

2016 Regional Transportation Plan
for
Siskiyou County



May 2016



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2016 REGIONAL TRANSPORTATION PLAN

Report Prepared for:

SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

190 Greenhorn Road
Yreka, CA 96097

The RTP guides transportation investments in Siskiyou County.
This RTP covers the 2016-2036 period. It is updated ever 5 years.

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1 INTRODUCTION



1.1 ABOUT THE SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

The Siskiyou County Local Transportation Commission (SCLTC) is the designated Regional Transportation Planning Agency (RTPA) for Siskiyou County. The SCLTC is based in Yreka and comprised of three delegates and one alternate appointed by the Board of Supervisors and the League of Local Agencies. The County is within the jurisdictional boundaries of California Department of Transportation (Caltrans) District 2, located in Redding. The SCLTC, along with Caltrans District 2, fulfills the transportation planning responsibilities for Siskiyou County. One of the main responsibilities of the SCLTC is the preparation and approval of the Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Siskiyou County involving local, state, and federal funding over the next twenty years. Transportation improvements in the RTP are identified as short-range (2026) and long-range (2036). The last RTP update was in 2010.

The overall focus of the 2016 RTP is directed at developing a coordinated and balanced multi-modal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The coordination focus brings the County, Caltrans, cities of Yreka, Mount Shasta, Weed, Etna, Fort Jones, Dorris, Dunsmuir, Montague, and Tulelake, government resource agencies, commercial and agricultural interests, Quartz Valley Native Americans, the Karuk Tribe, the Shasta Indian Nation and citizens into the planning process. The balance is achieved by considering investment and improvements for moving people and goods across all types of transportation including automobiles, public transit, bicycle, pedestrian, trucking, railroad, and aviation.

The SCLTC is served by the Social Services Transportation Advisory Council (SSTAC) and a technical Advisory Committee (TAC) whose members are appointed by the SCLTC. The SCLTC provides representation for seniors, people with disabilities, and persons of limited transit matters. The TAC is comprised of 13 members who provide technical advice to the SCLTC. Representatives from the TAC include the following agencies:

- City of Dorris
- City of Dunsmuir
- City of Etna
- Town of Fort Jones
- City of Montague
- City of Mt. Shasta
- City of Tulelake
- City of Yreka
- City of Weed
- California Department of Transportation
- Karuk Tribe
- Quartz Valley Indian Reservation
- Shasta Indian Nation

1.2 NEW PLANNING REQUIREMENTS

The 2010 California Regional Transportation Plan Guidelines (RTP Guidelines), (CTC, revised April 7, 2010), incorporate planning stipulations of Assembly Bill 32 (AB 32, Nuñez and Pavley) and Senate Bill 375 (SB 375, Steinberg). These bills encourage regional greenhouse gas (GHG) emission reductions from passenger vehicles and light duty trucks through changes in land use and transportation development patterns. The 2010 RTP Guidelines also set forth a uniform transportation planning framework for investments throughout the state that identifies federal and state growth and development of vital transportation infrastructure with adherence

1.3 PURPOSE OF THE PLAN

The purpose of the RTP is to provide a vision for the region, supported by short- and long-range transportation goals. Short-range transportation goals in this document will be achieved by financially-constrained projects that will be completed by 2026. Long-range transportation goals will be met by projects completed after 2026 as funding becomes available.

RTPs must include the following three elements:

- The **Policy Element** (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates.
- The **Action Element** (Chapter 4) identifies plans to address the needs and issues for each transportation mode in accordance with the policy element.
- The **Financial Element** (Chapter 5) identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments describes in the action element. The intent is to define realistic financing constraints and opportunities.

1.4 INTER-AGENCY COORDINATION AND PLANNING CONSISTENCY

1.4.1 TRANSPORTATION/LAND USE INTEGRATION

The County's proposed General Plan (GP) supports the development and maintenance of an efficient, safe and effective road system, establishment of alternative transportation modes consistent with demand and available resources, provide for the orderly growth of airports and development of a multi-modal transportation system to serve the county. The proposed goals for the General Plan circulation element are discussed in the Policy Element (Chapter 3).

These goals and related policies serve to protect cultural and historical values, the natural environment, and the rural quality of life within Siskiyou County. This focus is reinforced in the RTP, which recognizes that future development should occur in areas which will be easiest to develop without high public service costs, have the least negative environmental effect, and which will not displace or endanger the County's critical natural resources. This approach will also result in lower costs for improvements and increased operational efficiency of the existing transportation system because it will be sized to reflect more compact growth near existing or planned services. Additionally, compact growth leads to healthier lifestyles as access to bicycle and pedestrian facilities grow congruently.

