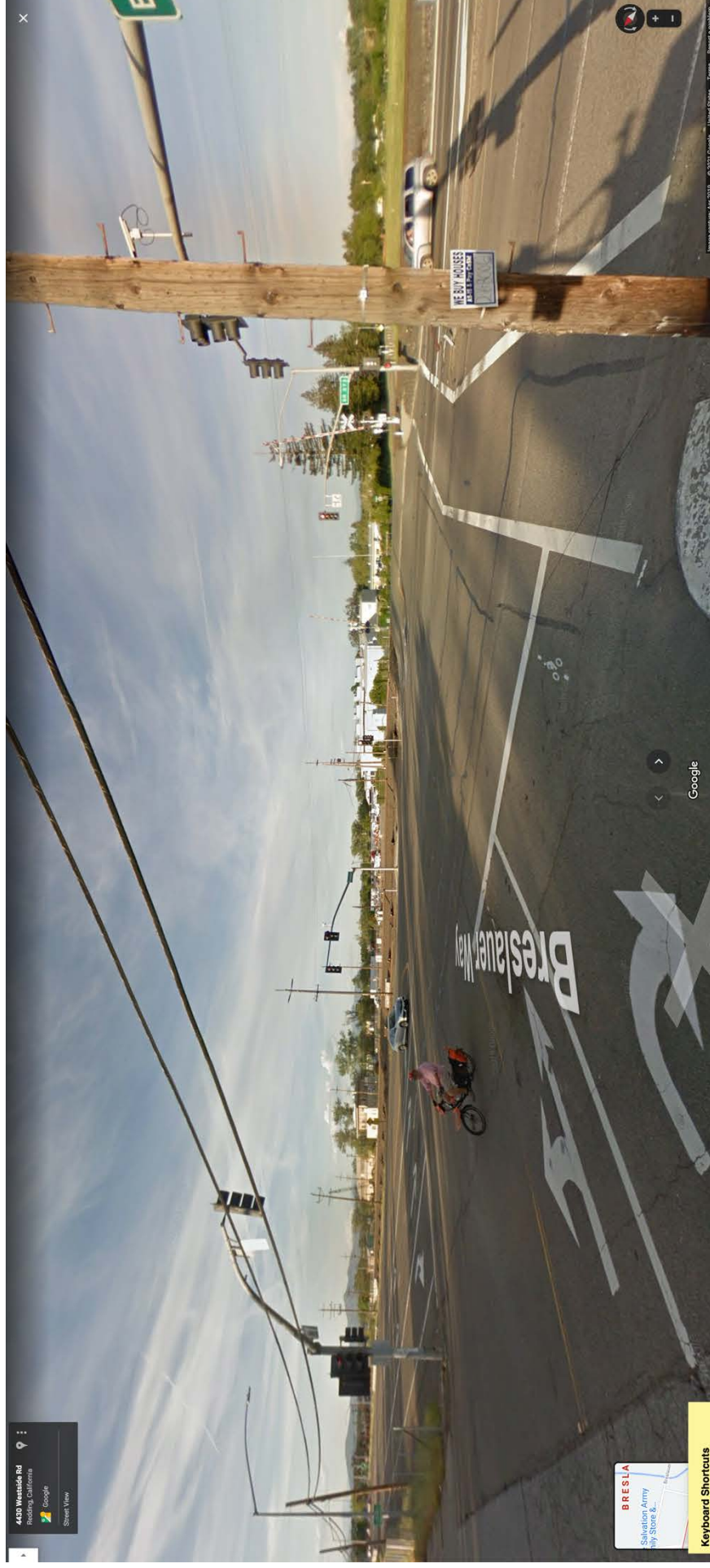
Typical view of the SR-273 corridor looking north between “The Mousehole” and Cypress Avenue in South Redding. Note recently installed ADA sidewalks on right.



A view of the Union Pacific undercrossing (aka “The Mousehole”). Note space constraints and lack of facilities for people traveling by bike or foot.



The intersection with Buena Ventura Blvd., which bypasses Downtown Redding to connect with Highway 299 west of the downtown core.



A view of the intersection with Breslau Way. Note limited pedestrian facilities. The railroad crossing is just beyond the signal in the background. This is the first legal railroad crossing for people on foot for two -mile gap that extends north from this intersection. Shasta County Health and Human Services offices are on Breslau Way in the distance.



An aerial view showing SR-273 running left to right (north). The intersection with Breslauer Way is left of center. The intersection with Buenaventura Blvd. is on the right. Note limited pedestrian facilities.

