ADMINISTRATIVE DRAFT

2015 REGIONAL TRANSPORTATION PLAN FOR SHASTA COUNTY

The following administrative draft is provided for partner agency review. *Please note: this document has not yet been formatted for print. Some sections are not 100% complete. Many exhibits and tables still need to be added. As such, please focus your comments on the content.*

Comments received by close of business on Wednesday, December 10 will be addressed in the public review draft.

Partner agency may of course still comment at any time during the 45 public review period.

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I. INTRODUCTION

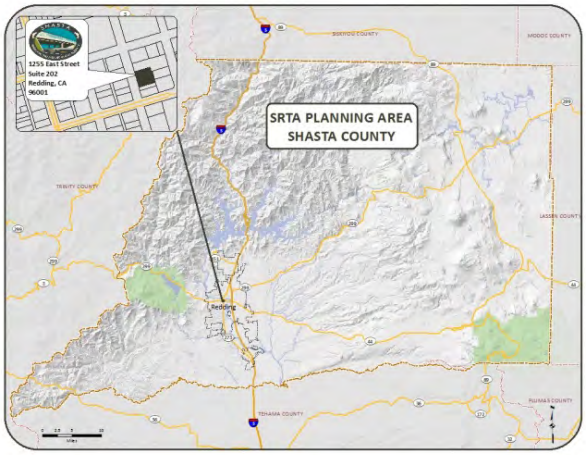
ABOUT SRTA

Shasta Regional Transportation Agency (SRTA) is the federally-designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the Shasta County region. SRTA studies the region's transportation needs, identifies and programs transportation infrastructure improvements, and administers over $24 million annually in state and federal funds for the planning, construction, operation, and maintenance of transportation infrastructure throughout Shasta County.

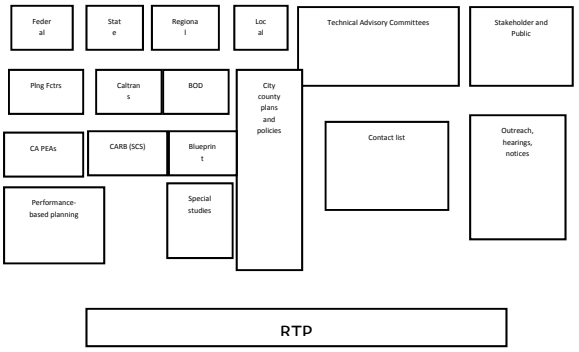
Precisely when, where, and in what manner these resources are allocated impacts personal mobility, environmental quality, economic opportunity, public health, public safety, and various other factors that collectively define quality of life. These choices affect both near- and long-term outcomes. Such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

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

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



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



Insert diagram of BOD composition/ representation

It is the SRTA Board of Directors' role to establish transportation policy and direct transportation investments on behalf of the region. Additional information regarding SRTA, the board of directors, staff, and regional plans

and programs is available online at www.srta.ca.gov.

PURPOSE AND CONTENT OF THE REGIONAL TRANSPORTATION PLAN

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

The purpose of an RTP is "to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people."[1] With limited exceptions, regional transportation projects must be included in an adopted RTP in order to be eligible for federal and state funding.

Key elements of the Shasta County RTP include:

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

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

NEW PLANNING REQUIREMENTS FOR 2015:

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

Occasionally, a more comprehensive retooling of the RTP is required. Recent legislation affecting the 2015 RTP cycle includes the following:

- Moving Ahead for Progress in the 21st Century (MAP-21) – The nation's surface transportation program is now a performance- and outcome-based program. This approach transforms the federal-aid highway program by refocusing federal resources on national transportation goals. MAP-21 encourages the metropolitan and statewide transportation planning processes to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and in the project selection process.
- Sustainable Communities and Climate Protection Act of 2008 – More commonly known as Senate Bill 375, this California law adds a Sustainable Communities Strategy (SCS) planning requirement to the RTP. The purpose of the SCS is to coordinate transportation and land use planning in order to reduce vehicle miles traveled and

[1] California Transportation Commission, 2010 California Regional Transportation Plan Guidelines

associated greenhouse gas emissions from vehicles and light trucks. The SCS aims to meet region-specific targets set by the California Air Resources Board (CARB). Should the region's SCS not meet the assigned target, an Alternative Planning Strategy (APS) is prepared, outlining what additional tools, strategies, and resources, if available, would help the region to do so.

TRANSPORTATION DECISION MAKERS

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

- Federal – The President and Congress create national transportation policies and allocate funds to states through the federal transportation bill (MAP-21) and discretionary programs. Funding is administered by the United States Department of Transportation (U.S. DOT), which is comprised of multiple divisions. Caltrans and SRTA work primarily with regional offices of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

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

- Tribal Governments – Tribal governments establish plans and policies for tribal lands and prepare transportation projects by way of tribal transportation improvement programs.

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

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

RTP PLANNING PROCESS

Although a number of planning priorities are prescribed by state and federal law or attached to specific funding programs, the SRTA Board of Directors exercises broad discretion over the planning process and in determining the region's transportation policies, strategies, and program of projects.

In order to inform this process, SRTA prepares regional growth and travel demand forecasts, undertakes various planning studies and data analysis, and engages in public outreach activities. The following efforts were accomplished since the 2010 RTP update and were instrumental in development of the 2015 RTP:

- **ShastaSIM Activity-Based Travel Demand Model** – Adopted in June 2014, ShastaSIM is an entirely new, state-of-the-art modeling tool used to evaluate the impacts of future growth and development on the transportation network as well as the effectiveness of transportation policies and projects in addressing resultant travel demands. Transportation system performance measures are calculated via the model, and through additional post-processing of modeling outputs, vehicle emissions reports are produced.

- **SRTA Board of Directors priorities survey –** As elected officials in direct and frequent contact with the public on a wide range of topics, and having a general understanding of the regulatory and fiscal realities of transportation funding, SRTA board members are uniquely qualified to consider the challenges, opportunities, and alternatives facing the region. A comprehensive priorities survey was administered to the SRTA Board of Directors and board member alternates during the fall of 2013.

- **Shasta*FORWARD*>> Regional Blueprint** – Completed in March 2010, this long-range regional growth and development visioning process included a comprehensive, in-depth community values & priorities assessment.

(Insert values & priorities table)

A range of future growth and development scenarios were generated and a preferred regional growth vision was selected. Altogether, over 2,500 residents (one out of every 60 adults in Shasta County) actively contributed to the process through participation on focus groups and by community workshops, and surveys.

(Insert exhibits of preferred scenarios-they are also under SCS –pgxx)

- **North State Transportation for Economic Development Study –** Completed in October 2013, this sixteen-county study calculated the economic impact of planned transportation improvements; evaluated the degree of alignment between transportation and economic planning; and identified opportunities to coordinate transportation and economic development initiatives to enhance economic activity and regional prosperity.

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

- **Disadvantaged Communities Assessment –** As described in further detail in Section II: State of the Region, the 2015 RTP incorporates an expanded view of social equity. More specifically, whether all segments of the population – regardless of income, race, age, disability, or other distinguishing characteristic – enjoy equitable access to mobility options and other essential needs.

  This assessment includes a number of indicators that, when combined, point to areas that would benefit from the application of targeted and specialized policies, programs, and investments that support community health and well-being.

- **Public Participation Plan** – Adopted in June 2013, SRTA's Public Participation Plan details the policies and strategies used to ensure every citizen has the opportunity to evaluate and comment on the agency's plans, programs, and projects. In accordance with this plan, SRTA solicits input from technical advisory committees, partner agencies, and the general public.

- **Coordination of Consolidated Transportation Service Agency (CTSA) Services Study** – A CTSA coordinates transportation services between transit providers and may operate safety-net transit services for elderly and disabled individuals who are generally outside of the Redding Area Bus Authority (RABA) service area. This study, completed in December 2014, presented a range of activities designed to improve transit provider communication, cooperation, coordination, and consolidation. Performance measures were also identified in order to assess the effectiveness of CTSA services and improvements over time.

- **Transit Technology Plan** – Completed October 2014, this plan was commissioned to investigate the potential of transit technology to improve the collection of transit data; the volume, diversity, and quality of transit data; and the ultimate delivery of public transit services. RABA's current use of technology was documented and prospective new technologies were discussed, including their costs and practical benefits.

- **Integrated Traffic Data Collection and Management Plan for the South Central Urban Region** – Completed October 2013, this effort reviewed existing traffic data collection systems and processes; documented the real-world applications and practical limitations of Intelligent Transportation Systems (ITS) technologies used by regional stakeholders; presented a range of available data collection tools; and recommended deployment strategies and approaches.

Interagency Coordination & Planning Consistency

The 2010 Regional Transportation Plan Guidelines prepared by the California Transportation Commission (CTC) encourages consistency of action between all levels of government having an interest and purview over the region.

SRTA is the lead agency tasked with development of the RTP; however, the end product is the result of extensive discussion, data exchange, and consensus-building among

federal, state, tribal, and local agency partners. The details of this process are described in SRTA's adopted Public Participation Plan. Wherever appropriate, SRTA considers and seeks to integrate the needs and priorities of all partners and entities that are materially invested or otherwise impacted by regional transportation policy and investment strategies.

More than a simple courtesy, interagency coordination and planning concurrency reduces redundancies, leverages resources, reinforces implementation activities, and ultimately improves performance outcomes.

To ensure planning consistency, SRTA considers a broad range of plans and programs, including but not limited to:

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

- **State plans and initiatives:**
  - California Transportation Plan 2040
  - Interregional Transportation Strategic Plan
  - California Freight Mobility Plan
  - California State Rail Plan
  - California Aviation System Plan
  - California Statewide Transit Strategic Plan
  - California Interregional Blueprint
  - Smart Mobility Framework
  - Complete Streets Implementation Action Plan
  - California Essential Habitat Connectivity Plan
  - Regional Advance Mitigation Planning and Statewide Advance Mitigation Initiative
  - Caltrans Climate Action Program
  - Strategic Highway Safety Program
  - California Transportation Infrastructure Priorities: Vision and Interim Recommendations

RTP IMPLEMENTATION

As a long-range, planning-level document, the RTP communicates regional issues and outlines a general course direction. A transportation investment strategy is presented with accompanying project cost estimates. With limited exceptions, only those projects listed in the RTP are eligible to receive state and federal funding.

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

The **State Transportation Improvement Program (STIP)** is a five-year capital improvement program of transportation projects on and off the California State Highway System. The California Transportation Commission (CTC) updates the STIP biennially,

adding two new years to prior programming commitments.

The programming cycle begins with the release of a transportation fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

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

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

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

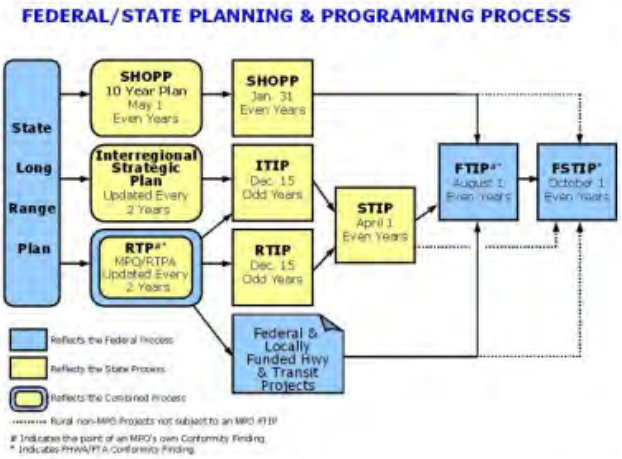


Figure - 1

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

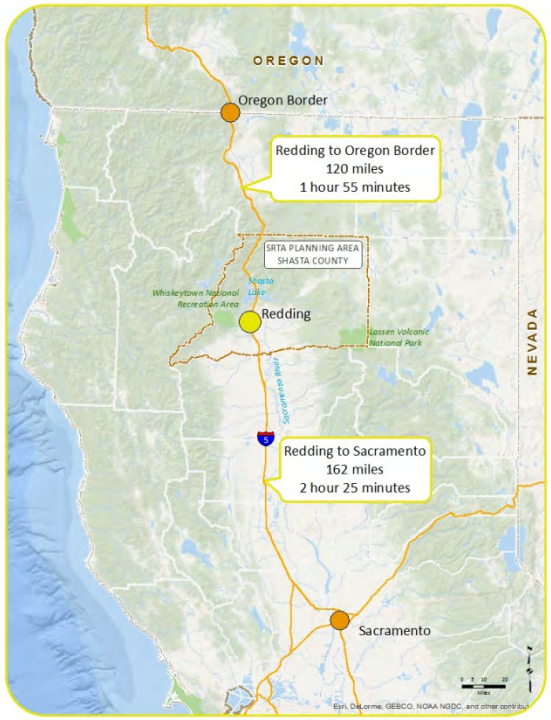
MPO/RTPA, Caltrans, and CTC Key Planning Documents

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

II. STATE OF THE REGION

REGIONAL OVERVIEW

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



Prior to becoming a county in 1850, the area was home to five American Indian Tribes: the Achomawi, Atsugewi, Okwanuchu, Wintu and the Yana. In the mid- to late-1800s, the region's abundant natural resources, including gold and timber, drew legions of settlers in search of economic opportunity and a better life. The arrival of the railroad in 1872, construction of Shasta Dam between 1938 and 1945, and the completion of Interstate 5 in the early 1960s further fueled the growth and development of Shasta County.

Insert historic photos of rail and Interstate 5

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

TRENDS AND CHALLENGES

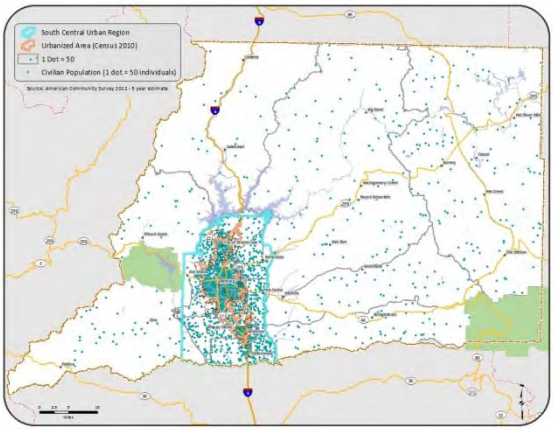
The following factors present challenges and opportunities affect the timing, location, nature, and scale of investments in transportation infrastructure and services. Such investments can be reactive (i.e. a response to demand as it occurs) or decision makers may seek to proactively shape the future of the region in accordance with community values and priorities, fiscal sustainability or other objectives.

Population and Growth

As of the 2010 Census, Shasta County is home to 177,823 residents. Much of Shasta County is unpopulated or rural, having an average of 47 persons per square mile compared to an average of 239 persons per square mile statewide.

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

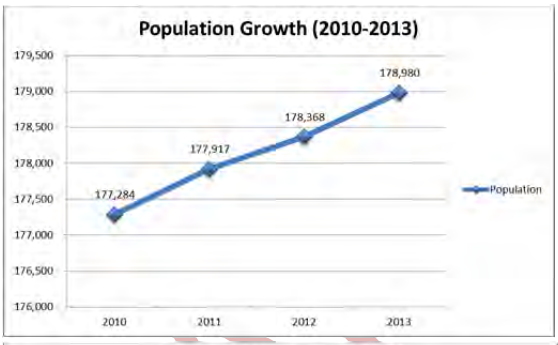
66% of the county's population. See Figure x, show UA boundary rather than SCUR.

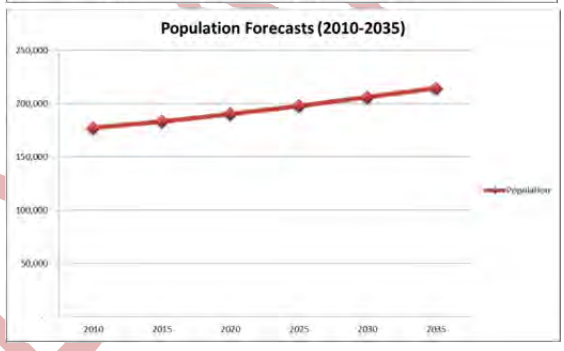


Even the Redding Urban Area largely rural and suburban in nature, having 1,625 persons per square mile (2.5 persons per acre). Among comparable Urban Areas, the Redding Urban Area has the most dispersed population.

Redding Urban Area Population Density Comparison to Similar-sized Urban Areas			
Urban Area	Pop (2010)	Pop/ Square Mi	Pop/ Acre
Redding, CA	**117,731**	**1,625**	**2.5**
Grants Pass, OR	50,520	1,838	2.9
Medford, OR	154,081	2,372	3.7
Reno, NV/CA	392,141	2,377	3.7
Carson City, NV	58,079	2,509	3.9
Chico, CA	98,176	2,849	4.5
Yuba City, CA	116,719	2,990	4.7
Santa Rosa, CA	308,231	3,138	4.9
Woodland, CA	55,513	4,551	7.1
Davis, CA	72,794	5,145	8

Average annual growth rate for Shasta County between 2000 and 2010 was approximately0.9%, falling to <0.3% in more recent years (US Census Bureau[2]). Population forecasts estimate future growth at a rate of 0.8% per year, with a population of 214,364 persons for the Shasta County region by year 2035 (Shasta County Forecast Assumptions Memorandum, November 8, 2011).





Demographics

Shasta County is on the leading edge of the trend towards an aging population. At 42.9 years of age, the 2015 median will be well above the statewide median age of 36.2 years, or 6.7 years older. By 2040, Shasta County's median will reach 48.1, compared to the state's median of 40.4, or 7.7 years older.

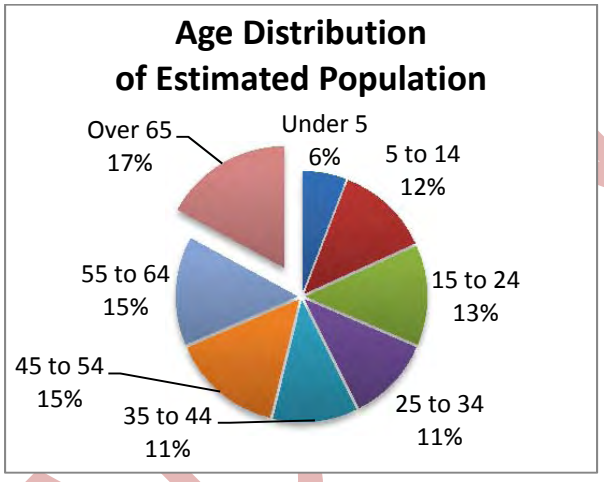
[Insert modified version of table from BAE's real estate market report]

Examining the differential growth rates projected for the different age groups reveals a graying population. Fifty-one percent of the County's increase in population between 2015

[2] Annual Estimates of the Resident Population: April 1, 2020 to July 1, 2013. Source: U.S. Census Bureau, Population Division. Release Date: March 2014

and 2040 will be in the age group of 65 and older. This is an 87 percent increase in this age group compared to 2015, or more than 2.6 times the growth rate of the County population as a whole. By comparison, only about eight percent of the population growth will be children and young people 19 years of age or younger during the same time period.

The number of people between the age of 25 and 64 are expected to increase by about 27 percent between 2015 and 2040. This age group is considered the prime market for larger single-family detached homes because they are most likely to be raising a family. However, the population projections also project that the population aged 0 to 19 years will only increase by about 10 percent during the same time frame, suggesting smaller families and/or fewer families with children at all.



Shasta County is less diverse than the state. In Shasta County, 82.4% of residents are neither Hispanic or Latino nor white alone, compared to 40.1% statewide. Minority populations include Black and African American (0.9%), American Indian (2.1%), Asian (2.6%), two or more races (3.4%), and Hispanic or Latino (any race - 8.4%).

Shasta County lags behind the state in higher education. Statewide, 30.5% of adults have a bachelor's degree or higher, compared to 19.3% in Shasta County (ACS 2008-2012). Although a number of degree programs are available through extension of Chico State University in Redding and the privately-owned Simpson College, the absence of a university hampers workforce training and business attraction compared to nearby urbanized areas, including Chico, CA (home to Chico State University), Davis, CA (home to University of California Davis), Arcata-Eureka, CA (home to Humboldt State University), and Medford-Ashland, OR (home to Southern Oregon University).

Shasta County does, however, have a higher number of high school graduates (26% versus 20.7% in all of California); those having some college but no degree (31.8% versus 22.2% in all of California); and Associate's degree (11% versus 7.7% in all of California). Shasta College, a two-year junior college, plays a key role these statistics, providing a broad range of educational opportunities at its main campus as well as the Downtown Redding Health Sciences Division.

Shasta County is less prosperous than the state. The median household income is substantially below the state average. For the five-year time period (ACS 2008-2012), Shasta County median household income was $44,396 compared to the state's average of $61,400. About 12.2% of Shasta County residents are below the poverty level.

The overall cost-of-living in Shasta County, however, is substantially less than the state average. Based on the cost-of-living index[3], where a score of 100 represents the nationwide average, Shasta County is 11% above the

[3] Sperling's (www.bestplaces.net)

national average whereas California as a whole is 51% above the national average. In effect, household income goes a lot farther in Shasta County than in many other California regions.

Housing

Source: U.S. Census Bureau, 2011-2013 American Community Survey 3-year estimate.

In all there were 77,555 housing units in Shasta County. Shasta County residents are more likely to own versus rent. Among occupied units, 62.5% are owner-occupied and 37.5% are renter-occupied compared to California at 54.2% and 45.8% respectively.

There are fewer persons per household – 2.53 compared to the statewide average of 2.93. Shasta County has far more detached single family dwellings units and substantially less higher density multi-family dwelling units.

Housing stock description:		
	Shasta	CA
Detached single family	**69.5**	58.5
Attached single family	2.9	**6.9**
2 multi-family	**2.7**	2.5
3-4 multi-family	**6**	5.5
5-9 multi-family	2.9	**6.1**
10+ multi-family	5	**16.8**
Mobile home or other	**11.1**	3.6

The median value of owner-occupied units in Shasta County, at $204,800, is approximately one-half of the $405,800 median value for California. However, median monthly rent in Shasta County, at $1,446, is only 37% less than the $2,157 median rent for California. As a result, the percentage of household income needed for monthly mortgage versus rent payments…

Nearly 42% of owner-occupied households spend more than 30% of their household income on mortgage payments, whereas an alarming 62% for renter-occupied households. A household's rent or mortgage payment is the primary but not sole determining factor in housing affordability. Transportation costs are the second-largest budget item for most households, accounting for about 17 percent of annual income on average.

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

Location-efficient housing is also more flexible and adaptable to economic conditions and position in life. Households have the greatest freedom to manage their transportation costs due to shorter vehicle trips and a wider range of affordable mobility options. Alternatives to the single-occupancy vehicle, including public transportation, bicycling, walking, and rideshare, become practical and attractive options for everyday trips. As a result, the cost of transportation typically comprises a smaller portion of the overall household budget in more transportation-efficient locations.

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

Two sources provide data for Shasta County:

- Housing + Transportation Affordability Index – All areas exceed the 45% threshold used to determine affordability. As seen in the map, most significantly exceed it.
- Location Affordability Portal – http://www.locationaffordability.info/lai.aspx

Disadvantaged Communities

New to the RTP for 2015 is a closer look at social equity. More specifically, whether all segments of the population – regardless of income, race, age, disability, or other distinguishing characteristic – enjoy fair access to basic needs, including but not limited to mobility.

Historically, many California communities have inadvertently impeded or otherwise reinforced the geography of 'haves' and 'have-nots'. Although resource inequality is a systemic issue, opportunities do exist within the scope of the RTP and the purview of regional government to enable all citizens who actively choose to participate in society and work to raise their standard of living.

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

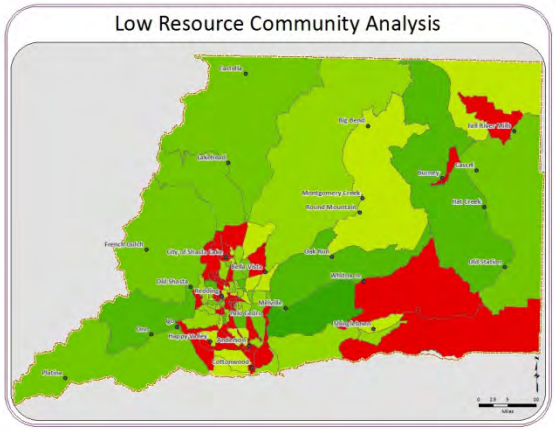
For the purposes of this RTP, 'disadvantaged communities' are defined as areas that, according to statistical data, have a markedly higher share of individuals challenged by the cumulative impact of:

- *Poverty and unemployment*
- *Lack of mobility options, including access to automobile (0-1 vehicle households), active transportation, and (high quality?) public transportation.*
- *Housing and transportation cost burden (above X% of HH income)*
- *Single parent households*
- *Young and elderly (# under 18 and over 65 years of age)*
- *Low educational attainment*
- *Linguistic isolation (% households where English is not the primary language spoken in the home).*
- *Minority status*

The predominant data for defining a low resource community was derived from the American Community Survey (ACS) five-year estimates for the years 2008 through 2012 and GIS data representing the non-motorized network and transit network for the region. Each indicator was divided into to classes of data based on natural breaks in the data and then manually editing the break point to the nearest multiplier of five. The indicators and break points are described below.

- Poverty-Census block groups where 45% or more of population lives at 200% or less of the federal poverty level based on 2012 5 year ACS data
- Unemployed-Census block groups where 20% or more of the labor force is unemployed based on 2012 5 year ACS data
- Minority-Census block groups where 20% or more of population is either Hispanic or not White based on 2012 5 year ACS data
- Single Parents-Census block groups where 20% or more of families are single parent families based on 2012 5 year ACS data
- Age (Elderly)-Census block groups where 10% or more of population is aged 75 or older based on 2012 5 year ACS data
- Age (Young)-Census block groups where 20% or more of population is under age 18 based on 2012 5 year ACS data
- Education Attainment-Census block groups where 15% or more of population aged 25 and older have less than a high school diploma based on 2012 5 year ACS data
- Linguistic Isolation-Census block groups where 5% or more of households have no one over 14 who speaks English only or speaks English very well based on 2012 5 year ACS data
- Limited Mobility (Vehicle Access)-Census block groups where 40% or more of housing units with 0- 1 vehicles based on 2012 5 year ACS data
- Limited Mobility (Active Transportation)-Smaller block groups without bike and pedestrian facilities access
- Limited Mobility (Transit)-Smaller block groups without transit access
- Housing Cost Burden-Census block groups where 20% or more of occupied housing units pay more than 50% of household income in housing costs based on 2012 5 year ACS data
- Median Household Income (MHI for California = $61,400 from 2012 5 year ACS data)-80% or less than the statewide median household income (80% of $61,400 = $49,120)

The analysis created 13 total indicators and combined all indicators equally. Any block group that was flagged as low resource by five or more indicators was considered a low resource community.



In considering the above analysis, it must be recognized that transportation policies, programs, and investments play a limited and often indirect role in expanding opportunity in low-resource neighborhoods. Indeed, there are many contributing factors and complexities beyond the reach of transportation initiatives alone to affect.

With this in mind, SRTA works proactively with partner agencies and community-based organizations to engender a more holistic and balanced approach. For example, SRTA is a partner in the Healthy Shasta regional collaborative, leads the Social Services Transportation Advisory Council, and .

In addition, SRTA is engaged in projects, programs, grant-seeking and other activities

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

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

Due to limited resources and the number and degree of factors required to affect travel choice, these efforts are best focused in areas having disadvantaged populations and that fall within or adjacent to Strategic Growth Areas identified in the Sustainable Communities Strategy portion of this 2015 RTP.

Economy

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

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

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

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

Historic economy –

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

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

On the heels of long-standing industries and economic boom periods, jobs have largely been backfilled with lower-wage jobs in retail and hospitality. To create a more stable and resilient economy, the region's economic future hinges on a combination of core industries and the perpetual development of new industries for a more diversified economy.

Current economy –

What the region lacks in comparison to larger metropolitan regions (for example, a large local marketplace, intermodal transportation infrastructure, and a public four-year public university), are partly offset by a variety of secondary economic attractors. Shasta County offers an appealing quality of life, including well-regarded public and charter schools, minimal traffic congestion and pollution, and a wealth of outdoor recreational activities. Furthermore, lower land values, utility costs, and taxes improve businesses' bottom line and allow more rapid growth.

Shasta County's location and built environment offer the following strategic advantages as well:

- Located at the geographic center and transportation crossroads of the sixteen-county North State – Shasta County serves as a hub for a range of professional services for consumers across a large, multi-county area.
- Access to major markets – Shasta County is bisected by Interstate 5, an international trade corridor spanning the entire west coast from the Mexican to Canadian border. In addition to linking all west coast ports, Interstate 5 allows for reliable one-day delivery to major markets (most notably Sacramento and San Francisco Bay Area). State Route 299/44 further connects Shasta County to California's North Coast to the west and Reno, Nevada to the east.
- Access to shovel-ready building sites – Shasta County has invested heavily in preparing a number of commercial and industrial sites with access to air, truck, and rail transportation. Notable examples include the Stillwater Business Park located in Redding and industrial lands located in Anderson at Deschutes Road and Interstate-5.

The following overview of regional industries and their respective life-cycle stage offers insights into the economy and informs the development of economic initiatives. The industry matrix below is not intended to be comprehensive, but rather serves to highlight those industries with the greatest impact on the current and future economy. Industries are divided into four life-cycle stages, each requiring specialized strategies to sustain, develop, and bolster their contributions to the regional economy.

- Emerging industries have a positive growth outlook for which the region presently has a disproportionately higher share of jobs in these major and specific industries. An emerging industry typically consists of just a few companies and is often centered on a new technology.
- Growth industries are characterized by a rate of growth higher than that of the overall economy.
- Mature industries have passed the rapid growth stage and have an established pattern of market share, earnings, and profits.

- Declining industries have negative growth or are not growing at the broader rate of economic growth.

Shasta County Industry Analysis	
Mature Industries Government Leisure & Hospitality Trade, Transp, and Utilities Other Services Construction	**Growth Industries** Education & Health Services
Declining Industries Financial Information Manufacturing Prof. & Business Services Natural Resources	**Emerging Industries** Surveying & Mapping Services (NAICS 541370)

The general location of major employment centers is relatively consistent and predictable, even if individual employers vary from year to year. *Exhibit X* illustrates the regional distribution of jobs in the region

Insert map of employment by smallest applicable unit of analysis. And identifying planned growth areas noted below.

Several areas are planned for future growth, including Stillwater Business Park, Oasis Road Specific Plan Area. *Add other areas in Anderson (Deschutes annexation?), Shasta Lake, and Shasta County as appropriate.*

Industry Clusters –
Clusters of industry are geographically concentrated and inter-connected by the flow of goods, services and information. They include major industries and support industries that have congregated for mutual benefit and support. Industries identified in consultation with economic development professionals for further study and coordinated effort include the following:

- Health Services – Due to the significantly older population, distance to other large metropolitan regions, and the confluence of transportation corridors from surrounding counties, Shasta County is a natural hub for general and specialized health services for a broad geography and population extending well beyond the region's borders. The opportunity exists to expand the depth and breadth of the industry.
- Educational Services – Shasta County is located in an area surrounded by well-regarded universities, including Humboldt State, Chico State, and Southern Oregon University. None, however, are practical for regular commuting. The nearest is Chico State, located 62 miles southeast of Redding. Access to higher education and the ability to develop an educated workforce and new technologies is critical to the long-term prosperity of the region. Opportunities include the expansion of Shasta College in partnership with extended campus and distance education options offered by Chico State. A successful example includes the recent Health Sciences campus located in Downtown Redding, where an expanding number of programs have been made available.
- Surveying and Mapping Services – Redding is home to a number of private sector firms offering geospatial services and a growing number of professionals routinely use geospatial technology in their work. Shasta College has a Geographic Information Systems certificate program and have partnered with SRTA and local agencies in building the 'FarNorCalGIS' regional server

and internet portal. Also, several professional organizations are active and engaged in the community. A variety of opportunities exist to capitalize on this high-value industry with low transportation impact.

- Professional services hub for multi-county area – *Includes medical, legal, accounting, information technology, etc. Consider major employment centers and the cumulative trip generation.*
- Wholesale Trade – Shasta County's location at the geographic center and transportation crossroads of the North State makes the region a natural hub for consolidating wholesale trade and transportation services. Some infrastructure exists already, including food product distribution. Recent transportation investments at the Interstate-5 and Deschutes Road interchange provide direct access to industrial lands being annexed by the City of Anderson and improvements on State Route 299 in western Shasta County have opened new trucking routes to California's North Coast counties.
- Agriculture – *Insert highlights from AgCensus and the study that Growing Local commissioned.* As producers of seasonal, high volume commodities, agriculture producers and distributors are dependent on transportation infrastructure. Transport of agricultural goods is challenging for several reasons. By volume, agricultural producers must compete against higher value commodities when accessing open market transport services. In addition, the origin of agricultural commodities is geographically dispersed. Accordingly, producers often supply their own transport or utilize a handful of specialized food transport services to get commodities to market. Opportunities exist to create efficiencies and to build the critical mass of wholesale trade required to justify a regional hub for aggregation, wholesale, and distribution.

