



SHASTA 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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December 13, 2021

**2022 SHASTA
REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

**FOR
FISCAL YEARS 2022/23 – 2026/27
Final – December 13, 2021**

Prepared By:

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In Cooperation With:

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

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



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Daniel S. Little, Executive Director

December 13, 2021

Teresa Favila, Associate Deputy Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2022 Shasta Regional Transportation Improvement Program

Dear Ms. Favila:

Enclosed, please find the 2022 Shasta Regional Transportation Improvement Program (RTIP) adopted December 13, 2021, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2022 RTIP recommends new regional shares for programming in the 2022 State Transportation Improvement Program (STIP) as shown below. This is in addition to current carryover programming except where specified.

- Fix 5 Cascade Gateway (\$4,581,000) – SRTA recommends programming additional RTIP regional shares of \$4,581,000 for construction.
- Planning, Programming and Monitoring (\$310,000) – New funding totaling \$310,000 is programmed which includes the full PPM Covid relief shares.
- Cottonwood Active Transportation Trunk Line Express (CATTLE Project) – SRTA recommends \$1,661,000 in regional shares for the Active Transportation Program (ATP) grant project. This includes all COVID relief shares and \$281,000 in existing programming under the former project title of "Cottonwood Lasso Loop."
- North Redding Active Transportation Trunk Line (NRATTLL) – SRTA recommends \$2,633,000 in remaining shares for the NRATTLL ATP Project. This includes \$213,000 to reach SRTA minimum shares and another \$2,143,000 to reach maximum shares.

Please contact me if you have any questions. I am available at (530) 262-6191, or dlittle@srta.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little".

Daniel S. Little, AICP, Executive Director

DSL/acl

Enclosures: SRTA Resolution Number 21-17 Adoption of 2022 Shasta RTIP

2022 SHASTA REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

For development of the 2022 Regional Transportation Improvement Program (RTIP), the Shasta Regional Transportation Agency (SRTA) was advised by the California Transportation Commission that \$6,271,000 of new programming capacity was available to the region. The 2022 RTIP programs the entire amount.

SRTA has approved new funding for: a) the Fix 5 Cascade Gateway Construction b) planning, programming and monitoring; and c) the Cottonwood Active Transportation Trunkline Express (CATTLE) Project.

Section 2. General Information

- **Regional Agency Name**

Shasta Regional Transportation Agency

Regional Agency Website Link: <https://www.srta.ca.gov/>

RTIP document link: <http://www.srta.ca.gov/155/Regional-Transportation-Improvement-Program>

RTP link: <http://www.srta.ca.gov/300/2018-RTP>

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

A. What is the Regional Transportation Improvement Program?

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

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

The Shasta 2022 RTIP includes projects from the 2020 Regional Transportation Plan (RTP) for Shasta County. The RTIP is a nomination programming document based on regional share funds for Shasta County. Under typical conditions, SRTA receives about \$3 million for regional share programming every two years. As such, approved programming does not normally include more than a handful of projects. The passage of Senate Bill 1 has increased the share amount of funds to the regions. One-time COVID relief funds are also included in the 2022 RTIP. Candidate projects from the RTP are discussed with Caltrans and the local jurisdictions. The SRTA Board of Directors approved final programming recommendations December 13, 2021.

Section 4. Completion of Prior RTIP Projects

In addition to continuation of Planning, Programming and Monitoring (PPM) for the first two years of the 2020 RTIP, the Interstate 5 (I-5) Redding to Anderson Six-Lane Project (PPNO 3445A) has completed construction. Also, on the I-5 front, Caltrans has completed environmental with the \$1,600,000 of 2018 RTIP funding SRTA dedicated to the Fix Five Cascade Gateway Project (PPNO 3597) in the 2018 STIP. The Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements (PPNO 2560) is also complete. Finally, the city of Redding allocated \$1,170,000 of the \$1,270,000 RTIP funding that SRTA pledged for project environmental for the Downtown to Turtle Bay Project (PPNO 2588). The remaining \$100,000 from the 2020 RTIP is being carried over into the 2022 RTIP.

Project Name and Location	Description	Summary of Improvements/Benefits
PPM – Shasta County	Planning and programming funding used to develop STIP projects.	RTIP and STIP projects
Redding to Anderson Six-Lane Project	Construction complete.	Completing the project
Fix 5 Cascade Gateway Project	Environmental complete. Design underway.	Advancing the project
Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements	Construction complete.	Completing the project
Downtown to Turtle Bay Non-Motorized Improvements	Environmental and design underway.	Advancing the project

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC Adopts Fund Estimate and Guidelines	August 2021
Caltrans Identifies State Highway Needs	September 2021
SRTA Considers 2020 RTIP Preliminary Recommendations	October 2021
Caltrans Submits Final Draft ITIP to CTC	October 2021
CTC ITIP Hearing, North	October 2021
CTC ITIP Hearing, South	October 2021
SRTA Approves Preliminary RTIP Recommendations	October 2021
SRTA Releases Draft 2020 RTIP for Public/Interagency Review	November 2021
SRTA Adopts 2020 RTIP	December 13, 2021
Caltrans' Deadline to Submit ITIP to CTC	December 15, 2021
Regions' Deadline to Submit RTIPs to CTC	December 15, 2021
CTC STIP Hearing Date – South	January 2022
CTC STIP Hearing Date – North	January 2022
CTC Publishes 2020 STIP Staff Recommendations	February 2022
CTC Adopts 2020 STIP	March 2022

B. Public Participation/Project Selection Process

RTIP projects are culled from the RTP working in concert with Caltrans and the Shasta region's local jurisdictions and planning partners. The RTIP outlines recommended project priorities and programming years. Per the development and approval schedule table above, 2022 RTIP preliminary recommendations were accepted by the SRTA Board of Directors on October 21, 2021. The draft 2022 Shasta RTIP began

circulating for public and interagency review on November 24, 2021, extending through December 13, 2021. Following a public hearing on December 13, 2021, the SRTA Board of Directors approved the Shasta 2022 RTIP.

SRTA selects projects in accordance with SRTA's adopted RTIP Project Selection Priorities as outlined below:

C. Consultation with Caltrans District 2 (Required per Section 17)

Caltrans District: 2

SRTA and Caltrans staff have extensively consulted in the development of the 2022 RTIP, particularly on methods to continue progress on the Fix 5 Cascade Gateway Project (PPNO 3597), moving from environmental, design and right-of-way to construction. An official consultation meeting was held which Caltrans District 2 has summarized with the letter included as an attachment to this RTIP. Additionally, SRTA and Caltrans, District 2 have held other consultation meetings to focus on strategies to achieve full project funding.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

For the 2022 Fund Estimate, the new regional shares available to Shasta are \$8,414,000. This includes \$6,271,000 in minimum shares and another \$2,143,000 to reach maximum shares. SRTA approves using the entire new capacity for: Fix 5 Cascade Gateway Project (PPNO 3597); planning, programming, and monitoring (PPNO 2368); Cottonwood Active Transportation Trunk Line Express (CATTLE) Project; and the NRATTLE ATP Project.

