



# **SHASTA 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

Phone: 530-262-6190

Fax: 530-262-6189

Email: [info@srta.ca.gov](mailto:info@srta.ca.gov)  
Website: [www.srta.ca.gov](http://www.srta.ca.gov)

December 18, 2025 (anticipated adoption)

**2026 Shasta  
Regional Transportation Improvement Program (RTIP)**

**FOR  
FISCAL YEARS 2026/27 – 2030/31  
December 18, 2025 (anticipated adoption)**

*Prepared By:*

Shasta Regional Transportation Agency  
1255 East Street, Suite 202  
Redding, CA 96001  
[www.srta.ca.gov](http://www.srta.ca.gov)  
530-262-6190

*In Cooperation With:*

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

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



1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189

E-mail: [srta@srta.ca.gov](mailto:srta@srta.ca.gov) • Website: [www.srta.ca.gov](http://www.srta.ca.gov)

Sean Tiedgen, AICP, Executive Director

---

December 18, 2025

Kacey Moore-Gutierrez, Assistant Deputy Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Subject: 2026 Shasta Regional Transportation Improvement Program

Dear Ms. Moore-Gutierrez:

Enclosed, please find the 2026 Shasta Regional Transportation Improvement Program (RTIP) adopted December 18, 2025, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2026 RTIP recommends new regional shares for programming in the 2026 State Transportation Improvement Program (STIP) as shown below. This is in addition to current carryover programming except where specified:

- Planning, Programming and Monitoring (PPM) (\$207,000) – New funding of \$207,000 is recommended for programming in fiscal years 2029/30 and 2030/31, totaling \$700,000 in PPM in the 2026 RTIP.
- Fix 5 Cascade Gateway (F5CG) (\$2,692,000) – This project will construct freight-related safety enhancements and improve interstate and interregional goods movement along a portion of Interstate 5 in Shasta County. The project includes an updated managed lane approach for the freight-only managed lane. SRTA is requesting the programming of an additional \$2.692 million in regional shares to cover SRTA's portion of construction phase increases and that an additional \$2 million be set aside and remain available for STIP programming, if needed, to cover any unanticipated costs for SRTA's share of project construction costs.
- North Redding Active Transportation Trunk Line (NRATTTL) (\$2,564,000) – SRTA is taking the final step to remove \$2,564,000 ("un-program") from the RTIP. The removal was included in the 2024 RTIP; this step zeros out the electronic project programming request (ePPR) document.

The Shasta 2026 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 at (530) 262-6185, or [stiedgen@srta.ca.gov](mailto:stiedgen@srta.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director

**2026 SHASTA  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

**Table of Contents**

| <b><u>Cover Letter</u></b>                                                        | <b><u>Page Number</u></b> |
|-----------------------------------------------------------------------------------|---------------------------|
| <b>A. <u>Overview and Schedule</u></b>                                            |                           |
| Section 1. Executive Summary                                                      | 1                         |
| Section 2. General Information                                                    | 1                         |
| Section 3. Background of Regional Transportation Improvement Program (RTIP)       | 3                         |
| Section 4. Completion of Prior RTIP Projects                                      | 3                         |
| Section 5. RTIP Outreach and Participation                                        | 4                         |
| <b>B. <u>2026 STIP Regional Funding Request</u></b>                               |                           |
| Section 6. 2026 STIP Regional Share and Request for Programming                   | 6                         |
| Section 7. Overview of Other Funding Included in Delivery of RTIP Projects        | 8                         |
| Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs. | 9                         |
| Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor           | 10                        |
| Section 10. Highways to Boulevards Conversion Pilot Program                       | 10                        |
| Section 11. Complete Streets Consideration                                        | 10                        |
| <b>C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u></b>         |                           |
| Section 12. Regional Level Performance Evaluation                                 | 12                        |
| Section 13. Regional and Statewide Benefits of RTIP                               | 14                        |
| <b>D. <u>Performance and Effectiveness of RTIP</u></b>                            |                           |
| Section 14. Evaluation of the Cost Effectiveness of RTIP                          | 15                        |
| Section 15. Project Specific Evaluation                                           | 16                        |
| <b>E. <u>Detailed Project Information</u></b>                                     |                           |
| Section 16. Overview of Projects Programmed with RIP Funding                      | 17                        |
| <b>F. <u>Appendices</u></b>                                                       |                           |
| Section 17. Project Programming Request (PPR) Forms                               | 20                        |
| Section 18. Board Resolution or Documentation of 2026 RTIP Approval               | 68                        |
| Section 19. Fact Sheet                                                            | 70                        |
| Section 20. Documentation on Coordination with Caltrans District (Optional)       | 72                        |



## **A. Overview and Schedule**

### **Section 1. Executive Summary**

For development of the 2026 Shasta Regional Transportation Improvement Program (RTIP), the Shasta Regional Transportation Agency (SRTA) was advised by the California Transportation Commission (CTC) that \$4,152,000 of new programming capacity was available to the region. The Shasta 2026 RTIP programs approximately \$4,899,000 in new programming, carries over \$7,380,284 in funds programmed in the 2024 RTIP, and leaves \$6,866,000 in unprogrammed funds. SRTA has approved new funding for: a) planning, programming, and monitoring; and b) Fix 5 Cascade Gateway. Finally, the 2026 RTIP takes the final step to remove \$2,564,000 (“un-program”) for the North Redding Active Transportation Trunk Line (NRATTLL) project, zeroing out the electronic project programming request (ePPR) document.

### **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**  
Name            Sean Tiedgen, AICP  
Title            Executive Director  
Email/Phone    [stiedgen@srta.ca.gov](mailto:stiedgen@srta.ca.gov), 530-262-6185
  
- **RTIP Manager Staff Contact Information**  
Name            Jennifer Pollom  
Title            Senior Transportation Planner  
Address        1255 East Street, Suite 202  
City/State      Redding, CA 96001  
Email/Phone    [jpollom@srta.ca.gov](mailto:jpollom@srta.ca.gov), 530-262-6195
  
- **California Department of Transportation Headquarter Staff Contact Information**  
Name            Sudha Kodali  
Title            Chief, Division of Financial Programming  
Address        Office of Capital Improvement Program, Department of Transportation  
                    Mail Station 82. P.O. Box 94274  
City/State      Sacramento, CA 94274  
Email            [sudha.kodali@dot.ca.gov](mailto:sudha.kodali@dot.ca.gov) / [OCIP@dot.ca.gov](mailto:OCIP@dot.ca.gov)

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

|            |                                                                                          |
|------------|------------------------------------------------------------------------------------------|
| Name       | Kacey Moore-Gutierrez                                                                    |
| Title      | Assistant Deputy Director                                                                |
| Address    | 1120 N Street, Mail Station 52                                                           |
| City/State | Sacramento, CA 95814                                                                     |
| Email      | <a href="mailto:Kacey.moore-gutierrez@catc.ca.gov">Kacey.moore-gutierrez@catc.ca.gov</a> |

### **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 2026 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 18, 2025 (anticipated adoption).

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

Planning, Programming and Monitoring (PPM) funded activities were completed for the first two years of the 2024 RTIP and the last three years of the 2024 RTIP carryover over into the 2026 RTIP. The Fix 5 Cascade Gateway Project (PPNO 3597) completed its environmental phase, and Caltrans D2 completed design to be ready to list when scope changes were requested by FHWA staff to modify the project to a partial managed-lane strategy. California Highway Patrol (CHP) requested review of modeling data related to the changes requested by FHWA. Caltrans submitted and the CTC approved a 20-month extension at the June 2025 CTC meeting to allocate construction funds for the project to allow District 2 time to respond to both FHWA and CHP items. The project is slated to start construction by February 2027 or sooner.

| Project Name                                            | Description                                                    | Summary of Improvements/Benefits                      |
|---------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------|
| PPM – Shasta County                                     | Planning and programming funding used to develop STIP projects | Development and programming of RTIP and STIP projects |
| Fix 5 Cascade Gateway Project (ISCG)                    | Design, Right-of-way, and Environmental complete.              | Leading to construction of the project                |
| North Redding Active Transportation Trunk Line (NRATTL) | Final step to zero out ePPR, i.e., unprogramming.              | N/A                                                   |

## **Section 5. RTIP Outreach and Participation**

### **A. RTIP Development and Approval Schedule**

| <b>Action</b>                                                                        | <b>Date</b>        |
|--------------------------------------------------------------------------------------|--------------------|
| CTC adopts Fund Estimate and Guidelines                                              | August 14-15, 2025 |
| Caltrans identifies State Highway Needs                                              | September 15, 2025 |
| Caltrans submits draft ITIP                                                          | October 15, 2025   |
| SRTA Board of Directors considers and approves 2026 RTIP Preliminary Recommendations | October 30, 2025   |
| CTC ITIP Hearing, North                                                              | October 30, 2025   |
| CTC ITIP Hearing, South                                                              | November 7, 2025   |
| SRTA releases Draft 2026 RTIP for Public/Interagency Review                          | November 10, 2025  |
| Regions submit RTIP to CTC                                                           | December 15, 2025  |
| Caltrans submits ITIP to CTC                                                         | December 15, 2025  |
| SRTA adopts 2026 RTIP                                                                | December 18, 2025  |
| CTC STIP Hearing, North                                                              | January 28, 2026   |
| CTC STIP Hearing, South                                                              | February 5, 2026   |
| CTC publishes staff recommendations                                                  | February 27, 2026  |
| CTC Adopts 2026 STIP                                                                 | March 19-20, 2026  |

### **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 development of regional plans including the RTP, the region's GoShasta Active Transportation Plan, Sustainable Shasta, Shasta Regional Active Transportation Network, and other regional plans. Projects were further developed individually by lead applicants with community engagement for the projects through individual planning activities. The Fix 5 Cascade Gateway project had twenty-three different opportunities for engagement since initial project concept in 2011.

Per the development and approval schedule table above, the 2026 RTIP preliminary recommendations were shared publicly, presented to SRTA's Technical Advisory Committee, and were accepted by the SRTA Board of Directors on October 30, 2025. The draft 2026 RTIP began circulating for public and interagency review on November 10, 2025, extending through December 10, 2025. Following a public hearing on December 18, 2025, the SRTA Board of Directors approved the Shasta 2026 RTIP.

The proposed 2026 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 2026 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 2026 RTIP acknowledges these efforts have now resulted in the F5CG project receiving full funding and steps are being made to work towards starting construction by 2027, per the project schedule. An official consultation meeting was held on September 11, 2025, with Caltrans District 2 regarding state highway needs which is summarized by the attached letter included in Appendix F of the 2026 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. 2026 STIP Regional Funding Request

### Section 6. 2026 STIP Regional Share and Request for Programming

#### A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

From the 2026 Fund Estimate, the new regional shares available to Shasta are \$9,201,000. This includes \$4,152,000 of new programming capacity available to the region and another \$5,049,000 in unprogrammed carryover balance from previous STIP cycles. SRTA approves using the new 2026 RTIP capacity for: planning, programming, and monitoring (PPNO 2368) and Fix 5 Cascade Gateway Project (PPNO 3597).

For the Fix 5 Cascade Gateway Project (PPNO 3597), SRTA is requesting programming \$2,692,000 and the ability to set aside \$2 million in funding, but not program at this time, for SRTA's proportionate share of project costs, should construction costs exceed estimates and additional RTIP shares be requested by Caltrans. Finally, the 2026 RTIP takes the final step to remove \$2,564,000 ("un-program") for the North Redding Active Transportation Trunk Line (NRATTTL) project, zeroing out the electronic project programming request (ePPR) document. No changes to the amounts programmed for Butte Street Boogie (PPNOs 2650 and 2629A/B and Victor Improvement project (PPNOs 2651 and 2632A/B) are recommended, however adjustments have been made to the programming years for project funds.