Coordinated Economic Development and Transportation initiatives –
One of the major goals of the RTP (Goal #5) is to strengthen regional economic competitiveness. This is to be accomplished by facilitating sustainable economic development initiatives and by resolving transportation-related barriers to economic activity and productivity.

A more proactive and integrated approach to travel demand management is needed to get ahead of the curve, avoid the pitfalls of other regions, and fulfill the RTP vision. This can be done by identifying and reinforcing existing economic development initiatives in a manner that minimizes or mitigates transportation impacts before severe congestion and other traffic-related impacts are felt.

From a regional transportation perspective, employment centers that are located in urban, mixed-use environments or that are consolidated in large business campuses (even when located away from residential areas) support the viability of alternative travel mode choice, including public transportation and ridesharing.

With regard to specific industries, there's a vested interest and motivation to support both low transportation impact industries and to facilitate efficiencies in transportation dependent industries. For example, the development of information-based industries would have a positive impact the economy but

with relatively minimal impact on transportation systems due the low trip-generation rate. Alternatively, many industries rely on the efficient and affordable delivery of tangible goods and services. Such industries could benefit from improvements to physical transportation infrastructure and/or the coordination and consolidation of goods movement.

- ***Community Health & Well-Being***

  There is no explicit, federally defined responsibility for MPOs to include public health in transportation plans, programs, or projects. Beginning with MAP-21, Federal law does require MPOs and DOTs to consider a series of "planning factors," including economic vitality, safety, energy conservation, and overall quality of life (23 USC §134(h)). Several of these planning factors present specific opportunities for supporting public health goals and outcomes.

  At the state level, California's Health in All Policies Task Force was established by an executive order S-04-10 in February 2010 and brings together 18 state agencies, departments, and offices to identify priority programs, policies, and strategies to improve the health of Californians while advancing the SGC's goals.

  Health and transportation initiatives, including the development of active transportation facilities and enhanced access to healthy foods, are most typically addressed through policies, programs, or projects initiated at the local or regional level. These efforts can be reinforced through coordination the state and federal partners and through alignment with policies and funding programs.

  There is no singular way to address community health and wellness. Each region has somewhat different challenges and there is substantial flexibility in the process, scope, and organizational structures that may be used to affect health outcomes in the most direct and effective manner. With this flexibility in mind, the 2015 RTP seeks to integrate public health objectives throughout the goals, policies, strategies, and performance measures.

  Based on discussions with public health professionals and stakeholders within the region, several key issues have been identified with the greatest nexus to regional transportation programs, policies, and investment strategies. These include:

  - Transportation-related injuries and deaths as a result of vehicle collisions and vehicle-bicyclist/pedestrian collisions. In particular, a focus on environments surrounding local schools;
  - Respiratory disease as a result of airborne particulate matter (PM 2.5);
  - Epidemic of obesity caused in part by a lack of physical activity, lack of access to healthy foods, and concentrations of underserved populations with numerous risk-factors.
  - Social isolation as a result of mobility limitations.

  In addition to supporting positive public health outcomes, coordination and collaboration with the public health community is simply good business. SRTA

may capitalize on the healthy community's efforts to promote and facilitate active transportation. Also, by leveraging their strengths in the areas of education, outreach, promotion, and safety training, SRTA and local agencies are better able to focus limited time and resources on providing the highest quality active transportation facilities and services.

TRAVEL CHARACTERISTICS

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

Travel Data Sources

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

- U.S. Decennial Census and interim American Community Surveys;
- California Household Travel Survey;
- Traffic counts;
- On-board transit surveys;
- ShastaSIM activity-based travel demand model; and
- Special studies (e.g. economic studies, corridor studies, transportation impact fee studies, origin and destination studies, etc.).

Trip generation

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

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

[Insert tables]
Total vehicle miles traveled in Shasta County…
Average trip length…
Trips per household…
Distribution of trips by trip purpose…

Forecast Daily VMT (region, jurisdiction, per capita

According to the ShastaSIM regional travel model, total daily vehicle miles traveled in Shasta County will increase by approximately 38% between 2005 and 2035. Daily per capita vehicle miles traveled in Shasta County will increase by 3.5% over the same period.

Total Daily VMT and VMT/Capita†

Year	Total Daily VMT	VMT/Capita
2005	5,009,262	20.1
2020	5,917,933	20.9
2035	6,914,689	20.8

†Results from ShastaSIM travel model

Residents living in the unincorporated regions of Shasta County have the highest VMT per capita (28.3), followed by Shasta Lake (20.1), Anderson (17.6), and then Redding (16.4). Compare to the relative share of total VMT (i.e. there may be more per capita, but there are less people, so the relative impact would be different…

Daily trips per household and trip lengths

Average daily VMT per household in 2005 was 49.9. It is projected that this will increase approximately 4% to 52 VMT by 2035. In the year 2035 it is forecast that residents in Redding will make the most trips per household (6.7), followed by Anderson (6.6), unincorporated Shasta County (6.4) and then Shasta Lake (6.3)

Average trip length in 2005 for residents in Shasta County is 7.8 miles. It is estimated that by 2035 the average trip will increase by 1.4%. Due to the relative proximity to everyday destinations, City of Redding residents traveled the least per trip (5.4 miles in 2005). Not surprising, residents in the unincorporated area of the County travel farthest, averaging 11.4 miles per trip.

According to the 2008-12 ACS, the average commute time to work was 19.7 minutes. Figure T-1 below shows the average commute travel time, today and Figure T-2 shows the estimated average trip length by year 2035.

Figure T-1: Average Work Commute Travel Time

Figure T-2: Forecasted Average Trip Length (2035)

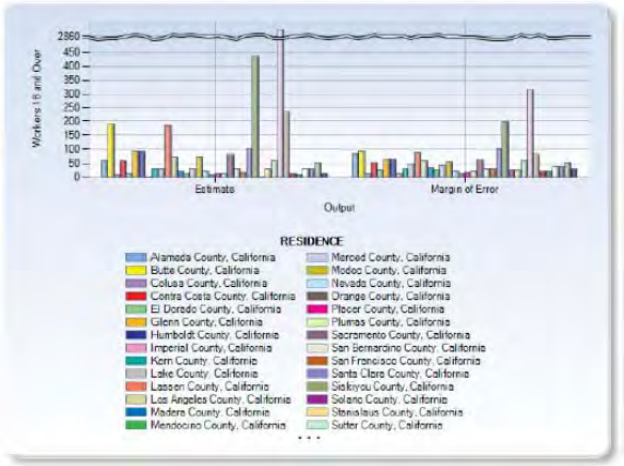
County-to-County Commute Patterns

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

According to US Census county-to-county travel data compiled by the Census Transportation Planning Products (CTPP) the largest potential influx of workers outside of Shasta County come from Tehama County, with almost 2,900 workers. As many as 400 workers travel in from Siskiyou County. Lassen and Butte counties both provide almost 200 workers traveling into Shasta County daily. However, because consistent and reliable data is not available on county-to-county travel this serves as only a "best guess."

Additionally, some commuting takes place from Shasta County to Butte County (approximately 62 miles from Redding), in part due to the proximity of Chico State University.

Figure T-3: County Work Flows to Shasta County (2006-08 ACS)

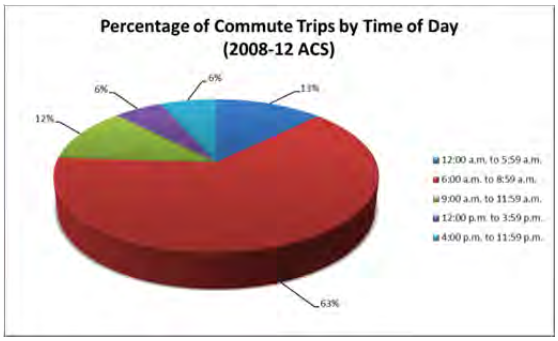


Daily Peak Travel Demand

Daily Peak Hour - Approximately 63% of all workers leave between 6:00-9:00am, with the largest amount of commuters (31.7%) traveling to work between 7:00-8:00am. Only 13% of commuters leave for work between the hours

of noon and midnight on a given work day. Figure T-4 shows the percentage of daily commute trips from home to work, by time of day.

Figure T-4: Percentage of Commute Trips by time of day



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

Seasonal variations in travel demand –

Mode choice

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

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

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

General information regarding the use of different travel modes is collected by the US Census Bureau through an annual questionnaire, called the American Community Survey, or ACS. This survey asks general questions regarding people's commute to work, including mode choice, travel time, travel duration, and other characteristics. Work trips are the focus because it is the most common reason for travel and the primary cause for congestion during peak morning and afternoon hours of the day. See Figure T-5 on the travel to work mode split.

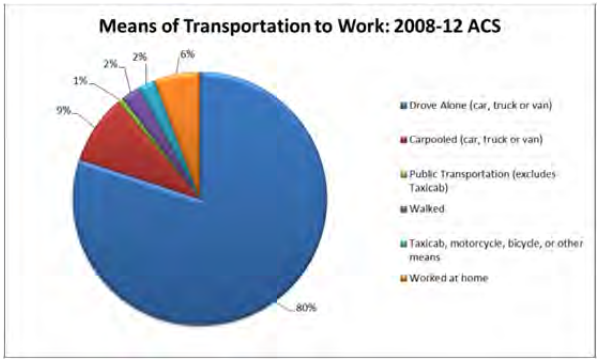
According to the 2008-2012 ACS, travel to work in the region is primarily by driving alone (80%), with carpooling (9%) the second most common form of travel. It is estimated that 6% of all workers in the region work from home. The other 5% of work trips are split by the following modes:

- Public Transportation (1%)
- Walking (2%)

- Taxicab, motorcycle, bicycle, or others means (2%)

Since 2000, the greatest change has been an increase in the number of people working from home, up from 4% of all workers to 6%.

Figure T-5: Means of Transportation to Work



Intermodal Travel

One of the major goals of the RTP (Goal #3), includes the integration of various travel modes into a seamless network. Connectivity includes accessibility, the physical connections, and the schedule coordination.

Three transit transfer stations exist within the region. The Masonic Avenue transit center provides access to shopping, eating and other service oriented businesses. The Canby Road transit center provides access to the Mount Shasta Mall, retail stores, restaurants and a movie theater. The RABA Downtown Redding Transit Center provides the greatest access to shopping, restaurants, banking and county government services, including the County court house. All locations provide some "park and ride" facilities, although Downtown is the only facility with a dedicated "park and ride" lot. All RABA buses provide limited bike racks for commuters.

The Downtown transit center also provides connection for various modes of transportation. It serves as the regional hub for transit services from outside the region, including Trinity Transit (Trinity County), Sage Stage (Modoc County), Susanville Rancheria Public Transit, Greyhound and Amtrak. Improvements are being made on streets in downtown Redding, such as California Street, to provide better commuting options for bicyclists and in connecting downtown Redding and the transit center to the Sacramento River Trail. However, the transit center does have its own challenges. The timing of transfers between transit services do not always match, causing lengthy waiting periods before transfers, and the frequency of some services are limited.

Amtrak passenger rail service is available via the Downtown Transit center. However, passenger service is infrequent and available only in the early AM hours of the day (southbound – 2:21am; northbound – 3:06am). Currently no day time passenger rail service is available.

Improvements have been made in connecting transit to the Redding Airport thanks, in large part, to the IASCO Flight Training School. Hourly service is available from the Canby transit center Monday through Friday and six times a day on Saturdays. However Sunday service is currently not available.

Flights from Redding Airport occur three times daily from Redding to San Francisco via SkyWest (United Express). However, frequent flight cancellations make reliable air service difficult.

Facilities for bicycling and pedestrian activities are ever increasing throughout the region. Projects such as Dana to Downtown, which provided a way to connect bike facilities east and west of the Sacramento River, have received community support and increasingly being used by the community. Improvements

are being made as well to connect bike/pedestrian facilities to our community colleges, local schools, and improving access to job centers, such as downtown Redding. However many projects face geographic or topographic challenges.

Travel Demand Management

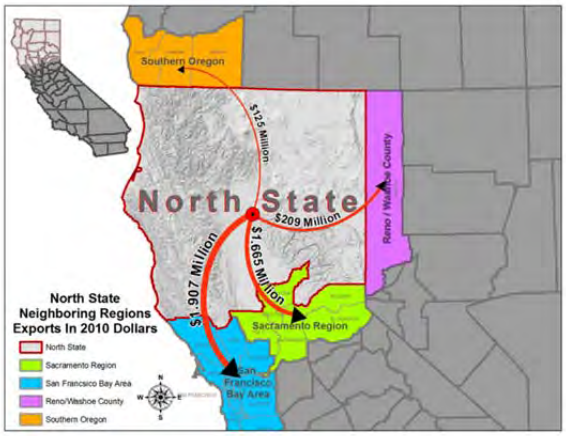
Discuss other strategies (travel demand management (alternate work shifts, working from home, etc…)

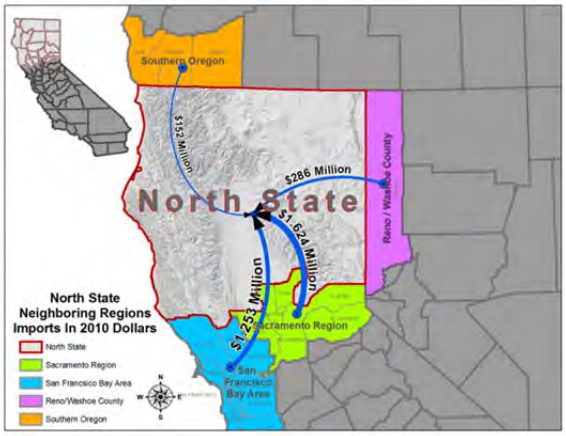
Goods and Freight Movement

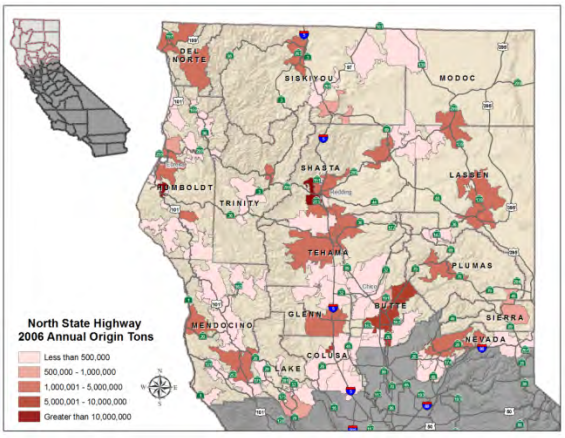
Data regarding the movement of goods and freight in and out of the region represents a major component of overall regional travel demand. Understanding goods and freight movement requires an understanding of the regional economic activity.

Goods and freight movement is largely performed by truck, but includes air and rail.

[Insert map graphics from NSTEDS]







MODAL ASSESSMENT

Regional transportation partners' efforts over the last five years in meeting the goals of the 2010 RTP have yielded much success. Many longstanding capital projects have been delivered or are otherwise underway.

In the last five years since the 2010 RTP update, a total of $255.4 million in projects have been delivered by the cities, county and Caltrans within the Shasta County region. Additional projects are currently underway, including the $x.x million Antlers Bridge replacement on Interstate 5.

[Pie chart of expenditures by mode]

[Map by location and type]

The following section provides a modal break down of the regional transportation system in further detail, focusing on the current state of the system.

[photo-graphics to fill white space]

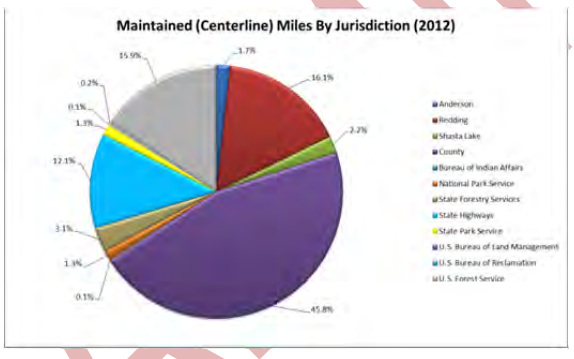
Streets and Roads

Streets and roads represent the primary means of local and interregional travel in the region. Streets and roads are essential for vehicle travel, truck travel, public transportation, as well as bicyclists and pedestrians. The access provided by streets and roads greatly influences development and land use patterns.

Current System:

Maintained Mileage – Shasta County has approximately 2,597 centerline road miles[4]. The majority of roads are maintained by local jurisdictions, including: City of Anderson (1.7%), City of Redding (16.2%), City of Shasta Lake (2.2%) and Shasta County (45.8%). State highways represent 12.1% of the regional network. Native American tribal roads account for 0.1% of the regional network. The remaining 22% of the regional network consists of forestry or other service roads maintained by state and federal agencies.

Figure SR-1: 2012 Maintained Mileage by Jurisdiction



With the added consideration of lane counts on regional roadways, the total number of lane miles managed is estimated to be over 5,400. Approximately 27% of the managed lane miles exist within the US Census defined Urbanized Area that consists of lands within the cities of Anderson, Redding and Shasta Lake as well as portions of Shasta County between the City of Redding and Anderson.

Interregional and regionally significant corridors

Interstate 5 (I-5) is the backbone of the region's transportation network carrying upwards of 61,000 trips per day. It is also part of a 1,382 mile north-south travel and freight corridor stretching from the Mexican to Canadian border. It is designed by the Federal Highway Administration as a Major Freight Corridor and a "Corridor of the Future".

[Stats/graphic for trips/day for I-5]

State Routes 299 and 44 provide primary east-west travel from California's North Coast (Arcata, CA) to the state of Nevada. SR 299 is the primary travel and commercial corridor serving Susanville, CA (population 15,546). Both routes are identified as "High Emphasis" and "Focus Routes" by Caltrans.

State Route 36 traverses the south-western tip of the region, providing access to Fortuna (Humboldt County) to the west and to Susanville (Lassen County) to the east via Red Bluff (Tehama County). SR 36 connects to US 395 to Reno, NV. SR 36 is also identified as a "Focus Route" by Caltrans.

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

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

[4] Caltrans Public Data Road Report (2012)

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

[GIS map of significant corridors]

Pavement Conditions

The Pavement Condition Index, or PCI, is a numerical rating system that is used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being "best" and 0 being "worst."

Pavement Condition Index:

100-85	Good
85-70	Satisfactory
70-55	Fair
55-40	Poor
40-25	Very poor
20-10	Serious
10-0	Failure

The overall pavement condition for the region's cities is deteriorating. According to a February 2012 report by the City of Redding Department of Public Works, Redding's overall PCI has dropped from a score of 78 in 2005 to 55 in 2012. While a score of 55 is considered "good" on the PCI scale, it is forecast to fall to 36 (considered "very poor") by 2020. The Shasta County Public Works department shows similar ratings. In 2012, major roads had an average score of 71, while residential and local roads average only a score of 56. The status of roads in the city of Anderson and Shasta Lake, and state highways maintained by Caltrans are currently unknown.

In the 2014 California Local Streets & Roads Needs Assessment, it is estimated that the region's average PCI is 60. This puts the region in a "high risk" category for California. With great local effort and an infusion of federal economic stimulus funds, the region's PCI has rebounded slightly from a low of 57 in 2012. The study also estimated the minimum financial need to keep the road system maintained for the next ten years is $799 million (in 2014 dollars). Without additional resources, this progress will stall.

Bridges

According to the Caltrans Office of Structure Maintenance and Investigations there are approximately 475 bridges within Shasta County, with the following maintained by the respective agency[5]:

Jurisdiction	Bridges	Structurally deficient	Functionally Obsolete
Shasta County	216	24	50
City of Anderson	4	0	0
City of Redding	55	6	9
City of Shasta Lake	13	1	1
Dept. of Forestry	8	1	2
Tehama County	1	0	0
Caltrans	178	unknown	unknown

According to FHWA criteria, approximately 32% of local agency bridges are considered "structurally deficient" (i.e. requires weight or speed limitations to ensure it is safe) or "functionally obsolete" (i.e. not designed for how it presently used). The biggest challenge is

[5] Caltrans Structure Maintenance & Investiations report, Local Agency Bridge List. September 2013

in the unincorporated area of Shasta County, where a total of 74 bridges are in need of replacement.

According to the 2014 California Local Streets & Roads Needs Assessment it is estimated that 97 bridges need replacement and 22 bridges are in need of repair. This translates into a minimum financial need of $66 million (in 2014 $) over the next 10 years.

As of June 2014, three bridges on the State highway system are eligible for listing on the National Register of Historic Places (NRHP). One local agency bridge is potentially eligible for listing on the NRHP.

The Pit River Bridge, which allows traffic on Interstate 5 to cross Shasta Lake, is listed on the federal list of 'Projects of National and Regional Significance.' The replacement cost of this bridge is estimated at $500 million and is of great significance for moving people and goods through Shasta County, from the California-Mexico border to Canada.

Major accomplishments since 2010 RTP

Since the 2010 RTP, Shasta County has seen the following major improvements to the interregional transportation system:

- Interstate-5 from Bonnyview Road to Central Redding – add a new travel lane in each direction (expand from four to six lanes)
- Interstate-5 and Deschutes Road – addition of round-a-bout on Deschutes Road, east of I-5
- Interstate-5 Cottonwood Truck Climbing Lanes – addition of a truck climbing lane in each direction (northbound and southbound) from Gas Point Road to Deschutes Road
- State Route 299 – Buckhorn Grade: Extensive curve re-alignment and addition of passing lanes at Buckhorn Summit

System Utilization

Volume to capacity (V/C) ratio is a numerical representation of road congestion. "Volume" represents the number of vehicles on the roadway at a given time. "Capacity" refers to the maximum number of vehicles able occupy a road segment. The V/C ratio helps identify which roads segments are being used the most and which segments are being underutilized, based on their design capacity. Roadways with a V/C ratio of 0.75 or higher are considered "congested."

Level of service (LOS) is an alphabetic scale used to describe roadway congestion; 'LOS A' being free of congestion and 'LOS F' representing gridlock.

[insert LOS photo-graphic representing what the different LOS look like)

[Figure x] describes the percentage/number of miles of the regional transportation network within each V/C ratio category.

[insert table percentage/number of miles congested/by LOS]

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

strategies, land-use strategies, and other potential solutions.

Based on future conditions using ShastaSIM, LOS on the roadway network will decline. It is projected that by 2020 7.2 miles of regional streets will fall below the LOS planning threshold of C/D. By 2035, that number will double to 14.2 miles of streets with LOS E or F. Table x summarizes those road segments reaching LOS E or F by 2020 and 2035.

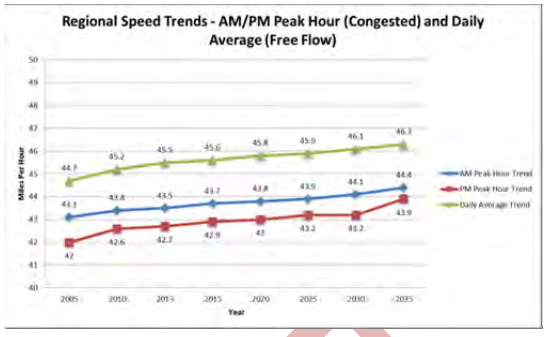
[insert travel model LOS map from ShastaSIM]

Impact of System Performance on Mobility

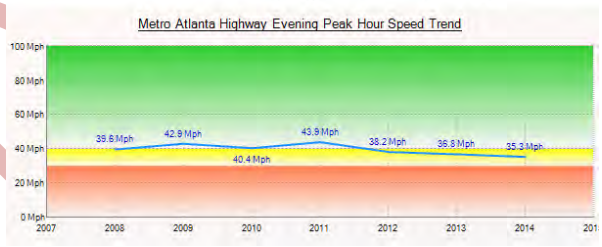
A variety of performance metrics are calculated to better understand and communicate the directly felt impacts congestion levels. It's worth noting that congestion – to some degree – is not necessarily a bad thing; it can be an indicator of economic health as it is reflective of more people with jobs, more delivery of services, and more freight and goods being transported to market.

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

- Vehicle Hours of Delay – An indicator of how much extra time drivers spend on the road traveling to their destination due to congestion. A majority of the delay experienced by travelers is on local arterial or collector roadways. Currently, commuters experience almost 1,400 VHD daily. By 2035, that number is expected to almost double to over 2,600 VHD daily.
- *AM/PM peak travel period – Commonly known as 'rush hour', the peak travel period is typically a one to three hour period during the morning and evening where the region's roadways carry the greatest number of vehicles, typically due to work commute.*

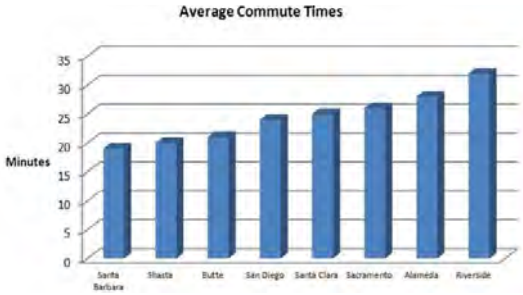


- Peak hour travel speed or "Congested Speed" is the reduction in the average speed on a roadway segment during the peak hour period, typically due to work commuting, than would otherwise be experienced during "free flow" traffic conditions.



Travel time to work – Represents the average time it takes to get to work. Approximately 67% of all workers in the region average 20 minutes or less to reach their work destination, with the majority taking between 10-20 minutes. Only 4% of all workers take less than five minutes to get to work. Approximately, 7.4% of workers in the region take 45 minutes or more to reach work. Overall it takes less time on average for travelers to reach work today (19.7 minutes) than in 2000 (20.9 minutes).

Shasta County offers one of the shortest average commute times in California (Source: U.S. Census Bureau, 2008-2012 American Community Survey)



SWOT analysis (convert to table)

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Current network is relatively free of traffic congestion.
- Most major bottlenecks – current and impending – have been addressed by recent capacity increasing projects and operational improvements on Interstate 5, SR 299, and associated interchanges.
- Safety and truck access to the North Coast on SR 299 in western Shasta County have largely been addressed as result of the Buckhorn Grade realignment.
- ITS infrastructure is in state of good repair.
- The sixteen-county North State Super Region is actively involved in influencing state and federal policies and investment priorities for the benefit of the region.

WEAKNESSES:

- Percentage of distressed lane miles.
- Number of functionally obsolete bridges.
- Safety on rural roads and highways.
- Lack of data on interregional travel patterns.
- Lack of ITS infrastructure for real-time information to assist transportation demand management efforts.

OPPORTUNITIES:

- Shasta County's location at the geographic and transportation crossroads of the sixteen-county North State as well as the center of the I-5 international trade corridor provides market accessibility, including one-day market access to several major urban markets (Sacramento, San Francisco Bay Area) and sea ports (Oakland, Stockton, Eureka).
- Strategies known to reduce travel demand, including complete streets, transit, rideshare, parking strategies, and other strategies are largely untapped.
- Recent and planned travel data collection efforts and statewide interregional travel demand modeling provide more granular data needed for effective transportation planning.

THREATS:

- State and federal policy, performance metrics, and project evaluation criteria often detrimental to smaller urban and rural areas when competing for limited discretionary transportation funds.
- Regions representing the bulk of California's population are in what are known as 'self-help' counties having local sales tax or other local revenue streams. Self-help regions are better able to leverage limited shares of state and federal discretionary transportation funds.
- Current development trends and land use patterns are projected to increase vehicle miles travelled and limit the potential use of alternative transportation modes.
- Limited alternative transportation options and land use patterns limit adaptability and resilience to fluctuations in fuel prices.

Public Transportation

Public transportation includes a range of services for the general public as well as specialized services for the disabled, elderly, and other individuals unable to use traditional services. In addition to providing affordable mobility options, public transportation is typically one of the primary strategies used to manage regional travel demand, vehicle miles traveled, and greenhouse gas emissions.

Current Services

Interregional

- Amtrak – See Rail Section.
- Greyhound - Greyhound Lines, Inc. is the largest provider of intercity bus transportation, serving more than 3,800 destinations across North America.
- Trinity Transit – Trinity Transit offers fixed route service within Trinity County and between Weaverville and Redding. The Weaverville-Redding route runs Monday through Friday.
- Sage Stage - Sage Stage provides public transportation in Modoc County and intercity transit service between Alturas and Redding.

Tribal Transportation Services

- Pit River Health Services – Provides transportation to Native American patients.
- Redding Rancheria – Provides transportation to and from the clinic to patients.
- Susanville Rancheria – Susanville Rancheria's Transit Unlimited free shuttle makes stops in Redding and Red Bluff Monday through Saturday. Service is open to the public.

Intraregional – Fixed Route Service

- Redding Area Bus Authority (RABA)provides fixed route and demand response transit services. RABA's fixed route service consists of ten local routes and three express routes. Local routes operate 12 or 13 service hours per day, Monday through Friday. Saturday begins three hours later than weekday service. No service is provided on Sundays. Routes depart from one of three RABA transit centers: the Downtown Redding Transit Center, the Masonic Transfer Center, and the Canby Transfer Center. Most routes operate on one-hour headways.
- Burney Express - Shasta County contracts with RABA to provide express service to the community of Burney. Burney Express operates Monday through Friday with two round-trips each day, starting in Burney.

Demand Response and Paratransit services

- RABA's Demand Response - provides curb-to-curb transportation for individuals who, because of disability, are not able to utilize fixed route service. The service area is limited to within ¾ mile of fixed route service. Service is provided during the same operating hours as fixed route service.
- Shasta Senior Nutrition Programs (SSNP) – SSNP provides additional demand response services, separate from RABA. Their services include demand response for individuals 60 and older, mobility-impaired person, and those with disabilities over 18 years of age, who live outside of the RABA service area. In 2013, SSNP also started a "44 Express" route that provides service from Shingletown to Redding.

Medical Transportation Services

A number of providers serve non-emergency and assisted living transportation needs within Shasta County. A list of current providers is published in the "Need-a-Ride?" brochure, also available on the SRTA website.

Airport Shuttle Service

- RABA – RABA offers an Airport Express route between downtown Redding and the Redding Airport.
- First Class Shuttle – First Class Shuttle offers shuttle service for airline passengers arriving and departing out of Redding and Sacramento Airports.

System Utilization and Performance

RABA riders are largely dependent upon public transit due to lack of vehicle, no driver's license, and/or disability. Over 85% of transit riders surveyed have an annual household income of less than $20,000.

Transit ridership – Overall ridership increased by 20.1% from FY 2009/10 to FY 2012/13. System-wide productivity increased from 10.8 passengers per hour to 14.6 passengers per hour.

Transit productivity – In FY 2012/13 RABA provided 40,798 vehicle service hours of fixed route service with an annual ridership of 807,894. RABA serves nearly 20 passengers per service hour, a commonly used metric of transit productivity.

Farebox recovery - Overall fare revenue increased by 16.4% while costs remained relatively flat over the past two fiscal years. The system-wide farebox recovery ratio increased from 15.1% to 17.3%. The cost per trip decreased by 15.8% since FY 2009/10.

Demand response – RABA provided 17,327 demand response service hours in FY 2012/13 with an annual ridership 55,699.

Accomplishments since last RTP

- RABA Short Range Transit Plan (June 2014)
- System wide RABA service enhancements in 2014.
- Development of the Airport Express route in 2012.
- Revisions to Transit Needs Assessment process.
- Transit technology and CTSA assessment
- CTSA-SSNP "44 Express" service from Shingletown to Redding

SWOT analysis:

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Fleet condition
- Dispatch capabilities
- Multi-modal transfer facilities and other assets
- Consistent, ongoing base funding
- Below industry average administrative overhead

WEAKNESSES:

- On-time performance
- Infrequent headways – All fixed-routes are designed to be one-hour headways. Only Route 2 has the equivalent of 30-minute headway because it has a clockwise and counter-clockwise route that uses many of the same stops.
- No late evening service – Currently all routes end service by 8:00pm. Riders have asked

for certain routes to be extended until 8:30pm, or later. This likely is due to the types of hours worked by those in retail, food services, or other industries.

- No Sunday service
- Coordination between transportation providers
- Land use not conducive to providing or utilizing transit service – The scattering of land use development creates a large service area makes connecting people to destinations by transit difficult in a timely fashion.

Opportunities:

- RABA-administered detailed transit ridership data collection effort will be available to support system planning.
- Technology is available for improved data collection and real time service information for both planning and customer service applications.
- Coordination with Sustainable Communities Strategy has potential to increase ridership.

Threats:

- Limited political and general public support expanded transit services.
- Transit funds not used on transit are available for local streets and roads maintenance, which has an extensive backlog of project needs.
- Shasta County does not have the typical incentives or disincentives to appeal to choice riders. For example, parking is free and abundant, traffic congestion is isolated and short in duration, and travel time by transit is not competitive.
- Fuel costs for transit may increase as much as 4% per year, increasing operating costs.

Active Transportation

Active transportation is a means of getting around by human energy, including bicycling and walking. Often referred to as non-motorized transportation, the updated term is consistent with recent changes in federal funding programs and better distinguishes the role of individual choice and local and regional policies, programs, and investments in creating an active and healthy community.

Active transportation plays an essential role in connectivity between modes. Virtually all public transportation trips begin and end with active transportation. In more urban environments, automobile trips often include some measure of active transportation as well.