B. Summary of Requested Programming

Project	Project Description	Phase	Fiscal Year	Prior RTIP (Carryover)	New RTIP	Other Funds	ATP	Future Unfunded	Total Project Cost
<i>Downtown to Turtle Bay Non-Motorized Improvements Project (PPNO 2588)</i>	Bicycle and pedestrian path between Downtown Redding to Turtle Bay	PA&ED PS&E CON	2018/19 and 2019/20 2022/23 2023/24	 \$100			 \$2,665		 \$100 \$2,665
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Cypress Overcrossing to Oasis Road Overcrossing north	PA&ED PS&E ROW CON	 2022/23 2022/23 2024/25	 \$2,227 \$681	 \$4,581	 \$2,551		 \$75,044	 \$4,778 \$681 \$79,625
<i>Cottonwood Active Transportation Trunkline Express (CATTLE) Project</i>	Walking and biking loop, connecting residents to the community's downtown major destinations	PA&ED PS&E ROW CON	2021/22 2022/23 2022/23 2024/25	\$281	 \$1,380	 \$1,661	\$1,197 \$1,796 \$760 \$10,520		\$1,478 \$1,796 \$760 \$13,561
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects	N/A	2022/23 through 2026/27	\$327	\$310			N/A	\$637
<i>North Redding Active Transportation Trunk Line (NRATTL)</i>	Active Transportation Project	CON	2026/27		\$2,633			TBD	\$2,633
Total				\$3,616	\$8,904	\$4,212	\$16,938	\$75,044	\$108,714

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

Projects. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

The Downtown to Turtle Bay project and the Cottonwood Active Transportation Trunk Line Express project have received active transportation program grant funds. The Fix 5 Cascade Gateway Project was awarded TCEP design and ROW funds. Full Construction funds are still needed.

Section 8. Interregional Improvement Program (ITIP) Funding

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

There is no ITIP funding proposed for the Shasta region in the 2020 ITIP.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

The Interstate 5 Redding to Anderson Six-Lane Project (PPNO 3445A) was programmed in the 2018 RTIP/STIP and became fully funded with the award of a Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) grant in Spring 2018. Construction is substantially complete.

To the north of the Redding to Anderson Six-Lane Project, SRTA committed RTIP funding for the Fix 5 Cascade Gateway Project (PPNO 3597).

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

Section 10. Regional Level Performance Evaluation (per Section 19A of the STIP Guidelines)

Table 18 – 2018 RTP and SCS Performance Measures, from the 2018 RTP, follows.

Table 18 of 2018 RTP – 2018 RTP and SCS Performance Measures

PERFORMANCE MEASURES	2005	2015	2020 No PROJECT	2020 PROJECT	2035 No PROJECT	2035 PROJECT	2040 PROJECT
Transportation System Utilization & Mode Share							
Average Daily VMT (Total)	5,606,121	5,955,776	6,166,473	6,165,145	7,374,997	7,375,431	7,806,135
Average Daily SB 375 VMT (minus through trips)	4,638,709	4,969,064	5,106,514	5,105,238	6,095,620	6,096,106	6,453,567
Average Daily VMT per capita (minus through trips)	26.8	27.5	26.9	26.8	28.4	28.6	29.1
Miles of roadway at LOS 'D', 'E', and 'F'	12.0	10.7	7.2	7.5	9.9	10.8	16.6
Daily Transit Boardings (modeled)	2,638	3,000	3,936	3,500	6,452	6,573	6,564
# of miles of bikeways (by class)							
Class I	n/a	60.5	62.3	62.3	64.1	64.1	64.1
Class II	n/a	83.5	96.8	96.8	209.3	209.3	209.3
Percentage of trips by mode (Daily)							
Drive alone (% of trips)	47.8	47.6%	46.1%	46.2%	46.1%	46.1%	46.0%
Shared ride (2 persons) (% of trips)	26.1	26.4%	26.6%	26.5%	26.4%	26.4%	26.6%
Shared ride (3+ persons) (% trips)	17	17.1%	17.8%	17.9%	18.2%	18.2%	18.1%
School Bus (% trips)	1.7	1.7%	1.8%	1.8%	1.8%	1.8%	1.8%
Transit (% of trips)	0.3	0.3%	0.4%	0.4%	0.6%	0.6%	0.6%
Bike (% of trips)	1.3	1.2%	1.3%	1.3%	1.2%	1.2%	1.3%
Walk (% of trips)	5.8	5.6%	5.9%	5.9%	5.6%	5.6%	5.5%
Mobility/Accessibility							
Number of Households within 1/2 mile of transit	40,254	42,053	44,644	42,534	48,340	46,795	48,116
Number of Jobs within 1/2 mile of transit	49,097	57,711	61,780	60,175	68,753	67,674	67,489
Average commute time (minutes) by workers	18.3	18.1	17.5	17.3	17.4	17.4	17.6
Average trip duration (minutes) by mode							
Drive Alone	10.5	10.4	9.9	9.8	9.8	9.8	9.9
Shared Ride 2	7.9	8.0	7.8	7.8	7.8	7.8	7.7
Shared Ride 3+	7.9	8.0	8.1	8.0	8.1	8.1	8.1
School Bus	35.2	38.4	41.9	42.1	41.2	41.2	40.0
Transit	41.9	39.6	40.2	42.9	35.5	37.5	38.4
Bike	12.0	12.2	12.5	12.5	12.5	12.7	12.5
Walk	13.5	13.7	13.7	14.0	14.6	14.3	14.2
All Modes	10.1	10.2	10.0	9.9	10.0	10.0	10.0

PERFORMANCE MEASURES	2005	2015	2020 No PROJECT	2020 PROJECT	2035 No PROJECT	2035 PROJECT	2040 PROJECT
Safety							
Number of fatalities	38	n/a	n/a	n/a	n/a	n/a	n/a
Number of injuries	1,880	n/a	n/a	n/a	n/a	n/a	n/a
Number of bicycle and pedestrian collisions	97	n/a	n/a	n/a	n/a	n/a	n/a
Environment							
Pounds CO2/year/capita - Passenger Vehicles Only (SB 375) ¹	7,394	7,107	7,044	7,032	7,379	7,361	n/a
GHG Reductions (SB 375) per capita ¹	Baseline	n/a	n/a	-3.97%	n/a	-1.16%	n/a
Prime agricultural lands saved from conversion (acres)	n/a	n/a	n/a	n/a	n/a	87	n/a
Environmentally sensitive lands saved from conversion (acres)	n/a	n/a	1,779	n/a	n/a	6,541	n/a

2022 RTIP QUALITATIVE ASSESSMENT OF RTP/SCS BENEFITS

Effectiveness of the 2022 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The Interstate 5 (I-5) 'Fix 5 Cascade Gateway Project' is included within the 2018 RTP/SCS. The project is consistent with Goal #2 of the 2018 RTP/SCS: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.