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                                                                                                                     |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Planning, Programming, and Monitoring (PPNO 2368)<br>Shasta Region                            | Administer STIP and develop projects.                                                                                                                                                          | \$207,000                                                                                                                         |
| Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2629A/B - ATP)<br>city of Redding | Walking and biking network improvements and traffic calming components.                                                                                                                        | No programming amount changes requested. See next table for changes in programmed funds by fiscal year.                           |
| Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A/B - ATP)<br>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. |                                                                                                                                   |
| Fix 5 Cascade Gateway (PPNO 3597)<br>county of Shasta                                         | I-5 freight safety and enhancement project from Hartnell Overcrossing to Oasis Road Overcrossing north.                                                                                        | \$2,692,000                                                                                                                       |
|                                                                                               |                                                                                                                                                                                                | and                                                                                                                               |
|                                                                                               |                                                                                                                                                                                                | \$2,000,000<br>(request to set aside and remain available for STIP programming if needed, but not program unless funds necessary) |
| North Redding Active Transportation Trunk Line (NRATTTL)                                      | Unprogramming                                                                                                                                                                                  | N/A                                                                                                                               |

Note: See narrative and tables from Section 6A and 6B. CTC approved extension for PS&E to 2/2027 for Butte Street Boogie and Victor Improvement Project.

| 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                 | \$1,727                |          | \$2,685     |          |                 | \$4,412            |
|                                                                                             |                                                                                                                                | R/W Sup (CT)  | 2022/23                 | \$50                   |          | \$27        |          |                 | \$77               |
|                                                                                             |                                                                                                                                | Con Sup (CT ) | 2024/25                 | \$0                    |          | \$7,480     |          |                 | \$7,480            |
|                                                                                             |                                                                                                                                | ROW           | 2022/23                 | \$631                  |          | \$111       |          |                 | \$742              |
|                                                                                             |                                                                                                                                |               |                         |                        | *\$2,000 |             |          |                 |                    |
|                                                                                             |                                                                                                                                | CON           | 2026/27                 | \$5,081                | \$2,692  | \$65,919    |          |                 | \$73,692           |
| Planning, Programming & Monitoring (PPNO 2368)                                              | Administer STIP and develop projects                                                                                           | N/A           | 2026/27 through 2030/31 | \$493                  | \$207    | N/A         | N/A      | N/A             | \$700              |
| Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692 A/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           | 2027/28                 | \$806                  | N/A      | \$805       | \$4,782  |                 | \$6,393            |
|                                                                                             |                                                                                                                                | Non-Inf       | 2027/28                 |                        |          |             | \$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               | PA&ED         | 2023/24                 |                        |          |             | \$700    |                 | \$700              |
|                                                                                             |                                                                                                                                | PS&E          | 2024/25*                |                        |          |             | \$1,045  |                 | \$1,045            |
|                                                                                             |                                                                                                                                | ROW           |                         |                        |          |             |          |                 |                    |
|                                                                                             |                                                                                                                                | CON           | 2027/28                 | \$1,000                | N/A      | \$1,000     | \$6,044  |                 | \$8,044            |
|                                                                                             |                                                                                                                                | Non-Inf       | 2027/28                 |                        |          |             | \$204    |                 | \$204              |
| Total                                                                                       |                                                                                                                                |               |                         | \$11,388               | \$2,899  | \$78,027    | \$14,430 | \$0             | \$106,744          |

Dollar amounts in \$1,000s. \*CTC approved extension for PS&E to 2/2027 for Butte Street Boogie and Victor Improvement Project. \*Fix 5 Cascade Gateway Project set aside.

**B. Advance Project Development Element (APDE):**

There is no APDE capacity in the 2026 STIP, and there are no identified projects in the Shasta Region.

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

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.

| RTP ID or Page #                                           | Proposed 2026 RTIP                        | Total RTIP   | Other Funding |                   |             |         |             | Total Project Cost |
|------------------------------------------------------------|-------------------------------------------|--------------|---------------|-------------------|-------------|---------|-------------|--------------------|
|                                                            |                                           |              | TCEP          | Community Project | ATP Cycle 6 | Covid   | Local Match |                    |
| N/A                                                        | PPM                                       | \$468,000    |               |                   |             |         |             | \$468,000          |
| 1 on page 77                                               | Fix 5 Cascade Gateway                     | \$11,781,000 | \$72,722,000  | \$3,000,000       |             | 500,000 |             | \$88,003,000       |
| 11 on page 98                                              | Butte Street Boogie Network Project (BSB) | \$806,284    |               |                   | \$6,437,000 |         | \$805,000   | \$8,048,000        |
| 13 on page 84, 129 and 130 on page 100, and 298 on page 98 | Victor Improvement Project (VIP)          | \$1,000,000  |               |                   | \$7,993,000 |         | \$999,999   | \$9,992,000        |
| Total                                                      |                                           |              |               |                   |             |         |             |                    |

**Notes:** Click here to enter text.

## **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 primarily 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 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.

Programming funding for projects under the ITIP are subject to the following constraints:

1. California Government Code Section 14256:
  - a. Projects to improve State highways, pursuant to subdivision (b) of Section 164 of the Streets and Highways Code.
  - b. Projects to improve intercity passenger rail system.
  - c. Projects to improve interregional movement of people, vehicles, and goods.
2. Streets and Highways Code Section 164:
  - a. At least 60 percent of the program shall be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects, including grade separation projects.
  - b. Up to 40 percent may be programmed for projects anywhere in the State, subject to the north/south 40/60 split. Projects may be State highway, mass transit fixed guideways, or rail grade separations.

There is no ITIP funding proposed for the Shasta Region in the 2026 ITIP.

There are several long-term interregional highway and intercity rail needs within the region. One need is the replacement or rehabilitation of the Pit River Bridge located over Lake Shasta. It is an 80-year-old bridge that is unique in that it supports highway traffic on the top and railroad freight and passenger trips underneath. It is also the only federally owned freeway bridge in the United States. Needs for the facility include addressing deficiencies in operations, safety, maintenance, and functional use. Secondly, elimination of barriers to road freight transportation is needed to ensure goods can reach rural communities and to support local economies. This can be accomplished by supporting planning and construction projects that eliminate STAA truck accessibility barriers on highways in the region, which may include improvements to curves on highways, truck passing lanes, increasing heights on sub-standard bridges, or other similar efforts. Thirdly, ongoing support for the I-5 express intercity bus service and the larger North State Express system is needed to address long-distance community public transportation needs with connections to other regions, passenger rail services, and even airports.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

The Fix 5 Cascade Gateway project is fully funded and anticipated for construction starting by February 2027 or sooner. An effort is underway to add active transportation facilities along the east side of the I-5 corridor near this project through the East Palisades Multiuse Path project. Additionally, recent improvements by Caltrans' Lake Blvd CAPM project included new striping, pavement, active transportation improvements (e.g., multiuse path, rapid flashing beacon, connections to regional NEXT Trail network, etc.), pavement loop detectors, and other ramp improvements. The city of Redding is pursuing funds for an active transportation project along Hilltop Drive, that would connect to the future East Palisades Multiuse Path project.

Near the Victor Improvement Project, there are several other projects. The Victor Ave & Cypress Ave Active Transportation (VCAT) Project will construct shared use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections along Victor Ave, Cypress Ave, and Alfreda Way. Also, the city of Redding has completed some transportation network improvements including ADA improvements, sidewalks, and some multiuse paths near Victor Avenue. Finally, the city of Redding developed plans for and intends to apply for Active Transportation Cycle 7 funding for active transportation improvements north of the Victor Improvement Project.

Near the Butte Street Boogie Network project, there are several other projects. The Calaboose Creek project seeks to convert underutilized excess right of way following the original creek bed of historic Calaboose Creek through Downtown Redding into separated trails with curb, gutter, and sidewalk (10'-12' foot in width), water-efficient landscaping, and decorative art fences created by local community artists. The Oregon Street Improvements Project provides active transportation and beautification improvements to underserved residents in the disadvantaged community area of Downtown Redding, Shasta County, California. The Oregon Street Improvements Project encloses and protects approximately 460 feet of the open drainage portions of Calaboose Creek to prevent litter from entering the creek, which serves as a spawning ground for the endangered Chinook salmon further south of the project area. The enclosed drainage allows for sidewalk infill with a ten-foot sidewalk along the east side of Oregon Street to close a critical sidewalk gap in the network, opens new pedestrian crossings and routes along the corridor, and better connects the underserved community to the many commercial, government, and transit services within the immediate vicinity of the project area.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

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

## **Section 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.

The Butte Street Boogie Network Project and Victor Improvement Project are active transportation program (ATP Cycle 6) funded projects and include various complete streets elements. As discussed earlier, an active transportation project being led by Caltrans D2, called East Palisades Multiuse Path project, will run parallel to a significant portion of the F5CG project. Additionally, the city of Redding plans to pursue a project along Hilltop

drive that would connect the East Palisades project. Other separate active transportation projects along the I-5 corridor are in early planning stages currently and may develop into projects seeking future funding.

Other complete streets elements in the region are:

- Around Lake Blvd in Redding, complete streets improvements included construction of a new Class I multi-use path, reconstruction of curb ramps and Class I multi-use paths, and reconfiguration of the Lake Blvd / SB I-5 On-Ramp intersection.
- In the Downtown Redding CapM, complete streets improvements include reconstruction of existing sidewalk and ADA curb ramps, enhancement of existing crosswalks and intersections, and the construction of new ADA curb ramps, bike lanes, crosswalks, and Class I multi-use paths.
- A safety project in Redding for Lincoln St and Pine St had improvements that include the construction of new ADA curb ramps and a new crosswalk at Lincoln and Pine Street, across Pine Street / SR 273.
- A quick build project for class I on South Market / SR 273 improvements included a road diet and repurposing of travel lane to accommodate a separated multi-use path along south-bound SR 273/South Market between Wyndham Lane and Buenaventura Blvd.
- In Redding, the section of California St in State RW on SR 273 improvements included a separated two-way Class IV Bikeway (cycle track), enhanced crosswalks, and reconstructed ADA curb ramps on State Route 273 from Tehama to Yuba Street.



## 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      |
|------------------------------------------------------------------------|-------------|-------------|-------|-----------|-----------|
| <b>Transportation System Utilization &amp; Mode Share</b>              |             |             |       |           |           |
| 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     |
| <b>Percentage of trips by mode (daily)</b>                             |             |             |       |           |           |
| 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%      |
| <b>Mobility/Accessibility</b>                                          |             |             |       |           |           |
| 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      |
| <b>All Modes</b>                                                       | <b>10.1</b> | <b>10.2</b> | n/a   | 9.7       | 9.7       |
| Performance Measures                                                   | 2005        | 2015        | 2020  | 2035      | 2040      |
| <b>Safety</b>                                                          |             |             |       |           |           |
| 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       |
| <b>Environment</b>                                                     |             |             |       |           |           |
| Pounds CO2/year/capita - Passenger Vehicles Only (SB 375) <sup>1</sup> | 7,394       | 7,107       | n/a   | 6,600     | 6,801     |
| GHG Reductions (SB 375) per capita <sup>1</sup>                        | Baseline    | n/a         | -4.3  | -12.94    | -10.21    |
| Prime agricultural lands saved from conversion (acres)                 |             |             |       |           |           |
| Environmentally sensitive lands saved from conversion (acres)          |             |             |       |           |           |

## **2026 RTIP Qualitative Assessment of RTP/SCS Benefits:**

### **Effectiveness of the 2026 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 currently programmed 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 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 it is 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 prepare 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 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.

Like 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. SRTA will work with Caltrans and regional partners to identify priority SCS bicycle/pedestrian projects as applications for upcoming Cycles 8 and 9 of the ATP. Recently, SRTA received SB1 planning funds to update our GoShasta Active Transportation Plan, which will help facilitate collaboration and forward-thinking efforts.

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 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. Additionally, several recent federal level activities could make efforts to achieve SCS goals more challenging due to defunding of previously approved state projects such as ARCHES and changes to Clean Air Act waivers. We may also see changes in federal funding priorities for transportation with the expiration of the federal Infrastructure Investment and Jobs Act (IIJA) in September 2026.