Active transportation also helps mitigate traffic congestion, delay the need for costly infrastructure improvements, and reduce vehicle miles traveled along with associated environmental and climate impacts.

Active transportation facilities in Shasta County are categorized as follows:

- **Class I** - A dedicated non-motorized facility, paved or unpaved, physically separated from motorized vehicular traffic by an open space or barrier.
- **Class II** - A bike lane on a roadway, delineated by pavement striping, markings, and signing for the preferential or exclusive use of bicyclists.
- **Class III** - A bike route designated by the jurisdiction having authority, with appropriate directional and informational markers, but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
- **Class IV** - A roadway not designated by directional and informational markers, striping, signing or pavement markings for the preferential or exclusive use of bicyclists, but that provides appropriate bicycle-friendly design standards such as wide-curb lanes and bicycle safe drain grates.

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

- Network continuity
- Network quality
- Road crossings
- Traffic protection
- Congestion and user conflicts
- Topography
- Actual and perceived safety and security
- Wayfinding
- Weather protection
- Facility maintenance
- Amenities
- Bicycle parking
- Attractiveness

Complete streets is a state priority, recently codified in state law.

Current facilities and services

Provide description of facilities by class, highlighting 'Class I' facilities (extensive but segmented and needs better integration with streets and roads network).

Note also the level of service within Strategic Growth Areas.

Discuss bicycle parking – database and map viewer being generated

[insert maps of non-motorized]
[insert photo-graphics of bike racks, facilities,etc.]

Reference availability of information on bike lanes, trails, education, events, etc.

Accomplishments since last RTP

- Total active transportation investment by the region…
- An additional [X] miles of bike lanes and paths have been constructed, with the following breakdown by classification:
    - Class I Bikeways - [x]
    - Class II Bikeways - [x]
    - Class III Bikeways - [x]
- SRTA Board of Directors adopted a 2% Transportation Development Act (TDA) set aside for bike and pedestrian infrastructure policy.
- Creation of GIS-based network of active transportation facilities suitable for use by within the ShastaSIM regional travel model.
- Creation of bicycle parking data and crowd-sourcing map viewer available through the FarNorCalGIS website.
- Pit River Tribe/Burney Bicycle and Walkway Plan and provides a plan for building more bicycle and walking infrastructure in and around the town of Burney.

System Utilization

Unlike streets and roads, there is limited information regarding the usage patterns of active transportation infrastructure.

Reference Healthy Shasta annual counts.

Class I facilities are predominately used for recreational trips. Utilization for transportation trips are limited due in part to the lack of connectivity to the street and road network and accessibility of key destinations such as Downtown Redding and major employment centers.

SWOT analysis

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Strong community advocacy groups have emerged or become more actively engaged.
- Regional trails investments (Sacramento River Trail, Diestelhorst Bridge, Sundial Bridge, etc), including major contributions by the McConnell Foundation.
- Public support and usage of trails
- Adopted complete street policies in the City of Redding.

WEAKNESSES:

- Class I trails are incomplete and segmented
- Regional trails not well connected to transportation network.
- Focus is on recreational trips
- Limited dedicated and consistent funding for active transportation infrastructure.

OPPORTUNITIES:

- Waterways and railroad lines offer linear corridors well-suited to right-of-way for trail network.
- Availability of Active Transportation Program and other funding.

- Potential to convert recreational users to transportation users.
- Potential use of GPS-enabled smart phones to track non-motorized travel characteristics.

THREATS:

- Viewed by some as subtracting from funds available for vehicle improvements.
- Actual and perceived threats to safety affect mode choice.
- Retrofitting bike and pedestrian infrastructure into urbanized areas designed to maximize vehicle circulation can be problematic.
- Physical barriers, including the Sacramento River, railroad, and Interstate 5 sometimes require less than direct routes.

Aviation

California Aviation System Plan (CASP)

The CASP is prepared by the Caltrans, Division of Aeronautics and updated every five years per California Public Utilities Code Section 21701, et seq. The law requires the CASP to be developed in consultation with regional transportation planning agencies, such as Shasta County RTPA.

The primary purpose of the plan is to identify and prioritize needed airport capacity and safety related infrastructure enhancements that impact the safety and effectiveness of the California Aviation Transportation System. The plan is available online at Caltrans website: (http://www.dot.ca.gov/hq/planning/aeronaut/documents2/2007cip082107.pdf).

Scheduled Airlines	Direct Flights to
SkyWest (doing business as United Express)	San Francisco
Horizon Air	Los Angeles, Arcata, and Seattle
Charter Air Service Companies	
Redding Aero Enterprises	
Redding Air Service Helicopters	
Redding Jet Center	
Western Air Charter	
Air Shasta Rotor & Wing	
Jim & I Aviators	

Current Facilities and Services

Redding Municipal Airport, the only airport in the county served by scheduled airline service, encompasses 1,659 acres, 500 of which are zoned for commercial use. It is a regional airport serving Shasta County and the seven surrounding counties. It was originally built by the U.S. Army as a military airfield in 1942. It was dedicated to the City of Redding in 1947. Today, it is the largest civilian facility in California, north of Sacramento.

Airline deregulation has resulted in some turnover among airlines serving Redding Municipal Airport with fluctuation in levels of service available to air travelers. The City of Redding continues to make efforts to expand air service frequencies and destinations through existing air carriers or the addition of new entrants. In May 2009, the City updated their air service study that reviewed the travel habits of the area's traveling public. The City received Federal assistance through the Small Community Air Service Grant program in 2004 to subsidize new twice-daily service to Los Angeles by Horizon Air in 2004. A second 2008 grant was awarded to assist in the recruitment of a third airline to a destination east of Redding.

Despite the City of Redding's efforts to improve air service, only two incumbent airlines have served this region during the last 10 years (2004-2014?).

Charter air service is provided by several companies. These fixed-base operators also provide aircraft sales, maintenance service, aircraft fuels, and accessories.

Ground access to the Redding Municipal Airport was enhanced in 2003 through the extension of Knighton Road, from Interstate 5 east to the airport. This project enhanced the economic viability of the airport and its surrounding industrially zoned lands.

A project is planned to expand Airport Road near the Redding Municipal Airport from two to four lanes with dedicated turn lanes, bike paths, and signals. As this area develops, this improvement should forestall any significant ground access problems.

There is currently no airport shuttle service, other than what is supplied by taxis and several motels in Redding. Due to lack of use, some services that were available in previous years have been discontinued. There was some interest expressed during the annual "unmet needs" hearing process for bus service to the airport and its surrounding area. The Transit Development Plan and its 1998 update showed that adequate ridership would not exist to support this route. There are several documented reasons for not providing bus service to airports. These include the following:

- Business travelers are typically "time conscious," and find the delay required by transit use to be unacceptable.
- Persons traveling for pleasure are often encumbered with large or numerous pieces of luggage that, by law, are not allowed on public transit.
- Providing a convenient schedule for airport arrivals and departures is difficult for a fixed-route bus system.

Airport parking?

First class shuttle service to SMF?

The 1996 Shastec Redevelopment Project is located near the Redding Municipal Airport and the surrounding industrial area, within the jurisdictions of Shasta County and the cities of Redding and Anderson. The plan facilitates road widening, signalization, bridge improvements, curb, gutter and sidewalks, street trees, and drainage improvements. (For specific roads impacted, see Chapter 6, Goods Movement, Long-Range Actions.) If funded, many of these projects could be developed by 2020. This would improve the ground access to the airport and the feasibility of transit options as the area grows.

The Airport Land Use Commission should be provided copies of all development plans within the Airport Influence Area to determine consistency with the Airport Master Plan, as well as the General Plan.

Redding was awarded $450k to help offset airline costs for continued service. http://www.redding.com/news/local-news/grant-will-help-bring-jet-service-to-redding

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

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

Recent improvements including runway and taxiway were extended to 5,000 feet, apron expansion, and construction of a nine unit T-hangar with pilots lounge and ADA bathrooms. The entire airfield is now protected by chain link security fencing.

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

Benton Airport is situated within the city limits approximately one mile from Downtown Redding. Benton is a small, single runway, Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the USDOT/FAA National Plan of Integrated Airport Systems. It contains 416 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition to the California Highway Patrol air operations. Hillside Aviation provides charter air service, sales, fuel, and maintenance.

Seaplane Facility – There is a seaplane facility on Lake Shasta near Bridge Bay Resort (FAA site No.02088 I.C.).

Accomplishments since last RTP

System Utilization

Insert.

SWOT analysis (tie to airport plan)

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Redding Municipal Airport was recently upgraded, including expansion of terminal.
- Over $1M from local stakeholders to attract carrier *(RS article)*
- Redding Airport utilizes all three types of aviation communication technology…a competitive advantage over surrounding regions.

WEAKNESSES:

- Ability to attract and retain service provider
- Higher fares compared to surface transportation alternatives.
- Frequent, reliable service essential to business travel, development of diverse economy.
- Limited market radius and population.

OPPORTUNITIES:

- Utilization of privately owned airport shuttle services to satisfy short term needs.

THREATS:

- Competition from Sacramento International Airport (SMF) and Rogue Valley International-Medford Airport (MED).
- Weather and fog impact reliability.

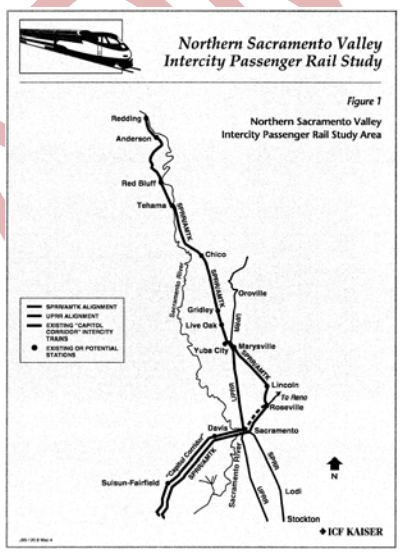
Rail

Introduction

Rail service is largely privately funded; SRTA does not fund rail operations.

At the state level, the California State Rail Plan was adopted in May 2013. http://californiastaterailplan.dot.ca.gov/docs/Final_Copy_2013_CSRP.pdf

The most recent regional plan is the Northern Sacramento Valley Intercity Passenger Rail Study was completed in 1995. This feasibility study investigated the viability of intercity rail service between Sacramento, Chico, and Redding. Two options were studied. Option A includes intercity rail between Sacramento and Chico, with more frequent service between Marysville/Yuba City. Option B is the same as Option A, with the addition of an intercity rail extension to serve Red Bluff and Redding. Option B of the study estimated that by the year 2020, 147 passengers in Redding would be using the service each day. The farebox recovery for the proposed service would range between 19 and 22 percent during the 11-year forecast.



Current system

All railroad tracks in Shasta County are owned by the Union Pacific Railroad (UPRR) and are primarily used for moving freight through the region.

Amtrak Coast Starlight passenger service runs on UPRR-controlled tracks in Shasta County with stops in Redding at 3:14 a.m. northbound and 2:21 a.m. southbound. Passengers may travel as far as Seattle or Los Angeles. Eastbound connections can be made at Portland, Sacramento, Oakland, and Los Angeles. In addition to passenger rail service, Amtrak operates state-supported feeder bus connections to the state-supported Capitol Corridor Route in Sacramento and San Joaquin Route in Sacramento/Stockton.

Accomplishments since last RTP

No projects

System Utilization

Insert based on latest data from the 2013 California State Rail Plan

SWOT analysis

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Existing rail corridor with passenger service.
- Fully renovated station facility located in Downtown Redding, adjacent to intercity bus and local transit center.
- Distance to large metropolitan regions and limited interregional air and surface transportation alternatives factor positively into consumer demand.

Weaknesses:

- Service schedule makes it difficult to attract ridership.
- Not reliable due to priority given to freight trains.
- Station facilities, including ticket window, lounge, and restrooms are not open for service.
- Lack of grade separation the cause of vehicle delay, most notably in Downtown Redding due to rail car switching.

Opportunities:

- Renewed state interest in passenger rail planning and funding as a result of California High Speed Rail.

Threats:

- High freight rail demand takes priority.
- North State passenger rail service continues to be a low state priority.
- Safety (non-standard vertical and horizontal clearances at Interstate 5 bridge just north of Deschutes Road in Anderson.
- Several freight car derailments in recent decades threaten closure of not only the rail corridor, but of adjacent roadways.

III. REGIONAL TRANSPORTATION POLICY AND ACTION PLAN

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

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

Regional Vision

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements, the integration of travel options into a seamless network, and collaborative effort toward transportation-efficient land use patterns where it is most beneficial.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming and SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.

Regional Goals, Objectives, and Strategies

In order to accomplish the regional vision, the following seven goals have been identified, each with a range of objectives and implementation strategies.

Goal	1	**Optimize the use of existing regionally significant roadways** to prolong functionality and maximize return-on-investment.		
Objectives	1.1	**Proactively maintain** interregional and regionally significant roadways in a manner that balances cost and facility life-cycle.	1.2	Increase the **throughput of people and freight** on interregional and regionally significant roadways.
Strategies	a	Collect and maintain data on transportation system condition and performance.	a	Implement intelligent transportation systems (ITS) technologies to smooth traffic flow and inform travel decision making.
	b	Collaborate with state and federal partners to fund timely maintenance on the interregional network.	b	Support cost-effective travel demand management strategies that reduce the number and distance of single-occupancy vehicle trips.
	c	Consider the full life-cycle cost of new and replacement infrastructure early in the planning process and evaluate project alternatives that could lessen future maintenance burdens.	c	Utilize roadway design and traffic operations management to facilitate traffic flow.
	d	Integrate climate adaptation strategies early in the project planning and design phases in order to minimize future maintenance and repair costs.		
Potential Performance Indicators		• Total number of distressed lane miles • Percentage of distressed state highways lane miles • Bridge condition on the National Highway System • Pavement Condition Index • Cost-benefit analysis		• Volume to capacity ratio on regionally significant corridors • Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking) • Average daily traffic 5+ axle truck on regionally significant corridors • Percent of Intelligent Transportation Systems (ITS) network that is complete and operational

Goal	**2**	**Strategically increase capacity** on regionally significant roadways to keep people and freight moving effectively and efficiently.		
Objectives	2.1	**Maximize funding available** for transportation and mobility improvements in the region.	2.2	**Maintain adequate traffic capacity** on the core interregional network
Strategies	a	Utilize the region's limited transportation funds to leverage additional state and federal investment.	a	Employ targeted capacity increasing projects to relieve traffic bottlenecks and improve travel time reliability.
	b	Work with regional partners (including the California Association of Councils of Governments and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources.	b	Facilitate freight consolidation and intermodal options to reduce travel demand on core interregional routes.
	c	Work with state and federal partners to secure funding for transportation projects, planning, and programs that address the impacts of non-local traffic (i.e. interregional and through-trips).	c	Preserve roadway right-of-way needed for future roadway expansion.
	d	Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects.	d	Consider transportation enhancements on arterial roadways that would relieve local travel demand on the core interregional network.
	e	Utilize 'fair share' methodology for ascribing transportation infrastructure funding responsibility to appropriate transportation system users and beneficiaries.		
	f	Explore potential local transportation revenue options.		
Potential Performance Indicators		• Transportation investment per capita • Ratio of local/non-local transportation revenue		• Miles of roadway at Level of Service 'D', 'E', and 'F' • Average peak-period travel time and speed • Average non-peak period travel time and speed

Goal	**3**	Provide an integrated, context-appropriate range of **practical transportation choices**.		
Objectives	3.1	Develop an integrated, context-appropriate range of **local transportation choices**.	3.2	Develop an integrated, context-appropriate range of **interregional transportation choices.**
Strategies	a	Incorporate accommodations for all applicable travel modes into the design of SRTA-funded projects.	a	Facilitate multi-modal connectivity and service schedule alignment between local and interregional modes, including passenger rail, air, and intercity bus transportation.
	b	Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination.	b	Utilize limited funding for intercity public transportation services to reinforce private sector services where applicable.
	c	Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities within designated Strategic Growth Areas (SGAs), or those that provide connections to/from SGAs.	c	Coordinate local and state partners toward the development of an integrated network of designated inter-community and inter-regional corridors for non-motorized travel.
	d	Fill gaps between recreational trail corridors and integrate into the greater network of transportation facilities.	d	Support efforts to expand passenger air and rail services.
	e	Establish multi-modal level of service criteria for evaluating and prioritizing projects and services for funding.		
Potential Performance Indicators		• Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking) • Number of miles in non-motorized network • Connectivity of local non-motorized network • Number of households and jobs within 1/2 mile of non-motorized network • Number of households and jobs within 1/2 mile of transit		• Intermodal accessibility to key interregional connections and destinations

Goal	4	Create **vibrant, people-centered communities.**		
Objectives	4.1	Support local governments in implementing the **Sustainable Communities Strategy**.	4.2	Enhance **community health, safety, and well-being.**
Strategies	a	Initiate and participate in joint efforts with local agency partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. Density, Diversity of land use, Design of streets and development, Destination accessibility, and Distance to transit), with an emphasis on Strategic Growth Areas.	a	Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation).
	b	Utilize financial incentives, technical assistance, policies, and/or other available tools to promote private sector involvement in transportation-efficient development practices, including infill and redevelopment projects, with an emphasis on Strategic Growth Areas.	b	Identify and map the region's disadvantaged populations and utilize regional programs and investments to enhance mobility, destination accessibility, transportation affordability, and economic opportunity.
	c	Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity are inadequate to support it.	c	Develop transportation safety data and analysis for all modes, incorporate findings into regional planning processes, and seek funding to resolve identified safety issues.
	d	Pursue grant funding for Sustainable Communities Strategy implementation activities.		
Potential Performance Indicators		• Total average daily VMT per capita within SGAs versus outside Strategic Growth Areas • Average daily vehicle and light truck VMT per capita within Strategic Growth Areas versus outside Strategic Growth Areas • CO2 emissions per capita from vehicles and light trucks • Number of new housing units within Strategic Growth Areas		• Multi-modal accessibility • Bicycle and pedestrian injuries and fatalities • Housing + Transportation Affordability Index within SGAs versus outside SGAs

Goal	5	Strengthen **regional economic competitiveness** for long-term prosperity.		
Objectives	5.1	Facilitate **sustainable economic development** programs and projects.	5.2	**Resolve transportation-related barriers** to increased economic activity and productivity.
Strategies	a	Incorporate local and regional economic development strategies into the regional transportation planning and project prioritization processes.	a	Support the development of detailed, comprehensive, and up-to-date North State freight and goods movement data.
	b	Seek-out public-private partnerships that leverage resources to accomplish shared objectives.	b	Facilitate intermodal freight movement between truck, rail, and air modes.
	c	Support the infill and redevelopment of vacant and underutilized parcels in locations where transportation systems, community infrastructure, and community services are in place and adequate to accommodate additional demand.	c	Identify the region's key industry inputs and outputs and support the transport thereof to minimize costs and expand market access.
Potential Performance Indicators		• Number of development permits and business licenses in Strategic Growth Areas • Change in the assessed value of improvements on parcels in Strategic Growth Areas		• 3-hour major economic market access • 40-minute labor market access

Goal	6	Promote **public access, awareness, and action** in planning and decision-making processes.		
Objectives	6.1	Utilize a broad range of public participation involvement strategies.	6.2	Provide meaningful opportunities for the public to participate in regional planning and decision-making.
Strategies	a	Host public meetings at locations and times that are accessible and convenient to the general public.	a	Publish and follow the agency's adopted Public Participation Plan to ensure transparency and clarity in regional transportation planning and influence decision making.
	b	Develop and maintain a comprehensive agency website with interactive capabilities.	b	Develop and maintain relationships with a broad range of community stakeholders and associations in order to facilitate public consultation and information exchange.
	c	Make use of maps, design renderings, and other visual communication methods as appropriate to make regional transportation issues more approachable and understandable.	c	Identify transportation disadvantaged populations and employ targeted efforts to encourage equitable representation of needs and alternatives.
	d	Maintain a searchable, online resource center for various regional plans, agendas, reports, data, and documents.	d	Maintain technical and community advisory committees.
Potential Performance Indicators		• Number of visits to agency websites • Attendance at SRTA Board of Directors meetings		• Participation on technical and advisory committees • Implementation of Public Participation Plan

Goal	7	Practice and promote **environmental and natural resource stewardship.**		
Objectives	7.1	Identify and minimize the direct and indirect adverse impacts of transportation on the environment, including but not limited to: climate change, air quality, healthy watersheds, and essential wildlife habitat.	7.2	Lead the development of resilient transportation systems and services in the face of increasing environmental change and societal shifts in mobility.
Strategies	a	Partner with natural resource and land management entities to incorporate ecological data and environmental outcomes into regional transportation planning processes.	a	Track data on environmental changes potentially affecting the region and conduct risk analyses on current and planned transportation system improvements.
	b	Seek funding for environmental impact mitigation and enhancement activities.	b	Evaluate the inherent flexibility of regional transportation systems and services in responding to shifts in travel behavior and travel mode choice.
			c	Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice.
Potential Performance Indicators		• Environmentally sensitive lands impacted by new development • Agriculture and natural resource lands impacted by new development • Development within high wildfire risk areas		• Forecast change in travel behavior as a factor of transportation affordability • Multi-modal accessibility and mode share inside and outside Strategic Growth Areas • Number of electric vehicle charging stations • Number of registered plug-in electric vehicles

2015-2035 Regional Performance Measures

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

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

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

The prominence of performance measures has been greatly elevated in the most recent federal transportation bill (MAP 21). MAP-21 is now a performance- and outcome-based program that looks to invest resources in projects that best address a set of national goals

In addition, the State Transportation Improvement Program (STIP) Guidelines were updated in 2013 and include revised performance metrics.

Comparison of Federal, State, and Regional Performance Measures

MAP-21	SanDAG Report	Draft 2015 STIP Guidelines	SRTA 2015 RTP Performance Measures
Congestion Reduction	VMT per capita	VMT per capita	VMT per capita
			VMT per capita inside/outside SGAs
	% of congested freeway/highway VMT (PeMS)	% of congested Vehicle Miles Traveled (at or below 35 mph)	Volume to capacity ratio on regionally significant corridors
			Miles of roadway at LOS D, E, and F
	Mode share (travel to work)	Commute mode share (travel to work or school)	Commute mode share (travel to work or school)
Infrastructure Condition	State of good repair, highways	% of distressed state highway lane-miles	% of distressed state highway lane-miles
	State of good repair, local streets	Pavement Condition Index (local streets and roads)	Pavement Condition Index (local streets and roads)
	State of good repair, highway bridges	% of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below)	Bridge condition on the NHS
	State of good repair, transit assets	% of transit assets that have surpassed the FTA useful life period	
System Reliability	Freeway/highway buffer index (PeMS)	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	
Safety	Fatalities/serious injuries per capita	Fatalities and serious injuries per capita	Fatalities and serious injuries per capita (vehicle, bicycle, pedestrian)
	Fatalities/serious injuries per VMT	Fatalities and serious injuries per VMT	Fatalities and serious injuries per VMT
Economic Vitality	Transit accessibility (housing and jobs w/in 0.5 miles of transit stops with frequent transit service)	% of housing and jobs within 0.5 miles of transit stops with frequent transit service	# of new housing units within SGAs
			Housing + Transportation affordability inside/outside SGAs
	Travel time to jobs	Mean commute travel time (to work or school)	3-hour major market delivery access and 40-minute labor market access
			# of development permits and business licenses in SGAs
			Change in assessed value of improvements on parcels in SGAs

MAP-21	SanDAG Report	Draft 2015 STIP Guidelines	SRTA 2015 RTP Performance Measures
Environmental Sustainability	Change in agricultural land	Change in acres of agricultural land	Acres of agriculture and natural resource lands impacted by new development.
			Acres of environmentally sensitive lands impacted by new development
	CO2 emissions reduction per capita (modeled data)	CO2 emissions reduction per capita	CO2 emissions reduction per capita (modeled data)
			# of electric vehicle charging stations per # of registered plug-in electric vehicles
		Mobility and Accessibility	Number of miles active transportation network
			Connectivity of active transportation network
			# of households and jobs w/in 0.5 mile of active transportation network
			# of households and jobs w/in 0.5 mile of transit stop
			Intermodal accessibility to key interregional connections/destinations
		Public Participation	SRTA website visits, attendance at SRTA BOD meetings, participation on technical advisory committees

IV. SUSTAINABLE COMMUNITIES STRATEGY

Regional Greenhouse Gas Emissions Target

Insert discussion from RTAC and ARB memos

SCS Development

Shasta County is one of the most dispersed regions in the state, having 49 persons per square mile compared to the statewide average of 239. Of California's 57 Urbanized Areas identified in the 2010 Census, Redding has the fewest persons per square mile. The average annual growth rate for Shasta County between 2000 and 2010 was <0.9%, falling to <0.3% in more recent years.

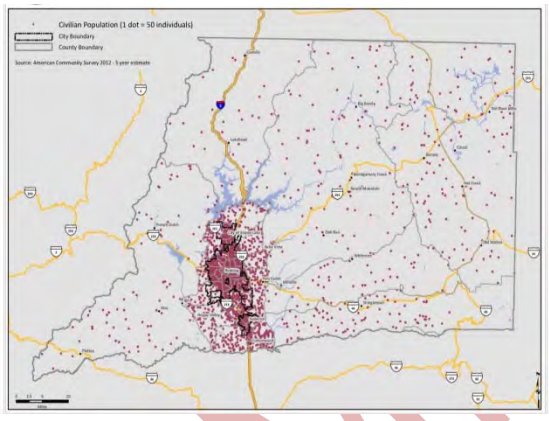


Figure 1 – Population density of Shasta County

Even under the most conservative assumptions, however, business-as-usual growth and development will affect the form, function, and livability of Shasta County over time. To help plan for the orderly growth of the region, SRTA led development of the Shasta*FORWARD*>> Regional Blueprint. A comprehensive assessment of community values and priorities was performed and three growth and development scenarios identified:

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

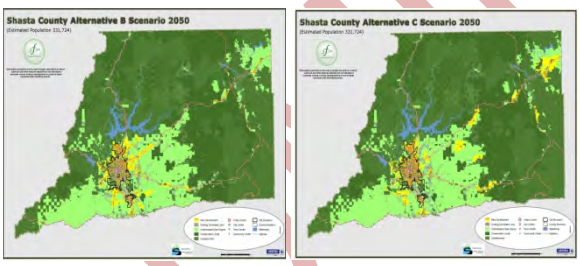
Scenarios were further developed and tested using the UPlan urban growth model. UPlan geographically allocates forecasted growth and development throughout the region based on numerically weighted growth 'attractors' (such as transportation accessibility, infrastructure capacity, and enterprise zones);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

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

- Land Developed Ratio – i.e. among those lands in combined general plans designated for development, the percentage of which is needed to accommodate new growth.
- Environmentally Sensitive Lands Impacted – i.e. areas of environmentally sensitive land over which development may occur.
- Air Quality – i.e. Smog forming gases and particulate emissions from cars and trucks.
- Fuel Consumption – i.e. gas and diesel fuel used in Shasta County (intra-regional trips only)
- Greenhouse Gas Emissions – i.e. CO_2 emissions from on-road vehicles (passenger cars and light-duty trucks).
- Infrastructure Costs for New Development – i.e. cost of streets, water, sewer, and utilities infrastructure.
- Walkability/Transportation Choices – i.e. percent of households within ¼ mile of shopping and transit service.

- Average Commute Time – i.e. average per capita drive time from home to employment.
- Vehicle Miles Traveled – i.e. daily VMT per household (based on 2.43 persons per household).
- Prime Agricultural Land Impacted – i.e. lands having prime soil for agriculture over which development may occur.
- Water Consumption – i.e. based on primary land-use related consumption categories.

Following an extensive public engagement effort, during which approximately one in seventy adult residents in Shasta County participated, near-equal preference was expressed for Scenario B (Urban Core & Corridor) and Scenario C (Distinct Cities & Towns) as shown in Figure 2. Viewed together, these two scenarios captured nearly 90% of the community's votes. The final report recommends that a melding of Scenario B and Scenario C be used to inform implementation efforts.



The completion of the Shasta*FORWARD*>> Regional Blueprint in March of 2010 aligned with the arrival of Sustainable Communities Strategy (SCS) planning requirements under SB 375. It was determined that the preferred regional growth vision and associated public input from the Shasta*FORWARD*>> Regional Blueprint would serve well as the building blocks for development of the SCS. Additional public consultation regarding specific land use and transportation strategies, policies, and project priorities was conducted in stages as highlighted *in exhibit…*.

Regional Housing Need Allocation (RHNA) Consistency

SB 375 requires that the SCS component of the RTP be consistent with the Regional Housing Needs Allocation (RHNA). The Shasta County region received its 2014-2019 RHNA on June 30, 2012. SRTA will reviewed the 2014-2019 RHNA allocations and made adjustments to the November 2011 housing forecasts to ensure the RTP is consistent with RHNA.

Calculating VMT

In accordance with SB 375, year 2005 will be used to compare the change in per capita GHG emissions against forecasted years. Data originally submitted to ARB was based on SRTA's existing four-step travel demand model. The new activity-based model was adopted in June 2014 and was used to conduct travel modeling for the 2015 RTP. The California Air Resources Board's (CARB) EMFAC 2011 air quality model was used to calculate GHG emissions for the SCS component.

Using the new activity-based model for all model years – including the 2005 base year – will allow for consistency and efficiency moving forward during future planning cycles and/or when ARB reevaluates regional targets. SRTA's activity-based model "base year" is 2010, with a 2013 base year for EIR analysis. For SB 375 purposes, the activity-based model will be used to back cast to 2005, using the updated population, housing and employment information shown in Attachment 1.

Modeling of Interregional Trips

SRTA follows the 2009 "*Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375*" report on modeling interregional trips and calculating VMT[6]. Interregional trips are described as follows:

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

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

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

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

[6] See page 26 of the report *Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375* - http://www.arb.ca.gov/cc/sb375/rtac/report/092909/finalreport.pdf

Greenhouse Gas Emissions Quantification and Reduction Estimation

For purposes of estimating GHG emissions for the 2015 RTP, SRTA will utilize the CARB's EMFAC2011 air quality model. EMFAC2011 is the most current model available in California for estimating on-road vehicle emissions.

VMT outputs from the agency's activity-based model serve as inputs into EMFAC2011. Emissions have been estimated for years 2005, 2010, 2013, 2020 and 2035 for purposes of evaluating whether SRTA's 2015 RTP will meet its specified target of 0% increase in per capita CO_2 (carbon dioxide) emissions from passenger vehicles and light-duty trucks (compared to 2005 levels).

Note to reader: Travel Model/EMFAC Results to be inserted. Based on modeled strategies – prior to additional off-model strategies – Shasta County will meet its CARB-assigned target of 0% per capita compared to the 2005 baseline.

Draft Shasta County Climate Action Plan

Although never formally adopted by the Shasta County Air-Quality Management District or any of the local jurisdictions. The Draft Shasta County Climate Action Plan nevertheless provided a range of greenhouse gas emission reduction strategies and anticipated reductions.

By jurisdiction, transportation and land-use related strategies are discussed below. If implemented, the following strategies would result in additional greenhouse gas reduction beyond those strategies called out in the Sustainable Communities Strategy.

Attachment X summarizes reductions and primary strategies identified by the plan:

V. FINANCIAL ELEMENT

The federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) (in effect until September 30, 2014) requires that the RTP be "fiscally constrained", meaning that the costs of proposed projects within the 20 year planning horizon must be consistent with "reasonably foreseeable" revenues of the same period. Under California state law, the region's strategy for meeting its greenhouse gas emissions reduction target must also be fiscally constrained. This process of comparing regional transportation needs and costs against forecast revenues aids in project prioritization and, if funding shortfalls exist, the early development of financing solutions.

The Financial Element is comprised of the following six steps:

1. Projected Available Funds – Includes all anticipated public and private financial resources that will reasonably be available to support RTP implementation for all modes of transportation over the 20 year planning horizon. Includes discussion of innovative financing techniques and assumptions new funding sources.
2. Projected Costs – Estimate of costs to implement the projects identified in RTP. Near term projects in the four-year Federal Transportation Improvement Program (FTIP) require a higher level of detail while longer term projects can be estimated.
3. Projected Operation and Maintenance Costs – Includes a summary of costs to operate and maintain the current and future transportation system to ensure its preservation. Costs are identified by mode and with the cumulative cost of deferred maintenance on the existing infrastructure.
4. Constrained RTP - Financially constrained list of candidate projects consistent with available funding (short and long-term).
5. Un-Constrained List of Projects – An illustrative list of candidate projects if additional funding becomes available (short and long-term).
6. Potential Funding Shortfall – Identifies where funding is not adequate to fund projects in the long-range transportation plan. Includes a range of options to address projected shortfalls based on past record of obtaining funding. If new funding sources are assumed, when these funds are reasonably expected to be available.