Regional funds, in combination with anticipated state funding, are proposed to maintain adequate traffic capacity on the core interregional network. The Fix 5 Cascade Gateway Project focuses on providing lanes from North Redding to Shasta Lake City. The project was programmed for design/ROW including adaptable ITS solutions and ZEV fueling, in the 2020 STIP. Caltrans will work to match these regional funds with non-regional funds to bring these two project phases to fruition.

How the RTIP facilitates implementation of the SCS:

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

The Downtown to Turtle Bay Non-Motorized Improvements Project and (CATTLE) project will connect community with paved trails for bicyclists and pedestrians.

Effectiveness of the 2022 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The Downtown to Turtle Bay Non-Motorized Improvements Project seeks to increase active transportation mode share by connecting the large number and diversity of trip destinations concentrated within the Downtown Redding Strategic Growth Area and trails to the east of downtown. Converting vehicle trips to active transportation trips helps to maintain an acceptable level of service on critical roadways and defers the need for capacity increasing projects, as well as assists in the development of a healthy community. These are addressed in 2018 RTP/SCS Goals #1 and 4: Optimize the use of existing interregional and regionally significant roadways; and Create people-centered communities that support public safety, health and well-being.

The project proposal also helps close gaps in the region's network of Class I and Class IV bikeways, thereby addressing 2018 RTP/SCS Goal #3: Provide an integrated, context-appropriate range of practical transportation choices.

How the RTIP facilitates implementation of the SCS:

The Downtown Redding to Turtle Bay Non-Motorized Improvements Project is located in the Downtown Redding Strategic Growth Area and are connected to infill and redevelopment efforts.

Effectiveness of the 2022 RTIP in addressing the goals, objectives, and standards corresponding to the relevant horizon years within the region's RTP:

The CATTLE Project is consistent with the 2018 RTP/SCS. Like the Downtown to Turtle Bay Non-Motorized Improvements Project, this proposed ATP project addresses the 2018 RTP/SCS Goals #1 and 4: Optimize the use of existing interregional and regionally significant roadways; and Create people-centered communities that support public safety, health and well-being.

How the RTIP facilitates implementation of the SCS:

The CATTLE Project focuses on a county Strategic Growth Area.

Challenges the region is facing in implementing its SCS:

Full realization of the region's SCS requires participation from the private sector development community and local jurisdictions. Numerous transit-oriented infill and redevelopment opportunities exist; however, they require public-private partnership and funding support to deliver the project type and scale necessary to meet SCS goals. Potential funding sources include the Affordable Housing & Sustainable Communities Program. Extensive project-level planning and conceptual design is needed to ready projects of this type for capital funding opportunities. Additional funding is needed to partner with private sector developers and to perform conceptual design work. SRTA developed and has successfully deployed an 'Infill & Redevelopment Incentive Pilot Program' utilizing Prop 84 funding, but additional funds are needed to continue the program.

Similar to development projects, planning and conceptual design for the next generation of active transportation projects are needed to compete for Active Transportation Program (ATP) and other funding opportunities. Under its Sustainable Shasta Program, SRTA will help fund identified priority SCS bicycle/pedestrian trunk lines as applications for upcoming Cycle 5 of the ATP.

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

Section 11. Regional and Statewide Benefits of RTIP

Funding in the 2022 Shasta RTIP provides both regional and statewide benefits. The Fix 5 Cascade Gateway Project limits are from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of the Oasis Road Interchange and beyond. The project has statewide benefits in moving goods through, and to/from, the North State. However, it also has West Coast ramifications as it is the only corridor in the North State providing an expeditious link to Oregon and Washington from points south. I-5 also serves some intraregional needs by connecting the downtowns of the region's only three cities. The project will enhance the operation and safety of the corridor, producing regional and statewide benefits.

The two active transportation proposals, the Downtown Redding to Turtle Bay Non-Motorized Improvements Project and the CATTLE Project: facilitate regional connections of bicyclists and pedestrians, facilitating their safety and mobility as they travel adjacent to the Interstate 5 corridor.

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

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

Per Section 19B and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B2 or B2a below to evaluate the proposed changes to the built environment. This section does not appear to be relevant to the Shasta Region. Therefore, the tables below, included for illustrative purposes, are not relevant.

Section 13. Project Specific Evaluation (per Section 19D)

The RTIP is to include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, as indicated below.

Type	Project	State	Local
Auxiliary Lanes	Fix 5 Cascade Gateway	5.2 miles	
Lane Miles Rehabbed	Fix 5 Cascade Gateway	14.6 miles	
Operational Improvements, including Flex Lanes	Fix 5 Cascade Gateway	unknown	

A project level evaluation will be submitted for projects for which construction is proposed if:

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

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$) \$73.4		ITEMIZED BENEFITS (mil. \$)		
Life-Cycle Benefits (mil. \$) \$221.7		Passenger Benefits	Freight Benefits	Total Over 20 Years
Net Present Value (mil. \$) \$148.4		Travel Time Savings	\$1.4	\$0.0
Benefit / Cost Ratio: 3.0		Veh. Op. Cost Savings	\$0.0	\$0.0
Rate of Return on Investment: 22.9%		Accident Cost Savings	\$185.0	\$35.2
Payback Period: 4 years		Emission Cost Savings	\$0.0	\$0.0
		TOTAL BENEFITS	\$186.5	\$35.2
		Person-Hours of Time Saved		281,773
				14,089
Should benefit-cost results include:				
1) Induced Travel? (y/n) Y Default = Y				
2) Vehicle Operating Costs? (y/n) Y Default = Y				
3) Accident Costs? (y/n) Y Default = Y				
4) Vehicle Emissions? (y/n) Y includes value for CO₂e Default = Y				
EMISSIONS REDUCTION				
		Tons	Value (mil. \$)	
		Total Over 20 Years	Average Annual	Total Over 20 Years
		CO Emissions Saved	0	0
		CO₂ Emissions Saved	0	0
		NO_x Emissions Saved	0	0
		PM₁₀ Emissions Saved	0	0
		PM_{2.5} Emissions Saved	0	0
		SO_x Emissions Saved	0	0
		VOC Emissions Saved	0	0

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

See the below table of projects recommended for programming. Maps of each capital project, with the exception of the Cottonwood Lasso ATP Project, are included after the applicable Project Programming Request (PPR) Form in Appendix 15.