### **Section 13. Regional and Statewide Benefits of RTIP**

Funding in the Shasta 2026 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 downtowns 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 everyday destinations and public transit, increase 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)

To the extent data is available, SRTA provides the following information in Table B3 related to projects in the Shasta 2026 RTIP.

| <b>Table B3</b><br><b>Evaluation – Project Changes or Increased Capacity Benefits</b> |                                            |                           |                                                                                                                                         |
|---------------------------------------------------------------------------------------|--------------------------------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Type Or Mode</b>                                                           | <b>Changes to Built Environment</b>        | <b>Indicator/ Measure</b> | <b>Benefits or Performance Improvement at Project Completion</b>                                                                        |
| 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; Cycle track: 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)

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<br>SUMMARY RESULTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------|-----------------------------|--------------------|------------------|-----------------------------------|----------------|---------------------|-----------------------------------|---------------------|----------------|--------------------------|----------------------------------|-------------|--------------------------------------------------------------------|---------|---------------------------------|-----------------------|--------|---------|---------|---------------------------------|-----------------------|--------|--------|---------|----------------------------------|-----------------------|-------|--------|--------|-----------------------------------|-----------------------|---------------|------------------|------------------|---------------------------------|----|---|-------|-------|---------------------|----|---|-------|-------|
| <b>Life-Cycle Costs (mil. \$)</b> \$82.7<br><b>Life-Cycle Benefits (mil. \$)</b> \$1,415.8<br><b>Net Present Value (mil. \$)</b> \$1,333.0<br><br><b>Benefit / Cost Ratio:</b> 17.1<br><br><b>Rate of Return on Investment:</b> 65.9%<br><br><b>Payback Period:</b> 1 year                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     | <table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$2.7</td> <td>\$512.8</td> <td>\$515.5</td> <td>\$25.8</td> </tr> <tr> <td>Travel Time Reliability Benefits</td> <td>\$5.4</td> <td>\$119.4</td> <td>\$124.8</td> <td>\$6.2</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>\$0.0</td> <td>\$599.8</td> <td>\$599.8</td> <td>\$30.0</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$72.2</td> <td>\$35.5</td> <td>\$107.7</td> <td>\$5.4</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$0.0</td> <td>\$67.9</td> <td>\$67.9</td> <td>\$3.4</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$80.3</b></td> <td><b>\$1,335.4</b></td> <td><b>\$1,415.8</b></td> <td><b>\$70.8</b></td> </tr> </tbody> </table> |                     |                | ITEMIZED BENEFITS (mil. \$) | Passenger Benefits | Freight Benefits | Total Over 20 Years               | Average Annual | Travel Time Savings | \$2.7                             | \$512.8             | \$515.5        | \$25.8                   | Travel Time Reliability Benefits | \$5.4       | \$119.4                                                            | \$124.8 | \$6.2                           | Veh. Op. Cost Savings | \$0.0  | \$599.8 | \$599.8 | \$30.0                          | Accident Cost Savings | \$72.2 | \$35.5 | \$107.7 | \$5.4                            | Emission Cost Savings | \$0.0 | \$67.9 | \$67.9 | \$3.4                             | <b>TOTAL BENEFITS</b> | <b>\$80.3</b> | <b>\$1,335.4</b> | <b>\$1,415.8</b> | <b>\$70.8</b>                   |    |   |       |       |                     |    |   |       |       |
| ITEMIZED BENEFITS (mil. \$)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Passenger Benefits  | Freight Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Total Over 20 Years | Average Annual |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| Travel Time Savings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$2.7               | \$512.8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$515.5             | \$25.8         |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| Travel Time Reliability Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$5.4               | \$119.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$124.8             | \$6.2          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| Veh. Op. Cost Savings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$0.0               | \$599.8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$599.8             | \$30.0         |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| Accident Cost Savings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$72.2              | \$35.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$107.7             | \$5.4          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| Emission Cost Savings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$0.0               | \$67.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$67.9              | \$3.4          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| <b>TOTAL BENEFITS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>\$80.3</b>       | <b>\$1,335.4</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>\$1,415.8</b>    | <b>\$70.8</b>  |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     | <b>Person-Hours of Time Saved</b> 22,043,450 1,102,172                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| <b>Should benefit-cost results include:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| <table border="1"> <tbody> <tr> <td>1) Induced Travel? (y/n)</td> <td>Y</td> <td>Default = Y</td> </tr> <tr> <td>2) Travel Time Reliability? (y/n)</td> <td>Y</td> <td>Default = Y</td> </tr> <tr> <td>3) Vehicle Operating Costs? (y/n)</td> <td>Y</td> <td>Default = Y</td> </tr> <tr> <td>4) Accident Costs? (y/n)</td> <td>Y</td> <td>Default = Y</td> </tr> <tr> <td>5) Vehicle Emissions? (y/n)<br/>includes value for CO<sub>2e</sub></td> <td>Y</td> <td>Default = Y</td> </tr> </tbody> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |                | 1) Induced Travel? (y/n)    | Y                  | Default = Y      | 2) Travel Time Reliability? (y/n) | Y              | Default = Y         | 3) Vehicle Operating Costs? (y/n) | Y                   | Default = Y    | 4) Accident Costs? (y/n) | Y                                | Default = Y | 5) Vehicle Emissions? (y/n)<br>includes value for CO <sub>2e</sub> | Y       | Default = Y                     |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| 1) Induced Travel? (y/n)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Y                   | Default = Y                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| 2) Travel Time Reliability? (y/n)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Y                   | Default = Y                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| 3) Vehicle Operating Costs? (y/n)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Y                   | Default = Y                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| 4) Accident Costs? (y/n)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Y                   | Default = Y                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| 5) Vehicle Emissions? (y/n)<br>includes value for CO <sub>2e</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Y                   | Default = Y                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| <table border="1"> <thead> <tr> <th rowspan="2">EMISSIONS REDUCTION</th> <th colspan="2">Tons</th> <th colspan="2">Value (mil. \$)</th> </tr> <tr> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>CO Emissions Saved</td> <td>349</td> <td>17</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>CO<sub>2</sub> Emissions Saved</td> <td>1,405,033</td> <td>70,252</td> <td>\$54.2</td> <td>\$2.7</td> </tr> <tr> <td>NO<sub>x</sub> Emissions Saved</td> <td>1,124</td> <td>56</td> <td>\$11.3</td> <td>\$0.6</td> </tr> <tr> <td>PM<sub>10</sub> Emissions Saved</td> <td>25</td> <td>1</td> <td>\$1.9</td> <td>\$0.1</td> </tr> <tr> <td>PM<sub>2.5</sub> Emissions Saved</td> <td>24</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td>SO<sub>x</sub> Emissions Saved</td> <td>13</td> <td>1</td> <td>\$0.5</td> <td>\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td>21</td> <td>1</td> <td>\$0.0</td> <td>\$0.0</td> </tr> </tbody> </table> |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |                | EMISSIONS REDUCTION         | Tons               |                  | Value (mil. \$)                   |                | Total Over 20 Years | Average Annual                    | Total Over 20 Years | Average Annual | CO Emissions Saved       | 349                              | 17          | \$0.0                                                              | \$0.0   | CO <sub>2</sub> Emissions Saved | 1,405,033             | 70,252 | \$54.2  | \$2.7   | NO <sub>x</sub> Emissions Saved | 1,124                 | 56     | \$11.3 | \$0.6   | PM <sub>10</sub> Emissions Saved | 25                    | 1     | \$1.9  | \$0.1  | PM <sub>2.5</sub> Emissions Saved | 24                    | 1             |                  |                  | SO <sub>x</sub> Emissions Saved | 13 | 1 | \$0.5 | \$0.0 | VOC Emissions Saved | 21 | 1 | \$0.0 | \$0.0 |
| EMISSIONS REDUCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Tons                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Value (mil. \$)     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Total Over 20 Years | Average Annual                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Total Over 20 Years | Average Annual |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| CO Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 349                 | 17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$0.0               | \$0.0          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| CO <sub>2</sub> Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1,405,033           | 70,252                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$54.2              | \$2.7          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| NO <sub>x</sub> Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1,124               | 56                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$11.3              | \$0.6          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| PM <sub>10</sub> Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 25                  | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$1.9               | \$0.1          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| PM <sub>2.5</sub> Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 24                  | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |                |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| SO <sub>x</sub> Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 13                  | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$0.5               | \$0.0          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |
| VOC Emissions Saved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 21                  | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$0.0               | \$0.0          |                             |                    |                  |                                   |                |                     |                                   |                     |                |                          |                                  |             |                                                                    |         |                                 |                       |        |         |         |                                 |                       |        |        |         |                                  |                       |       |        |        |                                   |                       |               |                  |                  |                                 |    |   |       |       |                     |    |   |       |       |

## 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 table below 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                 | \$1,727                |                     | \$2,685     |          |                 | \$4,412            |
|                                                                                             |                                                                                                                                | R/W Sup (CT)  | 2022/23                 | \$50                   |                     | \$27        |          |                 | \$77               |
|                                                                                             |                                                                                                                                | Con Sup (CT ) | 2024/25                 | \$0                    |                     | \$7,480     |          |                 | \$7,480            |
|                                                                                             |                                                                                                                                | ROW           | 2022/23                 | \$631                  |                     | \$111       |          |                 | \$742              |
|                                                                                             |                                                                                                                                | CON           | 2026/27                 | \$5,081                | *\$2,000<br>\$2,692 | \$65,919    |          |                 | \$73,692           |
| Planning, Programming & Monitoring (PPNO 2368)                                              | Administer STIP and develop projects                                                                                           | N/A           | 2026/27 through 2030/31 | \$493                  | \$207               | N/A         | N/A      | N/A             | \$700              |
| Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692 A/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           | 2027/28                 | \$806                  | N/A                 | \$805       | \$4,782  |                 | \$6,393            |
|                                                                                             |                                                                                                                                | Non-Inf       | 2027/28                 |                        |                     |             | \$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               | PA&ED         | 2023/24                 |                        |                     |             | \$700    |                 | \$700              |
|                                                                                             |                                                                                                                                | PS&E          | 2024/25*                |                        |                     |             | \$1,045  |                 | \$1,045            |
|                                                                                             |                                                                                                                                | ROW           |                         |                        |                     |             |          |                 |                    |
|                                                                                             |                                                                                                                                | CON           | 2027/28                 | \$1,000                | N/A                 | \$1,000     | \$6,044  |                 | \$8,044            |
|                                                                                             |                                                                                                                                | Non-Inf       | 2027/28                 |                        |                     |             | \$204    |                 | \$204              |
| Total                                                                                       |                                                                                                                                |               |                         | \$11,388               | \$2,899             | \$78,027    | \$14,430 | \$0             | \$106,744          |

Note: \*See narrative and tables above from Section B – 2026 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 2026 RTIP Approval** (Provide Cover Sheet) – The December 18, 2025, SRTA Resolution 25-12: Adoption of 2026 Shasta Regional Transportation Improvement Program (RTIP) is included.

**Section 19. Fact Sheet (1-2 pages).** (See Section 50). A fact sheet summarizing 2026 RTIP projects is included in this section.

**Section 20. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet) – A October 16, 2025, Caltrans-SRTA letter documenting consultation and identifying state highway needs is included in this section.