FINANCIAL PROJECTION: STEETS, ROADS AND ACTIVE TRANSPORTATION												
	SHORT TERM FUNDING ($1,000s)						LONG TERM FUNDING ($1,000s)					
PROJECTED AVAILABLE FUNDS	ANDERSON	REDDING	SHASTA LAKE	SHASTA COUNTY	STATE	CONSOLIDATED	ANDERSON	REDDING	SHASTA LAKE	SHASTA COUNTY	STATE	CONSOLIDATED
Gas Tax	$ 3,465	$ 28,768	$ 3,308	$ 73,335	$ -	$ 108,876	$ 3,465	$ 28,768	$ 3,308	$ 73,335	$ -	$ 108,876
Traffic Impact Fee	$ 3,339	$ 47,000	$ 134	$ 493	$ -	$ 50,966	$ 4,274	$ 25,655	$ 172	$ 631	$ -	$ 30,732
RSTP Exchange	$ 1,455	$ 12,872	$ 1,408	$ 9,611	$ -	$ 25,346	$ 1,455	$ 12,872	$ 1,408	$ 9,611	$ -	$ 25,346
Ttransportation Development Act (TDA)	$ 4,039	$ 13,032	$ 3,484	$ 26,725	$ -	$ 47,280	$ 5,170	$ 16,682	$ 4,460	$ 34,210	$ -	$ 60,522
Highway Bridge Program (HBP)	$ -	$ 18,650	$ -	$ 40,000	$ -	$ 58,650	$ -	$ 42,825	$ -	$ 40,000	$ -	$ 82,825
Highway Safety Improvement Program (HSIP)	$ 2,179	$ 19,178	$ 2,130	$ 14,239	$ -	$ 37,725	$ 7,407	$ 65,206	$ 7,241	$ 48,411	$ -	$ 128,265
High Priority Projects (HPP)	$ -	$ -	$ -	$ 3,200	$ -	$ 3,200	$ -	$ -	$ -	$ -	$ -	$ -
2% LTF Pedestrian and Bicycle Allocations	$ 86	$ 759	$ 84	$ 563	$ -	$ 1,493	$ 110	$ 971	$ 108	$ 721	$ -	$ 1,911
Active Transportation Program (ATP)	$ 274	$ 2,415	$ 268	$ 1,793	$ 250	$ 5,000	$ 274	$ 2,415	$ 268	$ 1,793	$ 250	$ 5,000
State Highway Operation and Protection Program (SHOPP)	$ -	$ -	$ -	$ -	$ 399,738	$ 399,738	$ -	$ -	$ -	$ -	$ 399,738	$ 399,738
State Transportation Improvement Program (STIP)	$ -	$ -	$ -	$ -	$ 30,918	$ 30,918	$ -	$ -	$ -	$ -	$ 20,000	$ 20,000
TOTAL PROJECTED AVAILABLE FUNDS	$ 14,836	$ 142,673	$ 10,817	$ 169,959	$ 430,906	$ 769,191	$ 22,156	$ 195,393	$ 16,965	$ 208,712	$ 419,988	$ 863,214
PROJECTED COSTS												
Capital Improvements - Streets and Roads	$ 8,000	$ 65,844	$ -	$ 69,001	$ 280,237	$ 423,082	$ 19,329	$ 79,901	$ 5,000	$ 93,844	$ 471,841	$ 669,913
Capital Improvements - Active Transportation	$ 550	$ 8,029	$ -	$ 3,357	$ 200	$ 12,136	$ 640	$ 45,940	$ 631	$ 11,814	$ -	$ 59,025
Operations and Maintenance	$ 2,066	$ 15,100	$ 8,495	$ 80,315	NEED	$ 105,975	$ 2,066	$ 15,100	$ 8,495	$ 80,315	NEED	$ 105,975
TOTAL PROJECTED COSTS	$ 10,616	$ 88,973	$ 8,495	$ 152,673	$ 280,437	$ 541,193	$ 22,034	$ 140,941	$ 14,126	$ 185,973	$ 471,841	$ 834,913

FINANCIAL PROJECTION: TRANSIT										
	SHORT TERM FUNDING ($1,000s)					LONG TERM FUNDING ($1,000s)				
PROJECTED AVAILABLE FUNDS	RABA	SHASTA COUNTY	CTSA	PRIVATE	CONSOLIDATED	RABA	SHASTA COUNTY	CTSA	PRIVATE	CONSOLIDATED
State Transit Assistance (STA)	$ 20,000	$ -	$ -	$ -	$ 20,000	$ 20,000	$ -	$ -	$ -	$ 20,000
Transit Fares	$ 10,423	$ -	$ -	$ -	$ 10,423	$ 12,706	$ -	$ -	$ -	$ 12,706
Local Transportation Fund (LTF) for Transit	$ 33,739	$ -	$ -	$ -	$ 33,739	$ 43,188	$ -	$ -	$ -	$ 43,188
FTA Section 5307 - Urbanized Area Formula Program	$ 160,000	$ -	$ -	$ -	$ 160,000	$ 160,000	$ -	$ -	$ -	$ 160,000
FTA Section 5339 - Bus and Bus Facilities	$ 1,660	$ -	$ -	$ -	$ 1,660	$ 1,660	$ -	$ -	$ -	$ 1,660
FTA Section 5310 - Mobility of Seniors and Individuals with Disabilities	$ -	$ -	$ 2,500	$ 2,500	$ 5,000	$ -	$ -	$ 2,500	$ 2,500	$ 5,000
FTA Section 5311 - Nonurbanized Area Formula Program	$ -	$ 3,900	$ -	$ -	$ 3,900	$ -	$ 3,900	$ -	$ -	$ 3,900
FTA Section 5311c - Public Transportation on Tribal Reservations	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FTA Section 5311f - Intercity Bus	$ -	$ -	$ -	$ 280	$ 280	$ -	$ -	$ -	$ 280	$ 280
TOTAL PROJECTED AVAILABLE FUNDS	$ 225,822	$ 3,900	$ 2,500	$ 2,780	$ 235,002	$ 237,554	$ 3,900	$ 2,500	$ 2,780	$ 246,734
PROJECTED COSTS										
Capital Improvements	$ 9,470	$ -	$ 180	$ 280	$ 9,930	$ -	$ -	$ -	$ -	$ -
Operations and Maintenance	$ 62,739	$ 5,163	$ 6,554	$ -	$ 74,456	$ 80,311	$ 6,609	$ 8,390	$ -	$ 95,310
TOTAL PROJECTED COSTS	$ 72,209	$ 5,163	$ 6,734	$ 280	$ 84,387	$ 80,311	$ 6,609	$ 8,390	$ -	$ 95,310

FINANCIAL PROJECTION: AVIATION								
	SHORT TERM FUNDING ($1,000s)				LONG TERM FUNDING ($1,000s)			
PROJECTED AVAILABLE FUNDS	REDDING MUNICIPAL AIRPORT	BENTON AIRPARK	FALL RIVER MILLS AIRPORT	CONSOLIDATED	REDDING MUNICIPAL AIRPORT	BENTON AIRPARK	FALL RIVER MILLS AIRPORT	CONSOLIDATED
Federal Aviation Administration (FAA) - Airport Improvement Program (AIP)	$ 14,239	$ 4,922	$ 788	$ 19,949	$ -	$ -	$ 100	$ 100
CA State Division of Aeronautics - State AIP Match	$ -	$ 246	$ 39	$ 285	$ -	$ -	$ 5	$ 5
Local Operations and Maintenance Fund or Passenger Facility Charges (PFC)	$ 1,467	$ 301	$ 798	$ 2,566	$ 750	$ -	$ 756	$ 1,506
California Aid to Airports (CAAP)	$ -	$ 100	$ 100	$ 200		$ 100	$ 100	$ 200
TOTAL PROJECTED AVAILABLE FUNDS	$ 15,706	$ 5,569	$ 1,725	$ 23,000	$ 750	$ 100	$ 961	$ 1,811
PROJECTED COSTS								
Capital Improvements	$ 15,706	$ 5,469	$ 875	$ 22,050	$ -	$ -	$ 111	$ 111
Operations and Maintenance	$ 19,549	NEED	$ 850	$ 20,399	$ 19,549	NEED	$ 850	$ 20,399
TOTAL PROJECTED COSTS	$ 35,255	$ 5,469	$ 1,725	$ 42,449	$ 19,549	$ -	$ 961	$ 20,510

Maintenance

Summary of Projects - Maintenance
Regional

Jurisdiction	Estimated Current Total Maintenance	Estimated Annual Available Funding for Maintenance	Estimated Unfunded or Deferred Maintenance
Anderson	$ 4,629,070	$ 498,000	$ 4,131,070
Redding	$ 35,000,000	$ 4,800,000	$ 30,200,000
Shasta Lake	$ 17,459,036	$ 470,000	$ 16,989,036
Shasta County	$ 168,458,532	$ 7,828,000	$ 160,630,532
	$ 225,546,638	$ 13,596,000	$ 211,950,638

Operations

Summary of Projects - Operations and Rehabilitation
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	I-5, Start PM/End PM 15.43, 06-0126G N5-W44 Connector	$		(2016-2025)	Increase VC	SHOPP

		2,000,000				
2	I-5, Start PM/End PM 15.43, 06-0126L East Redding Separation	$ 2,000,000		(2016-2025)	Increase VC	SHOPP
3	I-5, Start PM/End PM 15.43, 06-0126R East Redding Separation	$ 2,000,000		(2016-2025)	Increase VC	SHOPP
4	SR 44, At various locations	$ 2,000,000		(2016-2025)	Rumble strips	SHOPP
5	I-5, Start/End PM 31.1, North of Shasta Lake City - O'Brien SRRA	$ 3,100,000		(2016-2025)	Upgrade sewage system	SHOPP
6	Route 5, Begin PM Var, End PM Var, In Shasta County at various locations on Interstate 5	$ 2,300,000		(2016-2025)	Upgrade MBGR and possibly flatten some slopes	SHOPP
7	Route 299, Begin PM 7.6, End PM 18.3, 1.5 miles west of Crystal Creek Road to Buell Alley	$ 20,410,000		(2016-2025)	Rehabilitate Roadway	SHOPP
8	Route 299, Begin PM 77.8, End PM 79.6, Near Burney	$ 6,204,000		(2016-2025)	Rehabilitate Roadway	SHOPP
9	SR 299, Start PM 60/End PM 67.9, In Shasta County	$ 6,263,000		(2016-2025)	Hatchet Mtn CAP M	SHOPP
10	Route 273 GAPS - SR 273, Start PM 3.8/End PM7.1; Start PM 11.0/End PM12.7	$ 14,652,000		(2016-2025)	CAPM	SHOPP
11	Route 5, In Shasta County at various locations on Interstate 5, Relocate roadside facilities and install hardscaping in high exposure areas.	$ 2,600,000		(2016-2025)	Relocate roadside facilities and install hardscaping in high exposure areas.	SHOPP
12	Route 299, Begin PM 41.5, End PM 55.2, Safety Device Paving and Pullouts	$ 600,000		(2016-2025)	Safety Device Paving and Pullouts	SHOPP
13	SR 44, Start/End PM 34.7, Near the town of Shingletown - Shingletown SRRA	$ 1,800,000		(2016-2025)	Upgrade sewage system	SHOPP
14	SR 299, Start/End PM 60.6, Hillcrest	$ 4,200,000		(2016-2025)	Upgrade sewage system	SHOPP
15	I-5, Start/End PM 43.2, Lakehead	$ 4,200,000		(2016-2025)	Upgrade sewage system	SHOPP

16	SR 273, Start/End PM 14.77, RR U/P	$ 2,000,000		(2016-2025)	Vertical Clearance / Horizontal Clearance	SHOPP
17	I-5, Start/End PM 29.32, 06-0130R Turntable Bay Road OC	$ 766,000		(2016-2025)	Rail Upgrade	SHOPP
18	SR 44, Start PM 65.4/End PM 71.4, Plum Valley Rehab	$ 7,273,000		(2016-2025)	Plum Valley Rehab	SHOPP
19	Route 5, Begin PM R 5.1, End PM R 5.9, Anderson, Upgrade Landscaping - Highway Planting Restoration	$ 1,800,000		(2016-2025)	Upgrade Landscaping - Highway Planting Restoration	SHOPP
20	Route 5, Begin PM R 18, End PM R 22.5, North Redding/Shasta Lake City, Freeway Maintenance Access Roads and Pullouts	$ 600,000		(2016-2025)	Freeway Maintenance Access Roads and Pullouts	SHOPP
21	Route 5, Begin PM R 12.3, End PM R 12.6, I-5 in Redding, Extend NB South Bonneyview on ramp and SB off ramp	$ 3,600,000		(2016-2025)	Ramps	SHOPP
22	Routte 5, Begin PM R 16.1, End PM R 17.1, I-5 in Redding, Construct auxiliary lane on NB I-5 from Hilltop Drive OC to Lake Blvd.	$ 3,900,000		(2016-2025)	Auxiliary lane	SHOPP
23	Route 44, Begin PM 1.4, End PM 1.9, Redding, Construct ramp auxiliary lane from EB Victor on-ramp to EB Shasta View off-ramp	$ 2,000,000		(2016-2025)	Auxiliary lane	SHOPP
	Total Short Term Needs =	**$ 96,268,000**				
24	Route 5, Begin PM R 13.8, End PM R 16.1, Central Redding Interchange, Highway Planting Restoration		$ 1,280,000	(2026-2035)	Highway Planting Restoration	SHOPP
25	Route 44, Begin PM 15.43, End PM 15.43, Central Redding Interchange, Correct Vertical Clearance		$ 10,241,000	(2026-2035)	Correct Vertical Clearance	SHOPP
26	Route 5, Begin PM R 21.2, End PM R 22, Pine Grove to Shasta Lake City, Highway Planting Restoration		$ 1,280,000	(2026-2035)	Highway Planting Restoration	SHOPP
27	Route 5, Begin PM R 5.9, End PM R 11.9, North Anderson to South Redding, New Highway Planting		$ 2,048,000	(2026-2035)	New Highway Planting	SHOPP

28	Route 44, Begin PM 1.5, End PM 3.9, Victor to Old Oregon Trail, New Highway Planting		$ 1,920,000	(2026-2035)	New Highway Planting	SHOPP
29	Route 44, Begin PM 7, End PM 62, Drainage Restoration, Drainage Restoration		$ 2,048,000	(2026-2035)	Drainage Restoration	SHOPP
30	Route 299, Begin PM 24.8, End PM 27.2, 299/5 interchange to Stillwater Bridge, New Highway Planting		$ 2,048,000	(2026-2035)	New Highway Planting	SHOPP
31	Route 5, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 128,008,000	(2026-2035)	Rehabilitate Roadway	SHOPP
32	Route 44, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 89,606,000	(2026-2035)	Rehabilitate Roadway	SHOPP
33	Route 299, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 89,606,000	(2026-2035)	Rehabilitate Roadway	SHOPP
34	Route I-5, Postmile R 7.45 - R 7.67, Direction Southbound, .75 mile north of Ox Yoke Road		$ 785,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
35	Route I-5, Postmile R 8.06- R 8.99, Direction Southbound, 1.25 miles north of Ox Yoke Road		$ 6,080,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
36	Route I-5, Postmile R 8.48 - R 8.9, Direction Northbound, 1.75 miles north of Ox Yoke Road		$ 941,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
37	Route I-5, Postmile R 14.81- R 14.96, Direction Northbound, .5 mile south of Cypress Avenue interchange		$ 561,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
38	Route I-5, Postmile R 15.8 - R 16.0, Direction Northbound, .25 mile south of Hilltop overcrossing		$ 768,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
39	Route 5, Begin PM R 16.1, End PM R 18, Hilltop OC, New Highway Planting		$ 1,280,000	(2026-2035)	New Highway Planting	SHOPP
40	Route 89, Begin PM 29.337, End PM 29.337, Lake Britton R/R UP, Improve clearances		$ 3,840,000	(2026-2035)	Improve clearances	SHOPP
41	Route 89, Begin PM 42.8, End PM 42.8, Pondosa, Proposed Safety Roadside Rest Area from 2000 Master Plan		$ 10,241,000	(2026-2035)	Proposed Safety Roadside Rest Area from 2000 Master Plan	SHOPP

42	Route 89, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 83,205,000	(2026-2035)	Rehabilitate Roadway	SHOPP
43	Route 273, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 38,403,000	(2026-2035)	Rehabilitate Roadway	SHOPP
44	Route 151, Begin PM VAR, End PM VAR, Various Locations, Rehabilitate Roadway		$ 23,042,000	(2026-2035)	Rehabilitate Roadway	SHOPP
45	Route I-5, Postmile 1.43-1.69, Direction Northbound, .5 mile north of Gas Point interchange		$ 768,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
46	Route I-5, Postmile R 12.1-R 14.5, Direction Northbound, Just north of Churn Creek interchange		$ 7,681,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
47	Route I-5, Postmile R 13.95 - R 14.5, Direction Southbound, Near Hartnell Avenue overcrossing		$ 1,664,000	(2026-2035)	Sound wall for sound attenuation	SHOPP
48	Route 5, Begin PM 42, End PM 66.9, Sacramento River Canyon, Chain on Area Freeway Maintenance Access		$ 4,096,000	(2026-2035)		SHOPP
49	Route 5, various locations in Canyon, Curve improvements at Sidehill Viaduct		$ 25,602,000	(2026-2035)		SHOPP
50	Route 44, Begin PM L 0.8, End PM L 1.3, Redding, Extend #3 auxiliary lane through Sundial Bridge Drive		$ 6,784,000	(2026-2035)		SHOPP
51	Route 44, Begin PM R 10.0, End PM R 13, Millville Horizontal and Vertical Alignment Improvements		$ 11,265,000	(2026-2035)		SHOPP
52	Route 44, Begin PM R 21.4, End PM 32.1, Shingletown, Passing lanes		$ 5,120,000	(2026-2035)		SHOPP
53	Route 273, Begin PM 12.68, End PM 12.68, South Bonneyview Road at 273, Grade separation		$ 3,840,000	(2026-2035)		SHOPP
54	Route 5, Begin PM R 26.27, End PM R 27.46, Extend NB truck climbing lane		$ 3,840,000	(2026-2035)		SHOPP
55	Route 5, Begin PM R 28.9, End PM R 26, Add Southbound Truck Climbing Lane		$ 2,816,000	(2026-2035)		SHOPP

56	Route 5, Begin PM R 31.224, End PM R 32.48, Extend northbound truck climbing lane		$ 4,480,000	(2026-2035)		SHOPP
57	Route 5, Begin PM R 31.968, End PM R 30.606, Extend southbound truck climbing lane		$ 5,120,000	(2026-2035)		SHOPP
58	Route 5, Begin PM R 36.787, End PM R 34.202, Extend southbound truck climbing lane		$ 8,321,000	(2026-2035)		SHOPP
59	Route 5, Begin PM R 37.3, End PM R 38.7, Extend northbound truck climbing lane		$ 4,480,000	(2026-2035)		SHOPP
60	Route 5, Begin PM R 49.213, End PM R 49.754, Extend northbound truck climbing lane		$ 1,920,000	(2026-2035)		SHOPP
61	Route 36, Begin PM 0.0, End PM 3.5, at various locations, Shoulder widenings and curve improvements		$ 8,961,000	(2026-2035)	shoulder widening; curve improvements	SHOPP
62	Route 44, Begin PM 0.0, End PM 71.39, at various locations, Achieve concepts shoulders		$ 25,602,000	(2026-2035)		SHOPP
63	Route 44, Begin PM R 14.8, End PM R 15.9, Passing lanes		$ 4,480,000	(2026-2035)		SHOPP
64	Route 44, Begin PM 52.7, End PM 53.3, Passing lane		$ 1,920,000	(2026-2035)		SHOPP
65	Route 44, Begin PM 65.2, End PM 66.2, Passing lane		$ 3,840,000	(2026-2035)		SHOPP
66	Route 89 various locations along route, establish eight-foot (or greater) treated shoulders		$ 35,842,000	(2026-2035)		SHOPP
67	Route 89, Begin PM 21.719, End PM 21.719, SR 89/SR 299 Intersection, signalize intersection (conventional signal)		$ 1,920,000	(2026-2035)		SHOPP
68	Route 89, Begin PM 25.3, End PM 31.7, Near Britton Bridge - Locations TBD, Add northbound and southbound passing lanes		$ 4,480,000	(2026-2035)		SHOPP
69	Route 273, Begin PM 15.92, End PM 16.83, Cypress Avenue to Market Street/Eureka Way, open road linkages through the Promenade (TBD)		$ 9,601,000	(2026-2035)		SHOPP
70	Route 273, Begin PM 15.92, End PM 16.83, Cypress Avenue to Market Street/Eureka Way, Implement adaptive signal		$ 3,200,000	(2026-2035)		SHOPP

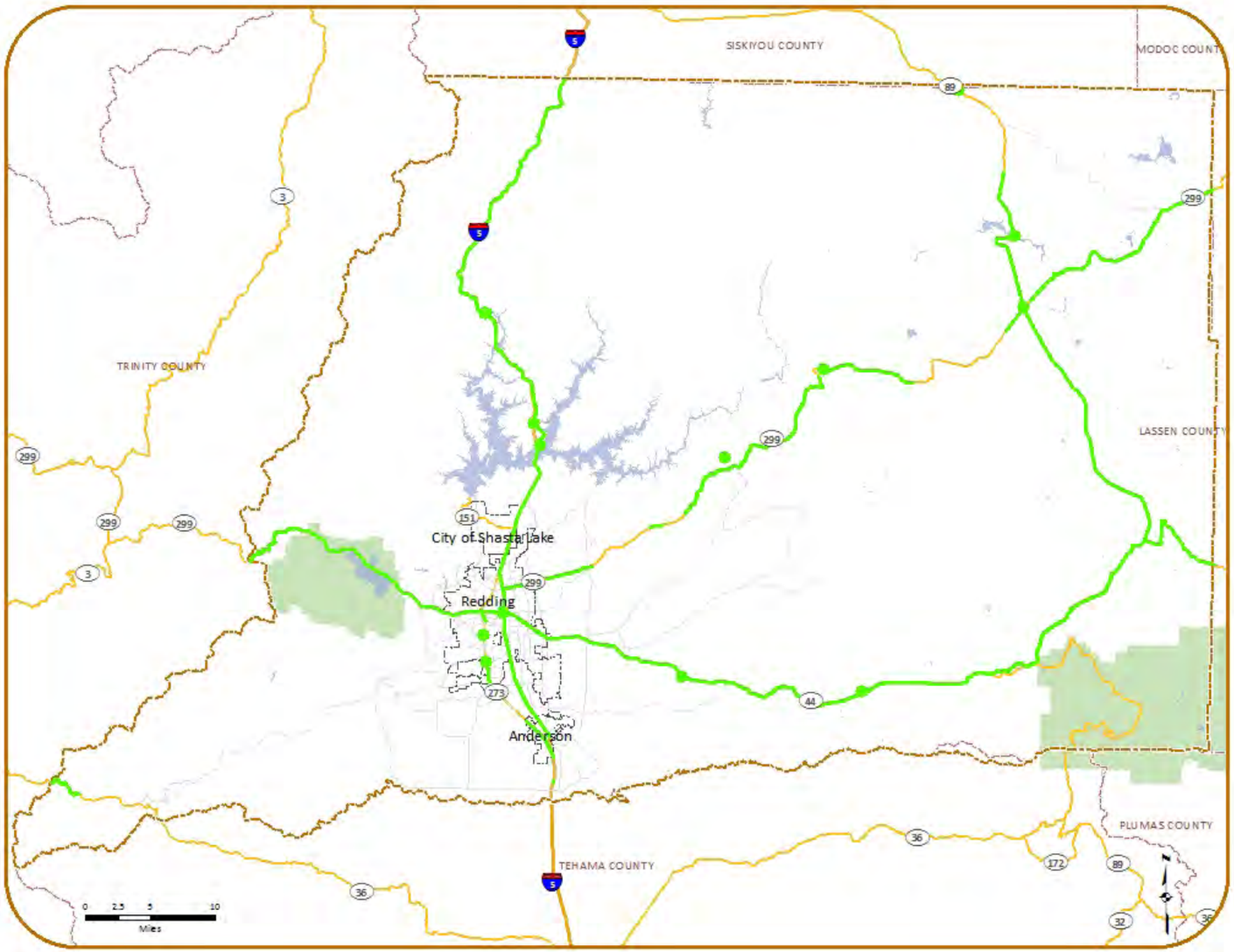
	control technology					
71	Route 299, Route PM 0.0, End PM 24.09, various locations, Achieve concept shoulders		$ 6,400,000	(2026-2035)		SHOPP
72	Route 299, Begin PM 20.5, End PM 21.7, in Old Shasta, Construct two-way left turn lane		$ 1,536,000	(2026-2035)		SHOPP
73	Route 299, Begin PM 27.9, End PM 32, Bella Vista, Two-Way Left Turn Lane		$ 5,120,000	(2026-2035)		SHOPP
74	Route 299, Begin PM 37.5, End PM 38.5, West of Javelina Road, Eastbound and westbound passing lanes		$ 4,480,000	(2026-2035)		SHOPP
75	Route 299, Begin PM 41, End PM 57, Near Diddy Wells, Round Mountain and Montgomery Creek, Turnouts or Truck Climbing Lanes along steep grades		$ 3,840,000	(2026-2035)		SHOPP
76	Route 299, Begin PM R 51.51, End PM 57.219, Near Dubois Road and Woodhill Drive, Extend Passing Lanes		$ 1,920,000	(2026-2035)		SHOPP
77	Route 299, Begin PM 53, End PM 59, Round Mountain and Montgomery Creek, Traffic Calming		$ 3,200,000	(2026-2035)		SHOPP
78	Route 299, Begin PM 80.09, End PM 99.36, Pit 1 Grade and Rocky Ledge, Shoulder and Lane Widening		$ 21,761,000	(2026-2035)		SHOPP
79	Route 299, Begin PM 88.4, End PM 90.4, Pit 1 Grade, Turnouts or Truck Climbing Lanes		$ 6,400,000	(2026-2035)		SHOPP
80	Route 5, Begin PM R 14.5, End PM R 16.2, I-5/44 Interchange, Reconfigure Interchange: Direct Connector Flyover Ramp		$ 65,284,000	(2026-2035)	reconfigure interchange	SHOPP
	Total Long Term Fundable Needs =		**$ 328,085,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total

Funding Needed By Short and Long Range Bands	$ 96,268,000	$ 814,815,000	$ 911,083,000
Recap of Expected/Estimated/Unknown Resources			
State Highway Operations and Protection Program (SHOPP) =	$ 96,268,000	$ 360,985,000	$ 457,253,000
Total Funding Reasonably Available =	$ 96,268,000	$ 360,985,000	$ 457,253,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (453,830,000)	$ (453,830,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
City of Shasta Lake
Redding
Anderson
TEHAMA COUNTY
PLUMAS COUNTY
0 2.5 5 10
Miles

Capacity

Summary of Projects - Regional Capacity

Project Count	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Route 5, Begin PM R 9.2, End PM, R 11.7, .6 mile south of Knighton Road Overcrossing to 0.4 mile south of Churn Creek Road Overcrossing, Redding to Anderson 6-Lane Phase 1	$ 13,108,000		(2016-2025)	add capacity, fills a gap	STIP
	Total Short Term Needs =	**$ 13,108,000**				
2	Route 5, Begin PM R 3.8, End PM R 9.7 0.2 mile south of North Street to Knighton Road Overcrossing, Redding to Anderson 6-Lane Phase 2		$ 34,367,000	(2026-2035)	add capacity, fills a gap	STIP/ Other
3	Route 5, Deschutes Road to south of North Street, Redding to Anderson 6-Lane Phase 3		$ 54,590,000	(2026-2035)	add capacity, fills a gap	Local/ RIP/STIP
4	Route 5, Begin SB PM R 15.4, End SB PM R 18.5, Begin NB PM 17.5, End NB PM 18.5, 0.2 mile north of Route 5/299 separation to N Redding Interchange, Expand freeway to six lanes		$ 43,894,000	(2026-2035)	add capacity	STIP
5	Route 5, Begin PM R 22.1, End PM R 27.46, SR 151 to Mtn Gate Overcrossing, Expand freeway to six lanes		$ 29,263,000	(2026-2035)	add capacity	STIP
6	Route 44, Begin PM 2.6/, End PM 7, Highway 44 - Stillwater Project: Airport Road to Deschutes Road. Expand facility from 2E to 4F.		$ 81,925,000	(2026-2035)	add capacity	unknown
	Total Long Term Fundable Needs =		**$ 34,367,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 13,108,000**	**$ 244,039,000**	**$ 257,147,000**

Recap of Expected/Estimated/Unknown Resources			
State Transportation Improvement Program (STIP) =	13,108,000	$ 34,367,000	$ 47,475,000
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 13,108,000	$ 34,367,000	$ 47,475,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (209,672,000)	$ (209,672,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Capacity Increasing

SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Gas Point Road from New N-S to Rhonda - Widen to 4 lanes	$ 4,789,000		(2021-2025)	Capacity Increase	Local/Other
	Total Short Term Needs =	$ 4,789,000.00				

2	Rhonda Road Gas Point - I-5 Main New realigned 3 lane road		$ 8,799,000	(2026-2035)	Capacity Increase	Local/Other
3	New N-S Road - First St to New E-W Construct to 3 lanes		$ 6,001,000	(2026-2035)	Capacity Increase	Local/Other
4	New E-W Road -New N-S to Rhonda Construct 3 lane road		$ 3,017,000	(2026-2035)	Capacity Increase	Local/Other
5	Churn Ck Rd, Hartmeyer to Huntington, Widen, Realign		$ 4,096,000	(2026-2035)	Capacity Increase	Local/Other
6	Deschutes Road Widen to 3-Lanes, Old 44 Drive to Boyle Road		$ 3,603,000	(2026-2035)	Capacity Increase	Local/Other
7	First Street Widen from 2 to 5 lanes, N/S Arterial to Overcrossing		$ 720,000	(2026-2035)	Capacity Increase	Local/Other
8	New N-S Road - New E-W to Rhonda		$ 16,330,000	(2026-2035)	Capacity Increase	Unfunded or Developer
9	Deschutes Road Widen to 3-Lanes, Palo Cedro to Dersch Road		$ 6,400,000	(2026-2035)	Capacity/Safety	Unfunded or Developer
10	Dry Creek Road Shoulder Widening, Deschutes Rd to Bear Mtn Rd		$ 5,440,000	(2026-2035)	Capacity Increase	Unfunded or Developer
11	Oasis Road Widen to 4-Lanes, Randolph to Old Oasis		$ 1,216,000	(2026-2035)	Capacity Increase	Unfunded or Developer
12	Black Ranch Road Extension		$ 3,008,000	(2026-2035)	New Facility	Unfunded or Developer
13	Cottonwood - Front, Magnolia, Pine and Chestnut St Roundabouts		$ 1,123,000	(2026-2035)	Capacity Increase	Unfunded or Developer
14	Knighton Road West		$ 37,122,000	(2026-2035)	New Facility	Unfunded or Developer
15	Intermountain Road, SR 299 to Bear Mtn Road		$ 9,076,000	(2026-2035)	New Facility	Unfunded or Developer
16	East Stillwater Way, Shoulder Widen and Extend to Bear Mtn Road		$ 6,477,000	(2026-2035)	New Facility	Unfunded or Developer
	Total Long Term Fundable Needs =		**$**			

		26,236,000			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	$ 4,789,000	$ 112,428,000	$ 117,217,000
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	4,789,000	26,236,000	$ 31,025,000
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 4,789,000	$ 26,236,000	$ 31,025,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (86,192,000)	$ (86,192,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Capacity Increasing
CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Placer Street Widening - Airpark Drive to Buenaventura Blvd	$ 1,800,000		(2016-2025)	Capacity Increase	Local/Other
2	Placer Street Widening - Buenaventura Blvd to Boston Ave	$ 2,000,000		(2016-2025)	Capacity Increase	Local/Other
3	Quartz Hill Road Widening - Snow Lane to Top of the Hill	$ 1,600,000		(2016-2025)	Capacity Increase	Local/Other
4	Hilltop Drive Widening - Lake Boulevard to I-5	$ 1,400,000		(2016-2025)	Capacity Increase	Local/Other
5	Churn Creek Road Widening - Browning St. to Boulder Creek	$ 3,468,000		(2016-2025)	Capacity Increase	Local/Other
6	Old Alturas Road Widening - Victor Avenue to Shasta View Drive	$ 6,430,000		(2026-2035)	Capacity Increase	Local/Other
7	Victor Avenue Widening - Hartnell Avenue to E. Cypress Avenue	$ 1,993,000		(2026-2035)	Capacity Increase	Local/Other
8	Oasis Road Widening - Northbound I-5 Ramps to Gold Hills Drive	$ 11,608,800		(2026-2035)	Interchange	Local/Other
9	Twin View Road Realignment - North and South of Oasis Road	$ 6,483,064		(2026-2035)	Capacity Increase	Local/Other
	Total Short Term Needs =	**$ 36,782,864**				
10	Railroad Avenue Widening (including class II bike lanes) - Sheridan Street to Grandview Avenue		$ 2,308,000	(2026-2035)	Capacity Increase	Local/Other