Project	Project Description	Phase	Fiscal Year	Prior RTIP (Carryover)	New RTIP	Other Funds	ATP	Future Unfunded	Total Project Cost
<i>Downtown to Turtle Bay Non-Motorized Improvements Project (PPNO 2588)</i>	Bicycle and pedestrian path between Downtown Redding to Turtle Bay	PA&ED PS&E CON	2018/19 and 2019/20 2022/23 2023/24	 \$100			 \$2,665		 \$100 \$2,665
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Cypress Overcrossing to Oasis Road Overcrossing north	PA&ED PS&E ROW CON	 2022/23 2022/23 2024/25	 \$2,227 \$681	 \$4,581	 \$2,551		 \$75,044	 \$4,778 \$681 \$79,625
<i>Cottonwood Active Transportation Trunkline Express (CATTLE) Project</i>	Walking and biking loop, connecting residents to the community's downtown major destinations	PA&ED PS&E ROW CON	2021/22 2022/23 2022/23 2024/25	\$281	 \$1,380	 \$1,661	\$1,197 \$1,796 \$760 \$10,520		\$1,478 \$1,796 \$760 \$13,561
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects	N/A	2022/23 through 2026/27	\$327	\$310			N/A	\$637
<i>North Redding Active Transportation Trunk Line (NRATTL)</i>	Active Transportation Project	CON	2026/27		\$2,633			TBD	\$2,633
Total				\$3,616	\$8,904	\$4,212	\$16,938	\$75,044	\$108,714

F. Appendices

Section 15. Projects Programming Request (PPR) Forms – SRTA has included PPRs for each of the RTIP programming requests under Section 15.

Section 16. Board Resolution or Board Documentation of approval of 2020 RTIP – The December 13, 2021, SRTA Resolution 21-17: Adoption of 2022 Shasta Regional Transportation Improvement Program (RTIP) is included.

Section 17. Documentation of Coordination with Caltrans District – A November 19, 2021, Caltrans-SRTA letter documenting consultation and identifying state highway needs is included in this section.

Shasta 2022 RTIP

Section 15. Projects Programming Request Forms and Projects Maps

a. Redding Downtown to Turtle Bay Non-Motorized Improvements	
Project	16
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b. Fix 5 Cascade Gateway Project	25
Map	34
c. Planning, Programming and Monitoring	35
As a planning and programming effort, project map not applicable.	
d. CATTLE ATP Project	42
Map	50
e. North Redding Active Transportation Trunk Line (NRATTTL)	51
Map.....	58

Amendment (Existing Project) ☒ YES ☐ NO				Date	12/09/2021 12:59:47
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02		0219000109	2588	City of Redding	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta					
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
Chuck Aukland			530-245-7156	caukland@cityofredding.org	
Project Title					
Turtle Bay to Downtown Gap Completion Project					

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

Buffered 2-Way cycle track; shared use path; raised intersection with curb extensions, bollards, lane reductions, raised crosswalks, with bike/ped separations; and shade trees.

The project is located in the City of Redding, CA on Sundial Bridge Drive above and north of SR44, throughout Turtle Bay Park, and connecting to the Sacramento River Trail.

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	12/30/2019		01/01/2021
Circulate Draft Environmental Document	Document Type	NDMND	12/30/2020
			12/22/2023
Draft Project Report	01/30/2021		01/22/2024
End Environmental Phase (PA&ED Milestone)	06/01/2021		12/22/2024
Begin Design (PS&E) Phase	04/15/2020		01/22/2024
End Design Phase (Ready to List for Advertisement Milestone)	11/01/2020		04/16/2025
Begin Right of Way Phase	04/15/2020		12/18/2023
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2020		02/11/2025
Begin Construction Phase (Contract Award Milestone)	04/01/2021		06/12/2025
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2021		08/06/2026
Begin Closeout Phase	11/15/2021		06/12/2025
End Closeout Phase (Closeout Report)	06/01/2022		06/07/2026

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Purpose and Need

Provide direct non-motorized improvements from downtown Redding and the Sacramento River Trail to the Turtle Bay Exploration Park and links to trails connecting to the eastside of Redding consistent with the downtown Redding Transportation Plan. Currently, bicycle and pedestrian traffic traveling between downtown and Turtle Bay are forced to share an undefined network of existing streets, sidewalks and trails. This scattered network is extremely deficient in serving users.

Project Benefits: Provide connectivity between downtown businesses, residences, workplaces, recreation & shopping near Turtle Bay Park and E. Redding.

Outputs/Outcomes

Local streets and roads; Pedestrian/Bicycle Facilities miles constructed; 2,580 Feet

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	0.5

Additional Information

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

District	County	Route	EA	Project ID	PPNO
02	Shasta			0219000109	2588

Project Title

Turtle Bay to Downtown Gap Completion Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	1,170							1,170	City of Redding
PS&E			100					100	City of Redding
R/W SUP (CT)									City of Redding
CON SUP (CT)									City of Redding
R/W									City of Redding
CON			5,500	100				5,600	City of Redding
TOTAL	1,170		5,600	100				6,870	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	1,170							1,170	
PS&E			100					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON					2,615			2,615	
TOTAL	1,170		100	50	2,615			3,935	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,500					5,500	
TOTAL			5,500					5,500	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #2:	Local Funds - City Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Redding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				100				100	
TOTAL				100				100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,170							1,170	Shasta Regional Transportation Agen \$1170 PAED voted 05/15/19
PS&E			100					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,170		100					1,270	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,170							1,170	
PS&E			100					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,170		100					1,270	

Fund #4:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON					2,615			2,615	
TOTAL				50	2,615			2,665	

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District	County	Route	EA	Project ID	PPNO
02	Shasta			0219000109	2588

SECTION 1 - All Projects

Project Background

The originally approved project was changed after an ATP grant was obtained by the CTC. The original scope was amended to be consistent with the grant scope.

Programming Change Requested

The programming change reduced the amount of funds allocated to the project and pushed the project out in to later years.