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

- a. Planning, Programming, and Monitoring ..... Page 21**  
As a planning and programming effort, project map is not applicable.
- b. Fix 5 Cascade Gateway Project .....Page 28**
- c. North Redding Active Transportation Trunk Line (NRATTTL)  
Environmental .....Page 39**
- d. Butte Street Boogie Network Project.....Page 46**
- e. Victor Improvement Project .....Page 57**

## **Section 17a. Planning, Programming, and Monitoring PPR**

Amendment (Existing Project) ☐ YES ☒ NO Date 11/10/2025 16:32:08

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

|                         |       |            |              |                                       |                  |
|-------------------------|-------|------------|--------------|---------------------------------------|------------------|
| District                | EA    | Project ID | PPNO         | Nominating Agency                     |                  |
| 02                      |       | 0222000052 | 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         |       |            | 530-262-6193 | 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 11/10/2025 16:32:08

**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 |
|----------|---------|------|-------|
|          |         |      |       |



| 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 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       |                                     |
| PS&E                                   |       |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Shasta Regional Transportation Agen |
| R/W                                    |       |       |       |       |       |       |        |       |                                     |
| CON                                    |       |       |       |       |       |       |        |       | Shasta Regional Transportation Agen |
| TOTAL                                  |       |       |       |       |       |       |        |       |                                     |

| Proposed Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Notes |
|----------------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       |       |
| PS&E                                   |       |       |       |       |       |       |        |       |       |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       |       |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       |       |
| R/W                                    |       |       |       |       |       |       |        |       |       |
| CON                                    | 3,909 | 169   | 169   | 155   | 104   | 103   |        | 4,609 |       |
| TOTAL                                  | 3,909 | 169   | 169   | 155   | 104   | 103   |        | 4,609 |       |

| Fund #1:     | RIP - State Cash (Committed) |       |       |       |       |       |        |       | Program Code                        |
|--------------|------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
|              | Existing Funding (\$1,000s)  |       |       |       |       |       |        |       | 20.30.600.670                       |
| Component    | Prior                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)  |                              |       |       |       |       |       |        |       | Shasta Regional Transportation Agen |
| PS&E         |                              |       |       |       |       |       |        |       | \$250 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          |                              |       |       |       |       |       |        |       | \$365 CON voted 12/10/09            |
|              |                              |       |       |       |       |       |        |       | \$365 CON voted 08/12/10            |
|              |                              |       |       |       |       |       |        |       | \$364 CON voted 04/26/12            |
| TOTAL        |                              |       |       |       |       |       |        |       | \$147 CON voted 08/22/12            |

| Proposed Funding (\$1,000s) |       |       |       |       |       |       |        |       | Notes |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |       |
| PS&E                        |       |       |       |       |       |       |        |       |       |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |       |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |       |
| R/W                         |       |       |       |       |       |       |        |       |       |
| CON                         | 3,840 | 169   | 169   | 155   | 104   | 103   |        | 4,540 |       |
| TOTAL                       | 3,840 | 169   | 169   | 155   | 104   | 103   |        | 4,540 |       |

| Fund #2:                    | RIP - COVID Relief Funds - STIP (Committed) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|---------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |                                             |       |       |       |       |       |        |       | 20.90.010.817                       |
| Component                   | Prior                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 69                                          |       |       |       |       |       |        | 69    |                                     |
| TOTAL                       | 69                                          |       |       |       |       |       |        | 69    |                                     |



## **Section 17b. Fix 5 Cascade Gateway PPR**

|                                                                                                                                                                                                            |       |            |              |                                       |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|---------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                                  | 12/12/2025 13:00:07 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> 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 10.300   | R 26.000     | Caltrans District 2                   |                     |
| Tehama County                                                                                                                                                                                              | 5     | 40.500     |              | MPO                                   | Element             |
|                                                                                                                                                                                                            |       |            |              | SHASTA                                | Capital Outlay      |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                         |                     |
| Kelly Timmons                                                                                                                                                                                              |       |            | 530-945-0226 | 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 at various locations from 0.5 mile north of Knighton Road Overcrossing to Fawndale Road Overcrossing and at northbound Cottonwood Scales. Description: Add a third through lane in the median as a truck only lane in each direction. Construct four auxiliary lanes. Widen seven bridges. Install an Advanced Lane Management System in the northbound direction and will have three overhead sign structures. Install two 350 kw 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                                       |                     |                |            |
| 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          |                | 08/29/2024 |
| 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          |                | 11/17/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 12/28/2026          |                | 01/16/2030 |
| Begin Closeout Phase                                                | 12/28/2028          |                | 01/16/2030 |
| End Closeout Phase (Closeout Report)                                | 09/30/2030          |                | 07/16/2032 |

Date 12/12/2025 13:00:07

**Purpose and Need**

**Purpose:** Improve operations on I-5 by reducing merging conflicts and congestions, upgrading signing and lighting, providing new ITS elements to improve safety and reduce collision concentrations; improve primary evacuation route for high fire severity zones; reduce adverse impacts of closures during winter storms; enhance reliability of the interstate and interregional goods movement; improve pavement quality to increase smoothness, reduce maintenance efforts, and minimize field maintenance exposure to traffic

**Need:** Existing facility has aged beyond its design life and no longer adequately meets transportation demands within the project limits. The existing pavement needs to be preserved and the existing lighting, signing and median barrier are non-standard. Additional Transportation Management System elements are needed to improve freeway operations during emergency events. The mainline flow of traffic is degraded by a speed differential resulting from an increase in merging trucks and other vehicles at several consecutive ramps. Recent fires and winter storms developed long backups, delays, and major detours through and around the project area, demonstrating the current lack of system resiliency. This four-lane section of freeway is the last remaining bottleneck on I-5 in Shasta County from the Tehama County line to Shasta Lake City, restricting freeway operations and inter-regional goods movement. All these factors reduce the safety and operational effectiveness of the facility.

NHS Improvements ☒ YES ☐ NO Roadway Class 1 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)            | Roadway lane miles                     | Miles | 7.6     |
| Operational Improvement          | Auxiliary lanes                        | Miles | 5       |
| TMS (Traffic Management Systems) | Closed circuit television cameras      | EA    | 1       |
| Operational Improvement          | Slow vehicle lanes                     | Miles | 23.7    |
| TMS (Traffic Management Systems) | Communications (fiber optics)          | Miles | 1.2     |
| Bridge / Tunnel                  | Modified/Reconstructed bridges/tunnels | SQFT  | 119,522 |
| Pavement (lane-miles)            | Mainline Shoulders construction        | Miles | 15.2    |

Date 12/12/2025 13:00:07

**Additional Information**

Performance Indicators and Measures: Economic Development: Jobs Created (Indirect): With Build = 1492, Without Build = 0, Change = 0

The Cascade SHOPP project (PPNO 3790, Asset Management ID # 22190, EA 02-1J380, and Project Identification # 0220000064) was adopted as part of the 2022 SHOPP. The Project Initiation Report (PIR) was signed by the District Director on June 30, 2021 and was programmed in the 2022 SHOPP in March 2022. This project is programmed as a 20.xx.201.015 Collision Severity Reduction. The scope includes vertical clearance improvements, rock blankets in interchange gores, drainage work, replacement of Intelligent Transportation System (ITS) elements, overhead signs, concrete and cable barrier, guardrail, and polyester concrete overlays on bridges. Excess excavated material is proposed to be used to flatten out slopes to improve the clear recovery zone. A Program Change Request (PCR) is also being prepared to increase the programming on this project to include bridge seismic improvements.

The District, in partnership with SRTA, is submitting an applicant for SB 198 Port and Freight Infrastructure Program funds. If successful, these funds will reduce the overall request from TCEP Cycle 3 from \$67,849,000 to 52,124,000. The reduction would be requested in the State share of TCEP Cycle 3 funds. This project would be combined for construction with the F5CG and the Cascade SHOPP projects. According to the CalSTA website, the District will find out if this project has been awarded in March 2023.

NOTE: \$300,000 in G-12 was used in PA&ED. These funds are shown in the notes of the RIP section on the funding page. The STIP-RIP programming was \$1,600,000 and the G-12 funds raise the funds eligible for PA&ED activities to \$1,900,000. The \$1,900,000 is what is shown in the Draft Supplemental Project Report and in the TCEP Cycle 3 application.

| 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  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            | 1,600  |       |       |       |       |       |        | 1,600  | Caltrans District 2 |
| PS&E                                   | 4,412  |       |       |       |       |       |        | 4,412  | Caltrans District 2 |
| R/W SUP (CT)                           | 77     |       |       |       |       |       |        | 77     | Caltrans District 2 |
| CON SUP (CT)                           | 7,480  |       |       |       |       |       |        | 7,480  | Caltrans District 2 |
| R/W                                    | 742    |       |       |       |       |       |        | 742    | Caltrans District 2 |
| CON                                    | 71,000 |       |       |       |       |       |        | 71,000 | Caltrans District 2 |
| TOTAL                                  | 85,311 |       |       |       |       |       |        | 85,311 |                     |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Notes |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                    | 73,692 |       |       |       |       |       |        | 73,692 |       |
| TOTAL                                  | 88,003 |       |       |       |       |       |        | 88,003 |       |

| Fund #1:     | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                                                                                                                                                                                                                                                         |
|--------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              | Existing Funding (\$1,000s)           |       |       |       |       |       |        |       | 20.XX.075.600                                                                                                                                                                                                                                                        |
| Component    | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                                                                                                                                                                                                                       |
| E&P (PA&ED)  | 1,600                                 |       |       |       |       |       |        | 1,600 | Shasta Regional Transportation Agen<br>\$300k in G-12 was used in E&P.<br>2022 STIP: \$5,081 was<br>programmed for Construction<br>Capital in FY 24/25. These funds<br>and the Community Program Fund<br>are SRTA's match Regional TCEP<br>Cycle 3 request.\$5081 CO |
| 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        | 9,089                                 |       |       |       |       |       |        | 9,089 |                                                                                                                                                                                                                                                                      |

| Proposed Funding (\$1,000s) |        |       |       |       |       |       |        |        | Notes                                                                                                                                                                                              |
|-----------------------------|--------|-------|-------|-------|-------|-------|--------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Component                   | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                                                                                                                                                                                                    |
| E&P (PA&ED)                 | 1,600  |       |       |       |       |       |        | 1,600  | Increased construction capital by<br>\$2,692 from \$5,081 to \$7,773.<br>Allocation time extension through<br>February 2027. SRTA will request<br>an additional \$2.692m at time of<br>allocation. |
| PS&E                        | 1,727  |       |       |       |       |       |        | 1,727  |                                                                                                                                                                                                    |
| R/W SUP (CT)                | 50     |       |       |       |       |       |        | 50     |                                                                                                                                                                                                    |
| CON SUP (CT)                |        |       |       |       |       |       |        |        |                                                                                                                                                                                                    |
| R/W                         | 631    |       |       |       |       |       |        | 631    |                                                                                                                                                                                                    |
| CON                         | 7,773  |       |       |       |       |       |        | 7,773  |                                                                                                                                                                                                    |
| TOTAL                       | 11,781 |       |       |       |       |       |        | 11,781 |                                                                                                                                                                                                    |

|                             |                                                         |       |       |       |       |       |        |                                     |
|-----------------------------|---------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------------------------------------|
| Fund #2:                    | SB1 TCEP - NATIONAL HIGHWAY FREIGHT PROGRAM (Committed) |       |       |       |       |       |        | Program Code                        |
|                             | Existing Funding (\$1,000s)                             |       |       |       |       |       |        | 20.XX.723.100                       |
| Component                   | Prior                                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Funding Agency                      |
| E&P (PA&ED)                 |                                                         |       |       |       |       |       |        | Shasta Regional Transportation Agen |
| PS&E                        | 1,521                                                   |       |       |       |       |       | 1,521  |                                     |
| R/W SUP (CT)                | 27                                                      |       |       |       |       |       | 27     |                                     |
| CON SUP (CT)                | 7,480                                                   |       |       |       |       |       | 7,480  |                                     |
| R/W                         | 111                                                     |       |       |       |       |       | 111    |                                     |
| CON                         | 45,982                                                  |       |       |       |       |       | 45,982 |                                     |
| TOTAL                       | 55,121                                                  |       |       |       |       |       | 55,121 |                                     |
| 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                         | 45,982                                                  |       |       |       |       |       | 45,982 |                                     |
| TOTAL                       | 55,121                                                  |       |       |       |       |       | 55,121 |                                     |
| Fund #3:                    | SB1 TCEP - NATIONAL HIGHWAY FREIGHT PROGRAM (Committed) |       |       |       |       |       |        | Program Code                        |
|                             | Existing Funding (\$1,000s)                             |       |       |       |       |       |        | 20.XX.723.200                       |
| Component                   | Prior                                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Funding Agency                      |
| E&P (PA&ED)                 |                                                         |       |       |       |       |       |        | Shasta Regional Transportation Agen |
| PS&E                        | 664                                                     |       |       |       |       |       | 664    |                                     |
| R/W SUP (CT)                |                                                         |       |       |       |       |       |        |                                     |
| CON SUP (CT)                |                                                         |       |       |       |       |       |        |                                     |
| R/W                         |                                                         |       |       |       |       |       |        |                                     |
| CON                         | 16,937                                                  |       |       |       |       |       | 16,937 |                                     |
| TOTAL                       | 17,601                                                  |       |       |       |       |       | 17,601 |                                     |
| Proposed Funding (\$1,000s) |                                                         |       |       |       |       |       |        | Notes                               |
| E&P (PA&ED)                 |                                                         |       |       |       |       |       |        |                                     |
| PS&E                        | 664                                                     |       |       |       |       |       | 664    |                                     |
| R/W SUP (CT)                |                                                         |       |       |       |       |       |        |                                     |
| CON SUP (CT)                |                                                         |       |       |       |       |       |        |                                     |
| R/W                         |                                                         |       |       |       |       |       |        |                                     |
| CON                         | 16,937                                                  |       |       |       |       |       | 16,937 |                                     |
| TOTAL                       | 17,601                                                  |       |       |       |       |       | 17,601 |                                     |