11	Victor Avenue Widening - E.Cypress Avenue to Mistletoe Lane		$ 5,472,000	(2026-2035)	Capacity Increase	Local/Other
12	Victor Avenue Widening - SR44 to Old Alturas Road		$ 3,584,000	(2026-2035)	Capacity Increase	Local/Other
13	Browning Street Reconfigure to 4 Lane - Hilltop Drive to Old Alturas		$ 5,120,000	(2026-2035)	Capacity Increase	Local/Other
14	Shasta View Drive Widening - Atrium Way to Old Alturas		$ 512,000	(2026-2035)	Capacity Increase	Local/Other
15	Victor Avenue Widening - Vega Street to Hartnell		$ 6,080,000	(2026-2035)	Capacity Increase	Unfunded or Developer
16	Bechelli Lane Widening- 3rd Street to Loma Vista		$ 2,061,000	(2026-2035)	Capacity Increase	Unfunded or Developer
17	Churn Creek Rd, Rancho Rd, and Victor Avenue Roundabout		$ 3,817,000	(2026-2035)	Capacity Increase	Unfunded or Developer
18	Hartnell Avenue Widening - Victor Avenue to Alta Mesa Drive		$ 6,966,000	(2026-2035)	Capacity Increase	Unfunded or Developer
19	Churn Creek Road Widening - Boulder Creek to SR 299E		$ 3,994,000	(2026-2035)	Capacity Increase	Unfunded or Developer
20	Hartnell Avenue Widening - Alta Mesa to Shasta View		$ 2,432,000	(2026-2035)	Widening	Unfunded or Developer
21	Oasis Road Widening - Randolph Road to Old Oasis Road		$ 4,480,000	(2026-2035)	Capacity Increase	Unfunded or Developer
22	Cascade Blvd Realignment- North and South of Oasis Road		$ 11,154,000	(2026-2035)	Capacity Increase	Unfunded or Developer
23	Caterpillar Road - George Drive to SR273 Widen Roadway and Signal		$ 2,176,000	(2026-2035)	Capacity Increase	Unfunded or Developer
24	Shasta View Drive Extension - 2 Lane Widening - Collyer Drive to Manzanoaks Drive		$ 7,681,000	(2026-2035)	New Facility	Unfunded or Developer
25	Quartz Hill Road Widening - Top of Hill to City Limits		$ 5,376,000	(2026-2035)	Capacity Increase	Unfunded or Developer
26	Shasta View Drive Widening - College View to Inspiration Place		$	(2026-2035)	Capacity	Unfunded or

			3,200,000		Increase	Developer
27	Airport Road Widening - SR 44 to Rancho Rd.		$ 7,835,000	(2026-2035)	Capacity Increase	Unfunded or Developer
28	Cypress Ave Connection - Victor Avenue to Shasta View Drive		$ 21,761,000	(2026-2035)	New Facility	Unfunded or Developer
29	Hilltop Drive Extension - Lake Boulevard to Twin View		$ 1,280,000	(2026-2035)	New Facility	Unfunded or Developer
30	Palacio Drive Connection - Churn Creek to Cornell Place		$ 10,881,000	(2026-2035)	New Facility	Unfunded or Developer
31	Shasta View Drive Widening - Hartnell Avenue to Goodwater Drive		$ 7,449,000	(2026-2035)	Capacity Increase	Unfunded or Developer
32	Airport Road Widening - Sacramento River to Rancho Road		$ 44,803,000	(2026-2035)	Capacity Increase	Unfunded or Developer
33	Buenaventura Blvd Reconfigure to 4 lane - Summit Drive to Railroad Avenue		$ 1,920,000	(2026-2035)	Capacity Increase	Unfunded or Developer
34	Buenaventura Blvd Widening - Starlight Boulevard to Placer Road		$ 1,920,000	(2026-2035)	Capacity Increase	Unfunded or Developer
35	Court Street Widening - 11th Street to Riverside Drive		$ 640,000	(2026-2035)	Capacity Increase	Unfunded or Developer
36	Hartnell Avenue at Airport Road Widening and Realignment		$ 10,145,000	(2026-2035)	Capacity Increase	Unfunded or Developer
37	Oak Mesa Lane Extension - Tarmac Road to Candlewood Drive		$ 1,441,000	(2026-2035)	New Facility	Unfunded or Developer
38	Oasis Road Widening - Gold Hills Drive to Shasta View Drive		$ 2,560,000	(2026-2035)	Capacity Increase	Unfunded or Developer
39	Old Alturas Road Widening - Shasta View Drive to City Limits		$ 5,869,000	(2026-2035)	Capacity Increase	Unfunded or Developer
40	Old Oregon Trail Widening - Old Highway 44 to Viking Way		$ 5,120,000	(2026-2035)	Capacity Increase	Unfunded or Developer
41	Parkview Ave Widening - ACID Canal to Park Marina		$ 1,184,000	(2026-2035)	Capacity Increase	Unfunded or Developer

42	Rancho Road Widening - Goodwater to Airport Road		$ 8,641,000	(2026-2035)	Capacity Increase	Unfunded or Developer
43	Shasta View Drive Extension - Manzanoaks Drive to Oasis Road		$ 5,120,000	(2026-2035)	New Facility	Unfunded or Developer
44	Shasta View Drive Extension - Rancho Road to Airport Road		$ 6,400,000	(2026-2035)	New Facility	Unfunded or Developer
45	Stillwater Business Park Improvements - Phase 3		$ 6,400,000	(2026-2035)	New Facility	Unfunded or Developer
46	Tarmac Road Extension to Old Oregon Trail		$ 7,647,000	(2026-2035)	New Facility	Unfunded or Developer
47	Westside Road Frontage Extension - Glengary Drive to Clear Creek Road		$ 1,669,000	(2026-2035)	New Facility	Unfunded or Developer
48	Beltline Road Extension - Oasis Rd to Ashby Rd		$ 6,048,000	(2026-2035)	New Facility	Unfunded or Developer
49	Buenaventura Blvd Extension - Eureka Way to Keswick Dam Road		$ 12,801,000	(2026-2035)	New Facility	Unfunded or Developer
50	Cedars Road Extension - El Reno Lane to Buenaventura Boulevard		$ 1,152,000	(2026-2035)	New Facility	Unfunded or Developer
51	Creekside Drive Extension - Sacramento Drive to South Bonnyview Road		$ 1,280,000	(2026-2035)	New Facility	Unfunded or Developer
52	Cypress Avenue Reliever Project - Industrial Street Extension Over crossing of I-5		$ 7,345,000	(2026-2035)	Capacity Increase	Unfunded or Developer
53	Eastside Road Extension - Girvan Road to Southern City Limits		$ 7,232,000	(2026-2035)	New Facility	Unfunded or Developer
54	George Drive Extension - North Terminus to Oasis Road		$ 1,280,000	(2026-2035)	New Facility	Unfunded or Developer
55	Kenyon Drive Extension - West Terminus to Placer Road		$ 12,801,000	(2026-2035)	New Facility	Unfunded or Developer
56	Loma Vista Drive Extension - Churn Creek Road to Victor Avenue		$ 7,681,000	(2026-2035)	New Facility	Unfunded or Developer
57	Palacio Drive Extension - Shasta View Drive to Old Oregon Trail		$	(2026-2035)	New	Unfunded or

			4,480,000		Facility	Developer
58	S. Bonnyview Road @ SR273 - Grade Separation		$ 38,403,000	(2026-2035)	Intersection	Unfunded or Developer
59	Santa Rosa Avenue Extension - Quartz Hill Road to Lake Boulevard		$ 2,560,000	(2026-2035)	New Facility	Unfunded or Developer
60	Shasta View Drive Extension - 4 Lane Widening - Collyer Drive to Manzanoaks Drive		$ 8,961,000	(2026-2035)	Capacity Increase	Unfunded or Developer
61	Shasta View Drive Extension - College View Drive to Collyer Drive - SR299 OC		$ 12,801,000	(2026-2035)	New Facility	Unfunded or Developer
62	Shasta View Drive Extension - Oasis Road to North City Limits		$ 5,120,000	(2026-2035)	New Facility	Unfunded or Developer
63	South Street Railroad Crossing- Grade Separation		$ 12,097,000	(2026-2035)	Intersection	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 16,996,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 36,782,864**	**$ 379,140,000**	**$ 415,922,864**
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	**36,782,864**	**$ 16,996,000**	**$ 53,778,864**
			$ -
			$ -

			$ -
			$ -
Total Funding Reasonably Available =	**$ 36,782,864**	**$ 16,996,000**	**$ 53,778,864**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (362,144,000)**	**$ (362,144,000)**

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Capacity Increasing

CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Gateway Drive - Balls Ferry to Deschutes - construct 2 lane road	$ 6,500,000		(2016-2025)	New Facility	Local/Other
	Total Short Term Fundable =	**$ 6,500,000**				
2	Auto Mall - Extend to North Street - Extension		$ 4,864,000	(2026-2035)	Capacity Increase	Local/Other
3	McMurray Drive - North of Ganyon Drive - Widening		$ 640,000	(2026-2035)	Capacity Increase	Unfunded or Developer

4	Gateway Drive - From Balls Ferry South - Widening		$ 1,528,000	(2026-2035)	New Facility	Unfunded or Developer
5	East Street - North of Willow Glen Dr. - Extension		$ 2,128,000	(2026-2035)	New Facility	Unfunded or Developer
6	Pleasant Hills SR 273 Vineyards - construct 2 lane road extension		$ 4,255,000	(2026-2035)	New Facility	Unfunded or Developer
7	Rhonda Road - Factory Outlets Drive to Pleasant Hills - Intersection Reconstruction		$ 2,927,000	(2026-2035)	New Facility	Unfunded or Developer
8	Anderson Hills Parkway -W of Pleasant Hills - Construct 4 lane road		$ 6,375,000	(2026-2035)	New Facility	Unfunded or Developer
9	Anderson Hills Parkway Pleasant to Rhonda - Construct 4 lane road		$ 3,840,000	(2026-2035)	New Facility	Unfunded or Developer
10	Anderson Hills Parkway - Rhonda to Locust - Construct 4 lane road		$ 3,404,000	(2026-2035)	New Facility	Unfunded or Developer
11	Emily Drive - Widening		$ 945,000	(2026-2035)	Capacity Increase	Unfunded or Developer
12	Ox Yoke Rd. - SR 273 to Riverside Av - Widening to 5 lanes		$ 2,560,000	(2026-2035)	Capacity Increase	Unfunded or Developer
13	Riverside Avenue - Ox Yoke to North St. - Widening to 5 lanes		$ 8,961,000	(2026-2035)	Capacity Increase	Unfunded or Developer
14	Balls Ferry Rd. - From Stingy Lane to the City Limits - Widening		$ 1,528,000	(2026-2035)	Capacity Increase	Unfunded or Developer
15	South Street - SR 273 west to City Limits - Widening		$ 4,800,000	(2026-2035)	Capacity Increase	Unfunded or Developer
16	Stingy Lane - North St. to Balls Ferry - Widening		$ 17,281,000	(2026-2035)	Capacity Increase	Unfunded or Developer
17	Gateway Drive - From Existing Improvements to Deschutes - Widen		$ 7,196,000	(2026-2035)	New Facility	Unfunded or Developer
18	Fairgrounds Drive - 1st St. to 3rd St. -Widening		$ 1,408,000	(2026-2035)	Capacity Increase	Unfunded or Developer
19	Third Street - SR 273 to Fairgrounds Dr. - Widening		$	(2026-2035)	Capacity	Unfunded or

			2,304,000		Increase	Developer
20	South County Extension - Ronda Rd to Anderson Hills - Extension		$ 7,040,000	(2026-2035)	New Facility	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 4,864,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 6,500,000**	**$ 83,984,000**	**$ 90,484,000**
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	**6,500,000**	**$ 4,864,000**	**$ 11,364,000**
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 6,500,000**	**$ 4,864,000**	**$ 11,364,000**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (79,120,000)**	**$ (79,120,000)**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			
Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to			

be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

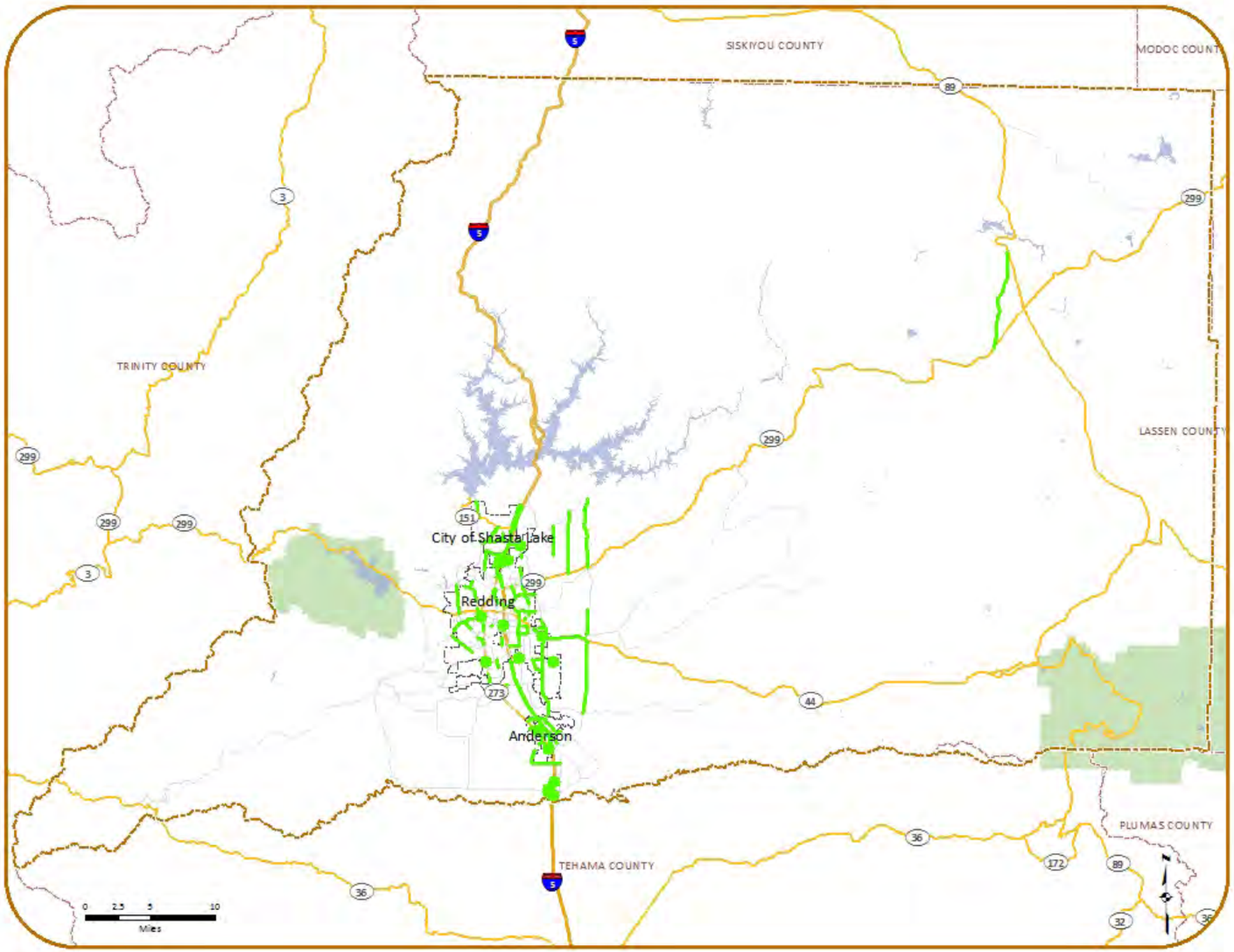
Summary of Projects - Capacity and Safety
CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	NO SHORT RANGE PROJECTS					
	Total Short Term Needs =	**$ -**				
1	Cascade Boulevard Reconstruction including bike/ped		$ 6,400,000	(2016-2025)	Capacity and Safety	Unfunded
2	North/South Road between Wonderland Boulevard and Cascade Boulevard		$ 5,120,000	(2026-2035)	New Facility	Unfunded or Developer
3	Ashby Rd. widening, sidewalks, separated bike(Class 1) - SR 151 to Pine Grove Ave.		$ 8,961,000	(2026-2035)	Capacity Increase and Safety	Unfunded or Developer
4	Pine Grove Reconstruction		$ 5,120,000	(2026-2035)	Capacity and Safety	Unfunded
5	Shasta Gateway Dr. Extension to Cascade Blvd.		$ 14,337,000	(2026-2035)	New Facility	Unfunded or Develop

						er
6	Cabello Extension - Vallecito to Pine Grove Ave.		$ 2,592,000	(2026-2035)	New Facility	Unfunded or Developer
7	Pine Grove Avenue Extension to Akrich		$ 5,760,000	(2026-2035)	New Facility	Unfunded or Developer
8	Reconstruct Lake Blvd. N/O SR 151		$ 3,840,000	(2026-2035)	Capacity and Safety	Unfunded or Developer (see BOR,BLM,NFS)
9	Cascade Blvd Realignment, SR 151 N of Trinity to Arrowhead(South City Limit) D/N include Pine Grove to creek)		$ 3,392,000	(2026-2035)	Capacity Increase	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 6,400,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ -**	**$ 55,522,000**	**$ 55,522,000**
Recap of Expected/Estimated/Unknown Resources			

Local/Other =	$ -	$ 3,200,000	$ 3,200,000
Highway Safety Improvement Program (HSIP) =	-	3,200,000	$ 3,200,000
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ -	$ 6,400,000	$ 6,400,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (49,122,000)	$ (49,122,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			
Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.			
Note 3 : Long term projects are escalated by 2.5%			


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
PLUMAS COUNTY
TEHAMA COUNTY
City of Shasta Lake
Redding
Anderson
0 2.5 5 10
Miles

Interchanges

Summary of Projects - Interchanges
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Route 44, Postmile 5.8, Stillwater Road - New interchange	$ 22,000,000		(2016-2025)	Interchange	SHOPP/Local/Other
	Total Short Term Needs =	**$ 22,000,000**				
2	I-5 Main St Interchange Exit 665 - Connect to Rhonda, add roundabouts		$ 21,955,000	(2026-2035)	Interchange	SHOPP/Local/Other
3	Reconfigure Knighton Road Over-Crossing at Interchange Exit 673		$ 51,627,000	(2026-2035)	Interchange	Unfunded or Developer
4	I-5 Gas Point Interchange Improvements exit 664		$ 27,463,000	(2026-2035)	Interchange	Unfunded or Developer
5	Improve SR 299 Old Oregon Trail Interchange - Exit 143		$ 3,200,000	(2026-2035)	Interchange	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 21,955,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$**	**$**	**$**

	22,000,000	104,245,000	126,245,000
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	9,400,000	10,977,500	$ 20,377,500
State Highway Operations and Protection Program (SHOPP) =	9,400,000	10,977,500	$ 20,377,500
High Priority Projects (HPP) =	3,200,000		$ 3,200,000
			$ -
			$ -
Total Funding Reasonably Available =	$ 22,000,000	$ 21,955,000	$ 43,955,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (82,290,000)	$ (82,290,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Interchanges

CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Signal: SR44 and Shasta View Dr (WB Ramp)	$ 400,000		(2016-2025)	Intersection	Developer
	Total Short Term Needs =	$ 400,000				
2	Hilltop Drive Overcrossing - over I-5, Build second structure to the north		$ 6,759,000	(2026-2035)	Capacity Increase	TIF
3	Oasis Road & I-5 Interchange Exit 682 - Reconstruction and Widening		$ 26,498,000	(2026-2035)	Interchange	NRTBD/Developer
4	Route 299, Postmile 25.35, Exit #141, Churn Creek Interchange		$ 3,840,000	(2026-2035)	Interchange	Future Need
5	Route I-5, Postmile 17.32, Exit #680, SR 299E Interchange		$ 3,840,000	(2026-2035)	Interchange	Future Need
6	Route I-5, Postmile 18.48, State Route 273/I-5 Interchange		$ 15,361,000	(2026-2035)	Interchange	Unfunded or Developer
7	South Bonnyview & I-5 Interchange Exit 675 - Improvements		$ 12,801,000	(2026-2035)	Interchange	Unfunded or Developer
8	Twin View Blvd & I-5 Interchange Exit 681 - Improvements		$ 5,120,000	(2026-2035)	Interchange	Unfunded or Developer
9	Airport Road & SR44 Interchange Exit 5 - Improvements		$ 19,201,000	(2026-2035)	Interchange	Unfunded or Developer
10	Cypress Ave and Bechelli Lane to Industrial Street & I-5 Interchange Exit 677 - Reconstruction		$ 16,677,000	(2026-2035)	Interchange	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 33,257,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	$ 400,000	$ 110,097,000	$ 110,497,000
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	200,000	$ 16,628,500	$ 16,828,500
State Highway Operations and Protection Program (SHOPP) =	200,000	16,628,500	$ 16,828,500
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 400,000	$ 33,257,000	$ 33,657,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (76,840,000)	$ (76,840,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			
Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.			
Note 3 : Long term projects are escalated by 2.5%			

Summary of Projects - Interchanges

CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	NO SHORT RANGE PROJECTS					
	Total Short Term Fundable =	**$ -**				
1	Reconfigure I-5 Riverside Interchange, Postmile 6.74, Exit #670		$ 22,017,000	(2026-2035)	Interchange	Safety, TIF, SHOPP
2	Reconfigure I-5 Central Anderson Interchange (Balls Ferry/North Street) Postmile 5.64, Exit #668		$ 3,968,000	(2026-2035)	Interchange	Unfunded or Developer
3	Deschutes/I-5 Interchange phase 2		$ 13,441,000	(2026-2035)	Interchange	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 22,017,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ -**	**$ 39,426,000**	**$ 39,426,000**
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	**-**	**$ 11,008,500**	**$ 11,008,500**
State Highway Operations and Protection Program (SHOPP) =			**$**

	-	11,008,500	11,008,500
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ -	$ 22,017,000	$ 22,017,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (17,409,000)	$ (17,409,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Interchanges

CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	NO SHORT RANGE PROJECTS					
	Total Short Term Needs =	$ -				

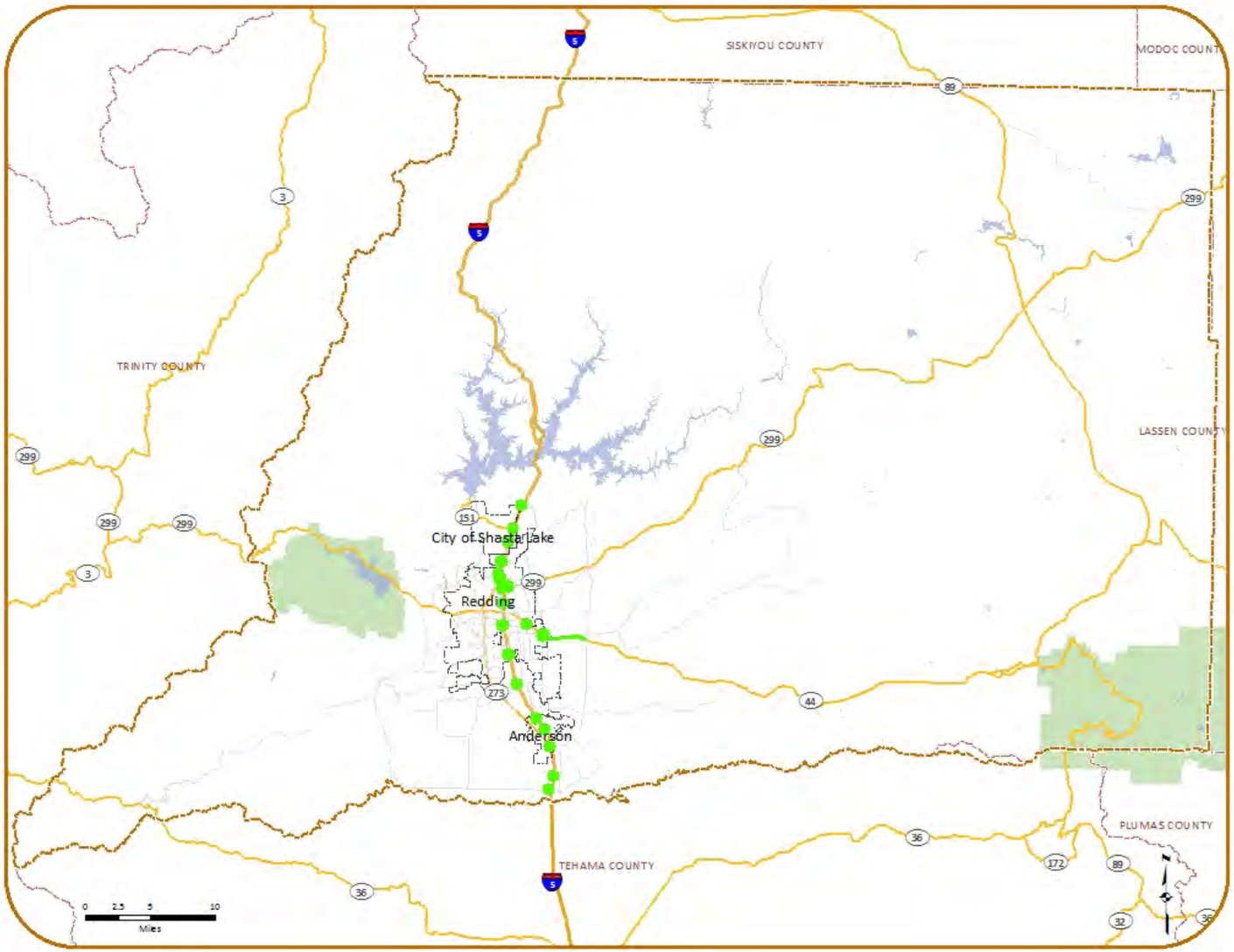
1	Improve Mountain Gate Interchange Exit 687		$ 2,560,000	(2026-2035)	Interchange	Unfunded or Developer
2	Reconfigure Pine Grove Interchange East Exit 684		$ 4,960,000	(2026-2035)	Interchange	Unfunded or Developer
3	Improve Shasta Dam Blvd Interchange Exit 685		$ 5,120,000	(2026-2035)	Interchange	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ -**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ -**	**$ 12,640,000**	**$ 12,640,000**
Recap of Expected/Estimated/Unknown Resources			
Local/Other =	**-**	**$ -**	**$ -**
State Highway Operations and Protection Program (SHOPP) =	**-**	**-**	**$ -**
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ -**	**$ -**	**$ -**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (12,640,00**	**$ (12,640,000)**

		0)	
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
PLUMAS COUNTY
TEHAMA COUNTY
City of Shasta Lake
Redding
Anderson
0 2.5 5 10
Miles

Safety

Summary of Projects - Safety
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	FUNDABLE PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Olinda Road Shoulder Widening, Sammy Lane to Red Leaf Lane	$ 1,100,000		(2016-2025)	Safety	HSIP/Local/Other
2	Hawthorne Ave Shoulder Widening, Happy Valley Rd to Dixieland Lane	$ 750,000		(2016-2025)	Safety	HSIP/Local/Other
3	Deschutes Road Shoulder Widening, Brundage Rd. to Balls Ferry Rd.	$ 2,000,000		(2016-2025)	Safety	HSIP/Local/Other
4	Canyon Road Bike Lanes, Valley View Rd to China Gulch	$ 600,000		(2016-2025)	Safety	HSIP/Local/Other/ATP
5	Canyon Road Bike Lanes, SR 273 to Valley View Rd	$ 650,000		(2016-2025)	Safety	HSIP/Local/Other/ATP
6	Lake Boulevard Roundabout/Signal at Pine Grove Avenue	$ 500,000		(2016-2025)	Intersection	HSIP/Local/Other
7	Happy Valley Road Shoulder Widening and Realign, Palm Avenue to Warwick St	$ 1,875,000		(2016-2025)	Safety	HSIP/Local/Other
8	Placer Road, Shoulder Widening and Realign, Muletown Rd to Leaning Pine Rd	$ 650,000		(2016-2025)	Safety	HSIP/Local/Other
9	Churn Creek Road, Shoulder Widening from Rancho to Knighton	$ 1,500,000		(2016-2025)	Safety	HSIP/Local/Other
10	4th Street Median Lane, Main Street to Balls Ferry Road	$ 1,500,000		(2016-2025)	Capacity/ Safety	HSIP/Local/Other
11	Bear Mountain Road - Shoulder Widening and Improve Alignment	$		(2016-	Safety	HSIP/Local/Ot

		1,500,000		2025)		her
12	Old Alturas Road, Shoulder Widening and Realign, Old Oregon Tr to Stillwater Ck	$ 490,000		(2016-2025)	Safety	HSIP/Local/Other
13	Old Alturas/Boyle Roads, Shoulder Widening, Stillwater Ck to Deschutes Rd	$ 1,500,000		(2016-2025)	Safety	HSIP/Local/Other
14	Placer Road at Swasey Drive, Roundabout	$ 500,000		(2016-2025)	Safety	Unfunded or Developer
	Total Short Term Needs =	**$ 15,115,000**				
15	Canyon Road at China Gulch Drive Roundabout/Signal		$ 640,000	(2026-2035)	Intersection	HSIP/Local/Other
16	Old Oregon Trail at Old Alturas Roundabout/Signal		$ 640,000	(2026-2035)	Intersection	HSIP/Local/Other
17	Churn Creek Road, Shoulder Widening from Knighton to Airport		$ 1,920,000	(2026-2035)	Safety	HSIP/Local/Other
18	Clear Creek Road Shoulder Widening, 273 to Honey Bee		$ 1,920,000	(2026-2035)	Safety	HSIP/Local/Other
19	Old 44 Drive Shoulder Widening, COR to Deschutes Road		$ 1,920,000	(2026-2035)	Safety	HSIP/Local/Other
20	Old 44 Drive Shoulder Widening and Realignment, Silver Bridge Rd to Oak Run Rd		$ 1,920,000	(2026-2035)	Safety	HSIP/Local/Other
21	Swasey Drive Shoulder Widening, SH 299 to Placer		$ 3,955,000	(2026-2035)	Safety	HSIP/Local/Other
22	Lower Springs Road Shoulder Widening, SH 299 to Swasey Drive		$ 1,920,000	(2026-2035)	Safety	HSIP/Local/Other
23	Deschutes Road at Boyle and Old Deschutes Rd Roundabout/Signal		$ 640,000	(2026-2035)	Intersection	HSIP/Local/Other
24	Cottonwood - Fourth Street and Locust Street Roundabout/Signal		$ 640,000	(2026-2035)	Intersection	HSIP/Local/Other
25	Quartz Hill and Keswick Dam Roads, Roundabout/Signal		$	(2026-	Intersecti	HSIP/Local/Ot

			640,000	2035)	on	her
26	Cottonwood - Happy Valley at Gas Point Road Roundabout/Signal		$ 640,000	(2026-2035)	Intersection	HSIP/Local/Other
27	Deschutes Rd @ SR 44 Ramps and Old 44 Dr, Roundabouts/Signals		$ 2,560,000	(2026-2035)	Intersection	HSIP/Local/Other
	Total Long Term Fundable Needs =		**$ 19,955,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 15,115,000**	**$ 19,955,000**	**$ 35,070,000**
Recap of Expected/Estimated/Unknown Resources			
Highway Safety Improvement Program (HSIP) =	**12,847,750**	**$ 16,961,750**	**$ 29,809,500**
Local/Other =	**1,511,500**	**2,993,250**	**$ 4,504,750**
Active Transportation Program (ATP) =	**755,750**	**$ -**	**$ 755,750**
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 15,115,000**	**$ 19,955,000**	**$ 35,070,000**
Total Unfunded Needs (or Short Term Carryover) =	**$**	**$**	**$**

	-	-	-

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Safety

CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Roundabout: Victor Avenue - Old Alturas	$ 1,500,000		(2016-2025)	Intersection	HSIP/Local/ Other
2	Restripe and improvements: Court Street - Schley Avenue	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
3	2 lane Realignment and Widening: Old Oregon Trail - Midland Drive to Frontier Road	$ 1,800,000		(2016-2025)	Safety	HSIP/Local/ Other
4	Shoulder widening: Churn Creek Road - Bodenhammer to Boulder Creek	$ 1,200,000		(2016-2025)	Safety	HSIP/Local/ Other
5	Shoulder widening: Buenaventura - Placer to Lakeside	$ 1,200,000		(2016-2025)	Safety	HSIP/Local/ Other
6	Victor Avenue Safety Improvements - Enterprise Park to Churn Creek Bridge	$ 1,416,200		(2016-2025)	Safety	HSIP/Local/ Other
7	Signal: West Street - Placer Street	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other

8	Signal: Lake Blvd - Keswick Dam Road	$ 350,000		(2016-2025)	Intersection	HSIP/Local/ Other
9	Signal: Churn Creek - Maraglia Street	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
10	Signal: Victor Avenue - Vega Street	$ 400,000		(2026-2035)	Intersection	HSIP/Local/ Other
11	Signal: Victor Avenue - Galaxy Way	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
12	Signal: East Street - South Street	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
13	Signal: Alta Mesa Drive - Hartnell Avenue	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
14	Signal: Shasta View Drive - Simpson Blvd	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
15	Signal: Placer Road - Cumberland	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
16	Signal: Placer Road - Wisconsin Avenue	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
17	Signal: Court Street - Riverside Drive	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
18	Signal: Park Marina Drive - Locust Street	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
19	Signal: Airport Road - Meadowview Drive	$ 400,000		(2016-2025)	Intersection	HSIP/Local/ Other
	Total Short Term Needs =	**$ 12,666,200**				
20	Signal: Victor Avenue - Marlene Avenue		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
21	Signal: Lake Boulevard - Panorama Drive		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
22	Signal: Placer - O'conner Avenue		$	(2026-2035)	Intersec	HSIP/Local/