Reason for Proposed Change

The project was changed after it was learned that the CTC had awarded the City of Redding an ATP application for this grant.

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)

See the comments provided above.

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

Shasta County
ATP Cycle 5

Turtle Bay to Downtown Gap Completion Project Project Location Map



Amendment (Existing Project) ☐ YES ☒ NO				Date	12/06/2021 20:10:57
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	0H920	0215000083	3597	Shasta Regional Transportation Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta	5	R 14.800	R 20.000	Caltrans District 2	
				MPO	Element
				SHASTA	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Eric Orr			530-225-3466	eric.orr@dot.ca.gov	
Project Title					

Fix 5 Cascade Gateway / I-5 Improvements Shasta

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

In Shasta County in Redding from 0.3 mile north of Cypress Avenue Undercrossing to 0.6 mile north of Oasis Road Overcrossing. Description: Provide standard vertical clearance over I-5 at the NB 273/NB 5 connector ramp. Provide improved vertical clearance under four structures at I-5 at Twin View Blvd and SR 299 crossings. Add a third mixed-flow through lane. Install high tension cable barrier and concrete barrier in the median as determined by the median width. Construct four auxiliary lanes. Widen seven bridges. Upgrade bridge rails on both sides. Place overhead signs, guide signs and warning signs as recommended by Traffic Operations. Remove and replace existing guardrail and end treatments.

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	02/04/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/28/2026	12/28/2026
Begin Closeout Phase		12/28/2028	12/28/2028
End Closeout Phase (Closeout Report)		09/30/2030	09/30/2030

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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
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	1.2
Operational Improvement	Auxiliary lanes	Miles	5
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	1
Pavement (lane-miles)	Mainline Shoulders construction	Miles	15.2
Pavement (lane-miles)	Roadway lane miles	Miles	7.6
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	119,522

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Additional Information

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

The SHOPP funds identified as part of this project are associated with PPNO 3790, Asset Management ID # 22190, EA 02-1J380, and Project Identification # 0220000064. The Project Initiation Report (PIR) was by the District Director on June 30, 2021, and will be submitted by the district to be programmed as part of the 2022 SHOPP, in March of 2022.

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

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Daily Truck Trips	# of Trips	0	0	0
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	7,293	6,875	418
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.67	1.69	-0.02
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.02	0.015	0.005
			PM 10 Tons	0.079	0.058	0.021
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	147.86	105.903	41.957
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0.17	0.126	0.044
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0.084	0.058	0.026
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0.4	0.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.312	0.359	-0.047
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	97	129	-32
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	14.8	15	-0.2
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	82.5	0	82.5
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.3	0	3.3

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

Project Title

Fix 5 Cascade Gateway / I-5 Improvements Shasta

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	1,600							1,600	Caltrans District 2
PS&E		5,849						5,849	Caltrans District 2
R/W SUP (CT)		77						77	Caltrans District 2
CON SUP (CT)				8,254				8,254	Caltrans District 2
R/W		742						742	Caltrans District 2
CON				66,790				66,790	Caltrans District 2
TOTAL	1,600	6,668		75,044				83,312	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,600							1,600	
PS&E		5,849						5,849	
R/W SUP (CT)		77						77	
CON SUP (CT)				7,010				7,010	
R/W		742						742	
CON				49,712				49,712	
TOTAL	1,600	6,668		56,722				64,990	

Fund #1:	R/P - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,600							1,600	Shasta Regional Transportation Agen
PS&E		2,227						2,227	
R/W SUP (CT)		50						50	
CON SUP (CT)									
R/W		631						631	
CON									
TOTAL	1,600	2,908						4,508	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,600							1,600	
PS&E		2,227						2,227	
R/W SUP (CT)		50						50	
CON SUP (CT)									
R/W		631						631	
CON									
TOTAL	1,600	2,908						4,508	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.723.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E		1,071						1,071	
R/W SUP (CT)		27						27	
CON SUP (CT)									
R/W		111						111	
CON									
TOTAL		1,209						1,209	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,071						1,071	
R/W SUP (CT)		27						27	
CON SUP (CT)									
R/W		111						111	
CON									
TOTAL		1,209						1,209	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.723.200
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E		664						664	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		664						664	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		664						664	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		664						664	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans and SRTA are applying for various alternative fund sources to fund the construction component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)				8,254				8,254	
R/W									
CON				66,790				66,790	
TOTAL				75,044				75,044	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,010				7,010	
R/W									
CON				45,131				45,131	
TOTAL				52,141				52,141	
Fund #5:	Other State - Future Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								SHOPP
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E		1,887						1,887	PS&E programming will be added to the project with the adoption of the Cascade SHOPP project in the 2022 SHOPP in March 2022.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,887						1,887	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,887						1,887	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,887						1,887	

Fund #6:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Shasta Regional Transportation Agen
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									The \$4,581 million proposed for STIP-RIP programming will provide a match, or be leveraged to apply for alternative fund sources for the rest of construction component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,581				4,581	
TOTAL				4,581				4,581	

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Date 12/06/2021 20:10:57

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

SECTION 1 - All Projects

Project Background

Project was initially programmed PA&ED only with the 2018 RTIP. PS&E and Right of Way were programmed with the 2020 RTIP and SB1 TCEP Cycle 2.

Programming Change Requested

Reason for Proposed Change

Adding 2022 STIP-RIP funds to construction capital to provide match for alternative funding programs to fund the rest of construction capital.

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)

Adding construction capital funds with the 2022 STIP.