A



A view showing housing and a shopping area containing a grocery store (red star) near the southern project limit. SR-273 runs left to right (north) near the top. The green lines show striped crossings. The ones on the extreme left and extreme right are the only legal railroad crossings. Note the scale at the bottom left.



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. BOX 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170

530.245.7024

February 4, 2021

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Subject: Letter of Support for a Strategic Partnerships Planning Grant Application for the SR-273 Comprehensive Corridor Plan

Dear Mr. Little:

The City of Redding strongly supports the application by the Shasta Regional Transportation Agency (SRTA) for Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. Funding for this project benefits our community and SRTA in the following ways:

- Improves safety for both motorized and non-motorized users.
- Improves the movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes.
- Improves the resiliency and reliability of the transportation system.
- Protects and enhances the environment while improving the quality of life.
- Supports the economic vitality of the metropolitan area.

The proposal by SRTA is a much-needed effort toward resolving long-standing challenges with one of our region's major north-south corridors, which runs through the jurisdictions of the cities of Redding, Shasta County, Redding Rancheria (a federally recognized tribal government), Anderson, and Caltrans District 2. The route is also used as a major north-south route by the Redding Area Bus Authority (RABA). The final comprehensive corridor plan will allow SRTA, local jurisdictions, Caltrans, RABA, and Redding Rancheria to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and Caltrans mission.

Sincerely,

Chuck Aukland, P.E.
Director of Public Works



Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Paul A. Hellman
Director
Dale J. Fletcher, CBO
Assistant Director

February 8, 2021

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Subject: Letter of Support for Strategic Partnerships Planning Grant Application for the SR-273 Comprehensive Corridor Plan

Dear Mr. Little,

The County of Shasta supports the application by the Shasta Regional Transportation Agency (SRTA) for Caltrans Strategic Partnerships Planning Grant funding for the State Route 273 Comprehensive Corridor Plan.

Funding for this project could benefit our community in the following ways:

- Improves safety along the State Route for both motorized and non-motorized users.
- Improves the movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes.
- Improves the resiliency and reliability of the State and local transportation systems.
- Protects and enhances the environment while improving the quality of life.
- Supports the economic vitality of the metropolitan area.

The proposal by SRTA addresses long-standing challenges with one of the region's major north-south corridors. State Route 273 passes through the cities of Anderson and Redding, Shasta County, Redding Rancheria (a federally recognized tribal government). The route is an essential north-south link for our local transit provider, the Redding Area Bus Authority (RABA). The final comprehensive corridor plan will aid ongoing efforts to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and the Caltrans mission.

Sincerely,

Paul A. Hellman, Director

February 5, 2021

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Subject: Letter of Support for a Strategic Partnerships Planning Grant Application for the SR-273 Comprehensive Corridor Plan

Dear Mr. Little:

Health and Human Services Agency, Public Health Branch strongly supports the application by the Shasta Regional Transportation Agency (SRTA) for Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. From a public health perspective, funding for this project benefits our community in the following ways:

- Improves safety for both motorized and non-motorized users.
- Improves the movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes.
- Improves the resiliency and reliability of the transportation system.
- Protects and enhances the environment while improving quality of life.
- Supports the economic vitality of the metropolitan area.

The proposal by SRTA is a much-needed attempt to address long-standing challenges with one of the region's major north-south corridors, which runs through the jurisdictions of the cities of Anderson and Redding, Shasta County, Redding Rancheria (a federally recognized tribal government), and Caltrans District 2. The route is also used by as a major north-south route by the Redding Area Bus Authority (RABA). The final comprehensive corridor plan will allow SRTA, local jurisdictions, Caltrans, RABA, and Redding Rancheria to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and the Caltrans mission.

Sincerely,

Charlene Ramont

Charlene Ramont, Deputy Branch Director
HHSA, Public Health

"Engaging individuals, families and communities to protect and improve health and wellbeing."