			512,000		tion	Other
23	Signal: Twin View - Caterpillar		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
24	Signal: Hilltop Drive - Sand Point Drive		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
25	Signal: Churn Creek/Hawley Road - Collyer Drive		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
26	Signal: Churn Creek Road - Palacio Drive		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
27	Signal: Shasta View Drive - College View		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
28	Signal: Victor Ave - El Vista Street		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
29	Signal: Lake Boulevard - Santa Rosa Way		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
30	Signal: Hartnell Avenue - Lawrence Road		$ 512,000	(2026-2035)	Intersection	HSIP/Local/ Other
	Total Long Term Fundable Needs =		**$ 5,632,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 12,666,200**	**$ 5,632,000**	**$ 18,298,200**
Recap of Expected/Estimated/Unknown Resources			
Highway Safety Improvement Program (HSIP) =	**6,333,100**	**$ 2,816,000**	**$ 9,149,100**
Local/Other =	**6,333,100**	**2,816,000**	**$ 9,149,100**

			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 12,666,200**	**$ 5,632,000**	**$ 18,298,200**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ -**	**$ -**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Safety
CITY OF ANDERSON

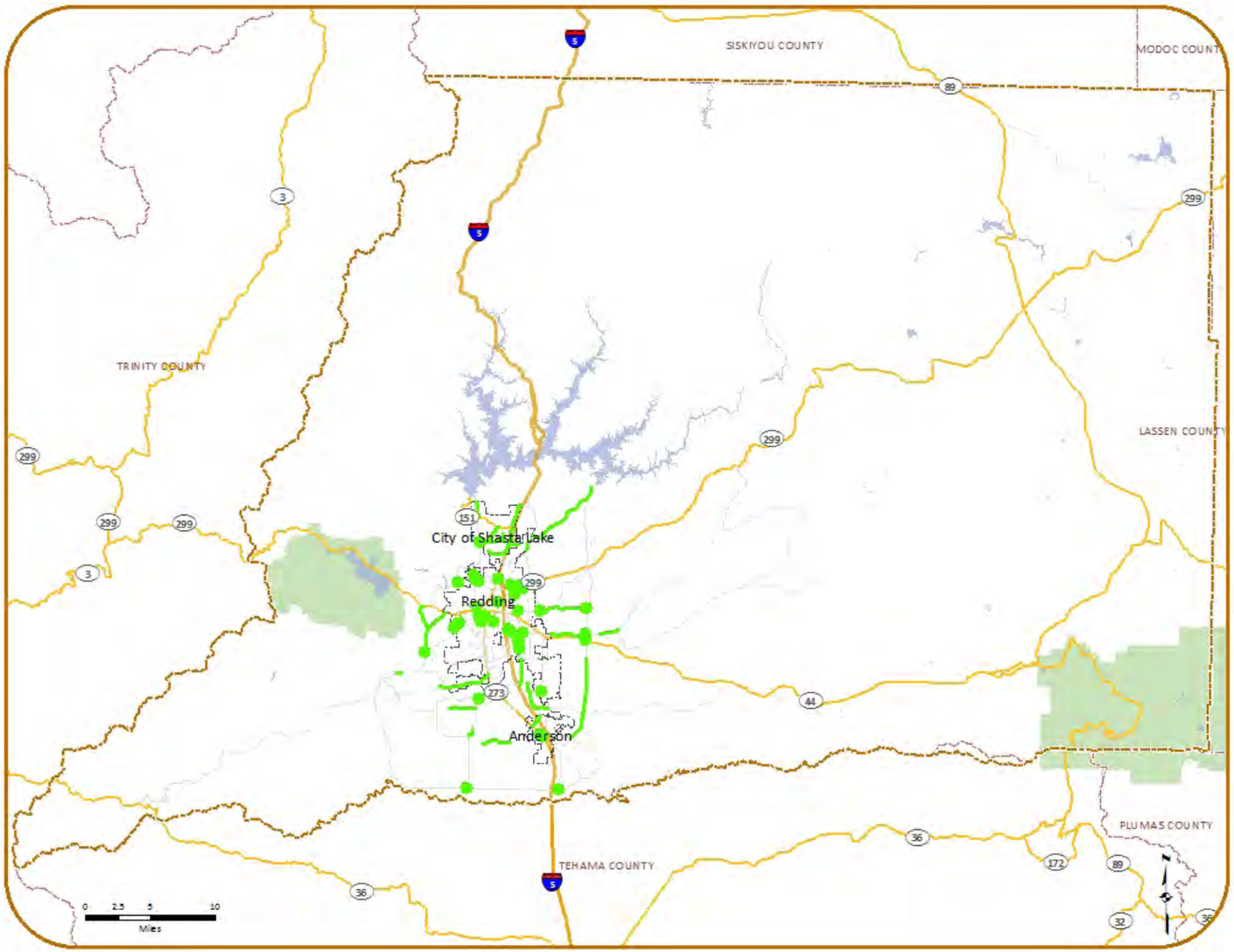
Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	SR 273 @ North Street - Intersection Improvements	$ 1,500,000		(2016-2025)	Safety	HSIP/Local/ Other
	Total Short Term Needs =	**$ 1,500,000**				
2	SR 273 @ South Street - Intersection Improvements		$	(2026-2035)	Safety	HSIP/Local/

			1,920,000			Other
3	Little Street - Realignment		$ 896,000	(2026-2035)	Safety	HSIP/Local/ Other
4	Alexander St - Widening		$ 640,000	(2026-2035)	Safety	HSIP/Local/ Other
	Total Long Term Fundable Needs =		**$ 3,456,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 1,500,000**	**$ 3,456,000**	**$ 4,956,000**
Recap of Expected/Estimated/Unknown Resources			
Highway Safety Improvement Program (HSIP) =	**$ 1,350,000**	**$ 3,110,400**	**$ 4,460,400**
Local/Other =	**$ 150,000**	**$ 345,600**	**$ 495,600**
Total Funding Reasonably Available =	**$ 1,500,000**	**$ 3,456,000**	**$ 4,956,000**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ -**	**$ -**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
PLUMAS COUNTY
TEHAMA COUNTY
City of Shasta Lake
Redding
Anderson
0 2.5 5 10
Miles

Native American

Summary of Projects

PIT RIVER TRIBE AND REDDING RANCHERIA (did not report)

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE / PROJECT INTENT	EXPECTED FUNDING SOURCES
1	Wamari Way, New road with two bridges (Burney Creek and Burney Creek Overflow)	unknown		(2016-2025)	New Facility	IRR
	Total Short Term Needs =	$ -				
	Total Long Term Fundable Needs =		$ -			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	$ -	$ -	$ -
Recap of Expected/Estimated/Unknown Resources			
			$ -
			$ -

			$ -
			$ -
	$ -	$ -	$ -
Total Funding Reasonably Available =	$ -	$ -	$ -
Total Unfunded Needs =	$ -	$ -	$ -
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

ITS

Summary of Projects - ITS

CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	I-5, Start/End PM 9.77, Knighton Road, 1 CCTV at Knighton Road on I-5	$ 554,000		(2016-2025)	ITS	SHOPP
2	I-5, Start/End PM 24.7, Mountain Gate, 1 CMS FNBT at Mountain Gate on I-5 W/ Sign Bridge structure	$ 1,040,000		(2016-2025)	ITS	SHOPP
3	SR 299, various locations, Hatchet Mountain, Microwave. TMS Wireless Backbone East Extension (Hatchet Mtn.)	$ 233,000		(2016-2025)	ITS	SHOPP
4	Various Locations in Shasta County, Microwave. TMS Wireless Backbone South/West Ext (Tuscan Butte; Hoadley)	$ 8,000,000		(2016-2025)	ITS	SHOPP

5	SR 273/299, Redding, Signal Upgrades and Synchronization on 299 between Lake Blvd and I-5	$ 210,000		(2016-2025)	ITS	SHOPP
6	SR 44/299, Shasta County, Connect I-5 Fiber Backbone to District Office	$ 4,482,000		(2016-2025)	ITS	SHOPP
7	SR 44/299, Redding, Redding Local TMS Fiber Spurs	$ 1,377,000		(2016-2025)	ITS	SHOPP
8	SR 44/I-5, Shasta County, Connect I-5 Fiber Backbone to District Office via Microwave and Hub House at CRI	$ 824,000		(2016-2025)	ITS	SHOPP
9	SR 44/89, Old Station, 1 CCTV,1 HAR, and 3 CMS signs at Old Station at Jct SR44-SR89	$ 27,000		(2016-2025)	ITS	SHOPP
10	I-5/SR 273, Redding, Northern Redding TMS Fiber	$ 345,000		(2016-2025)	ITS	SHOPP
11	I-5, Start/End PM 61.7, Sweetbrier Rd, 1 CCTV at Sweetbrier Road on I-5	$ 702,000		(2016-2025)	ITS	SHOPP
12	I-5, Various Locations, Bailey/Anderson/Walters HAR Simulcast and Upgrade Walters HAR	$ 709,000		(2016-2025)	ITS	SHOPP
13	I-5, Various Locations, Fawndale HAR Extender & Simulcast upgrade to Redding HAR	$ 210,000		(2016-2025)	ITS	SHOPP
14	I-5, various locations,Redding, Detection. Redding Area TMS System - A series of TMS sites along I-5	$ 635,000		(2016-2025)	ITS	SHOPP
15	SR 44, Start/End PM 1.24, Victor Avenue, 1 CCTV at Victor Avenue on SR44	$ 474,000		(2016-2025)	ITS	SHOPP
16	SR 273, Start/End PM 5.83, Briggs St, 1 CCTV at Briggs Street on SR273	$ 210,000		(2016-2025)	ITS	SHOPP
17	SR 273, Start/End PM 12.68, Bonnyview Road, 1 CCTV at S. Bonnyview Road on SR273	$ 237,000		(2016-2025)	ITS	SHOPP
18	SR 273, Redding, South Redding TMS Fiber Loop	$ 54,000		(2016-2025)	ITS	SHOPP
19	SR 273, Redding, Redding Rural TMC	$ 1,357,000		(2016-2025)	ITS	SHOPP
20	SR 273, Anderson/Redding, Complete Signalization and Synchronization plan of SR 273	$ 210,000		(2016-2025)	ITS	SHOPP
	Total Short Term Needs =	**$ 21,890,000**				

21	I-5, Start/End PM 24.7, 1 CMS FNBT at Mountain Gate on I-5 W/ Sign Bridge structure, CMS		$ 1,763,000	(2026-2035)	ITS	SHOPP
22	I-5, Various Locations, Upgrade and expand traffic data collection system		$ 4,992,000	(2026-2035)	ITS	SHOPP
23	SR 89, Start/End PM 0.4, Old Station, CMS FSBT - Model 510		$ 320,000	(2026-2035)	ITS	SHOPP
24	SR 299, Start/End PM 0.18, Buckhorn Summit, CCTV		$ 192,000	(2026-2035)	ITS	SHOPP
25	SR 299, Start/End PM 13.7, Whiskey Creek Bridge, CCTV EB Shldr at West end of Bridge		$ 192,000	(2026-2035)	ITS	SHOPP
26	SR 299, Start/End PM 26.5, Hawley Offramp, CMS FEBT - Model 500		$ 320,000	(2026-2035)	ITS	SHOPP
27	SR 299, Start/End PM 26.5, Old Oregon Trail, CCTV		$ 192,000	(2026-2035)	ITS	SHOPP
28	I-5, Start/End PM 1.1, Gas Point Road, CCTV SB Shldr		$ 192,000	(2026-2035)	ITS	SHOPP
29	I-5, Start/End PM 4.29, Deschutes Road UC (Anderson), CCTV To be relocated to ~ PM 4.30 BBS installed		$ 192,000	(2026-2035)	ITS	SHOPP
30	I-5, Start/End PM 9.33, Redding Area, TMS MVDS in median - Solar		$ 224,000	(2026-2035)	ITS	SHOPP
31	I-5, Start/End PM 14.44, Cypress Avenue, CCTV		$ 192,000	(2026-2035)	ITS	SHOPP
32	I-5, Start/End PM 21, Pine Grove OC (Shasta Lake City), HAR Flasher EMS FSBT - Upgrade to Flasher w/BBS or replace w/ CMS		$ 640,000	(2026-2035)	ITS	SHOPP
33	I-5, Start/End PM 24, Mountain Gate (Shasta Lake City), CCTV Fawndale Ops Truck Turnaround Site		$ 224,000	(2026-2035)	ITS	SHOPP
34	I-5, Start/End PM 30.5, Packers Bay S/B On Ramp, RWIS Packers Bay S/B Onramp at crest		$ 960,000	(2026-2035)	ITS	SHOPP
35	I-5, Start/End PM 32.3, O'Brien, RWIS O'Brien N/B Onramp at crest		$ 960,000	(2026-2035)	ITS	SHOPP
36	I-5, Start/End PM 36.1, Black Oak (South of Gilman Road OC), CMS #26 FNBT - Model 500 - Upgrade phone service		$ 64,000	(2026-2035)	ITS	SHOPP
37	I-5, Start/End PM 37.44, Salt Creek (Near Gillman Road), Curve Warning - Upgrade CCTV to Pan/Tilt/Zoom BBS installed		$ 64,000	(2026-2035)	ITS	SHOPP
38	I-5, Start/End PM 37.94, Antlers Summit OC, RWIS Upgrade w/BBS & connect comm to ITS Node LAN NB (1) Puck @ PM 37.93 SB (1) Puck @ PM 37.93 and (1) Subsurface Probe @ PM 37.93		$ 256,000	(2026-2035)	ITS	SHOPP

39	I-5, Start/End PM 45.8, Vollmers UC, RWIS Upgrade w/BBS & connect comm to ITS Node LAN NB (1)PUCK @ PM 45.85 and (1) Subsurface Probe @ PM 45.85 SB (1)PUCK @ PM 45.85		$ 256,000	(2026-2035)	ITS	SHOPP
40	I-5, Start/End PM 65.5, Castle Crags, CMS FNBT, for chain area		$ 960,000	(2026-2035)	ITS	SHOPP
41	SR 44, Start/End PM 1.3, Victor Avenue OC (Redding), CMS FWBT - Model 500		$ 960,000	(2026-2035)	ITS	SHOPP
42	SR 44, Start/End PM 1.56, Victor Avenue, HAR Flasher FEBT - Upgrade w/BBS		$ 128,000	(2026-2035)	ITS	SHOPP
43	SR 44, Start/End PM 2.77, Airport Road OC (Redding), CCTV Exist power/phone at nearby CMS		$ 256,000	(2026-2035)	ITS	SHOPP
44	SR 44, Start/End PM 7, Deschutes Road, CCTV NW Corner		$ 192,000	(2026-2035)	ITS	SHOPP
45	SR 44, Start/End PM 8, Silver Bridge Road, HAR Flasher FWBT - Upgrade w/BBS		$ 256,000	(2026-2035)	ITS	SHOPP
46	SR 44, Start/End PM 26, Shasta Forest Village, CCTV Southside of Hwy-44		$ 192,000	(2026-2035)	ITS	SHOPP
47	SR 44, Start/End PM 26.3, Shasta Forest Drive, RWIS WB lanes at top of luge for icy rds		$ 960,000	(2026-2035)	ITS	SHOPP
48	SR 44, Start/End PM 50.54, Eskimo Hill Summit, CCTV		$ 384,000	(2026-2035)	ITS	SHOPP
49	SR 44, Start/End PM 50.54, Eskimo Hill Summit, RWIS		$ 896,000	(2026-2035)	ITS	SHOPP
50	SR 44, Start/End PM 64, The Rim, RWIS		$ 384,000	(2026-2035)	ITS	SHOPP
51	SR 273, Start/End PM 4.44, Pinon Ave / Barney St., CCTV NE corner		$ 192,000	(2026-2035)	ITS	SHOPP
52	SR 273, Start PM 5/End PM 20.033, From Anderson to JCT I-5, Fiber Installation		$ 7,681,000	(2026-2035)	ITS	SHOPP
53	SR 273, Start/End PM 11.57, Girvan Rd., CCTV East side		$ 192,000	(2026-2035)	ITS	SHOPP
54	SR 273, Start/End PM 12, South Bonnyview Rd., CMS FNBT		$ 1,024,000	(2026-2035)	ITS	SHOPP
55	SR 273, Start/End PM 13.5, South Bonnyview Rd., CMS FSBT		$ 1,024,000	(2026-2035)	ITS	SHOPP
56	SR 273, Start/End PM 14.47, Buenaventura Blvd., CCTV NW corner - Power lines check for clearance		$ 192,000	(2026-2035)	ITS	SHOPP
57	SR 273, Start/End PM 14.96, Wyndham Ln., CCTV NE corner		$ 192,000	(2026-2035)	ITS	SHOPP

58	SR 273, Start/End PM 17.03, Riverside Dr., CCTV Possible Microwave Installation. Install Northwest corner near existing Cabinet.		$ 384,000	(2026-2035)	ITS	SHOPP
59	SR 299, Start/End PM 0.18, Buckhorn Summit, RWIS		$ 1,024,000	(2026-2035)	ITS	SHOPP
60	SR 299, Start/End PM 8.65, French Gulch Road Area, CCTV EB Shldr		$ 384,000	(2026-2035)	ITS	SHOPP
61	SR 299, Start/End PM 25.3, Hawley Road, CMS FWBT - Model 500		$ 960,000	(2026-2035)	ITS	SHOPP
62	SR 299, Start/End PM 28.38, Stillwater Way, HAR Flasher FWBT - Upgrade w/ BBS		$ 128,000	(2026-2035)	ITS	SHOPP
63	SR 299, Start/End PM 75.47, Mountain View Road, CCTV Downtown Intersection		$ 192,000	(2026-2035)	ITS	SHOPP
64	SR 299, Start/End PM 78.85, West of SR299-SR89 Jct, CMS FEBT - Model 510		$ 960,000	(2026-2035)	ITS	SHOPP
65	SR 299, Start/End PM 81.2, East of SR299-SR89 Jct, CMS FWBT - Model 510		$ 960,000	(2026-2035)	ITS	SHOPP
66	SR 299, Start/End PM 89.4, Pit One Grade-Fall River Area, CCTV Limited roadside for cabinets		$ 448,000	(2026-2035)	ITS	SHOPP
	Total Long Term Fundable Needs =		**$ 33,700,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 21,890,000**	**$ 33,700,000**	**$ 55,590,000**
Recap of Expected/Estimated/Unknown Resources			
State Highway Operations and Protection Program (SHOPP) =	**$ 21,890,000**	**$ 33,700,000**	**$ 55,590,000**
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 21,890,000**	**$ 33,700,000**	**$ 55,590,000**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ -**	**$ -**

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis		

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Regional ITS

Project Count	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	I-5, south of Fawndale Road and north of Bowman Road; Bluetooth Pilot Test at urban area Gateways	$ 20,000		(2016-2025)	ITS	SHOPP
2	I-5, south of Fawndale Road and north of Bowman Road; Install O-D stations at I-5 Urban Gateways	$ 196,000		(2016-2025)	ITS	SHOPP
3	CA-299, west of French Gulch Rd and east of Dry Creek Rd.; CA-44, east of Deschutes Rd.; Install O-D stations at CA-299 and CA-44 Urban Gateways	$ 294,000		(2016-2025)	ITS	SHOPP
4	I-5 from CA-44 to Knighton Road, Install new permanent mainline station and new permanent on and off-ramp station along I-5. **(Detector Project 1)**	$ 567,000		(2016-2025)	ITS	SHOPP
5	CA-44/I-5 interchange, Install new permanent mainline station and new permanent on and off-ramp station along CA-44. **(Detector Project 1)**	$ 284,000		(2016-2025)	ITS	SHOPP
6	I-5, Ox Yoke Road to Gas Point Road (South Gateway), Install new permanent mainline station and new permanent on and off-ramp station along I-5 **(Detector Project 2)**	$ 496,000		(2016-2025)	ITS	SHOPP

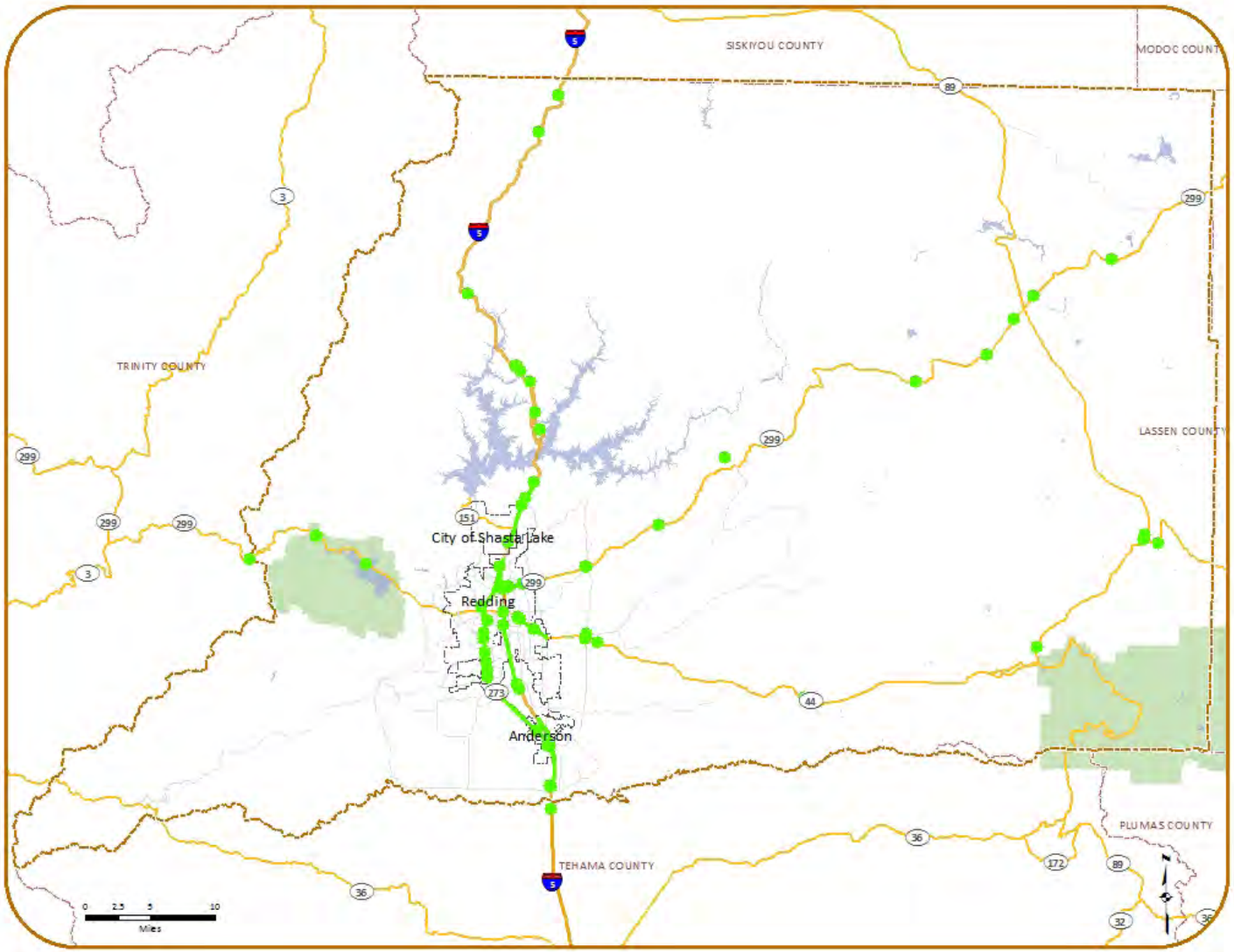
	Total Short Term Needs =	**$ 1,857,000**				
7	I-5, Oasis Road to CA-299, Install new permanent mainline station and new permanent on and off-ramp station along I-5 **(Detector Project 3)**		$ 544,000	(2026-2035)	ITS	SHOPP
8	CA-299/Interstate 5 Interchange, Upgrade existing mainline station to a permanent station and install new permanent on and off-ramp station along CA-299 **(Detector Project 3)**		$ 84,000	(2026-2035)	ITS	SHOPP
9	CA-299/Interstate 5 Interchange, Install new permanent mainline station and new permanent on and off-ramp station along CA-299 **(Detector Project 3)**		$ 91,000	(2026-2035)	ITS	SHOPP
10	I-5, Fawndale Road (North Gateway) to Pine Grove Avenue, Install new permanent mainline station and new permanent on and off-ramp station along I-5 **(Detector Project 4)**		$ 635,000	(2026-2035)	ITS	SHOPP
11	I-5, Fawndale Road (North Gateway) to Pine Grove Avenue, Upgrade existing mainline station to a permanent station and install new permanent on and off-ramp station along I-5 **(Detector Project 4)**		$ 84,000	(2026-2035)	ITS	SHOPP
12	CA-44, Shasta View Drive to Airport Drive, Install new permanent mainline station and new permanent on and off-ramp station along CA-44 **(Detector Project 5)**		$ 364,000	(2026-2035)	ITS	SHOPP
13	CA-299, Churn Creek Road to Old Oregon Trail, Install new permanent mainline station and new permanent on and off-ramp station along CA-299 **(Detector Project 6)**		$ 182,000	(2026-2035)	ITS	SHOPP
14	CA-299 at Deschutes Road, Upgrade existing profile station to a permanent profile station **(Detector Project 7)**		$ 84,000	(2026-2035)	ITS	SHOPP
15	CA-44 at Deschutes Road, Upgrade existing mainline station to a permanent station and install new permanent on and off-ramp station along CA-44 **(Detector Project 7)**		$ 170,000	(2026-2035)	ITS	SHOPP
16	I-5: CA-44 to Knighton Road; CA-44: CA-44/I-5 Interchange, Convert stations to TMS		$ 101,000	(2026-2035)	ITS	SHOPP
17	I-5: Ox Yoke Road to Gas Point Road, Convert stations to TMS		$ 59,000	(2026-2035)	ITS	SHOPP
18	I-5: Oasis Road to CA-299, CA-299: CA-299/I-5 Interchange, Convert stations to TMS		$ 68,000	(2026-2035)	ITS	SHOPP

19	I-5: Fawndale Road to Pine Grove Avenue, Convert stations to TMS		$ 68,000	(2026-2035)	ITS	SHOPP
20	CA-44: Shasta View Drive to Airport Drive, Convert stations to TMS		$ 33,000	(2026-2035)	ITS	SHOPP
21	CA-299: Churn Creek Road to Old Oregon Trail, Convert stations to TMS		$ 17,000	(2026-2035)	ITS	SHOPP
22	CA-299 at Deschutes Road, CA-44 at Deschutes Road, Convert stations to TMS		$ 26,000	(2026-2035)	ITS	SHOPP
	Total Long Term Fundable Needs =		**$ 2,238,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 1,857,000**	**$ 2,610,000**	**$ 4,467,000**
Recap of Expected/Estimated/Unknown Resources			
State Highway Operations and Protection Program (SHOPP) =	**1,857,000**	**$ 2,238,000**	**$ 4,095,000**
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 1,857,000**	**$ 2,238,000**	**$ 4,095,000**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (372,000)**	**$ (372,000)**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
PLUMAS COUNTY
TEHAMA COUNTY
City of Shasta Lake
Redding
Anderson
0 2.5 5 10
Miles

Ramp Meters

Summary of Projects - Ramp Meters
CALTRANS

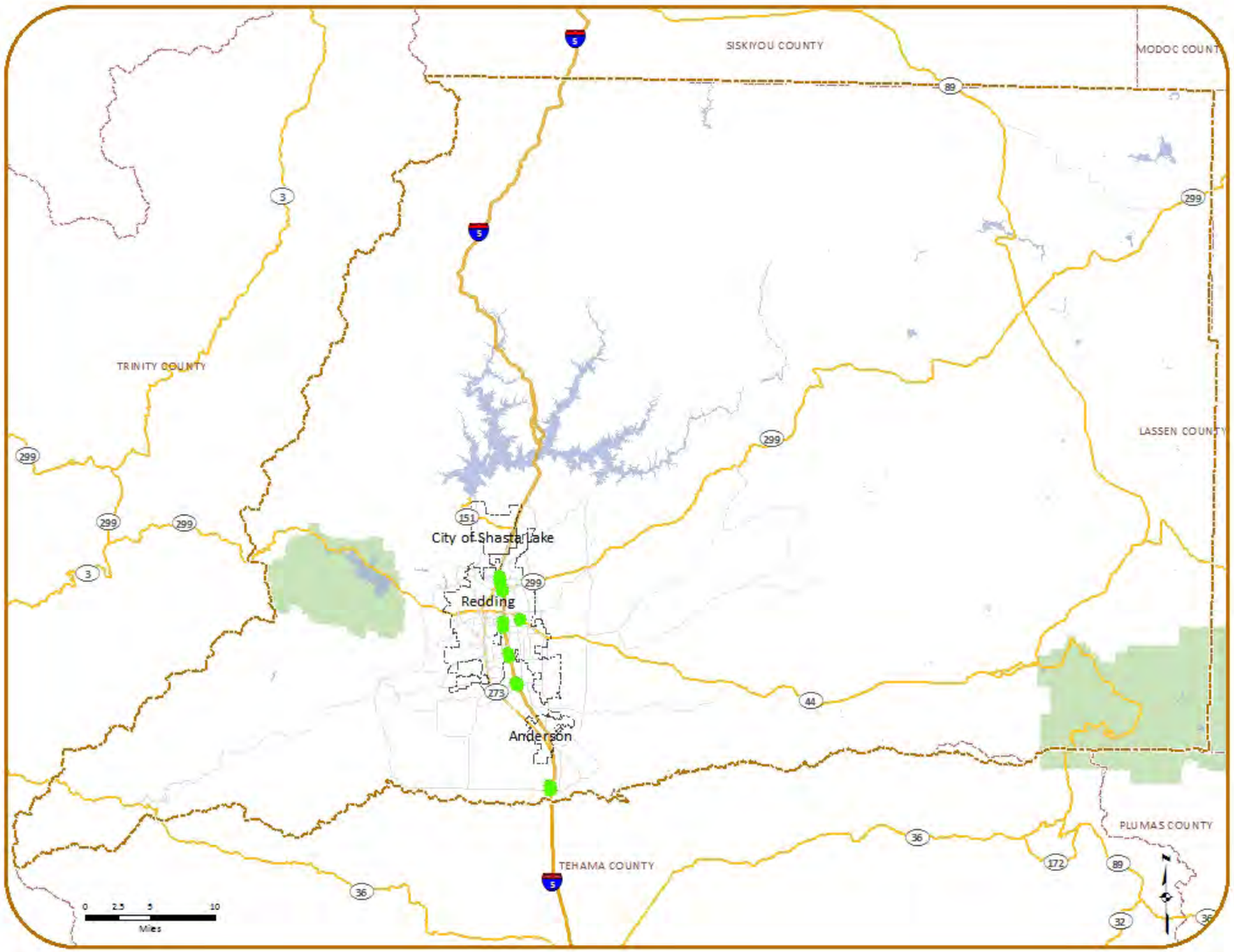
Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	I-5, Start/End PM 14.76, Cypress, Ramp Meter - Northbound	$ 750,000		(2016-2025)	Ramp meter	SHOPP/Local
2	I-5, Start/End PM 14.28, Cypress, Ramp Meter - Southbound	$ 750,000		(2016-2025)	Ramp meter	SHOPP/Local
3	I-5, Start/End PM 11.96, S. Bonnyview, Ramp Meter - Southbound	$ 800,000		(2016-2025)	Ramp meter	SHOPP/Local
4	SR 44, Start/End PM 1.57, Dana, Ramp Meter - Westbound	$ 150,000		(2016-2025)	Ramp meter	SHOPP/Local
	Total Short Term Needs =	**$ 1,700,000**				
5	I-5, Start/End PM 0.78, Gas Point Road, Ramp Meter - Southbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
6	I-5, Start/End PM 1.1, Gas Point Road, Ramp Meter - Northbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
7	I-5, Start/End PM 9.65, Knighton Road, Ramp Meter - Southbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
8	I-5, Start/End PM 9.9, Knighton Road, Ramp Meter - Northbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
9	I-5, Start/End PM 12.26, S. Bonnyview, Ramp Meter - Northbound		$ 1,024,000	(2026-2035)	Ramp meter	SHOPP/Local
10	I-5, Start/End PM 17.05, Lake Blvd., Ramp Meter - Southbound		$ 768,000	(2026-2035)	Ramp meter	SHOPP/Local
11	I-5, Start/End PM 17.57, Lake Blvd., Ramp Meter - Northbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
12	I-5, Start/End PM 17.92, Twin View Boulevard, Ramp Meter - Southbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
13	I-5, Start/End PM 18.22, Twin View Boulevard, Ramp Meter - Northbound		$ 960,000	(2026-2035)	Ramp meter	SHOPP/Local
	Total Long Term Fundable Needs =		**$ 8,512,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 1,700,000**	**$ 8,512,000**	**$ 10,212,000**
Recap of Expected/Estimated/Unknown Resources			
State Highway Operations and Protection Program (SHOPP) =	**$ 425,000**	**$ 2,128,000**	**$ 2,553,000**