|                             |                                                                            |       |       |       |       |       |        |       |                          |
|-----------------------------|----------------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|--------------------------|
| Fund #4:                    | Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed) |       |       |       |       |       |        |       | Program Code             |
| Existing Funding (\$1,000s) |                                                                            |       |       |       |       |       |        |       | 20.30.010.816            |
| Component                   | Prior                                                                      | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency           |
| E&P (PA&ED)                 |                                                                            |       |       |       |       |       |        |       | \$500 PSE voted 06/28/22 |
| PS&E                        | 500                                                                        |       |       |       |       |       |        | 500   |                          |
| R/W SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| CON SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| R/W                         |                                                                            |       |       |       |       |       |        |       |                          |
| CON                         |                                                                            |       |       |       |       |       |        |       |                          |
| TOTAL                       | 500                                                                        |       |       |       |       |       |        | 500   |                          |
| Proposed Funding (\$1,000s) |                                                                            |       |       |       |       |       |        |       | Notes                    |
| E&P (PA&ED)                 |                                                                            |       |       |       |       |       |        |       |                          |
| PS&E                        | 500                                                                        |       |       |       |       |       |        | 500   |                          |
| R/W SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| CON SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| R/W                         |                                                                            |       |       |       |       |       |        |       |                          |
| CON                         |                                                                            |       |       |       |       |       |        |       |                          |
| TOTAL                       | 500                                                                        |       |       |       |       |       |        | 500   |                          |
| Fund #5:                    | Demo - Demonstration-State TEA21 (Committed)                               |       |       |       |       |       |        |       | Program Code             |
| Existing Funding (\$1,000s) |                                                                            |       |       |       |       |       |        |       | 20.30.010.680            |
| Component                   | Prior                                                                      | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency           |
| E&P (PA&ED)                 |                                                                            |       |       |       |       |       |        |       |                          |
| PS&E                        |                                                                            |       |       |       |       |       |        |       |                          |
| R/W SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| CON SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| R/W                         |                                                                            |       |       |       |       |       |        |       |                          |
| CON                         | 3,000                                                                      |       |       |       |       |       |        | 3,000 |                          |
| TOTAL                       | 3,000                                                                      |       |       |       |       |       |        | 3,000 |                          |
| Proposed Funding (\$1,000s) |                                                                            |       |       |       |       |       |        |       | Notes                    |
| E&P (PA&ED)                 |                                                                            |       |       |       |       |       |        |       |                          |
| PS&E                        |                                                                            |       |       |       |       |       |        |       |                          |
| R/W SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| CON SUP (CT)                |                                                                            |       |       |       |       |       |        |       |                          |
| R/W                         |                                                                            |       |       |       |       |       |        |       |                          |
| CON                         | 3,000                                                                      |       |       |       |       |       |        | 3,000 |                          |
| TOTAL                       | 3,000                                                                      |       |       |       |       |       |        | 3,000 |                          |

**Complete this page for amendments only**

Date 12/12/2025 13:00:07

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

**SECTION 1 - All Projects**

**Project Background**

A 20-month construction allocation time extension was approved at the June 2025 CTC Meeting. This project is to be combined with the Shasta Cascade SHOPP project for construction.

**Programming Change Requested**

Increase construction capital in FY 24/25 by \$2,692, from \$5,081 to \$7,773.

**Reason for Proposed Change**

Construction cost increased through the refinement of scope during PS&E.

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)

This ePPR is to update the 2026 STIP. Cost change processes are moving forward to account for the increase in construction capital.

**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



**Section 17c. North Redding Active Transportation Trunk Line (NRATTTL)**  
**Environmental PPR**



Amendment (Existing Project) ☐ YES ☒ NO Date 11/18/2025 08:12:59  
 Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

| District                | EA    | Project ID | PPNO         | Nominating Agency                     |                |
|-------------------------|-------|------------|--------------|---------------------------------------|----------------|
| 02                      |       |            | 2628         | Shasta Regional Transportation Agency |                |
| County                  | Route | PM Back    | PM Ahead     | Co-Nominating Agency                  |                |
| Shasta County           | 273   | 18.500     | 18.800       | Caltrans District 2                   |                |
| Shasta County           | 299   | 24.100     | 27.300       | MPO                                   | Element        |
|                         |       |            |              | SHASTA                                | Capital Outlay |
| Project Manager/Contact |       |            | Phone        | Email Address                         |                |
| Jennifer Pollom         |       |            | 530-262-6195 | jpollom@srtc.ca.gov                   |                |

Project Title  
 North Redding Active Transportation Trunk Line (NRATTL) Environmental

Location (Project Limits), Description (Scope of Work)  
 In Redding, on Lake Blvd./SR-299, environmental for an east-west, shared-use side path on for pedestrians and bicyclists to connect with major activity centers, schools, and adjacent bike paths in the corridor.

| 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                                       |   | 01/15/2022 |            |                |
| Begin Environmental (PA&ED) Phase                                   |   | 08/15/2026 | 08/15/2026 |                |
| Circulate Draft Environmental Document Document Type NDMND          |   | 02/01/2028 | 02/01/2028 |                |
| Draft Project Report                                                |   | 06/15/2028 | 06/15/2028 |                |
| End Environmental Phase (PA&ED Milestone)                           |   | 10/20/2028 | 10/20/2028 |                |
| 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 11/18/2025 08:12:59

**Purpose and Need**

For the 2026 RTIP, un-program  
 Carry out the environmental phase for a safe alternative means to traditional vehicular travel to key attractions in the Lake Blvd./SR299 corridor. The east-west corridor would include a shared-use side path for pedestrians and bicyclists to connect with major activity centers, schools, and adjacent bike paths. Residents along the Lake Blvd./SR-299 corridor and near SR273, including members of disadvantaged communities, lack seamless active transportation connectivity to major destinations in the corridor. Specifically, existing-yet-incomplete complete streets facilities on and near SR273 (PM 24.1 to 25.2) and mostly missing facilities on and near SR299 (PM 25.2 to 27.3) limit access to healthy, economical, transportation alternatives, creating undue hardship for these individuals. The purpose of the NRATTL is to improve the safety, comfort, and health of pedestrians and bicyclists traveling along the corridor by filling these complete streets gaps on and near SR273 and SR299 and providing a new trunk line complete streets facility adjacent to SR299 from PM 25.2 to 27.3. This trunk line will serve as a regional backbone facility that connects to feeder routes (existing and planned local walking and biking facilities) or other trunk lines and close a high-demand gap by improving connectivity to major employment centers, schools/colleges, neighborhoods, fresh groceries, and places of worship.

NHS Improvements ☒ YES ☐ NO Roadway Class 1 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 | 2.9   |

Date 11/18/2025 08:12:59

**Additional Information**

For the 2026 RTIP, this project is being un-programmed and zeroing out the ePPR. Caltrans D2 is leading a similar project but different project using other funding.

From prior 2022 RTIP, "This project only funds the environmental phase for the North Redding Active Transportation Trunk Line project. Funding will be sought from other sources to complete the other phases of project development."

| 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, Shasta County | 273, 299 |    |            | 2628 |

**Project Title**

North Redding Active Transportation Trunk Line (NRATTL) Environmental

| Existing Total Project Cost (\$1,000s)         |       |       |       |       |       |       |        |       | Implementing Agency                                                           |
|------------------------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------------------------------------------------|
| Component                                      | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                                                                               |
| E&P (PA&ED)                                    |       | 2,564 |       |       |       |       |        | 2,564 | 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                                          |       | 2,564 |       |       |       |       |        | 2,564 |                                                                               |
| Proposed Total Project Cost (\$1,000s)         |       |       |       |       |       |       |        |       | Notes                                                                         |
| E&P (PA&ED)                                    |       |       |       |       |       |       |        |       |                                                                               |
| PS&E                                           |       |       |       |       |       |       |        |       |                                                                               |
| R/W SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| CON SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| R/W                                            |       |       |       |       |       |       |        |       |                                                                               |
| CON                                            |       |       |       |       |       |       |        |       |                                                                               |
| TOTAL                                          |       |       |       |       |       |       |        |       |                                                                               |
| Fund #1: RIP - National Hwy System (Committed) |       |       |       |       |       |       |        |       | Program Code                                                                  |
| Existing Funding (\$1,000s)                    |       |       |       |       |       |       |        |       | 20.XX.075.600                                                                 |
| Component                                      | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                                |
| E&P (PA&ED)                                    |       | 2,564 |       |       |       |       |        | 2,564 | Shasta Regional Transportation Agen                                           |
| PS&E                                           |       |       |       |       |       |       |        |       | RIP funding is expected to meet 100% of the PA&ED need.                       |
| R/W SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| CON SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| R/W                                            |       |       |       |       |       |       |        |       |                                                                               |
| CON                                            |       |       |       |       |       |       |        |       |                                                                               |
| TOTAL                                          |       | 2,564 |       |       |       |       |        | 2,564 |                                                                               |
| Proposed Funding (\$1,000s)                    |       |       |       |       |       |       |        |       | Notes                                                                         |
| E&P (PA&ED)                                    |       |       |       |       |       |       |        |       | SRTA is zero'ing out the ePPR and unprogramming this project in the 2026 RTIP |
| PS&E                                           |       |       |       |       |       |       |        |       |                                                                               |
| R/W SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| CON SUP (CT)                                   |       |       |       |       |       |       |        |       |                                                                               |
| R/W                                            |       |       |       |       |       |       |        |       |                                                                               |
| CON                                            |       |       |       |       |       |       |        |       |                                                                               |
| TOTAL                                          |       |       |       |       |       |       |        |       |                                                                               |

**Complete this page for amendments only**

Date 11/18/2025 08:12:59

| District | County                       | Route    | EA | Project ID | PPNO |
|----------|------------------------------|----------|----|------------|------|
| 02       | Shasta County, Shasta County | 273, 299 |    |            | 2628 |

**SECTION 1 - All Projects**

**Project Background**

N/A

**Programming Change Requested**

**Reason for Proposed Change**

N/A

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)

N/A

**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 17d. Butte Street Boogie Network Project PPR**

|                                                                                                                                                                                                                       |       |            |              |                                                    |                  |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|----------------------------------------------------|------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                                      |       |            |              |                                                    | Date             | 12/11/2025 20:03:07 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input checked="" type="checkbox"/> 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, Caltrans HQ |                  |                     |
|                                                                                                                                                                                                                       |       |            |              | 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     | 07/01/2025 |
| Circulate Draft Environmental Document                              | Document Type NDMND |                | 11/19/2025 |
| Draft Project Report                                                |                     | 11/01/2024     | 11/01/2024 |
| End Environmental Phase (PA&ED Milestone)                           |                     | 03/24/2025     | 10/01/2026 |
| Begin Design (PS&E) Phase                                           |                     | 06/01/2025     | 12/01/2026 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                     | 11/22/2026     | 03/24/2028 |
| Begin Right of Way Phase                                            |                     | 01/21/2027     | 01/21/2027 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                     | 03/22/2027     | 03/22/2027 |
| Begin Construction Phase (Contract Award Milestone)                 |                     | 05/21/2027     | 09/24/2028 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                     | 09/12/2028     | 06/30/2030 |
| Begin Closeout Phase                                                |                     | 09/25/2028     | 09/25/2030 |
| End Closeout Phase (Closeout Report)                                |                     | 04/14/2029     | 12/31/2030 |

Date 12/11/2025 20:03:07

**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/e-bikeshare, 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 |
|-------------------------|-------------------------------------------------------------|-------|-------|
| Operational Improvement | Intersection / Signal improvements                          | EA    | 1     |
| ADA Improvements        | Repair existing sidewalk                                    | LF    | 1,500 |
| ADA Improvements        | New curb ramp installed                                     | EA    | 74    |
| Active Transportation   | # Signs, lights, greenway, or other safety / beautification | EA    | 14    |
| Active Transportation   | Sidewalk miles                                              | Miles | 1.09  |
| ADA Improvements        | Repair/upgrade curb ramp                                    | EA    | 6     |
| ADA Improvements        | Install accessible pedestrian signal                        | EA    | 6     |
| Active Transportation   | Pedestrian/Bicycle facilities miles constructed             | Miles | 3.77  |
| Active Transportation   | Crosswalk                                                   | EA    | 27    |

Date 12/11/2025 20:03:07

**Additional Information**

ATP Allocation Extension of PSE was approved at the June 26-27 CTC meeting from 6/30/2025 to 2/28/2027, in tab 163, Project 3 - PPNO 2629A. The approval letter is dated 5/23/2025.