*Robin Schurig, MPH, CPH Branch Director
Karen Ramstrom, DO, MSPH, Health Officer
www.shastahhsa.net*



Caltrans, District 2
City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Dignity Health, Mercy
Medical Center
Redding
First 5 Shasta
Good News Rescue
Mission
Redding Rancheria
Redding School District
Pathways to Hope for
Children
Shasta College
Shasta Community
Health Center
Shasta County Office of
Education
Shasta Regional
Transportation Agency
Shasta Family
YMCA
Shasta Head Start
Simpson University
The McConnell
Foundation
Turtle Bay Exploration
Park
University of California
Cooperative Extension
Viva Downtown
Whiskeytown National
Recreation Area

February 8, 2021

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Subject: Letter of Support for a Strategic Partnerships Planning Grant Application for the SR-273 Comprehensive Corridor Plan

Dear Mr. Little:

Healthy Shasta strongly supports the application by the Shasta Regional Transportation Agency (SRTA) for Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. Funding for this project benefits SRTA and our community in a number of ways including: improving the safety for both motorized and non-motorized users, protecting and enhancing the environment while improving the quality of life, and supporting the economic vitality of the area.

Healthy Shasta's vision is for a community where the healthy choice is the easy choice for active healthy lifestyles. One of our initiative areas is focused on increasing walking and bicycling throughout Shasta County, from encouraging community members to become more active to working with partners to create communities that are safer and more inviting to walk or bike. We recognize that corridors that are safer to walk and bike are also safer for other modes of transportation.

The proposal by SRTA is much-needed attempt to address long-standing challenges with one of the region's major north-south corridors, which runs through the jurisdictions of the cities of Anderson and Redding, Shasta County, Redding Rancheria (a federally recognized tribal government), and Caltrans District 2. The route is also used by as a major north-south route by the Redding Area Bus Authority (RABA). The final comprehensive corridor plan will allow SRTA, local jurisdictions, Caltrans, RABA, and Redding Rancheria to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and the Caltrans mission.

Sincerely,

Sara Sundquist
Health Shasta Coordinator

Sincerely,

Shawnice Sellers
Healthy Shasta Steering Committee Chair
University of California Cooperative Extension

Phone 530.225.3745

2660 Breslauer Way, Redding, CA 96001
www.healthyshasta.org

Fax 530.229.8460



Better bikeways, trails, walkable cities and vibrant public places

February 10, 2021

Dan Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Re: **Enthusiastic support for a Strategic Partnerships Planning Grant for the SR-273 Comprehensive Corridor Plan**

Shasta Living Streets enthusiastically supports the application by the Shasta Regional Transportation Agency for Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. This project will make a significant difference for people and transportation in the communities throughout our region.

We believe our region has an exciting opportunity to build great cities and towns by making bicycling, walking, and transit - safe, accessible, and convenient. We believe doing so brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract visitors.

We hear from members, business owners and people in the community about transportation challenges on a regular basis. The 273 corridor is a source of ongoing complaints about no biking or walking access, poor transit access, and terrible tragedies on a regular basis from car collisions with people who have no other choice but to walk or bike in the shoulder of the high-speed roadway. This situation isolates people living in neighborhoods along the corridor, including individuals and families experiencing many obstacles and disparities. I am well aware of the many challenges to be addressed on this corridor, as I am often the person called by the media after a tragedy on this corridor, to discuss and explain why there are so many collisions there resulting in life-altering injury and death.

Funding for this project will help Shasta Regional Transportation Agency, local agencies, and community members work together to find solutions to longstanding challenges resulting in:

- Improved safety for both motorized and non-motorized users
- Improved movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes
- Improved resiliency and reliability of the regional transportation system
- Protection of the environment while improving quality of life
- Enhanced economic vitality of the entire metropolitan area

The proposal by SRTA is much-needed attempt to address long-standing challenges with one of the region's major north-south corridors, which runs through the jurisdictions of the cities of Anderson and Redding, Shasta County, Redding Rancheria (a federally recognized tribal government), and Caltrans District 2. The route is also used as a major north-south route by the Redding Area Bus Authority.

The final comprehensive corridor plan will allow SRTA, local agencies, Caltrans, Redding Area Bus Authority, and Redding Rancheria to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and the Caltrans mission.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring this project receives funding. For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne Thomas', with a long horizontal flourish extending to the right.