Local/Other =	$ 1,275,000	$ 6,384,000	$ 7,659,000
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 1,700,000	$ 8,512,000	$ 10,212,000
Total Unfunded Needs =	$ -	$ -	$ -
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
City of Shasta Lake
Redding
Anderson
TEHAMA COUNTY
PLUMAS COUNTY
0 2.5 5 10
Miles

Bridges

Summary of Projects - Bridges
CALTRANS

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Route 44, Begin PM 59.62, 06-0084 Hat Creek	$ 4,125,000		(2016-2025)	Replace Bridge	SHOPP
2	Route 5, Begin PM 66.8, 06-0095 Craig View Drive	$ 11,800,000		(2016-2025)	Replace Bridge	SHOPP
3	Route 5, Begin PM 57.41, 06-0111 Sims Road UC	$ 5,313,000		(2016-2025)	Replace Superstructure (or replace bridge)	SHOPP
4	SR 44, Start/End PM 7.4, 06-0152 Cow Creek	$ 3,841,000		(2016-2025)	Seismic Retrofit	SHOPP
5	SR 44, Start/End PM 4.55, 06-0151 Clough Creek	$ 2,650,000		(2016-2025)	Rehab	SHOPP
6	Route 5, Begin PM 28.14, Pit River Bridge	$ 20,000,000		(2016-2025)	Seismic and Paint	SHOPP
7	Route 89, Begin PM 25.3, End PM 31.7, Lake Britton, Replace Bridge and realign roadway	$ 80,000,000		(2016-2025)	Replace Bridge and realign roadway	SHOPP
8	SR 44, Start PM 0/ End PM 60, Bridges at various locations	$ 3,760,000		(2016-2025)	Deck rehab, paint, joints, etc	SHOPP
9	SR 299, various locations in Shasta County	$ 3,800,000		(2016-2025)	Deck rehab, paint and joint repair/replacement	SHOPP
	Total Short Term Needs =	**$ 135,289,000**				
10	Route 5, Begin PM 28.14, End PM 28.14, Pit River Bridge		$ 640,042,000	(2026-2035)	Replace Bridge	SHOPP
11	06-0015 UNION SCHOOL RD OC (FO, SR=58.2), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
12	06-0035 REDDING OH (FO, SR=69), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
13	06-0036 CLEAR CREEK (SD, SR=76), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
14	06-0058 MONTGOMERY CK (SD, SR=76.1), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
15	06-0113 CREEKSIDE UC (SD, SR=75), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP

16	06-0118 STATE PARK UC (FO, SR=73.5), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
17	06-0126L E REDDING SEP (FO, SR=67.3), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
18	06-0137G N273-N5 CONN OC (FO, SR=73.6), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
19	06-0152 COW CREEK (SD, SR=72.2), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
20	06-0154 MOUNTAIN GATE OC (FO, SR=56.3), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
21	06-0155 OASIS ROAD OC (FO, SR=55), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
22	06-0156 ROUTE 151/5 SEP (FO, SR=60.1), Bridge Rehabilitation		$ 2,560,000	(2026-2035)	Bridge Rehabilitation	SHOPP
23	Route 273, Begin PM 17.08, End PM 17.08, Sacramento River Bridge, Replace Bridge		$ 64,004,000	(2026-2035)	Replace Bridge	SHOPP
	Total Long Term Fundable Needs =		**$ -**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 135,289,000**	**$ 734,766,000**	**$ 870,055,000**
Recap of Expected/Estimated/Unknown Resources			
State Highway Operations and Protection Program (SHOPP) =	**135,289,000**	**$ -**	**$ 135,289,000**
			$ -
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$ 135,289,000**	**$ -**	**$ 135,289,000**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (734,766,000)**	**$ (734,766,000)**

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis		

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Bridge

SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Spring Creek Road @ Fall River - Replace Bridge	$ 2,122,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
2	Cassel Fall River Road @ Pit River - Replace Bridge	$ 6,238,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
3	Soda Creek Road @ Soda Creek - Replace Bridge	$ 1,255,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
4	Gas Point Road at No Name Ditch - Replace Bridge	$ 1,500,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
5	Lower Gas Pt Road @ NFk Cottonwood Creek - Replace Bridge	$ 2,344,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
6	Ash Creek Road @ Sacramento River overflow - Replace Bridge	$ 1,399,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
7	Parkville Road @ Ash Creek - Replace Bridge	$ 1,280,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
8	Inwood Road @ South Fork Bear Creek - Replace Bridge	$		(2016-2025)	Bridge	HBP/Local

		1,066,000			Replacement	/Other
9	Island Road @ Little Tule River - Replace Bridge	$ 520,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
10	Ponderosa Way @ NFk Bear Creek - Replace Bridge	$ 860,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
11	White House Road @ ACID Canal - Replace Bridge	$ 440,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
12	Soda Creek Road @ SFk Soda Creek - Replace Bridge	$ 640,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
13	Ponderosa Way @ Snow Creek - Replace Bridge	$ 730,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
14	Bear Mtn. Road @ Deep Hole Creek - Replace Bridge	$ 950,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
15	Holiday Rd @ Spr. Branch Stillwater Crk - Replace Bridge	$ 640,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
16	Adobe Road @ Anderson Creek - Replace Bridge	$ 2,460,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
17	Oak Run Road @ Oak Run Crk - 6C-188 - Replace Bridge	$ 2,380,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
18	Lakeshore Road @ Doney Crk - Replace Bridge	$ 7,830,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
19	Lakeshore Road @ Charley Crk - Replace Bridge	$ 6,480,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
20	Ponderosa Way @ Snow Creek - Replace Bridge	$ 830,000		(2016-2025)	Bridge Replacement	HBP/Local /Other
	Total Short Term Needs =	**$ 41,964,000**				
21	Main Street @ Castle Creek - Replace Bridge		$ 2,637,000	(2016-2025)	Bridge Replacement	HBP/Local /Other
22	Pittville Road @ Pit River - Replace Bridge		$ 4,660,000	(2016-2025)	Bridge Replacement	HBP/Local /Other

23	Riverside Road @ Sacramento River - Replace Bridge		$ 2,714,000	(2016-2025)	Bridge Replacement	HBP/Local /Other
24	Park Avenue at Burney Creek - Replace Bridge		$ 896,000	(2016-2025)	Bridge Replacement	HBP/Local /Other
25	La Moine Road @ Slate Creek - Replace Bridge		$ 3,008,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
26	Platina Road @ Arbuckle Gulch - Replace Bridge		$ 1,216,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
27	Gibson Road @ Boulder Creek - Replace Bridge		$ 3,328,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
28	Jackrabbit Flat Rd @ Burney Creek - Replace Bridge		$ 1,446,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
29	Churn Creek Rd @ Churn Creek 6C-86 - Replace Bridge		$ 4,839,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
30	Bland Road @ NF Wilson Creek - Replace Bridge		$ 870,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
31	Westside Road @ Squaw Creek - Replace Bridge		$ 1,946,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
32	Platina Road @ Huling Creek - Replace Bridge		$ 691,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
33	Bland Road @ SF Wilson Creek - Replace Bridge		$ 1,216,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
34	Mineral Road @ Bailey Creek - Replace Bridge		$ 627,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
35	Phillips Road @ Little Cow Crk - Replace Bridge		$ 1,549,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
36	Rock Creek Road @ Bailey Creek - Replace Bridge		$ 1,165,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
37	Sunny Hill Road @ Ducket Creek - Replace Bridge		$ 922,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
38	Trinity Mountain Road @ French Gulch - Replace Bridge		$	(2026-2035)	Bridge	HBP/Local

			858,000		Replacement	/Other
39	Ponderosa Way @ SFk Cow Creek - Replace Bridge		$ 2,087,000	(2026-2035)	Bridge Replacement	HBP/Local /Other
40	Dersch Road @ Lack Creek - 6C-131 - Replace Bridge		$ 2,266,000	(2026-2035)	Bridge Replacement	HBP
41	Mountain Meadow Road @ Battle Creek - Replace Bridge		$ 947,000	(2026-2035)	Bridge Replacement	HBP
42	Clark Creek Road @ Burney Creek - Replace Bridge		$ 973,000	(2026-2035)	Bridge Replacement	HBP
43	Statton Road @ Salt Creek - Replace Bridge		$ 1,370,000	(2026-2035)	Bridge Replacement	HBP
44	Churn Creek Rd @ Churn Creek 6C-128 - Replace Bridge		$ 8,564,000	(2026-2035)	Bridge Replacement	HBP
45	Gas Point Road @ Antelope Creek - Replace Bridge		$ 2,419,000	(2026-2035)	Bridge Replacement	HBP
46	Tamarack Road @ Burney Creek - Replace Bridge		$ 2,010,000	(2026-2035)	Bridge Replacement	HBP
47	Mears Ridge Road @ Mears Creek - Replace Bridge		$ 3,187,000	(2026-2035)	Bridge Replacement	HBP
48	Nelson Creek Road @ Nelson Creek - Replace Bridge		$ 2,355,000	(2026-2035)	Bridge Replacement	HBP
49	Meyers Road @ Dry Creek - Replace Bridge		$ 1,895,000	(2026-2035)	Bridge Replacement	HBP
50	Soda Creek Road @ Soda Creek, 6C-139 - Replace Bridge		$ 1,510,000	(2026-2035)	Bridge Replacement	HBP
51	Platina Road @ NFk Cottonwood Creek - Replace Bridge		$ 2,035,000	(2026-2035)	Bridge Replacement	HBP
52	Gas Point Road @ Dry Creek - Replace Bridge		$ 2,202,000	(2026-2035)	Bridge Replacement	HBP
53	Soda Creek Road @ Sacramento River - Replace Bridge		$ 4,493,000	(2026-2035)	Bridge Replacement	HBP

54	Cline Gulch @ Clear Creek - Replace Bridge		$ 4,442,000	(2026-2035)	Bridge Replacement	HBP
55	Deer Flat Road @ NF Battle Creek - Replace Bridge		$ 973,000	(2026-2035)	Bridge Replacement	HBP
56	Big Bend Road @ Roaring Creek - Replace Bridge		$ 934,000	(2026-2035)	Bridge Replacement	HBP
57	Middle Creek Road at Middle Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
58	Ash Creek Road at Ash Creek Tributary - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
59	Fenders Ferry Road at Snow Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
60	Rock Creek Road at Rock Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
61	Highland Lakes Road at Boulder Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
62	Placer Road at Dry Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
63	Cline Gulch Road at Cline Gulch - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
64	Tamarack Road at Old Cow Creek - Replace Bridge		unknown	beyond 2035	Bridge Replacement	HBP
	Total Long Term Fundable Needs =		**$ 36,675,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 41,964,000**	**$ 79,250,000**	**$ 121,214,000**

Recap of Expected/Estimated/Unknown Resources			
Highway Bridge Program (HBP) =	$ 39,865,800	$ 34,841,250	$ 74,707,050
Local/Other =	$ 2,098,200	1,833,750	$ 3,931,950
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 41,964,000	$ 36,675,000	$ 78,639,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (42,575,000)	$ (42,575,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Bridge

CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES

1	State Bridge #06C0340, Sacramento Drive @ Olney Creek - Bridge Replacement	$ 2,499,000		(2016-2025)	Bridge Replacement	HBP/Local
2	State Bridge #06C0344, Sharon Ave over ACID Canal - Bridge Replacement	$ 916,000		(2016-2025)	Bridge Replacement	HBP/Local
3	State Bridge #06C0104, Old Alturas Road @ Churn Creek - Bridge Replacement	$ 3,000,000		(2016-2025)	Bridge Replacement	HBP/Local
4	State Bridge #06C0335, Eastside Road @ Olney Creek - Bridge Replacement	$ 1,900,000		(2016-2025)	Bridge Replacement	HBP/Local
5	State Bridge #06C0341, Girvan Road @ Olney Creek - Bridge Replacement	$ 2,239,000		(2016-2025)	Bridge Replacement	HBP/Local
6	State Bridge # 06C0071, Railroad Ave over Canyon Hollow - Bridge Rehabilitation	$ 1,635,000		(2016-2025)	Bridge Rehabilitation	HBP/Local
7	State Bridge # 06C0078, Westside Rd @ ACID Canal - Bridge Replacement	$ 1,000,000		(2016-2025)	Bridge Replacement	HBP/Local
8	State Bridge # 06C0085, Eastside Rd @ Canyon Hollow - Bridge Replacement	$ 1,731,000		(2016-2025)	Bridge Replacement	HBP/Local
	Total Short Term Needs =	$ 14,920,000				
9	State Bridge # 06C0088, Old Oregon Trail @ W. Fork Stillwater Creek - Bridge Replacement		$ 6,400,000	(2026-2035)	Bridge Replacement	HBP/Local
10	State Bridge #06C0307, Canyon Road @ ACID Canal - Bridge Replacement		$ 2,683,000	(2026-2035)	Bridge Replacement	HBP/Local
11	State Bridge # 06C0033, Lake Blvd @ SPRR - Bridge Rehabilitation		$ 6,400,000	(2026-2035)	Bridge Rehabilitation	HBP/Local
12	State Bridge # 06C0047, Locust St @ ACID Canal - Bridge Rehabilitation		$ 1,280,000	(2026-2035)	Bridge Rehabilitation	HBP/Local
13	State Bridge # 06C0057, Twin View Blvd @ Boulder Creek - Bridge Rehabilitation		$ 6,400,000	(2026-2035)	Bridge Rehabilitatio	HBP/Local

					n	
14	State Bridge # 06C0106, Hartnell Ave @ Churn Court - Bridge Rehabilitation		$ 6,400,000	(2026-2035)	Bridge Rehabilitation	HBP/Local
15	State Bridge # 06C0070, Westside Rd @ Oregon Gulch - Bridge Rehabilitation		$ 1,280,000	(2026-2035)	Bridge Rehabilitation	HBP/Local
16	State Bridge # 06C0106, Hilltop Dr @ I-5 - Bridge Rehabilitation (South Replacement)		$ 3,417,000	(2026-2035)	Bridge Rehabilitation	HBP/Local
	Total Long Term Fundable Needs =		$ 34,260,000			

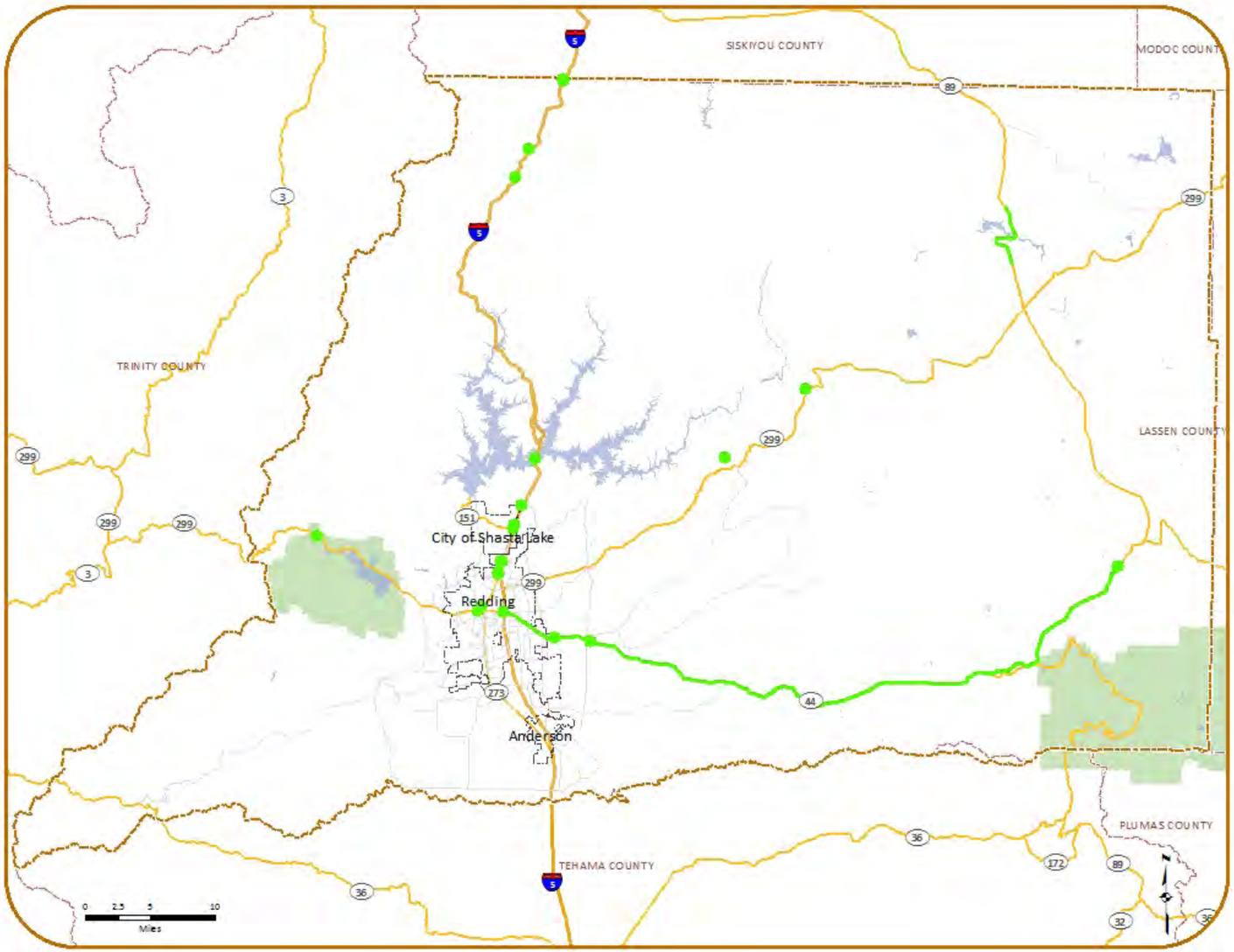
DESCRIPTION	**Short (2016-2025)**	**Long (2026-2035)**	**Total**
Funding Needed By Short and Long Range Bands	**$ 14,920,000**	**$ 34,260,000**	**$ 49,180,000**
Recap of Expected/Estimated/Unknown Resources			
Highway Bridge Program (HBP) =	**14,174,000**	**$ 32,547,000**	**$ 46,721,000**
Local/Other =	**746,000**	**1,713,000**	**$ 2,459,000**
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	**$**	**$**	**$**

	14,920,000	34,260,000	49,180,000
	$	$	$
Total Unfunded Needs (or Short Term Carryover) =	-	-	-

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%


SISKIYOU COUNTY
MODOC COUNTY
TRINITY COUNTY
LASSEN COUNTY
PLUMAS COUNTY
TEHAMA COUNTY
City of Shasta Lake
Redding
Anderson
0 2.5 5 10
Miles

Active Transportation

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	151, Begin PM 5.4, End PM 5.9, Shasta Lake City from 0.5 mile west to 0.4 mile east of Poplar Lane	$ 2,000,000		(2016-2025)	Construct curb ramps, reconstruct sidewalks and possibly add sidewalks and adjust traffic signal pedestrian buttons.	SHOPP
	Total Short Term Needs =	**$ 2,000,000**				
2	Lake Blvd (SR 299), between SR 273 and Interstate 5, Begin PM 24.238, End PM 24.822, Complete Streets gap closure for multimodal use facilities and aesthetic treatments		$ 2,560,000	(2026-2035)	Bicycle and pedestrian, complete streets	SHOPP/ATP
3	Route 299, Begin PM 16.5, End PM 18.3, From Old Shasta to Whiskeytown NRA, Provide westbound truck climbing lane and bike lane.		$ 1,536,000	(2026-2035)	Bicycle and pedestrian, truck climbing lane	SHOPP/ATP
4	Entire length of SR 273, Class II Bike Lane (including railroad crossing)		$ 15,361,000	(2026-2035)	construct bike lanes	SHOPP/ATP
5	Route 273, Begin PM 3.812, End PM 11.1, various locations in high pedestrian areas, Pedestrian Facilities - Consistent with ADA and Caltrans Design Standards		$ 8,961,000	(2026-2035)		SHOPP/ATP
	Total Long Term Fundable Needs =		**$ -**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 2,000,000**	**$ 28,418,000**	**$ 30,418,000**
Recap of Expected/Estimated/Unknown Resources			

Active Transportation Program (ATP) =	200,000	$ -	$ 200,000
State Highway Operations and Protection Program (SHOPP) =	1,800,000	$ -	$ 1,800,000
			$ -
			$ -
			$ -
Total Funding Reasonably Available =	$ 2,000,000	$ -	$ 2,000,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (28,418,000)	$ (28,418,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Active Transportation
SHASTA COUNTY

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Burney - Tamarack Ave. and Park Ave., class ii bike lane	$ 420,000		(2016-2025)	Safety/SRTS	2% LTF
2	Burney - Mountain View Drive, Quebec St., Sugar Pine, Safe Routes to School	$ 500,000		(2016-2025)	Safety	Local/Other
3	Burney - Park Avenue, between Tamarack Avenue and Burney Creek, Construct shoulders	$ 101,500		(2016-2025)	Safety	ATP/Local/Other

4	Burney - Erie Street, Construct sidewalks	$ 359,848		(2016-2025)	Safety	ATP/Local/Other
5	Burney - Quebec Street, Construct sidewalks	$ 359,848		(2016-2025)	Safety	ATP/Local/Other
6	Burney - Toronto Avenue, between Erie and Quebec Streets, Construct sidewalks	$ 359,848		(2016-2025)	Safety	ATP/Local/Other
7	Old Oregon Trail from College View to Collyer Drive, class ii bike lane and interchange improvements	$ 500,000		(2016-2025)	Safety	ATP/Local/Other
	Total Short Term Needs =	**$ 2,601,045**				
8	Road segment Gas Point Road, From I-5/Cottonwood, To Happy Valley Road, class ii bike lane		$ 4,990,000	(2026-2035)	Safety	ATP/Local/Other
9	Road segment Happy Valley Road, From Gas Point Road, To Hawthorne Avenue, class ii bike lane		$ 5,206,000	(2026-2035)	Safety	ATP/Local/Other
10	Road segment Canyon Road, From Hawthorne Avenue, To Highway 273, class ii bike lane		$ 1,618,000	(2026-2035)	Safety	ATP/Local/Other
11	Road segment Balls Ferry Road, From Anderson city limit, To Deschutes Road, class ii bike lane		$ 834,000	(2026-2035)	Safety	Unfunded or Developer
12	Road segment Deschutes Road, From Balls Ferry Road, To Highway 299 East, class ii bike lane		$ 10,860,000	(2026-2035)	Safety	Unfunded or Developer
13	Road segment Placer Road, From Redding city limit, To Cloverdale Road, class ii bike lane		$ 5,588,000	(2026-2035)	Safety	Unfunded or Developer
14	Road segment Texas Springs Road, From Placer Road, To Branstetter Road, class ii bike lane		$ 5,008,000	(2026-2035)	Safety	Unfunded or Developer
15	Road segment Oasis Road, From I-5/Redding, To Old Oregon Trail, class ii bike lane		$ 1,233,000	(2026-2035)	Safety	Unfunded or Developer
16	Road segment Old Oregon Trail, From I-5/Mountain Gate, To Highway 299 East, class ii bike lane		$ 5,381,000	(2026-2035)	Safety	Unfunded or Developer
17	Road segment Old Oregon Trail, From Highway 299 East, To Highway 44, class ii bike lane		$ 3,452,000	(2026-2035)	Safety	Unfunded or Developer
18	Road segment Cloverdale Road, From Placer Road, To Oak Street, class ii bike lane		$	(2026-2035)	Safety	Unfunded or

			3,162,000			Developer
19	Road segment Dersch Road, From Airport Road, To Deschutes Road, class ii bike lane		$ 2,234,000	(2026-2035)	Safety	Unfunded or Developer
20	Road segment Swasey Drive , From Highway 299 West, To Placer Road, class ii bike lane		$ 3,077,000	(2026-2035)	Safety	Unfunded or Developer
21	Burney - Tamarack Avenue, between convenience store and Main Street, Construct sidewalks		$ 369,000	(2026-2035)	Safety	Unfunded or Developer
22	Burney - Main Street gap closures, at various locations, Construct sidewalks		$ 2,303,000	(2026-2035)	Safety/Gap closure	Unfunded or Developer
23	Road segment Airport Road, From Highway 44, To Anderson city limit, class ii bike lane		$ 5,069,000	(2026-2035)	Safety	Unfunded or Developer
24	Road segment Oak Street, From Cloverdale Road, To Palm Avenue, class ii bike lane		$ 1,270,000	(2026-2035)	Safety	Unfunded or Developer
25	Road segment Palm Avenue, From Oak Street , To Happy Valley Road, class ii bike lane		$ 2,023,000	(2026-2035)	Safety	Unfunded or Developer
26	Burney - Mountain View Road, between Main and Carberry Streets, Construct sidewalks		$ 2,948,000	(2026-2035)	Safety	Unfunded or Developer
27	Burney - Ash Avenue, between Hudson and Marquette Streets, Widen shoulders		$ 162,000	(2026-2035)	Safety	Unfunded or Developer
28	Burney - Park Avenue, between Burney Creek and Hudson Street, Widen shoulders		$ 425,000	(2026-2035)	Safety	Unfunded or Developer
29	Burney - Hudson Street, between Park Avenue and Main Street, Widen shoulders		$ 317,000	(2026-2035)	Safety	Unfunded or Developer
30	Burney - Huron Avenue, between Hudson and Erie Streets, Widen shoulders		$ 261,000	(2026-2035)	Safety	Unfunded or Developer
31	Burney - Marquette Street, between Cypress Avenue and Main Street, Widen shoulders		$ 398,000	(2026-2035)	Safety	Unfunded or Developer
32	Burney - Extension of Tall Timber Lane between schools, Construct 'Class I' bike path		$ 45,000	(2026-2035)	Safety/SRTS	Unfunded or Developer
33	Burney - From Elementary to Junior/Senior High Schools, Construct 'Class I' bike path		$ 56,000	(2026-2035)	Safety/SRTS	Unfunded or Developer

34	Burney - Formalize bike path from Junior/Senior High Schools to Main Street, Construct 'Class I' bike path		$ 41,000	(2026-2035)	Safety/SRTS	Unfunded or Developer
35	Burney - From Washburn Bue Park to Burney Creek Trail, Construct trail		$ 355,000	(2026-2035)	Safety	Unfunded or Developer
36	Burney - Burney Creek Trail, Construct trail		$ 192,000	(2026-2035)	Safety	Unfunded or Developer
37	Burney - Bailey Avenue, between Marquette Street and Tall Timber Lane, Construct 'Class II' bike lanes		$ 247,000	(2026-2035)	Safety	Unfunded or Developer
38	Burney - Hudson Street, Marquette Street, Ash Avenue, Park Avenue, Traffic calming measures		$ 67,000	(2026-2035)	Safety/Traffic calming	Unfunded or Developer
39	Burney - Main Street/City Limits, Gateway treatments		$ 50,000	(2026-2035)	Safety	Unfunded or Developer
	Total Long Term Fundable Needs =		**$ 11,814,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 2,601,045**	**$ 69,241,000**	**$ 71,842,045**
Recap of Expected/Estimated/Unknown Resources			
Active Transportation Program (ATP) =	**$ 962,387**	**$ 4,371,180**	**$ 5,333,567**
Local/Other =	**$ 130,052**	**$ 590,700**	**$ 720,752**
2% LTF =	**$ 130,052**	**$ 590,700**	**$ 720,752**
Highway Safety Improvement Program (HSIP) =	**$ 1,378,554**	**$ 6,261,420**	**$ 7,639,974**

			$ -
Total Funding Reasonably Available =	**$ 2,601,045**	**$ 11,814,000**	**$ 14,415,045**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ (57,427,000)**	**$ (57,427,000)**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Active Transportation

CITY OF REDDING

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Shoulder Widening: Browning Street - Hilltop Drive to Churn Creek	$ 1,000,000		(2016-2025)	Safety/Shoulder Recovery	STIP/Other
2	Multi-use trail, pedestrian/bike improvements: Riverside Trail, From Sacramento River Trail, To Center St	$ 1,500,000		(2016-2025)	Safety	STIP/Other
3	Placer Street Pedestrian/Bike Improvements: Pleasant Street to Boston	$ 5,004,000		(2016-2025)	Safety	ATP/TIF/Streets/Water
4	Shoulder Widening: Old Alturas Road - Shasta View to Edgewood	$ 1,200,000		(2016-2025)	Safety	BTA/TIF/Prop 1B/Streets
	Total Short Term Needs =	**$**				

		8,704,000				
5	Multi-use trail: Candlewood Trail, From Highway 44, To Candlewood Dr		$ 256,000	(2026-2035)	Recreation/Safety	unknown
6	Multi-use trail: Kapusta		$ 160,000	(2026-2035)	Recreation/Safety	unknown
7	Multi-use trail: Clear Creek Trail, Lower Clear Creek Greenway, To Cascade Park		$ 832,000	(2026-2035)	Recreation/Safety	unknown
8	Multi-use trail: Jenny Creek Trail, From Eureka Way, To Mary Lake		$ 160,000	(2026-2035)	Recreation/Safety	unknown
9	Multi-use trail: Linden Creek Trail, From Placer St, To MLK, Jr. Park		$ 512,000	(2026-2035)	Recreation/Safety	unknown
10	Multi-use trail: Manzanita Trail, From Manzanita Hills Av, To Almond Av		$ 192,000	(2026-2035)	Recreation/Safety	unknown
11	Dirt trail: Salt Creek Trail, From Highway 299 West, To Sacramento River Trail		$ 448,000	(2026-2035)	Recreation/Safety	unknown
12	Crushed granite: Widen Buenaventura Trail, from Sunflower to Sacramento River Trail		$ 288,000	(2026-2035)	Recreation/Safety	unknown
13	class ii bike lane: Route N Market St, From Lake Blvd, To Quartz Hill Rd		$ 64,000	(2026-2035)	Safety	unknown
14	class ii bike lane: Route Tarmac Rd, From Shasta View Dr, To Abernathy Ln		$ 192,000	(2026-2035)	Safety	unknown
15	class ii bike lane: Route Buenaventura Blvd, From Buenaventura Trailhead, To Railroad Av		$ 96,000	(2026-2035)	Safety	unknown
16	class ii bike lane: Route Hilltop Dr, From State Route 299, To E Cypress Av		$ 1,536,000	(2026-2035)	Safety	unknown
17	class ii bike lane: Route Lake Blvd, From Pine Grove Av, To N Market St		$ 64,000	(2026-2035)	Safety	unknown
18	class ii bike lane: Route Old Alturas Rd, From Churn Creek Rd, To Old Oregon Trail		$ 448,000	(2026-2035)	Safety	unknown
19	class ii bike lane: Route Shasta View Dr, From College View Dr, To Rancho Rd		$ 6,400,000	(2026-2035)	Safety	unknown

20	class ii bike lane: Route Victor Av, From Old Alturas Rd, To Rancho Rd		$ 7,681,000	(2026-2035)	Safety	unknown
21	class ii bike lane: Route Bechelli Ln, From Bechelli River Access, To South Bonnyview Rd		$ 640,000	(2026-2035)	Safety	unknown
22	class ii bike lane: Route Browning St, From Hilltop Dr, To Old Alturas Rd		$ 576,000	(2026-2035)	Safety	unknown
23	class ii bike lane: Route Churn Creek Rd, From State Route 299, To Knighton Rd		$ 7,040,000	(2026-2035)	Safety	unknown
24	class ii bike lane: Route Hartnell Av, From Cypress Av, To Airport Rd		$ 2,560,000	(2026-2035)	Safety	unknown
25	class ii bike lane: Route Benton Dr, From Quartz Hill Rd, To Sacramento River		$ 64,000	(2026-2035)	Safety	unknown
26	class ii bike lane: Route Butte St, From Continental St, To Park Marina Dr		$ 51,000	(2026-2035)	Safety	unknown
27	class ii bike lane: Route Center St, From Riverside Dr, To Trinity St		$ 960,000	(2026-2035)	Safety	unknown
28	class ii bike lane: Route College View Dr, From Bodenhamer Blvd (Future), To Old Alturas Rd		$ 3,200,000	(2026-2035)	Safety	unknown
29	class ii bike lane: Route Continental St, From Trinity St, To Butte		$ 64,000	(2026-2035)	Safety	unknown
30	class ii bike lane: Route Court St, From Sacramento River, To Schley Av / Railroad Av		$ 1,280,000	(2026-2035)	Safety	unknown
31	class ii bike lane: Route Cypress Av, From Civic Center Dr, To Ishi Dr		$ 3,840,000	(2026-2035)	Safety	unknown
32	class ii bike lane: Route East St, From Trinity St, To South St		$ 192,000	(2026-2035)	Safety	unknown
33	class ii bike lane: Route Keswick Dam Rd, From Buenaventura Blvd, To Lake Blvd		$ 512,000	(2026-2035)	Safety	unknown
34	class ii bike lane: Route Oasis Rd, From Lake Blvd, To Old Oregon Trail		$ 3,200,000	(2026-2035)	Safety	unknown
35	class ii bike lane: Route Old Oregon Trail, From Oasis Rd, To State Route 44		$	(2026-2035)	Safety	unknown