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+ |                       |
| E&P (PA&ED)                            |       | 555        |            |       |              |       |        | 555 City of Redding   |
| PS&E                                   |       |            | 834        |       |              |       |        | 834 City of Redding   |
| R/W SUP (CT)                           |       |            |            |       |              |       |        | City of Redding       |
| CON SUP (CT)                           |       |            |            |       |              |       |        | City of Redding       |
| R/W                                    |       |            |            |       |              |       |        | City of Redding       |
| CON                                    |       | 266        |            |       | 6,393        |       |        | 6,659 City of Redding |
| <b>TOTAL</b>                           |       | <b>821</b> | <b>834</b> |       | <b>6,393</b> |       |        | <b>8,048</b>          |

| Proposed Total Project Cost (\$1,000s) |       |            |            |       |       |              |        | Notes        |
|----------------------------------------|-------|------------|------------|-------|-------|--------------|--------|--------------|
| Component                              | Prior | 23-24      | 24-25      | 25-26 | 26-27 | 27-28        | 28-29+ |              |
| E&P (PA&ED)                            |       | 555        |            |       |       |              |        | 555          |
| PS&E                                   |       |            | 834        |       |       |              |        | 834          |
| R/W SUP (CT)                           |       |            |            |       |       |              |        |              |
| CON SUP (CT)                           |       |            |            |       |       |              |        |              |
| R/W                                    |       |            |            |       |       |              |        |              |
| CON                                    |       |            |            |       |       | 6,659        |        | 6,659        |
| <b>TOTAL</b>                           |       | <b>555</b> | <b>834</b> |       |       | <b>6,659</b> |        | <b>8,048</b> |

| Fund #1: | ATP - Active Transportation Program (ST-ATP) – SB1 (Committed) | Program Code  |
|----------|----------------------------------------------------------------|---------------|
|          |                                                                | 20.30.720.100 |

| Existing Funding (\$1,000s) |       |            |            |       |              |       |        | Funding Agency                          |
|-----------------------------|-------|------------|------------|-------|--------------|-------|--------|-----------------------------------------|
| Component                   | Prior | 23-24      | 24-25      | 25-26 | 26-27        | 27-28 | 28-29+ |                                         |
| E&P (PA&ED)                 |       | 555        |            |       |              |       |        | 555 California Transportation Commissio |
| PS&E                        |       |            | 834        |       |              |       |        | 834 \$6,171 ATP Infrastructure - PPNO   |
| R/W SUP (CT)                |       |            |            |       |              |       |        | 2629A                                   |
| CON SUP (CT)                |       |            |            |       |              |       |        | \$266 ATP Non-Infrastructure -          |
| R/W                         |       |            |            |       |              |       |        | PPNO 2629B\$834 PSE EXT. TO             |
| CON                         |       | 266        |            |       | 4,782        |       |        | 02/28/27                                |
| <b>TOTAL</b>                |       | <b>821</b> | <b>834</b> |       | <b>4,782</b> |       |        | <b>6,437</b>                            |

| Proposed Funding (\$1,000s) |       |            |            |       |       |              |        | Notes        |
|-----------------------------|-------|------------|------------|-------|-------|--------------|--------|--------------|
| Component                   | Prior | 23-24      | 24-25      | 25-26 | 26-27 | 27-28        | 28-29+ |              |
| E&P (PA&ED)                 |       | 555        |            |       |       |              |        | 555          |
| PS&E                        |       |            | 834        |       |       |              |        | 834          |
| R/W SUP (CT)                |       |            |            |       |       |              |        |              |
| CON SUP (CT)                |       |            |            |       |       |              |        |              |
| R/W                         |       |            |            |       |       |              |        |              |
| CON                         |       |            |            |       |       | 5,048        |        | 5,048        |
| <b>TOTAL</b>                |       | <b>555</b> | <b>834</b> |       |       | <b>5,048</b> |        | <b>6,437</b> |



|                             |                                      |       |       |       |       |       |        |       |                                     |
|-----------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Fund #2:                    | RIP - State Cash (Committed)         |       |       |       |       |       |        |       | Program Code                        |
| Existing Funding (\$1,000s) |                                      |       |       |       |       |       |        |       | 20.XX.075.600                       |
| 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                         |                                      |       |       |       | 806   |       |        | 806   |                                     |
| TOTAL                       |                                      |       |       |       | 806   |       |        | 806   |                                     |
| Proposed Funding (\$1,000s) |                                      |       |       |       |       |       |        |       | Notes                               |
| E&P (PA&ED)                 |                                      |       |       |       |       |       |        |       |                                     |
| PS&E                        |                                      |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                      |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                      |       |       |       |       |       |        |       |                                     |
| R/W                         |                                      |       |       |       |       |       |        |       |                                     |
| CON                         |                                      |       |       |       |       | 806   |        | 806   |                                     |
| TOTAL                       |                                      |       |       |       |       | 806   |        | 806   |                                     |
| Fund #3:                    | Local Funds - City Funds (Committed) |       |       |       |       |       |        |       | Program Code                        |
| Existing Funding (\$1,000s) |                                      |       |       |       |       |       |        |       | 20.10.400.100                       |
| 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                         |                                      |       |       |       | 805   |       |        | 805   |                                     |
| TOTAL                       |                                      |       |       |       | 805   |       |        | 805   |                                     |
| 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   |                                     |

**Complete this page for amendments only**

Date 12/11/2025 20:03:07

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

**SECTION 1 - All Projects**

**Project Background**

N/A

**Programming Change Requested**

**Reason for Proposed Change**

N/A

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)

N/A

**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.

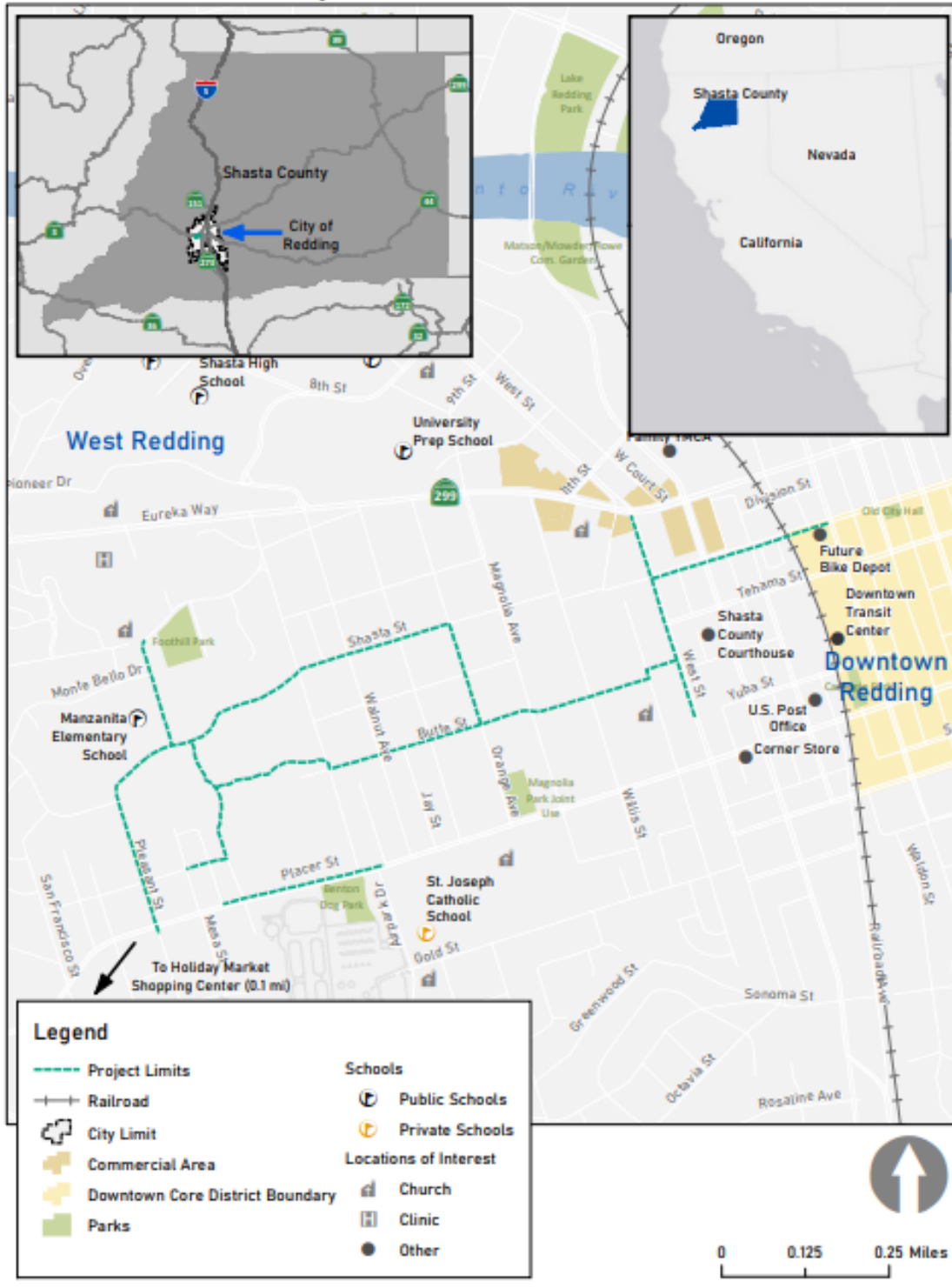
| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

**SECTION 3 - All Projects**

**Attachments**

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

## Butte Street Boogie Network - Project Location and Destinations



## California Department of Transportation

DIVISION OF LOCAL ASSISTANCE  
 P.O. BOX 942874, MS-1 | SACRAMENTO, CA 94274-0001  
 (916) 653-8620 | FAX (916) 654-2409 TTY 711  
[www.dot.ca.gov/programs/local-assistance](http://www.dot.ca.gov/programs/local-assistance)



05/23/25

ATPL-5068(072)  
 Adv. Id: 0224000085  
 PPNO: 02-2629

Sean Tiedgen  
 Executive Director  
 City of Redding  
 777 Cypress Avenue, Redding, CA 96001  
 Redding, CA 96001

Dear Sean,

On April 2, 2025, the City of Redding requested a time extension for the Butte Street Boogie Network Project. This project is programmed in the Active Transportation Program (ATP), as amended.

If the Time Extension results in the project moving beyond the active FTIP years, then the responsible agency must pursue amending the FTIP as required.

At their June 26-27, 2025 meeting, the California Transportation Commission granted the following Award Time Extension.

| June 2025 Time Extension                                       |       |                              |                   |                   |
|----------------------------------------------------------------|-------|------------------------------|-------------------|-------------------|
| Allocation Extension<br>CTC Agency Reference Number: 2.8a.(21) | Phase | Extension Length<br>(Months) | Previous Deadline | Extended Deadline |
| Assembly District No: 1<br>Senate District No: 1               | PSE   | 20                           | 6/30/2025         | 2/28/2027         |

To view CTC meeting materials and videos, please visit the CTC Meetings and Events Homepage and navigate to Commission Meetings. The specifics of the extension can be located by searching the Reference Number in the CTC Agenda.

Your attention is directed to the Local Assistance Procedures Manual, applicable CTC guidelines, and Procedures for Administering Local Grant Projects in the ATP, for detailed instructions and information.