Anne Wallach Thomas, Executive Director



February 5, 2021

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Subject: Letter of Support for a Strategic Partnerships Planning Grant Application for the SR-273 Comprehensive Corridor Plan

Dear Mr. Little:

City of Shasta Lake strongly supports the application by the Shasta Regional Transportation Agency (SRTA) for Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. Funding for this project benefits SRTA and our community in the following ways:

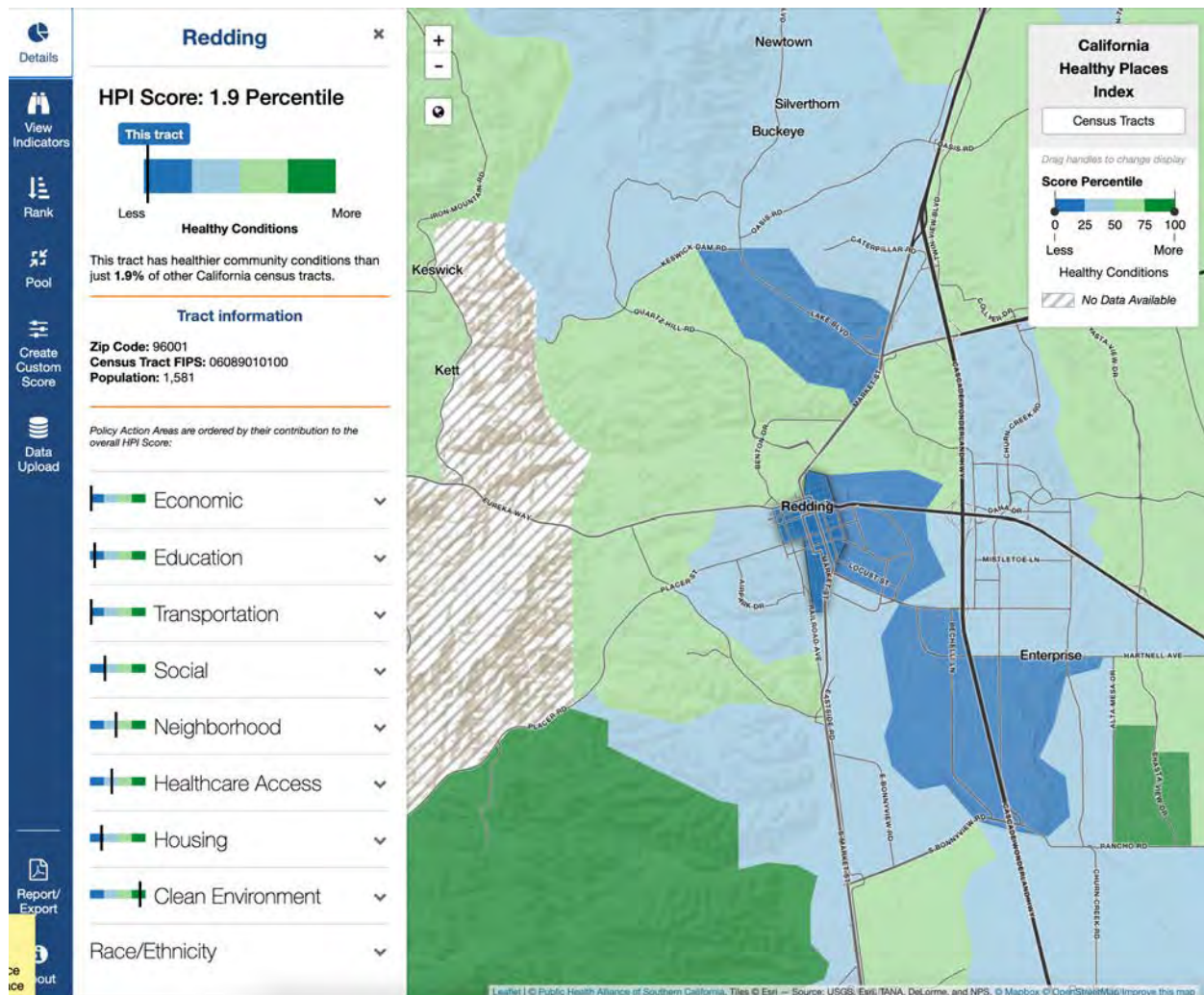
- Improves safety for both motorized and non-motorized users.
- Improves the movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes.
- Improves the resiliency and reliability of the transportation system.
- Protects and enhances the environment while improving the quality of life.
- Supports the economic vitality of the metropolitan area.

The proposal by SRTA is much-needed attempt to address long-standing challenges with one of the region's major north-south corridors, which runs through the jurisdictions of the cities of Anderson and Redding, Shasta County, Redding Rancheria (a federally recognized tribal government), and Caltrans District 2. The route is also used by as a major north-south route by the Redding Area Bus Authority (RABA). The final comprehensive corridor plan will allow SRTA, local jurisdictions, Caltrans, RABA, and Redding Rancheria to plan, program, and implement improvements in support of the program's objectives, Federal Planning Factors, and the Caltrans mission.