Approvals

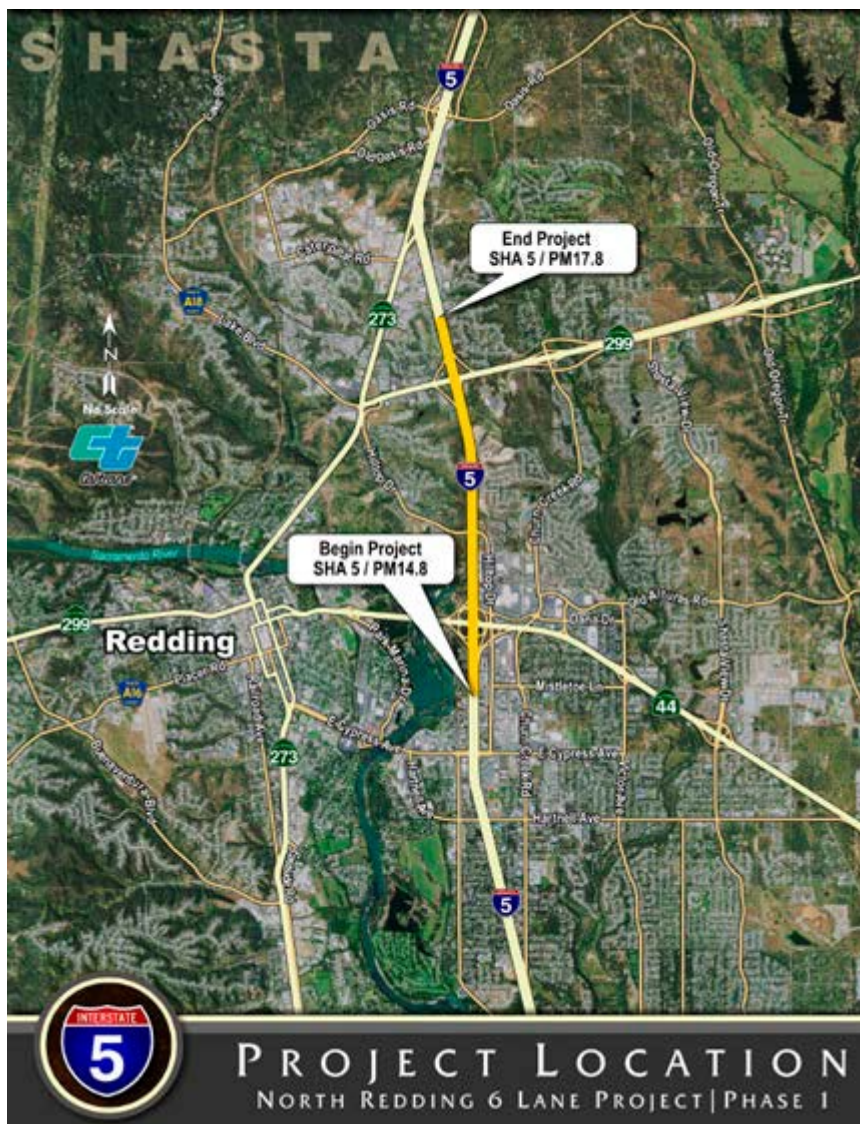
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

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



Amendment (Existing Project) ☐ YES ☒ NO				Date	12/15/2021 09:37:29
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02		0221000023	2368	Shasta Regional Transportation Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta					
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jessica Carlson			530-262-6193	jcarlson@srta.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 12/15/2021 09:37:29

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

Additional Information

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

District	County	Route	EA	Project ID	PPNO
02	Shasta			0221000023	2368
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Shasta Regional Transportation Agen
R/W									
CON	3,297	146	57	124				3,624	Shasta Regional Transportation Agen
TOTAL	3,297	146	57	124				3,624	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		215	57	124	120	121		637	
TOTAL		215	57	124	120	121		637	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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	3,297	146	57	124				3,624	\$365 CON voted 12/10/09
TOTAL	3,297	146	57	124				3,624	\$365 CON voted 08/12/10
Proposed Funding (\$1,000s)									\$364 CON voted 04/26/12
									\$147 CON voted 08/22/12
Notes									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		146	57	124				327	
TOTAL		146	57	124				327	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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					120	121		241	
TOTAL					120	121		241	
Fund #3:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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	

Complete this page for amendments only

Date 12/15/2021 09:37:29

District	County	Route	EA	Project ID	PPNO
02	Shasta			0221000023	2368

SECTION 1 - All Projects

Project Background

Planning, Programming, and Monitoring

Programming Change Requested

Planning, Programming, and Monitoring

Reason for Proposed Change

Planning, Programming, and Monitoring

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Planning, Programming, and Monitoring

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/15/2021 09:29:14
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2604	Shasta County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta				Shasta Regional Transportation Agency	
				MPO	Element
				SHASTA	Local Assistance
Project Manager/Contact			Phone	Email Address	
John Heath			530-245-6596	jheath@co.shasta.ca.us	
Project Title					

Cottonwood Lasso Bicycle/Pedestrian Project (CATTLE)

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

Construct curb, gutter, sidewalk, and ADA ramps. Install multi-modal features throughout the project limits. Install Rectangular Rapid Flashing Beacons and pedestrian safety lighting. Improve operations at the I-5/Gas Point Interchange. The project is located in Shasta County, in the community of Cottonwood.

Component	Implementing Agency				
PA&ED	Shasta County				
PS&E	Shasta County				
Right of Way	Shasta County				
Construction	Shasta County				
Legislative Districts					
Assembly:	1	Senate:	1	Congressional:	1
Project Milestone		Existing		Proposed	
Project Study Report Approved		12/13/2021			
Begin Environmental (PA&ED) Phase		07/01/2022		01/27/2022	
Circulate Draft Environmental Document	Document Type	CE	06/30/2023	12/31/2022	
Draft Project Report		09/30/2023		01/31/2023	
End Environmental Phase (PA&ED Milestone)		03/31/2024		02/22/2023	
Begin Design (PS&E) Phase		04/01/2024		05/01/2023	
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2024		06/19/2025	
Begin Right of Way Phase		06/01/2024		05/01/2023	
End Right of Way Phase (Right of Way Certification Milestone)		03/31/2025		06/19/2025	
Begin Construction Phase (Contract Award Milestone)		06/01/2025		06/19/2025	
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2025		10/23/2027	
Begin Closeout Phase		10/01/2025		10/23/0027	
End Closeout Phase (Closeout Report)		12/31/2025		04/23/0028	

Date 12/15/2021 09:29:14

Purpose and Need

Provide a safe alternative means to traditional vehicular travel to key attractions in downtown Cottonwood.

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

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

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2.3

Date 12/15/2021 09:29:14

Additional Information

Financial partnership between Shasta County Public Works (SCPW), the Shasta Regional Transportation Agency (SRTA), and the California Transportation Commission (CTC). with Active Transportation Program Cycle 5 funds. The CTC is granting SCPW ATP funds. SCPW and SRTA are leveraging local funds, RIP funds, and STIP Covid-relief funds to finance this project.