Sincerely,

*Shalini Chandra*

Shalini Chandra – P.E.  
 CTC Liaison / Project Delivery Supervisor & Manager  
 Office of State Programs  
 Division of Local Assistance

c: DLAE,

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

## ATP Time Extensions

| Tab | Item Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Ref#            | Presenter                 | Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Type* | Agency* |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|
| 163 | <p>Request to extend the period of project allocation for <del>44</del> <b>41</b> locally-administered ATP projects, off the State Highway System, per ATP Guidelines.</p> <p><b>Waiver 25-126</b></p> <p><i>(Related Item under Ref. 2.5w. (1))</i></p> <ul style="list-style-type: none"> <li>➤ Project 28 – PPNO 5859 – Los Angeles County – <b>Withdrawn at the CTC meeting</b></li> <li>➤ Project 29 – PPNO 5866 – Los Angeles County – <b>Withdrawn at the CTC meeting</b></li> <li>➤ Project 34 – PPNO 6186 – Ventura County – <b>Withdrawn at the CTC meeting</b></li> </ul> <p><i>(Yellow Replacement Item – Attachment only)</i></p> <p><i>(Change List – In the Book Item Memorandum – revisions to the number of projects)</i></p> <p><i>June 27, 2025 – Day 2 – 03:00:53</i></p> | 2.8a.(21) cont. | Elika Changizi<br>Dee Lam | <p><b>Approved per staff recommendation as follows:</b></p> <p><b>Project 1 – PPNO 2606A – 20 months</b></p> <p><b>Project 2 – PPNO 2606B – 18 months</b></p> <p><b>Project 3 – PPNO 2629A – 20 months</b></p> <p><b>Project 4 – PPNO 2632 – 20 months</b></p> <p><b>Project 5 – PPNO 1817A – 12 months (PS&amp;E)</b></p> <p><b>Project 6 – PPNO 1817A – 12 months (RW)</b></p> <p><b>Project 7 – PPNO 2220 – 12 months</b></p> <p><b>Project 8 – PPNO 5406 – 20 months</b></p> <p><b>Project 9 – PPNO 5448 – 18 months</b></p> <p><b>Project 10 – PPNO 6124 – 15 months (PS&amp;E)</b></p> <p><b>Project 11 – PPNO 6124 – 15 months (RW)</b></p> <p><b>Project 12 – PPNO 6129 – 20 months (PS&amp;E)</b></p> <p><b>Project 13 – PPNO 6129 – 20 months (RW)</b></p> <p><b>Project 14 – PPNO 2356 – 12 months</b></p> <p><b>Project 15 – PPNO 2366 – 12 months</b></p> <p><b>Project 16 – PPNO 2369 – 12 months</b></p> <p><b>Project 17 – PPNO 3117 – 18 months (PS&amp;E)</b></p> <p><b>Project 18 – PPNO 3117 – 18 months (RW)</b></p> <p><b>Project 19 – PPNO 3122A – 15 months (PS&amp;E)</b></p> <p><b>Project 20 – PPNO 3122A – 15 months (RW)</b></p> | A     | D       |



## **Section 17e. Victor Improvement Project PPR**

|                                                                                                                                                                                                                       |       |            |              |                                                    |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|----------------------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                                      |       |            |              | Date                                               | 12/11/2025 20:11:50 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input checked="" type="checkbox"/> 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, Caltrans HQ |                     |
|                                                                                                                                                                                                                       |       |            |              | MPO                                                | Element             |
|                                                                                                                                                                                                                       |       |            |              | SHASTA                                             | Local Assistance    |
| Project Manager/Contact                                                                                                                                                                                               |       |            | Phone        | Email Address                                      |                     |
| Zach Bonnin                                                                                                                                                                                                           |       |            | 530-225-4027 | 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     | 05/01/2025 |
| Circulate Draft Environmental Document                              | Document Type: CE   | 05/30/2024     | 09/30/2025 |
| Draft Project Report                                                |                     | 11/21/2024     | 11/21/2024 |
| End Environmental Phase (PA&ED Milestone)                           |                     | 12/21/2024     | 12/31/2026 |
| Begin Design (PS&E) Phase                                           |                     | 02/19/2025     | 12/01/2026 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                     | 06/14/2026     | 03/15/2028 |
| Begin Right of Way Phase                                            |                     | 08/13/2026     | 08/13/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                     | 09/12/2026     | 12/31/2027 |
| Begin Construction Phase (Contract Award Milestone)                 |                     | 11/10/2026     | 11/10/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                     | 11/05/2027     | 09/05/2030 |
| Begin Closeout Phase                                                |                     | 12/05/2027     | 12/31/2030 |
| End Closeout Phase (Closeout Report)                                |                     | 01/05/2028     | 02/28/2031 |



Date 12/11/2025 20:11:50

**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 1.5 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 1.5 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   | Crosswalk                                       | EA    | 7     |
| Operational Improvement | Intersection / Signal improvements              | EA    | 1     |
| ADA Improvements        | Install accessible pedestrian signal            | EA    | 7     |
| Active Transportation   | Pedestrian/Bicycle facilities miles constructed | Miles | 2.5   |
| Active Transportation   | Sidewalk miles                                  | Miles | 1.66  |
| ADA Improvements        | Repair/upgrade curb ramp                        | EA    | 66    |
| ADA Improvements        | Repair existing sidewalk                        | LF    | 600   |



Date 12/11/2025 20:11:50

**Additional Information**

ATP Allocation Extension of PSE was approved at the June 26-27 CTC meeting from 6/30/2025 to 2/28/2027, in tab 163, Project 4 - PPNO 2632. The approval letter is dated 5/23/2025.

| 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)                            |       | 700        |              |       |              |       |        | 700          | City of Redding     |
| PS&E                                   |       |            | 1,045        |       |              |       |        | 1,045        | City of Redding     |
| R/W SUP (CT)                           |       |            |              |       |              |       |        |              | City of Redding     |
| CON SUP (CT)                           |       |            |              |       |              |       |        |              | City of Redding     |
| R/W                                    |       |            |              |       |              |       |        |              | City of Redding     |
| CON                                    |       | 204        |              |       | 8,043        |       |        | 8,247        | City of Redding     |
| <b>TOTAL</b>                           |       | <b>904</b> | <b>1,045</b> |       | <b>8,043</b> |       |        | <b>9,992</b> |                     |

| Proposed Total Project Cost (\$1,000s) |       |            |              |       |       |              |        |              | Notes |
|----------------------------------------|-------|------------|--------------|-------|-------|--------------|--------|--------------|-------|
| Component                              | Prior | 23-24      | 24-25        | 25-26 | 26-27 | 27-28        | 28-29+ | Total        |       |
| E&P (PA&ED)                            |       | 700        |              |       |       |              |        | 700          |       |
| PS&E                                   |       |            | 1,045        |       |       |              |        | 1,045        |       |
| R/W SUP (CT)                           |       |            |              |       |       |              |        |              |       |
| CON SUP (CT)                           |       |            |              |       |       |              |        |              |       |
| R/W                                    |       |            |              |       |       |              |        |              |       |
| CON                                    |       |            |              |       |       | 8,247        |        | 8,247        |       |
| <b>TOTAL</b>                           |       | <b>700</b> | <b>1,045</b> |       |       | <b>8,247</b> |        | <b>9,992</b> |       |

| Fund #1:     | ATP - Active Transportation Program (ST-ATP) – SB1 (Committed) |            |              |       |              |       |        |              | Program Code                                                                                                                                                    |
|--------------|----------------------------------------------------------------|------------|--------------|-------|--------------|-------|--------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              | Existing Funding (\$1,000s)                                    |            |              |       |              |       |        |              | 20.30.720.100                                                                                                                                                   |
| Component    | Prior                                                          | 23-24      | 24-25        | 25-26 | 26-27        | 27-28 | 28-29+ | Total        | Funding Agency                                                                                                                                                  |
| E&P (PA&ED)  |                                                                | 700        |              |       |              |       |        | 700          | California Transportation Commissio<br>\$7,789 ATP Infrastructure - PPNO<br>2632A<br>\$204 ATP Non-Infrastructure -<br>PPNO 2632B\$1045 PSE EXT. TO<br>02/28/27 |
| PS&E         |                                                                |            | 1,045        |       |              |       |        | 1,045        |                                                                                                                                                                 |
| R/W SUP (CT) |                                                                |            |              |       |              |       |        |              |                                                                                                                                                                 |
| CON SUP (CT) |                                                                |            |              |       |              |       |        |              |                                                                                                                                                                 |
| R/W          |                                                                |            |              |       |              |       |        |              |                                                                                                                                                                 |
| CON          |                                                                | 204        |              |       | 6,044        |       |        | 6,248        |                                                                                                                                                                 |
| <b>TOTAL</b> |                                                                | <b>904</b> | <b>1,045</b> |       | <b>6,044</b> |       |        | <b>7,993</b> |                                                                                                                                                                 |

| Proposed Funding (\$1,000s) |       |            |              |       |       |              |        |              | Notes |
|-----------------------------|-------|------------|--------------|-------|-------|--------------|--------|--------------|-------|
| Component                   | Prior | 23-24      | 24-25        | 25-26 | 26-27 | 27-28        | 28-29+ | Total        |       |
| E&P (PA&ED)                 |       | 700        |              |       |       |              |        | 700          |       |
| PS&E                        |       |            | 1,045        |       |       |              |        | 1,045        |       |
| R/W SUP (CT)                |       |            |              |       |       |              |        |              |       |
| CON SUP (CT)                |       |            |              |       |       |              |        |              |       |
| R/W                         |       |            |              |       |       |              |        |              |       |
| CON                         |       |            |              |       |       | 6,248        |        | 6,248        |       |
| <b>TOTAL</b>                |       | <b>700</b> | <b>1,045</b> |       |       | <b>6,248</b> |        | <b>7,993</b> |       |

|                             |       |                                      |       |       |       |       |        |       |                                     |
|-----------------------------|-------|--------------------------------------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Fund #2:                    |       | RIP - State Cash (Committed)         |       |       |       |       |        |       | Program Code                        |
|                             |       | Existing Funding (\$1,000s)          |       |       |       |       |        |       | 20.XX.075.600                       |
| 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                         |       |                                      |       |       | 1,000 |       |        | 1,000 |                                     |
| TOTAL                       |       |                                      |       |       | 1,000 |       |        | 1,000 |                                     |
| 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)          |       |       |       |       |        |       | 20.10.400.100                       |
| 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                         |       |                                      |       |       | 999   |       |        | 999   |                                     |
| TOTAL                       |       |                                      |       |       | 999   |       |        | 999   |                                     |
| 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   |                                     |

**Complete this page for amendments only**

Date 12/11/2025 20:11:50

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

**SECTION 1 - All Projects**

**Project Background**

N/A

**Programming Change Requested**

**Reason for Proposed Change**

N/A

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)

N/A

**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.

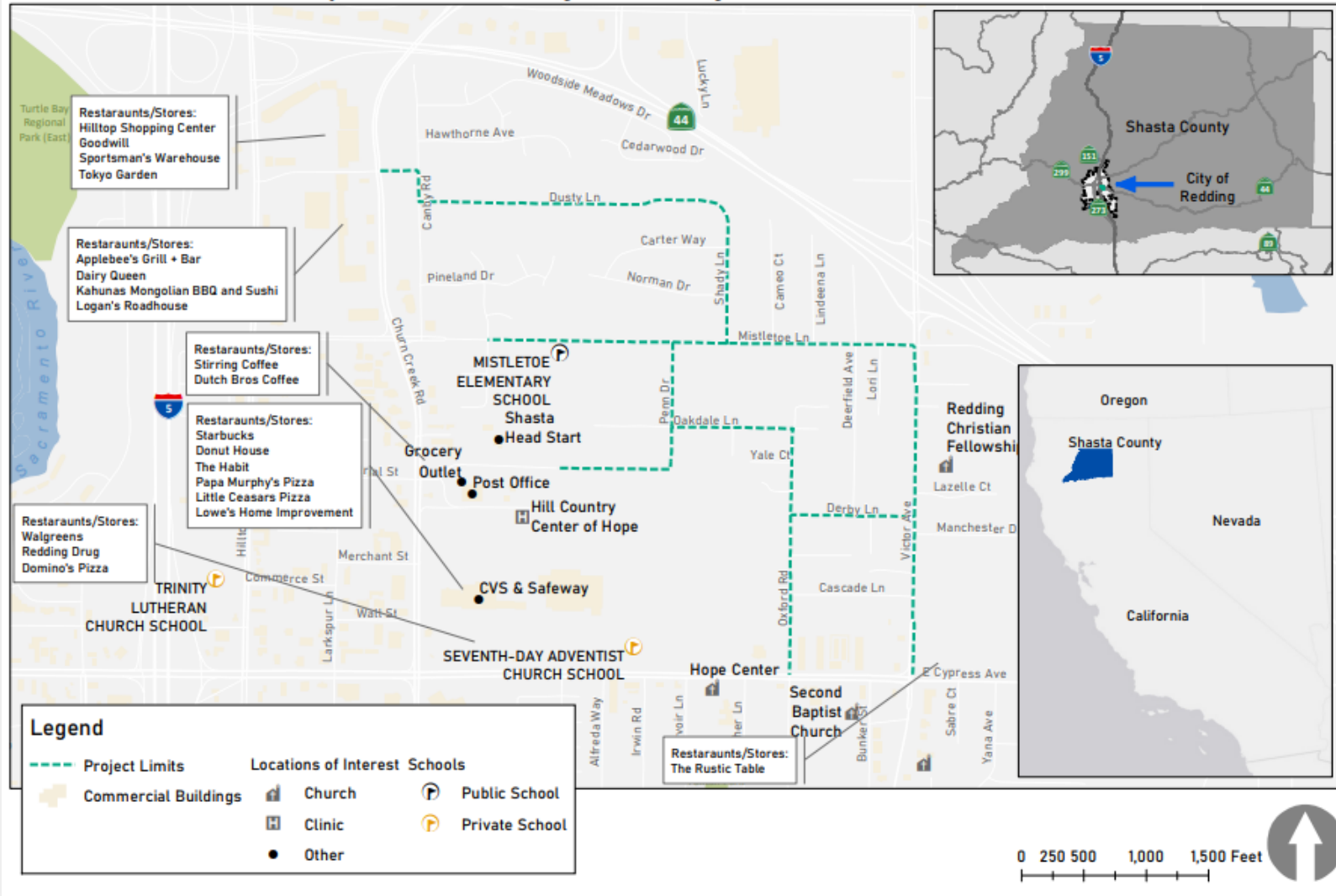
| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