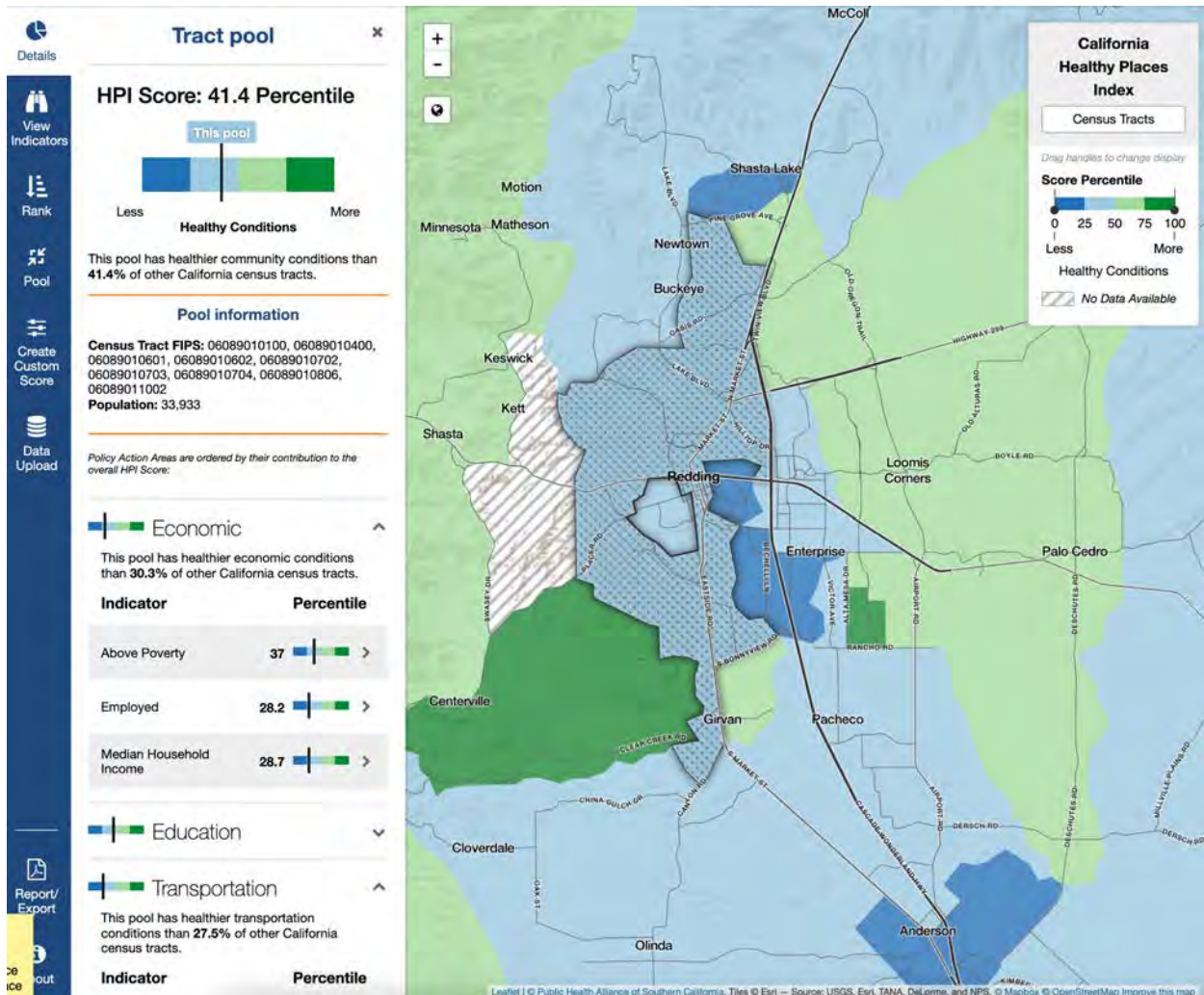
Sincerely,



John N. Duckett, Jr., Manager
City of Shasta Lake



Healthy Places Index score for Census Tract 06089010100, the most central part of Downtown Redding. SR-273 is primarily one-way couplets in this tract.



HPI score for the entire project area. Note Economic and Transportation Action Area scores. Note: This data is actually skewed upwards by less disadvantaged tracts that only briefly touch SR-273, which serves as the dividing line for many census tracts.