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

District	County	Route	EA	Project ID	PPNO
02	Shasta				2604
Project Title					
Cottonwood Lasso Bicycle/Pedestrian Project (CATTLE)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		494						494	Shasta County
PS&E									Shasta County
R/W SUP (CT)									Shasta County
CON SUP (CT)									Shasta County
R/W									Shasta County
CON									Shasta County
TOTAL		494						494	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,197							1,197	
PS&E		1,796						1,796	
R/W SUP (CT)									
CON SUP (CT)									
R/W		760						760	
CON			76	13,766				13,842	
TOTAL	1,197	2,556	76	13,766				17,595	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)		494						494	Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		494						494	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #2:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Shasta County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,661				1,661	
TOTAL				1,661				1,661	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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				281				281	
TOTAL				281				281	

Fund #4:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,380				1,380	
TOTAL				1,380				1,380	
Fund #5:	Other Fed - Active Transportation Program (ATP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,197							1,197	
PS&E		1,796						1,796	
R/W SUP (CT)									
CON SUP (CT)									
R/W		760						760	
CON			76	10,444				10,520	
TOTAL	1,197	2,556	76	10,444				14,273	

Complete this page for amendments only

Date 12/15/2021 09:29:14

District	County	Route	EA	Project ID	PPNO
02	Shasta				2604

SECTION 1 - All Projects

Project Background

The community of Cottonwood lack bicycle infrastructure and has sparse walking infrastructure. This lack of infrastructure creates a high-stress environment for active transportation activities and inhibits users from choosing these modes of transportation. The Cottonwood Active Transportation Trunk Line Express (CATTLE) Network is a continuous active transportation network connecting Cottonwood's disadvantaged community (DAC) to vital local resources. By constructing low-stress walking and biking infrastructure along 1st, Main, Front, Brush, Locust and 4th streets and Gas Point Road, the CATTLE Network creates attractive low-stress mobility options that connect neighborhoods to schools, shopping areas, community centers, and historic districts.

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.

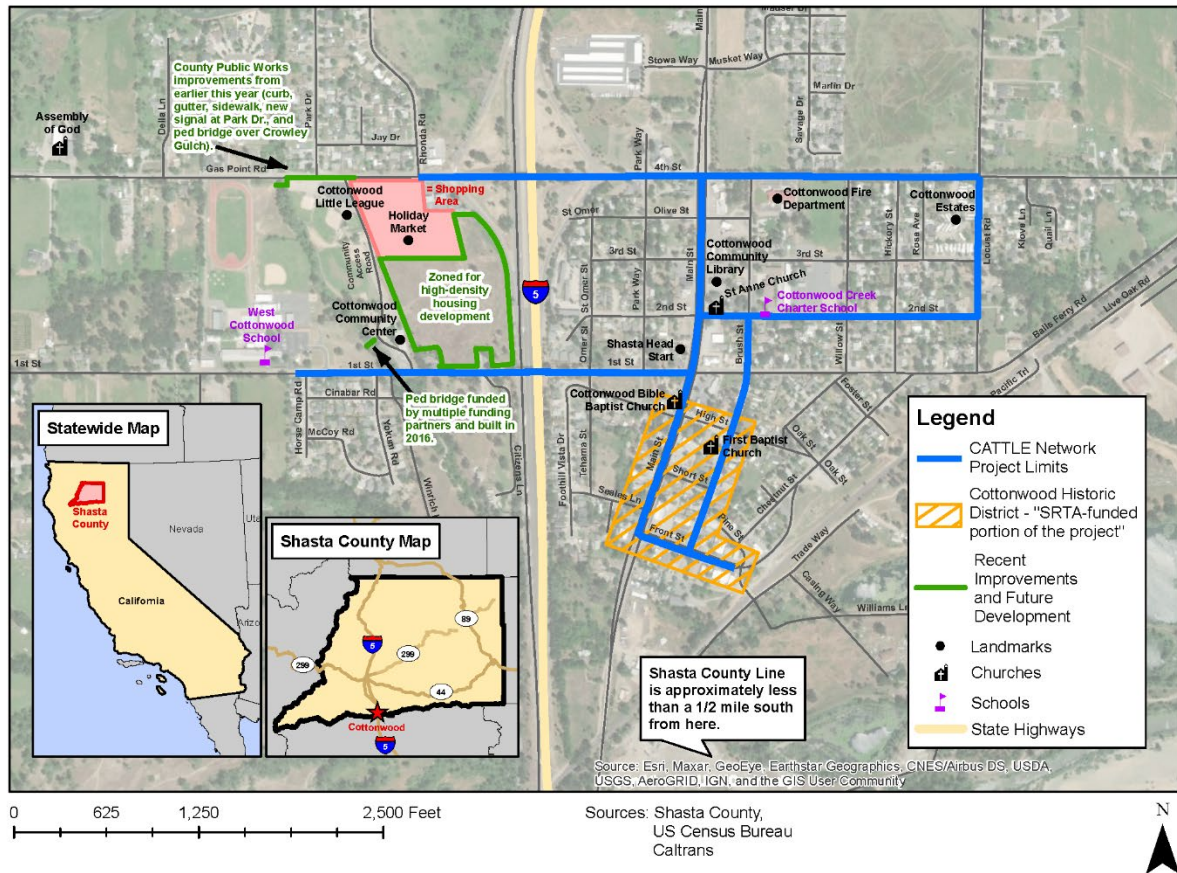
Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Cottonwood Active Transportation Trunk Line Express (CATTLE) Network Project Location Map



Amendment (Existing Project) ☐ YES ☒ NO				Date	12/15/2021 09:33:47
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
02				Shasta Regional Transportation Agency	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Shasta	299	24.100	27.300	Caltrans District 2	
Shasta	273	18.500	18.800	MPO	Element
				SHASTA	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Keith Williams			530-262-6192	kwilliams@srtc.ca.gov	
Project Title					
North Redding Active Transportation Trunk Line (NRATTL) Environmental & Design					

Location (Project Limits), Description (Scope of Work)
 Environmental and design for an east-west, shared-use side path on Lake Blvd./SR-299 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					
Begin Environmental (PA&ED) Phase				09/01/2026	
Circulate Draft Environmental Document		Document Type CE		08/04/2027	
Draft Project Report				09/06/2027	
End Environmental Phase (PA&ED Milestone)				09/28/2027	
Begin Design (PS&E) Phase				12/06/2027	
End Design Phase (Ready to List for Advertisement Milestone)				12/28/2029	
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 12/15/2021 09:33:47

Purpose and Need

Provide a safe alternative means to traditional vehicular travel to key attractions in the Lake Blvd./SR299 corridor.

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 12/15/2021 09:33:47

Additional Information

This project only funds the environmental and design phases for the North Redding Active Transportation Trunk Line project. Additional funding will be sought from discretionary grant programs to complete the other phases of project development.