			640,000			
36	Multi-use Trail: SR 273: Girvan to Redding Rancheria		$ 832,000	(2026-2035)	Safety	unknown
37	class ii bike lane: Route Trinity St, From Center St, To Continental St		$ 960,000	(2026-2035)	Safety	unknown
38	class ii bike lane: Route Quartz Hill Rd, From Keswick Dam Rd, To N Market St		$ 4,480,000	(2026-2035)	Safety	unknown
39	class ii bike lane: Route Westside Rd, From Buenaventura Blvd, To Cedars Rd		$ 3,840,000	(2026-2035)	Safety	unknown
40	class ii bike lane: Route Boulder Dr, From State Route 299 Bikeway, To State Route 299 Bikeway		$ 2,560,000	(2026-2035)	Safety	unknown
41	class ii bike lane: Route Hawley St, From State Route 299, To Proposed Future Trailhead		$ 4,480,000	(2026-2035)	Safety	unknown
42	class ii bike lane: Route Rancho Rd, From Churn Creek Rd, To Venture		$ 6,400,000	(2026-2035)	Safety	unknown
43	class ii bike lane: Route Airport Rd, From Hartnell Av, To Sacramento River		$ 10,241,000	(2026-2035)	Safety	unknown
44	class ii bike lane: Route Future Rd, From Future Trailhead, To Tanglewood		$ 2,560,000	(2026-2035)	Safety	unknown
45	class ii bike lane: Route Loma Vista, From Bechelli Ln, To Churn Creek Rd		$ 192,000	(2026-2035)	Safety	unknown
46	class ii bike lane: Route Palisades Av, From Hilltop Dr, To Dana-to-Downtown Bikeway		$ 448,000	(2026-2035)	Safety	unknown
47	class ii bike lane: Route Radio Ln / East Bonnyview Rd, From Eastside Rd, To South Bonnyview Rd		$ 3,840,000	(2026-2035)	Safety	unknown
48	class ii bike lane: Route South St, From Court St, To Park Marina Dr		$ 320,000	(2026-2035)	Safety	unknown
49	class ii bike lane: Route Venture St, From Rancho Rd, To Unforgettable Ln		$ 2,560,000	(2026-2035)	Safety	unknown
50	Multi-use trail: Boulder Creek Trail, From SR 299E Bikeway, To Churn Creek		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown

51	Multi-use trail: Canyon Creek Trail Extension, From Placer St, To Blazingwood Dr		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
52	Multi-use trail: Churn Creek Trail, From Minder Park, To Churn Creek Rd		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
53	Multi-use trail: Clover Creek Trail, From Sports Park, To Sacramento River		$ 3,840,000	(2026-2035)	Recreation/Safety	unknown
54	Multi-use trail: Little Churn Creek Trail, From Hartnell Av, To Churn Creek		$ 3,200,000	(2026-2035)	Recreation/Safety	unknown
55	Existing gravel; to be paved in future: Old 99 Spur Trail*, From Lake Blvd, To North Market St		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
56	Multi-use trail: Sac. River Trail - Hatchcover Spur, From Hemstead Dr, To Cypress Av		$ 1,536,000	(2026-2035)	Recreation/Safety	unknown
57	Multi-use trail: Sulphur Creek Trail -South, From North Market St, To Arboretum Perimeter Trail		$ 1,536,000	(2026-2035)	Recreation/Safety	unknown
58	Dirt trail: Olney Creek Trail, From Texas Springs Rd, To Cascade Park		$ 2,560,000	(2026-2035)	Recreation/Safety	unknown
59	Dirt trail: Ridgeview Trail, From Ridgeview Park, To Blue Gravel Mine Trail		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
60	Dirt trail: Sulphur Creek Trail - North, From Quartz Hill Rd, To North Market St		$ 2,304,000	(2026-2035)	Recreation/Safety	unknown
61	Dirt trail: Greenwood Trail, From Almond/Airpark, To Sonoma St		$ 2,560,000	(2026-2035)	Recreation/Safety	unknown
62	Dirt trail: Avalon Trail, From future Shasta View Dr, To Old Oregon Trail		$ 3,840,000	(2026-2035)	Recreation/Safety	unknown
63	Multi-use trail: Lema - Nash Trail, From Shasta View Dr, To Old Oregon Trail		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
64	Multi-use trail: Sac. River Trail - Future Expansion, From Cypress Av, To Anderson River Park		$ 19,201,000	(2026-2035)	Recreation/Safety	unknown
65	Multi-use trail: Upper Churn Creek Trail, From Pine Grove Av, To Oasis Rd		$ 1,920,000	(2026-2035)	Recreation/Safety	unknown
66	Multi-use trail: Wentz Creek Trail, From Mistletoe School, To Cypress Av		$	(2026-2035)	Recreation/Safety	unknown

			1,536,000			
67	Dirt trail: China Dam Trail, From Placer Rd, To Texas Springs Rd		$ 1,280,000	(2026-2035)	Recreation/Safety	unknown
68	Multi-use trail: Sac. River Trail - Park Marina Trail, From State Route 44, To Cypress Av		$ 3,840,000	(2026-2035)	Improve bike access, Recreation	unknown
69	Multi-use trail: Stillwater Creek Trail, From Old Oregon Trail, To Sacramento River		$ 2,560,000	(2026-2035)	Improve bike access, Recreation	unknown
70	Multi-use trail: Stillwater Plant Trail, From State Route 44, To Dersch Rd		$ 5,120,000	(2026-2035)	Improve bike access, Recreation	unknown
	Total Long Term Fundable Needs =		**$ 45,940,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 8,704,000**	**$ 156,214,000**	**$ 164,918,000**
Recap of Expected/Estimated/Unknown Resources			
State Transportation Improvement Program (STIP) =	**$ 675,000**	**$ -**	**$ 675,000**
Active Transportation Program (ATP) =	**$ 1,605,800**	**$ 9,188,000**	**$ 10,793,800**
Local/Other =	**$ 2,408,700**	**$ 13,782,000**	**$ 16,190,700**
2% LTF =	**$ 401,450**	**$ 2,297,000**	**$ 2,698,450**
Highway Safety Improvement Program (HSIP) =	**$ 3,613,050**	**$ 20,673,000**	**$ 21,074,450**

	$ 8,704,000	$ 45,940,000	$ 54,644,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (110,274,000)	$ (110,274,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Active Transportation

CITY OF ANDERSON

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Route North Street, class ii bike lane	$ 250,000		(2016-2025)	Safety	unknown
2	Route Balls Ferry Road, From South Street, To SE city limit, class ii bike lane	$ 300,000		(2016-2025)	Safety	unknown
	Total Short Term Needs =	**$ 550,000.00**				
3	Route SR 273, From South Street, To South city limit, class i bike path		$	(2026-2035)	Safety	

			640,000			unknown
4	Route South Street, From SW city limit, To SR 273, class ii bike lane		$ 576,000	(2026-2035)	Safety	unknown
5	Route East Street, From Alexander Ave., To Balls Ferry Road, class ii bike lane		$ 256,000	(2026-2035)	Safety	unknown
6	Route Dodson Lane, From Balls Ferry Road, To Rupert Road, class ii bike lane		$ 64,000	(2026-2035)	Safety	unknown
7	Route Stingy Lane, From North Street, To Balls Ferry Road, class ii bike lane		$ 1,536,000	(2026-2035)	Safety	unknown
8	Route Riverside Avenue, From North Street, To Ox Yoke Road, class ii bike lane		$ 576,000	(2026-2035)	Safety	unknown
9	Route McMurray Drive, From North Street, To Balls Ferry Road, class ii bike lane		$ 192,000	(2026-2035)	Safety	unknown
10	Route Ventura Street, From North Street, To Balls Ferry Road, class ii bike lane		$ 128,000	(2026-2035)	Safety	unknown
11	Route Freeman Street, From North Street, To South Street, class ii bike lane		$ 26,000	(2026-2035)	Safety	unknown
12	Route Fairgrounds Drive, From 1st Street, To 3rd Street, class ii bike lane		$ 64,000	(2026-2035)	Safety	unknown
13	Route 3rd Street, From Fairgrounds Drive, To SR 273, class ii bike lane		$ 256,000	(2026-2035)	Safety	unkno

						wn
14	Route Marx Way, From SR 273, To Barney Road, class ii bike lane		$ 26,000	(2026-2035)	Safety	unkno wn
15	Route Pinon Avenue, From SR 273, To the west, class ii bike lane		$ 1,600,000	(2026-2035)	Safety	unkno wn
16	Route Ferry Street, From ACID canal, To Ventura Atreet, class iii bike route		$ 13,000	(2026-2035)	Safety	unkno wn
17	Route Barney Road, From South Street, To SR 273, class iii bike route		$ 13,000	(2026-2035)	Safety	unkno wn
18	Route Alexander Avenue & Little Street, From SR 273, To Riverside Avenue, class iii bike route		$ 13,000	(2026-2035)	Safety	unkno wn
19	Route 1st Street & Briggs Street, From Fairgrounds Drive, To SR 273, class iii bike route		$ 13,000	(2026-2035)	Safety	unkno wn
	Total Long Term Fundable Needs =		**$ 640,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 550,000**	**$ 5,992,000**	**$ 6,542,000**
Recap of Expected/Estimated/Unknown Resources			
Active Transportation Program (ATP) =	**165,000**	**$ 192,000**	**$ 357,000**

Local/Other =	165,000	192,000	$ 357,000
2% LTF =	27,500	$ 32,000	$ 59,500
Highway Safety Improvement Program (HSIP) =	$ 192,500	$ 224,000	$ 416,500
			$ -
Total Funding Reasonably Available =	$ 550,000	$ 640,000	$ 1,190,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (5,352,000)	$ (5,352,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects - Active Transportation

CITY OF SHASTA LAKE

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
	NO SHORT RANGE PROJECTS					
	Total Short Term Needs =	$				

		-				
1	Class I Bikeway + Regional Trail - Churn Creek		$ 1,262,000	2026- 2035	Safety	ATP
2	Deer Creek Ave - SR151 to Vallecito - Safe Routes To School		$ 1,930,000	2026- 2035	Safety / Shoulder	ATP
3	Shasta Way - SR 151 to Grand Avenue - Safe Routes To School		$ 1,485,000	2026- 2035	Safety / Shoulder	ATP
4	Class II Bikeway - Cascade Blvd Bike Lanes (Union School to S. City Limit)		$ 1,485,000	2026- 2035	Safety / Shoulder	ATP
5	Class I Bikeway - Ashby Road Bike Path		$ 1,485,000	2026- 2035	Safety / Shoulder	ATP
6	Loop Trail North of Margaret Polf Park		$ 74,000	2026- 2035	Recreation	ATP
7	Class I Bikeway - Pine Grove Avenue Bike Path		$ 2,227,000	2026- 2035	Safety	ATP
8	Class II Bikeway - La Mesa Ave		$ 371,000	2026- 2035	Safety /School Access	ATP
9	Beltline Trail		$ 148,000	2026- 2035	Recreation	ATP
10	Class III Bikeway - Toyon Ave Bike Route (Lake Blvd to Margaret Polf Park)		$ 15,000	2026- 2035	Safety	ATP

11	Class II Bikeway - Shasta Gateway Drive Bike Lanes (Internal to Industrial Park)		$ 15,000	2026- 2035	Safety	ATP
12	Class II Bikeway - Shasta Street Bike Lanes (SR 151 to Grand Coulee)		$ 186,000	2026- 2035	Safety	ATP
13	Class II Bikeway - Grand Coulee Blvd Bike Lanes (SR151 to Cascade Blvd.)		$ 148,000	2026- 2035	Safety	ATP
14	Class III Bikeway - Twin View Blvd Bike Route (Pine Grove to S City Limit)		$ 119,000	2026- 2035	Safety	ATP
15	Class II Bikeway - Black Canyon Road Bike Lanes (Red Bluff to end on N)		$ 742,000	2026- 2035	Safety	ATP
16	Class I Bikeway - Cascade Blvd Extention to Mt. Gate Bike Path		$ 2,969,000	2026- 2035	Safety	ATP
17	Class I Bikeway - Black Canyon extension to Mt. Gate at Shasta Bike Path		$ 742,000	2026- 2035	Safety	ATP
18	Class III Bikeway - Lake Blvd Bike Route (N/O Hwy 151)		$ 134,000	2026- 2035	Recreation	ATP
19	Class III Bikeway - Hwy 151 Bike Route (W/O Lake Blvd)		$ 89,000	2026- 2035	Recreation	ATP
20	Northeast (Mountain Gate) Trail		$ 1,485,000	2026- 2035	Recreation	ATP
21	Churn Creek Regional Trail (Phase II)(Pine Grove N to SR 151)		$ 1,262,000	2026- 2035	Recreation	ATP
	Total Long Term Fundable Needs =		**$ 1,262,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ -**	**$ 18,373,000**	**$ 18,373,000**

Recap of Expected/Estimated/Unknown Resources			
Active Transportation Program (ATP) =	$ -	$ 441,700	$ 441,700
Local/Other =	$ -	$ 189,300	$ 189,300
2% LTF =	-	$ 126,200	$ 126,200
Highway Safety Improvement Program (HSIP) =	$ -	$ 504,800	$ 504,800
			$ -
Total Funding Reasonably Available =	$ -	$ 1,262,000	$ 1,262,000
Total Unfunded Needs (or Short Term Carryover) =	$ -	$ (17,111,000)	$ (17,111,000)
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects

RECREATION

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Great Shasta Rail Trail Association - Black Ranch Road in Burney, Stage two buildout of primary trailhead in Burney	$ 25,000		(2016-2025)	Recreation, safety	ATP
2	Great Shasta Rail Trail Association - Clark Creek Road (north of Lake Britton), Stage two buildout of primary trailhead on	$ 25,000		(2016-2025)	Recreation, safety	EEMP

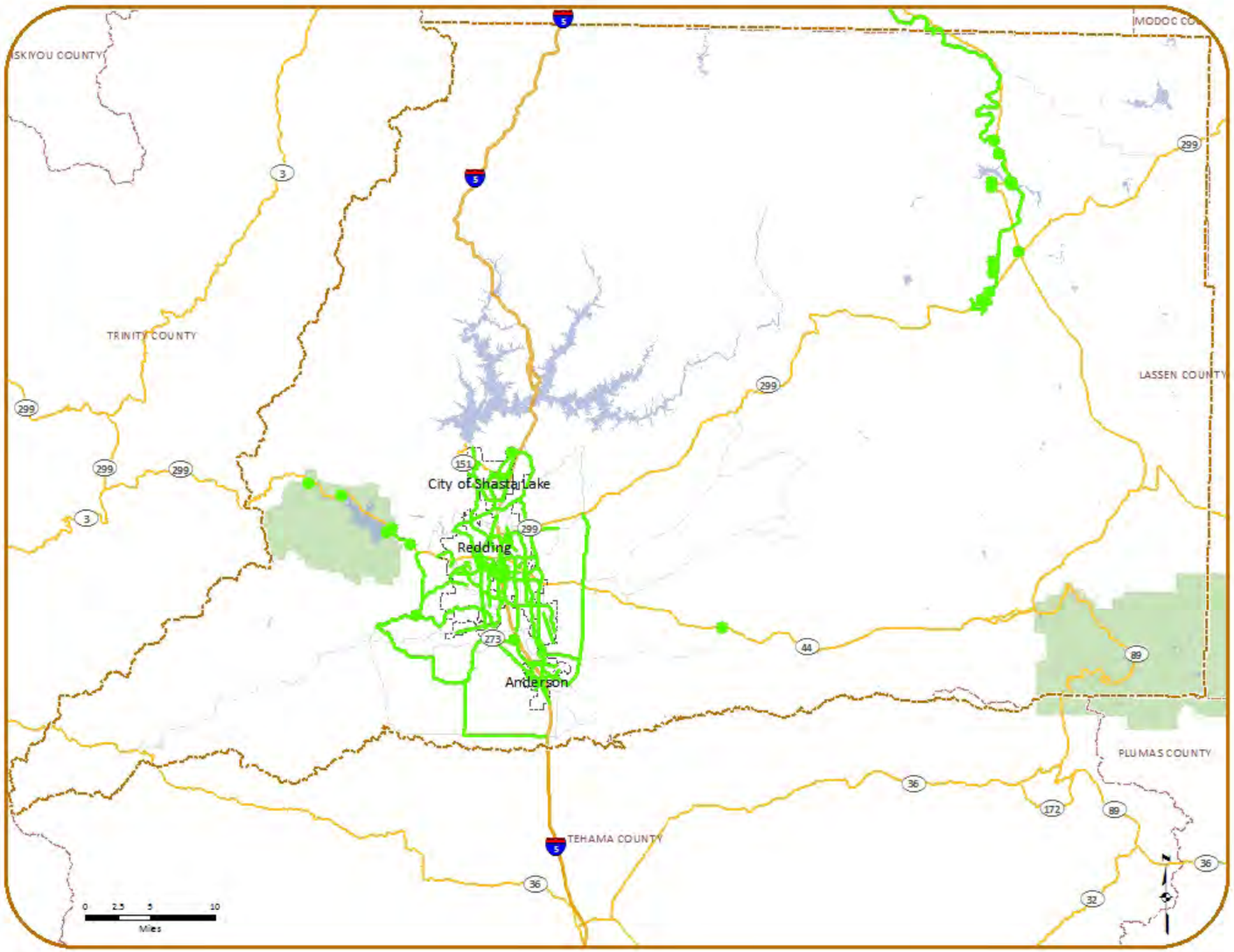
	Clark Creek Road					
3	Great Shasta Rail Trail Association - Rail banked right-of-way between Burney and McCloud, Tread improvement on Great Shasta Rail Trail	$ 100,000		(2016-2025)	Recreation	ATP
4	Great Shasta Rail Trail Association - Highway 89 just north of intersection with Hwy 299, Improve Highway 89 crossing on Great Shasta Rail Trail	$ 20,000		(2016-2025)	Safety	ATP
5	Great Shasta Rail Trail Association - North of Clark Creek Road on rail banked right-of-way, Culvert replacement along Great Shasta Rail Trail	$ 72,000		(2016-2025)	Drainage, property safety	Sierra Nevada Conservancy
6	Great Shasta Rail Trail Association - Lake Britton, Lake Britton Trestle Rehabilitation	$ 300,000		(2016-2025)	Safety	RTP
7	Great Shasta Rail Trail Association - Just south of Lake Britton, Establish pedestrian access between Great Shasta Rail Trail and McArthur Burney Falls State Park	$ 100,000		(2016-2025)	Safety, recreation	RTP
8	Great Shasta Rail Trail Association - Black Ranch Road, just north of Burney, Stage two buildout of primary trailhead at Berry Wye	$ 25,000		(2016-2025)	Recreation, safety	EEMP
9	Great Shasta Rail Trail Association - re-decking of Lake Britton Bridge to accommodate trail users	$ 800,000		(2016-2025)	Recreation, safety	unknown
10	Great Shasta Rail Trail Association - abatement of red lead paint on Lake Britton Bridge	$ 200,000		(2016-2025)	Recreation, safety	unknown
11	National Park Service - Whiskeytown Recreation Area, New entrance stations on Kennedy Memorial Drive near Whiskeytown Headquarters and on Oak Bottom Road near the campground store.	$ 10,000,000		(2016-2025)	Gateway	NPS
12	National Park Service - Whiskeytown Recreation Area, Up to four designated parking areas adjacent to the lake to allow for entrance and exit lanes to resolve safety concerns.	$ 200,000		(2016-2025)	Parking	unknown

13	California State Parks - Shasta State Historic Park, Construct parking lot for day use visitors and school busses. (This project will alleviate some of the parking that occurs on Highway 299.)	$ 200,000		(2016-2025)	Parking	unknown
14	Bureau of Land Management - Redding Field Office, Improve vehicle access to Chappie-Shasta Off-Highway Vehicle Area, Copley Mt. Staging Area to Chappie-Shasta OHVS Area.	$ 1,000,000		(2016-2025)	Recreation	unknown
15	Great Shasta Rail Trail Association - Just nouth of Lake Britton, Replace railroad overpass to allow safe passage by pedestrians on the Great Shasta Rail Trail	$ 125,000		(2016-2025)	Safety	EEMP
16	National Park Service - Whiskeytown Recreation Area, West Boundary entrance pull-out at Whiskeytown boundary on Hwy 299. Develop entrance pull-out similar to the one completed at the east boundary.	$ 250,000		(2016-2025)	Gateway	unknown
17	Shasta County - Road segment Abandoned McCloud Railway Company railbed, From Burney, To TBD, class ii bike lane	$ 250,000		(2016-2025)	Recreation	HSIP/ATP
	Total Short Term Needs =	**$ 13,692,000**				
18	National Park Service - Whiskeytown Recreation Area, Multiuse trail. Tower House Historic District to Lewiston Turnpike.		$ 5,000,000	(2026-2035)	Recreation	unknown
19	California State Parks - McArthur-Burney Falls Memorial State Park, New park entrance road, entrance kiosk and parking lot for day use vehicles and buses. Redesign of abandoned section of Highway 89 into park perimeter road.		$ 200,000	(2026-2035)		unknown
	Total Long Term Fundable Needs =		**$ 5,200,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total

Funding Needed By Short and Long Range Bands	**$ 13,692,000**	**$ 5,200,000**	**$ 18,892,000**
Recap of Expected/Estimated/Unknown Resources			
Environmental Enhancement and Mitigation Program (EEMP) =			**$ -**
Active Transportation Program (ATP) =			**$ -**
Recreational Trails Program (RTP) =			**$ -**
National Park Service (NPS) =			**$ -**
SNC =			**$ -**
Total Funding Reasonably Available =	**$ -**	**$ -**	**$ -**
Total Unfunded Needs =	**$ (13,692,000)**	**$ (5,200,000)**	**$ (18,892,000)**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.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City of Shasta Lake
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Anderson
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Transit

Summary of Projects - Transit Operations
Regional

Entity	Annual Operating Cost	Short Term	Long Term
RABA	$ 5,600,000	$ 62,738,938	$ 80,311,145
County transit	$ 460,857	$ 5,163,157	$ 6,609,277
CTSA (SSNP)	$ 300,000	$ 3,361,015	$ 4,302,383
Shingletown Transit Service	$ 275,000	$ 3,080,930	$ 3,943,851
SSNP Service Expansion	$ 10,000	$ 112,034	$ 143,413

Summary of Projects
TRANSIT

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	RABA - Replacemet Buses, purchase 7 replacemet buses	$ 3,503,000		(2016-2025)	Transit	FTA
2	RABA - Passenger Loading Improvements	$		(2016-	Transit	FTA

		1,578,423		2025)		
3	RABA - Replacement Vans, purchase 22 replacements vans	$ 1,982,648		(2016-2025)	Transit	FTA
4	RABA - Replacement Vans, purchase 2 replacements vans (Burney)	$ 180,000		(2016-2025)	Transit	FTA
5	RABA - Maintenance Facility/Equipment	$ 250,000		(2016-2025)	Transit	Prop 1B Funds
6	RABA - Radio/ITS Communication Equipment	$ 512,400		(2016-2025)	Transit	Prop 1B Funds
7	RABA - Fare Equipment, fare equipment	$ 265,000		(2016-2025)	Transit	FTA
8	RABA - Computer Equipment	$ 96,000		(2016-2025)	Transit	FTA
9	RABA - Security Upgrades	$ 612,000		(2016-2025)	Tranist/Safety	Prop 1B Safety Security
10	RABA - Transfer Facilities	$ 200,000		(2016-2025)	Transit	Prop 1B Funds
11	RABA - Support Vehicles	$ 76,000		(2016-2025)	Transit	FTA
12	RABA - Miscellaneous Capital Projects	$ 75,000		(2016-2025)	Transit	FTA
13	RABA - Grant Administration	$ 140,000		(2016-2025)	Transit	FTA
14	CTSA - Vehicle Replacement, Update Fleet/Passenger Safety	$ 140,000		(2016-2025)	Transit	FTA
15	CTSA - Dispatch System, Efficiency of routing/dispatching	$ 40,000		(2016-2025)	Transit	FTA
16	Private or Non-Profit - Grant Vans, Acquisition of 4 vans through grant	$ 280,000		(2016-2025)	Tranist/Fills a gap	FTA
	Total Short Term Needs =	**$ 9,930,471**				

17	Private or Non-Profit - Grant Vans, Acquisition of 2 vans through grant		$ 179,000	(2026-2035)	Tranist/Fills a gap	FTA
	Total Long Term Fundable Needs =		**$ 179,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 9,930,471**	**$ 179,000**	**$ 10,109,471**
Recap of Expected/Estimated/Unknown Resources			
Federal Transit Administratio (FTA) Grants =	**8,356,071**	**$ 179,000**	**$ 8,535,071**
Proposition 1B Funds =	**962,400**	**-**	**$ 962,400**
Proposition 1B Funds - Safety Security =	**612,000**		**$ 612,000**
			$ -
			$ -
Total Funding Reasonably Available =	**$ 9,930,471**	**$ 179,000**	**$ 10,109,471**
Total Unfunded Needs (or Short Term Carryover) =	**$ -**	**$ -**	**$ -**
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Summary of Projects
AVIATION

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Fall River Mills Airport - Runway 2-20 Rehabilitation, Runway pavement maintenance	$ 500,000		(2016-2025)	pavement maintenance	FAA - AIP
2	Fall River Mills Airport - Taxiway Rehabilitation, Taxiway pavement maintenance	$ 225,000		(2016-2025)	pavement maintenance	FAA - AIP
3	Fall River Mills Airport - Apron Rehabilitation, Apron pavement maintenance	$ 150,000		(2016-2025)	pavement maintenance	FAA - AIP
4	Redding Municipal Airport - 16-1, Parallel runway (Environmental assessment)	$ 350,000		(2016-2025)		
5	Redding Municipal Airport - 16-2, Air Shasta west apron reconstruction (400'x200') (construction)	$ 1,600,000		(2016-2025)		
6	Redding Municipal Airport - 16-3, T-hangar taxilane reconstruction (construction)	$ 850,000		(2016-2025)		
7	Redding Municipal Airport - 17-1, Parallel runway/taxiway (design only)	$ 500,000		(2016-2025)		
8	Redding Municipal Airport - 18-1, Parallel runway, Environmental - Phase 2 (CEQA reimbursement)	$ 300,000		(2016-2025)		
9	Redding Municipal Airport - 18-2, Parallel runway/taxiway (construction)	$ 4,000,000		(2016-2025)		
10	Redding Municipal Airport - 19-1, Eastside cargo apron expansion (design only)	$ 120,000		(2016-2025)		

11	Redding Municipal Airport - 19-2, New aircraft parking apron (design only)	$ 120,000		(2016-2025)		
12	Redding Municipal Airport - 19-3, All-weather perimeter road - RSAP recommendation (design only)	$ 90,000		(2016-2025)		
13	Redding Municipal Airport - 19-4, Upgrade airfield electrical system (design only)	$ 150,000		(2016-2025)		
14	Redding Municipal Airport - 19-5, Security fencing (design only)	$ 55,000		(2016-2025)		
15	Redding Municipal Airport - 20-1, Eastside cargo apron expansion	$ 1,200,000		(2016-2025)		
16	Redding Municipal Airport - 20-2, New aircraft parking apron	$ 1,200,000		(2016-2025)		
17	Redding Municipal Airport - 20-3, All-weather perimeter road - RSAP recommendation	$ 600,000		(2016-2025)		
18	Redding Municipal Airport - 20-4, Upgrade airfield electrical system	$ 1,250,000		(2016-2025)		
19	Redding Municipal Airport - 20-5, Security fencing	$ 480,000		(2016-2025)		
20	Benton Airpark - 16-1, AWOS	$ 250,000		(2016-2025)		
21	Benton Airpark - 16-2, Rehabilitate parallel taxiway "B" (design only)	$ 55,000		(2016-2025)		
22	Benton Airpark - 17-1, Rehabilitate parallel taxiway "B"	$ 360,000		(2016-2025)		
23	Benton Airpark - 17-2, Eastside T-hangar taxilane reconstruction (design only)	$ 72,000		(2016-2025)		
24	Benton Airpark - 18-1, Eastside T-hangar taxilane reconstruction	$ 820,000		(2016-2025)		
25	Benton Airpark - 18-2, Security fencing - North RPZ (design only)	$ 14,000		(2016-2025)		
26	Benton Airpark - 19-1, Security fencing - North RPZ	$		(2016-2025)		

		90,000				
27	Benton Airpark - 19-2, Rehabilitate parallel taxiway "A" (design only)	$ 55,000		(2016-2025)		
28	Benton Airpark - 20-1, Rehabilitate parallel taxiway "A"	$ 420,000		(2016-2025)		
29	Benton Airpark - 20-2, Westside T-hangar taxilane reconstruction (design only)	$ 80,000		(2016-2025)		
30	Redding Municipal Airport - 21-1, Pavement preservation (East apron) - Seal coat (design only)	$ 18,000		(2016-2025)		
31	Redding Municipal Airport - 21-2, Pavement preservation (Runway 12/30, apron, and taxiways) (design only)	$ 120,000		(2016-2025)		
32	Redding Municipal Airport - 21-3, Install MITL (Taxiway "M", "C", and "H") (design only)	$ 68,000		(2016-2025)		
33	Redding Municipal Airport - 21-4, Eastside apron expansion (300'x450') (design only)	$ 165,000		(2016-2025)		
34	Redding Municipal Airport - 22-1, Pavement preservation (East apron) - Seal coat	$ 120,000		(2016-2025)		
35	Redding Municipal Airport - 22-2, Pavement preservation (Runway 12/30, apron, and taxiways)	$ 800,000		(2016-2025)		
36	Redding Municipal Airport - 22-3, Install MITL (Taxiway "M", "C", and "H")	$ 450,000		(2016-2025)		
37	Redding Municipal Airport - 22-4, Eastside apron expansion (300'x450')	$ 1,100,000		(2016-2025)		
38	Benton Airpark - 21-1, Westside T-hangar taxilane reconstruction	$ 900,000		(2016-2025)		
39	Benton Airpark - 21-2, East apron pavement rehabilitation (design only)	$ 95,000		(2016-2025)		
40	Benton Airpark - 22-1, East apron pavement rehabilitation	$ 950,000		(2016-2025)		
41	Benton Airpark - 22-2, Construct T-hangar taxilane (design only)	$ 36,000		(2016-2025)		

42	Benton Airpark - 23-1, Construct T-hangar taxilane	$ 237,000		(2016-2025)		
43	Benton Airpark - 23-2, Construct 10 unit T-hangar (design only)	$ 135,000		(2016-2025)		
44	Benton Airpark - 24-1, Construct 10 unit T-hangar	$ 900,000		(2016-2025)		
	Total Short Term Needs =	**$ 22,050,000**				
45	Fall River Mills Airport - PAPI, Install Precision Approach Path Indicator (PAPI) system		$ 89,000	(2026-2035)	safety improvement	FAA - AIP
46	Fall River Mills Airport - IFR, Install Instrument Flight Approach (IFR) system		$ 22,000	(2026-2035)	safety improvement	FAA - AIP
	Total Long Term Fundable Needs =		**$ 111,000**			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	**$ 22,050,000**	**$ 111,000**	**$ 22,161,000**
Recap of Expected/Estimated/Unknown Resources			
Federal Aviation Administration (FAA) - Airport Improvement Program (AIP) =	**$ 19,948,660**	**$ 99,900**	**$ 20,048,560**
CA State Division of Aeronautics =	**$ 285,480**	**$ 4,995**	**$ 290,475**
Local Share =	**$ 1,815,860**	**$ 6,105**	**$ 1,821,965**
			$ -

			$ -
Total Funding Reasonably Available =	$ 22,050,000	$ 111,000	$ 22,161,000
Total Unfunded Needs =	$ -	$ -	$ -
Note 1 : Green highlighted projects above can be funded in the constrained funding analysis			

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

VI. ALTERNATIVES

The RTP is subject to environmental impact review pursuant to the California Environmental Quality Act (CEQA).

Insert discussion from EIR, Section 6.0

No Project	Alternative 1	Alternative 2	(project) Alternative 3	To be modeled, but outside of EIR
Implementation of current RTP extended	**Mobility: Enhance Transportation Choices**	**Accessibility: Encourage Transportation-Efficient Land use**	**Mobility + Accessibility: Balance Transportation Choices & Transportation-Efficient Land Use**	**Mobility + Accessibility + New Funding**
Status quo updated to reflect current conditions and forecasts	Increase the use of multi-modal transportation options	Increase transportation-efficient land use patterns	Coordinate multi-modal transportation options and transportation-efficient land use patterns in Strategic Growth Areas (SGAs)	Enhance 'project' alternative commensurate with additional funds.
	Aggressive transit and active transportation investments across the region.	Aggressive utilization of region-wide incentives, programs, and policies to encourage infill and redevelopment	Targeted transit and active transportation investments combined with targeted incentives, programs, and policies to encourage infill and redevelopment in SGAs	
	Aggressively deploy electric vehicle charging infrastructure		Deploy electric vehicle charging infrastructure program	