ATP Tool Summaries:

- Summary Results: high-level summaries for pedestrians and bicyclists on a year-by-year basis.

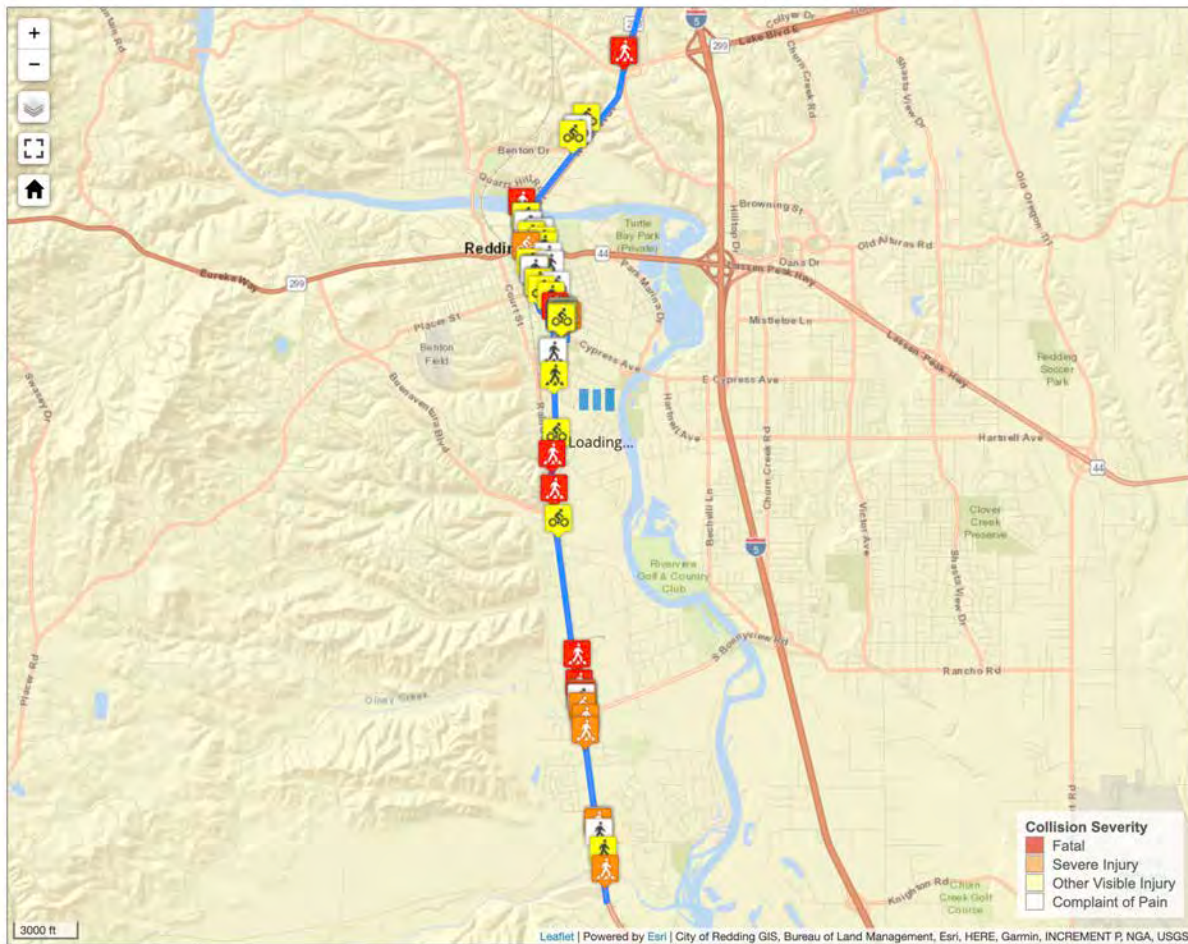


Chart from TIMS at UC Berkeley showing collision trends for the project area.

Project Area Collision Map: 70 total collisions.

Step 4: Review the project-specific collision map

- Ensure the all of the project limits are included.
- If the project boundaries are not correct, go back and re-do Step 3.
- Once the Project Area Collision Map is confirmed to be accurate, then scroll down and review the various types of collision summary data, graphs and tables provided.