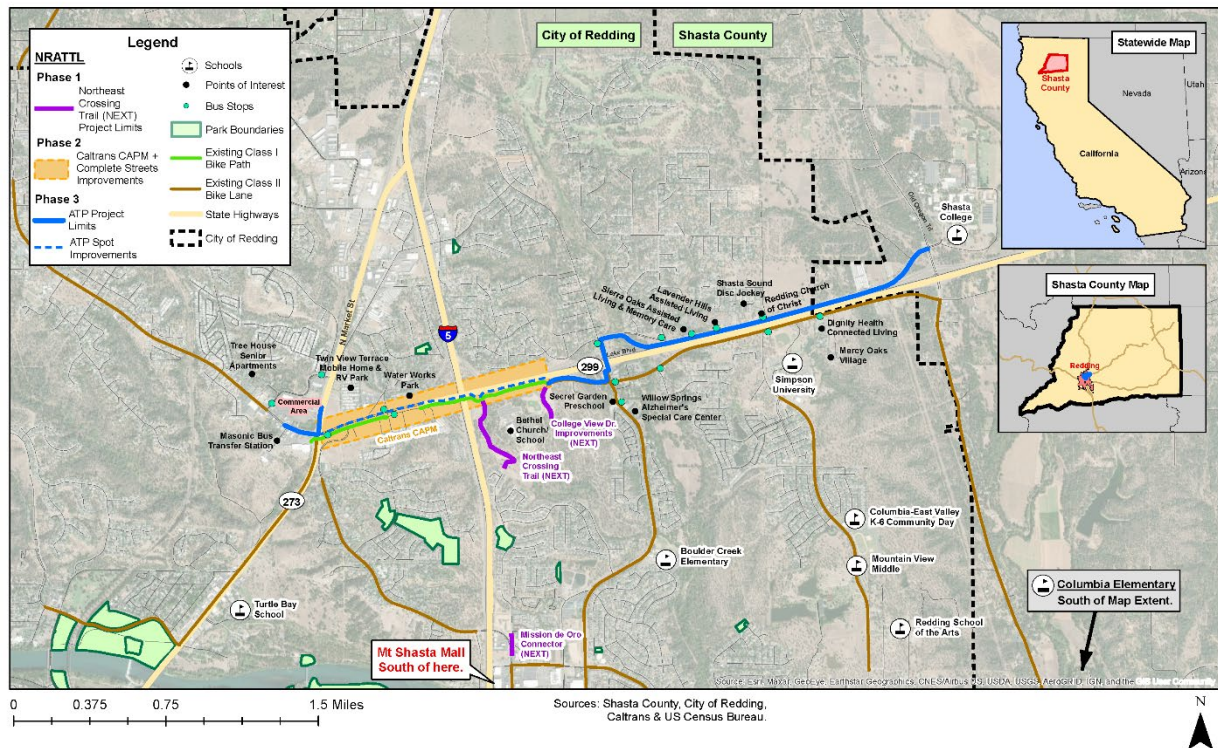
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
02	Shasta, Shasta	299, 273			
Project Title					
North Redding Active Transportation Trunk Line (NRATTL) Environmental & Design					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)						1,614		1,614	
PS&E						2,158		2,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL						3,772		3,772	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)						1,614		1,614	
PS&E						1,019		1,019	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL						2,633		2,633	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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						1,139		1,139	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL						1,139		1,139	



Shasta 2022 RTIP

Section 16. SRTA Board of Directors Resolution of Approval of 2022 RTIP

RESOLUTION



RESOLUTION NUMBER:	21-17
SUBJECT:	Adoption of 2022 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

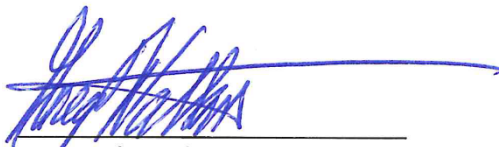
WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2022/23 through 2026/27 of the 2022 RTIP; and

WHEREAS, the 2022 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 Shasta Regional Transportation Agency approves the 2022 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 13th day of December 2021 by the Shasta Regional Transportation Agency.



Greg Watkins, Chair
Shasta Regional Transportation Agency

Shasta 2022 RTIP

Section 17. Documentation of Coordination with Caltrans District 2

DEPARTMENT OF TRANSPORTATION

DISTRICT 2
1657 RIVERSIDE DR, MS-14
REDDING, CA 96001
PHONE (530) 356-3179
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

November 19, 2021

Mr. Dan S. Little
Executive Director
Shasta County Transportation Commission
1834 East Main Street
Quincy, CA 95971

Dear Mr. Little:

The 2022 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2021, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

On August 11, 2021, in preparation for the 2022 STIP cycle, 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.

- Redding to Anderson Six Lane (RASL), currently in construction, is a fully funded partnered project combining STIP, SHOPP, Local, and Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) funds on Interstate 5 (I-5).

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Dan S. Little
November 19, 2021
Page 2

- Fix 5 Cascade Gateway (F5CG), currently in environmental, is a partially funded partnered project with STIP-RIP and SB 1 TCEP funds. In addition to STIP-RIP funds, both SRTA and Caltrans are pursuing alternative funds sources to program this project through construction. These fund sources include, but are not limited to, SB 1 TCEP, Federal Discretionary Grants, and Federal Earmarks.

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

The District is also supportive of SRTAs focus on active transportation throughout the Shasta region. The Turtle Bay to Downtown non-motorized project is currently programmed with STIP-RIP and Active Transportation Program (ATP) funds. Through other planning efforts, such as Go Shasta, Sustainable Shasta, and the SR 273 Multimodal Stewardship, Safety, and Equity 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 Kelly Zolotoff at (530) 768-4327.

Sincerely,



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

Enclosure

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

Mr. Dan S. Little
November 19, 2021
Page 3

Cc: Dave Moore, District 2 Director (email)
Tom Balkow, Deputy District Director Planning and Local Assistance (email)
Derek Willis, Chief Program Project Management (email)
Steve Rogers, Chief Asset Management (email)
Eric Orr, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

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

2021 State Highway Needs Meeting
Caltrans District 2 Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA	5		Redding to Anderson Six Lane (RASL)	Construct median lanes. Widen bridges. Construct new bridges.	3445A	4C40V	Complete	Y	CON
2	SHA	5	15.4/19.5	Fix 5 Cascade Gateway	Expand freeway to six lanes from north of Route 5/299 separation to north of Oasis Rd interchange.	3597	0H920	Complete	Y	PAED
2	SHA	299	16.5/18.3	Shasta Divide	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	TE App Complete		
2	SHA	44		Turtle Bay to Downtown - Multi-modal	Add multi-modal facilities between Turtle Bay Dr and Continental Street in the City of Redding.	2588		ATP Cycle 5 (City of Redding)	Y	PAED
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	N	
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	

Summer 2021