**SECTION 3 - All Projects**

**Attachments**

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

## Victor Improvement Project - Project Location and Destinations



## California Department of Transportation

DIVISION OF LOCAL ASSISTANCE  
 P.O. BOX 942874, MS-1 | SACRAMENTO, CA 94274-0001  
 (916) 653-8620 | FAX (916) 654-2409 TTY 711  
[www.dot.ca.gov/programs/local-assistance](http://www.dot.ca.gov/programs/local-assistance)



05/23/25

ATPL-5068(073)  
 Adv. Id: 0224000086  
 PPNO: 02-2632

Kurt Maire  
 Associate Civil Engineer  
 City of Redding  
 777 Cypress Avenue  
 Redding, CA 96001

Dear Kurt,

On April 30, 2025, the City of Redding requested a time extension for the Victor Improvement Project. This project is programmed in the Active Transportation Program (ATP), as amended.

If the Time Extension results in the project moving beyond the active FTIP years, then the responsible agency must pursue amending the FTIP as required.

At their June 26-27, 2025 meeting, the California Transportation Commission granted the following Award Time Extension.

| June 2025 Time Extension                                       |       |                              |                   |                   |
|----------------------------------------------------------------|-------|------------------------------|-------------------|-------------------|
| Allocation Extension<br>CTC Agency Reference Number: 2.8a.(21) | Phase | Extension Length<br>(Months) | Previous Deadline | Extended Deadline |
| Assembly District No: 1<br>Senate District No: 1               | PSE   | 20                           | 6/30/2025         | 2/28/2027         |

To view CTC meeting materials and videos, please visit the CTC Meetings and Events Homepage and navigate to Commission Meetings. The specifics of the extension can be located by searching the Reference Number in the CTC Agenda.

Your attention is directed to the Local Assistance Procedures Manual, applicable CTC guidelines, and Procedures for Administering Local Grant Projects in the ATP, for detailed instructions and information.

Sincerely,

*Shalini Chandra*

Shalini Chandra – P.E.  
 CTC Liaison / Project Delivery Supervisor & Manager  
 Office of State Programs  
 Division of Local Assistance

c: DLAE,

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

## ATP Time Extensions

| Tab | Item Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Ref#               | Presenter                 | Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Type* | Agency* |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|
| 163 | <p>Request to extend the period of project allocation for <del>44</del> <b>41</b> locally-administered ATP projects, off the State Highway System, per ATP Guidelines.</p> <p><b>Waiver 25-126</b></p> <p><i>(Related Item under Ref. 2.5w.(1))</i></p> <ul style="list-style-type: none"> <li>➤ Project 28 – PPNO 5859 – Los Angeles County – <b>Withdrawn at the CTC meeting</b></li> <li>➤ Project 29 – PPNO 5866 – Los Angeles County – <b>Withdrawn at the CTC meeting</b></li> <li>➤ Project 34 – PPNO 6186 – Ventura County – <b>Withdrawn at the CTC meeting</b></li> </ul> <p><i>(Yellow Replacement Item – Attachment only)</i></p> <p><i>(Change List – In the Book Item Memorandum – revisions to the number of projects)</i></p> <p><i>June 27, 2025 – Day 2 – 03:00:53</i></p> | 2.8a.(21)<br>cont. | Elika Changizi<br>Dee Lam | <p><b>Approved per staff recommendation as follows:</b></p> <p>Project 1 – PPNO 2606A – 20 months</p> <p>Project 2 – PPNO 2606B – 18 months</p> <p>Project 3 – PPNO 2629A – 20 months</p> <p>Project 4 – PPNO 2632 – 20 months</p> <p>Project 5 – PPNO 1817A – 12 months (PS&amp;E)</p> <p>Project 6 – PPNO 1817A – 12 months (RW)</p> <p>Project 7 – PPNO 2220 – 12 months</p> <p>Project 8 – PPNO 5406 – 20 months</p> <p>Project 9 – PPNO 5448 – 18 months</p> <p>Project 10 – PPNO 6124 – 15 months (PS&amp;E)</p> <p>Project 11 – PPNO 6124 – 15 months (RW)</p> <p>Project 12 – PPNO 6129 – 20 months (PS&amp;E)</p> <p>Project 13 – PPNO 6129 – 20 months (RW)</p> <p>Project 14 – PPNO 2356 – 12 months</p> <p>Project 15 – PPNO 2366 – 12 months</p> <p>Project 16 – PPNO 2369 – 12 months</p> <p>Project 17 – PPNO 3117 – 18 months (PS&amp;E)</p> <p>Project 18 – PPNO 3117 – 18 months (RW)</p> <p>Project 19 – PPNO 3122A – 15 months (PS&amp;E)</p> <p>Project 20 – PPNO 3122A – 15 months (RW)</p> | A     | D       |





**Section 18. SRTA Board of Directors Resolution  
of 2026 RTIP Approval**

## RESOLUTION 25-12

### A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY AUTHORIZING ADOPTION OF THE 2026 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 2026/27 through 2030/31 of the 2026 RTIP; and

**WHEREAS**, the 2026 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 2026 Shasta Regional Transportation Improvement Program.

**PASSED AND ADOPTED** this 18th day of December 2025, by the Board of Directors of the Shasta Regional Transportation Agency.

A handwritten signature in black ink, appearing to read "Greg Watkins", is written over a horizontal line.

**Greg Watkins, Chair**  
Shasta Regional Transportation Agency

**ATTEST:**

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

**Sean Tiedgen, Executive Director**  
Shasta Regional Transportation Agency

## **Section 19. Shasta 2026 RTIP Fact Sheet**



## Shasta 2026 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. The Shasta 2026 RTIP is a proposed list of regional projects recommended for Regional Improvement Program (RIP) funds programming under the State Transportation Improvement Program (STIP). Projects are considered based on consistency with state goals and plans as well as regional criteria which includes consistency with SRTA's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and other regional plans and multimodal benefits. The projects meet the requirements of the 2026 STIP guidelines. Overall, a combined \$4.692 million in new RIP shares along with over \$7.38 million in prior RTIP cycle funds toward these projects will leverage over \$150 million in combined federal, state, regional, and local funds.

### Significant Benefits

The projects provide several 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 seven bridges; add truck-only lanes in both directions; add three advanced lane management system signs; 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 and 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.

The projects are aligned 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 and safety, 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 2026 RTIP Project Recommendations |                          |                                                                             |
|------------------------------------------|--------------------------|-----------------------------------------------------------------------------|
| Project                                  | Agency                   | Funding Recommended                                                         |
| Planning, Programming, and Monitoring    | SRTA                     | \$207,000 (new programming)                                                 |
| Fix 5 Cascade Gateway (F5CG)             | SRTA/Caltrans District 2 | \$2,692,000 in new programming plus<br>*\$2,000,000 (recommended set aside) |

## **Section 20. Documentation of Coordination with Caltrans District 2**

**California Department of Transportation**

DISTRICT 2  
PLANNING DIVISION  
1657 Riverside Dr, Redding, CA 96001  
(530) 782-2585 | FAX (530) 225-3324 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



October 16, 2025

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

Dear Mr. Tiedgen:

The 2025 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, 2025, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta Regional Transportation Agency's (SRTA's) portion of this statewide list.

In preparation for the 2026 STIP cycle, on September 11, 2025, 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.

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

Mr. Tiedgen, Executive Director  
October 16, 2025  
Page 2

The District is also supportive of SRTA's focus on active transportation throughout the Shasta region. The 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 Active Transportation Plan Update, Intercity Bus to Rail Plan, and Envision 273 Plan SRTA has been partnering and collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Natalie Kinney at (530) 782-3303 or me at 530-782-2585.

Sincerely,



Brett Ditzler  
Deputy District Director  
Planning and Local Assistance

c: Dave Moore, District 2 Director (email)  
Kristen Kingsley, Deputy District Director Asset and Program/Project Management (email)  
Stacey Barnes, Deputy District Director Maintenance and Operations (email)  
Kerry Molz, Chief Program Project Management (email)  
Sean Shepard, Chief Asset Management (email)  
Kelly Timmons, Project Manager, Program Project Management (email)  
Neil Peacock, Acting Division Manager Planning (email)  
Kathy Grah, Regional and System Planning Senior (email)

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

**2025 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 | 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.        |      |       | Initiated                                    | N                | PID           |
| 2    | SHA | 299 | 16.5/18.3      | Middle Creek to Whiskeytown                                          | Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area               | 3377 | 0E840 | Not Initiated                                | N                |               |
| 2    | SHA | 273 | 3.8/20.033     | SR 273 Active Transportation and Signalization Improvements          | Add multi-modal facilities along SR 273 and signalized intersections between Redding and Anderson |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 5   | R12.15         | Bonnyview Diverging Diamond Interchange and Operational Improvements | Reconstruct Interchange and operational improvements on Bonnyview and Churn Creek                 |      | 2H800 | Complete                                     | N                | PID           |
| 2    | SHA | 5   | R6.5/R6.8      | Riverside Interchange                                                | Reconstruct Interchange                                                                           |      | 2H650 | Complete                                     | N                | PID           |
| 2    | SHA | 151 | 0.5/5.5        | 151 Complete Streets                                                 | Add multi-modal facilities between the train tracks to Shasta Dam                                 |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 299 | 73.1/76.1      | Burney Main Street Active Transportation Improvements                | Add multi-modal facilities along the SR 299 corridor in Burney                                    |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 44  | R4.0/R4.6      | Deschutes Interchange                                                | Reconfigure Interchange                                                                           |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 273 | 3.8/20.033     | 273 East West Connector                                              | Multi-modal connections to cross SR 273                                                           |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 44  | R3.62          | Old Oregon/SR 44 Interchange                                         | Reconfigure Interchange                                                                           |      |       | Not Initiated                                | N                |               |
| 2    | SHA | 5   | R14.5/R16.2    | I-5/SR 44 Interchange                                                | Reconfigure Interchange                                                                           |      |       | Complete/Would need to be updated if pursued | N                | PID           |
| 2    | SHA | 273 | 10.35 and 8.62 | SR 273 Intersection Improvements                                     | Add signalized connections on SR 273 at the intersections of Whitehouse Drive and Latona Rd.      |      |       |                                              |                  |               |
| 2    | SHA |     |                | Regional Railroad Relocations                                        | Regional railroad relocations                                                                     |      |       |                                              |                  |               |
| 2    | SHA | 44  | L0.857-L1.588  | Hwy 44 Blvd Concept                                                  | SR 44 into a Blvd VS State highway                                                                |      |       |                                              |                  |               |
| 2    | SHA | 5   | R10.849        | I-5 Interchange - Smith Rd                                           | Overcrossing and off-ramps                                                                        |      |       |                                              |                  |               |

Fall 2024