2019 Project Area Traffic Volumes from Caltrans Website

DISTRICT	RTE	RTE_SFX	CNTY	PM_PFX	PM	PM_SFX	DESCRIPTION	BACK_PEAK_HOUR	BACK_PEAK_MADT	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_PEAK_MADT	AHEAD_AADT
02	273	SHA			11.100		CANYON ROAD	1150	12200	11500	1950	21700	20600
02	273	SHA			11.830		REDDING, CLEAR CREEK ROAD	1950	21700	20600	2000	21900	20900
02	273	SHA			12.270		REDDING, WESTWOOD AVENUE	2000	21900	20900	2100	22600	22200
02	273	SHA			12.680		REDDING, CEDARS/SOUTH BONNEYVIEW ROADS	2100	22600	22200	1600	18000	15500
02	273	SHA			14.184		BRESLAUER WAY	1600	18000	15500	2050	21200	20400
02	273	SHA			14.470		REDDING, BUENAVENTURA BOULEVARD	2050	21200	20400	1600	16600	15900
02	273	SHA			15.921		MARKET/PINE STREETS	1850	17400	15600			
02	273	SHA			15.921	R	MARKET/PINE STREETS, BEGIN RIGHT ALIGN				1200	10900	10400
02	273	SHA			15.978	R	REDDING, ON PINE ST. AT CYPRESS ST., RT	1050	10900	10400	1200	10900	10400
02	273	SHA		R	16.450	R	REDDING, ON PINE ST. AT PLACER ST., RT	1150	10300	10000	1150	10300	9900
02	273	SHA		R	16.659	R	REDDING, ON PINE ST AT TEHAMA ST, JCT RTE 44	1150	10300	9900	630	5900	5700
02	273	SHA		R	16.730	R	JCT RTE 299W AND RTE 44E, END RIGHT ALIGN	1150	10300	5700			
02	273	SHA			15.921	L	REDDING, ON MARKET ST., BEGIN LEFT ALIGN				940	7900	7600
02	273	SHA			15.978	L	REDDING, ON MARKET ST. AT CYPRESS ST., LT	940	7900	7600	940	7900	7600
02	273	SHA			16.255	L	REDDING, MARKET/GOLD STREETS, LT	940	7900	7600	940	7900	7600
02	273	SHA		R	16.326	L	REDDING, GOLD/ CALIFORNIA STREETS, LT	890	7500	7200	900	7500	7200
02	273	SHA		R	16.440	L	REDDING, ON CALIFORNIA ST. AT SACRAMENTO ST., LT	840	7000	6800	720	6700	6500
02	273	SHA		R	16.510	L	REDDING, ON CALIFORNIA ST. AT PLACER ST., LT	720	6700	6500	690	6000	5800
02	273	SHA		R	16.730	L	REDDING, CALIFORNIA/ TEHAMA STREETS, LT	690	6000	5800	570	5500	5300
02	273	SHA		R	16.801	L	REDDING, TEHAMA/MARKET, JCT RTE 44, END LEFT ALIGN	570	5500	5300			
02	273	SHA			16.833		JCT RTE 299W AND RTE 44E				1500	17000	15700
02	273	SHA			17.390		QUARTZ HILL/RIO	1700	17200	16300	1800	20100	19100
02	273	SHA			17.810		REDDING, BENTON DRIVE	1800	20100	19100	1950	21400	20900
02	273	SHA			18.622		LAKE BOULEVARD	1950	21400	20900	1150	13900	13100
02	273	SHA			18.920		TWINVIEW BOULEVARD	1150	13900	13100	810	15400	9300
02	273	SHA			19.770		CATERPILLAR ROAD	810	15400	9300	680	7100	6700
02	273	SHA			20.033		JCT. RTE. 5	680	7100	6700			

TIMS Collision Data 2013-2018 For Bike/Ped Collisions in Project Area

	CASE_ID	YEAR	PRIMARY_RD	SECONDARY_RD	NUMBER KILLED	NUMBER INJURED	PEDESTRIAN ACCIDENT	BICYCLE ACCIDENT
▼ 1								
	6292359	2015	RT 273	BRANSTETTER LN	1	0	Y	
	6718560	2014	RT 273	WYNDHAM LN	1	0	Y	
	7006562	2015	RT 273	BUENAVENTURA BL	1	0	Y	
	7190366	2016	RT 273	SOUTH BONNYVIEW RD	1	0	Y	
	7190371	2016	NORTH MARKET ST	LAKE BL	1	0	Y	
	7200186	2017	NORTH MARKET ST	RIVERSIDE DR	1	0	Y	
	8032029	2015	MARKET ST	HILL ST	1	0	Y	
	8465595	2018	RT 273	CEDARS RD	1	0	Y	
▼ 0								
	6734347	2013	CALIFORNIA ST	PLACER ST	0	1	Y	
	6740411	2013	PLACER ST	CALIFORNIA ST	0	1		Y
	6740537	2013	RT 273	SOUTH BONNYVIEW RD	0	1		Y
	6740552	2013	CYPRESS AV	PINE ST	0	1		Y
	6754564	2013	RT 299	RT 273	0	1		Y
	6754616	2013	RT 273	CANYON RD	0	1	Y	
	6762119	2013	RT 273	GIRVAN RD	0	1	Y	
	6762136	2013	MARKET ST	PINE ST	0	1		Y
	6762147	2013	RT 273	BENTON DR	0	1		Y
	6762212	2013	TRINITY ST	MARKET ST	0	1	Y	
	6768806	2013	RT 273	GIRVAN RD	0	1	Y	
	7139655	2014	TEHAMA ST	CALIFORNIA ST	0	1	Y	
	7150024	2014	CALIFORNIA ST	TEHAMA ST	0	1		Y
	7150298	2014	MARKET ST	CALIFORNIA ST	0	1	Y	
	7150351	2014	CYPRESS AV	MARKET ST	0	1	Y	
	7150383	2014	RT 273	GRANGE ST	0	1	Y	
	7150392	2014	MARKET ST	SHASTA ST	0	1	Y	
	7151630	2014	CYPRESS AV	RT 273	0	1	Y	
	7153852	2014	RT 273	CEDARS RD	0	1		Y
	7154248	2014	RT 273	BUENAVENTURA BL	0	1	Y	
	7154273	2014	LINCOLN ST	MARKET ST	0	1	Y	
	7154274	2014	SOUTH MARKET ST	CYPRESS AV	0	1		Y
	8006429	2015	PINE ST	PLACER ST	0	1	Y	
	8006601	2015	CYPRESS AV	PINE ST	0	1		Y
	8006641	2015	PINE ST	CYPRESS	0	1		Y
	8006646	2015	EUREKA WY	MARKET ST	0	1	Y	
	8019101	2015	SOUTH MARKET ST	WYNDHAM LN	0	1		Y
	8032026	2015	RT 273	CYPRESS AV	0	1	Y	
	8032046	2015	SOUTH MARKET ST	CALIFORNIA ST	0	1	Y	

	8032048	2015	CYPRESS AV	PINE ST	0	1		Y
	8032054	2015	GOLD ST	RT 273	0	1		Y
	8032069	2015	TRINITY ST	NORTH MARKET ST	0	2	Y	
	8104517	2016	SHASTA ST	PINE ST	0	1		Y
	8104989	2016	RT 273	GIRVAN RD	0	1	Y	
	8105341	2016	CALIFORNIA ST	PLACER ST	0	1	Y	
	8105683	2016	NORTH MARKET ST	BENTON DR	0	1		Y
	8349094	2016	RT 273	SOUTH BONNYVIEW RD	0	1	Y	
	8350232	2016	PINE ST	TEHAMA ST	0	1	Y	
	8351796	2016	CALIFORNIA ST	GOLD ST	0	1		Y
	8351808	2016	LAKE BL	NORTH MARKET ST	0	1		Y
	8351880	2016	RT 273	BRESLAUER LN	0	1		Y
	8357798	2016	SOUTH ST	CALIFORNIA ST	0	1		Y
	8374425	2017	SHASTA ST	PINE ST	0	2	Y	
	8378709	2017	PINE ST	YUBA ST	0	2	Y	
	8451967	2017	MARKET ST	SHASTA ST	0	1	Y	
	8461198	2017	RT 273	BENTON DR	0	1		Y
	8586924	2018	BENTON DR	NORTH MARKET ST	0	1		Y
	8707840	2018	CALIFORNIA ST	SOUTH ST	0	1	Y	
	8715884	2018	MARKET ST	TRINITY ST	0	1		Y
	8716023	2018	YUBA ST	CALIFORNIA ST	0	1		Y
	8716031	2018	PLACER ST	CALIFORNIA ST	0	1	Y	
	8717098	2018	SOUTH ST	CALIFORNIA ST	0	1	Y	
	8718284	2018	RT 273	BONNYVIEW RD	0	1		Y
	8718292	2018	RT 273	CANYON RD	0	1	Y	
	8718295	2018	RT 273	WESTWOOD AV	0	1	Y	
	8817078	2018	PINE ST	TEHAMA ST	0	2	Y	