1.4.2 COORDINATION WITH OTHER PLANS AND STUDIES

- Siskiyou County Regional Transportation Plan (2010)
- Siskiyou County Circulation Element Goals (1988)
- Siskiyou County General Plan (1988)
- City of Weed General Plan (1999)
- Ten-Year State Highway Operation and Protection Plan (SHOPP Plan) (2015)
- Siskiyou County Unmet Transit Needs (2015)
- STIP Fund Estimate, CTC (Jan 2016)
- California Strategic Highway Safety Plan (2015)
- Siskiyou County Coordinated Public Transit-Human Services Transportation Plan (2014)
- Siskiyou County Airport Land Use Compatibility Plan (2001)

1.4.3 COORDINATION WITH THE CALIFORNIA STATE WILDLIFE ACTION PLAN

Siskiyou County straddles two separate conservation management provinces, as identified by the California State Wildlife Action Plan (SWAP): the North Coast & Klamath Province and the Cascade & Modoc Plateau Province. The SWAP identifies sensitive species, habitat stressors and suggested conservation goals and actions for each of the sub-ecoregions within the Provinces. Siskiyou County contains ten sub-ecoregions (referred to as “conservation units” in the SWAP), ranging from alpine vegetation to wet meadows. According to the SWAP, the major stressors within these ten conservation units are as follows:

- Annual and Perennial Non-timber Crops
- Climate Change
- Commercial and Industrial Areas
- Fire and Fire Suppression
- Housing and Urban Areas
- Invasive Plants/Species
- Livestock, Farming and Ranching
- Logging and Wood Harvesting
- Parasites/Pathogens/Diseases
- Recreational Activities
- Renewable Energy
- Utility and Service Lines

A large proportion of threatened and endangered species in the County are dependent on the aquatic ecosystems that have been disrupted by the system of dams blocking waterways throughout Siskiyou County. For a complete list of sensitive species, habitat stressors and actions suggested for wildlife management in Siskiyou County and the North Coast/Cascade Regions, see Appendix A.

1.5 PUBLIC PARTICIPATION

To encourage public participation in the transportation planning process and for compliance with federal and state regulation, the SCLTC sets forth and formalizes its public participation plan. Involvement by citizens and interest groups is encouraged at both the planning and project levels. This involvement includes individual contact, public meetings, public notices of review periods, public surveys, public hearings and advisory committees. These procedures are consistent with the 2010 RTP Guidelines. The public involvement documents for the 2016 RTP are included as Appendix B.

The SCLTC and consultant team utilized the existing structure of the Technical Advisory Committee (a list of entities included on the TAC is included in Appendix C, along with the complete stakeholders list) and SCLTC as the forum for input into the 2016 RTP. In accordance with the RTP Guidelines and in an effort to foster interregional transportation connectivity, the project team solicited input from neighboring Counties, Tribal Governments and the general public.

A public meeting was held to introduce the community to the RTP development process and to solicit input on projects and programs developed in the RTP. Comments provided by the public can be seen in Table 1.1. The meeting was broadcast live and recorded using YouTube. Stakeholders were notified of the ability to view the meeting remotely, live or anytime afterward (the video currently has 11 views). Several avenues for public commentary were provided, including on the project-specific website and on the meeting video. During the meeting, several interactive forms of information were available to engage the public and encourage input. The project team provided one-on-one discussions with the public for clarification and to offer an additional point of contact for input. Maps of Siskiyou County and each of the nine incorporated cities within the County and project lists were made available for viewing by the public. Meeting attendees were able to write comments directly on the maps and project lists. All materials and notifications regarding the public outreach process were posted on the project website, SiskiyouCountyRTP.com. The Draft and Final Siskiyou County RTP will posted on this website as well.

Table 1.1 Community Outreach Comments Summary	
Hwy 89 Widening	Want to see a bike lane included in the widening of Highway 89 through McCloud.
	Want to state their support of the Great Shasta Rail Trail project that will convert a railroad to a multi-use path through the Rails to Trails Program, and want to see support from the County.
Montague Airport	Need for the Montague Airport to construct a new runway. The Montague Airport is not NPIAS and is in need of funding.
Inter-county Transit Services	Desire to see improved inter-county transit services between Siskiyou County and Oregon, Redding and Sacramento.
	Suggested that a service run anywhere from once a week to once a month from Yreka to Ashland and from Dunsmuir to Redding and Sacramento.
Amtrak	Want to see Amtrak service return to Siskiyou County.
	Stated that after the new SCLTC building is completed, there is the possibility that Amtrak will be able to utilize it as a stop.
Freight Service	Would like to see freight service from Yreka over Siskiyou Summit to Oregon to be reestablished.
	Suggested that there is a rail yard from the defunct McCloud rail line available for purchase by a freight company.

1.6 COORDINATION WITH SISKIYOU COUNTY, STATE AND FEDERAL RESOURCE AGENCIES

The Draft RTP and CEQA environmental document and checklist was distributed to various governmental and resource agencies through the State Clearinghouse process, including state and federal environmental and land management agencies, among others. Agencies were either provided a review copy of documents, or they receive a copy of the Notice of Availability saying where the documents can be viewed (in person and on the internet).

1.7 NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION AND COORDINATION

In the interest of cooperation and improved planning, the RTP process consulted with and considered the interests of Tribal Governments in Siskiyou County. There are three federally recognized tribal entities in Siskiyou County: the Karuk Tribe, the Shasta Indian Nation and the Quartz Valley Indian reservation. All Tribal entities were contacted to discuss transportation deficiencies, system improvements ideas, and for correspondence regarding tribal project lists and Long Range Transportation Plans. Table 1.2 lists the contact information with tribes.

Table 1.2 Federally Recognized Siskiyou County Indian Tribal Contact Information			
Tribe	Contact Information	Address	Contact Persons
Quartz Valley Indian Tribe	(530) 468-5907	13601 Quartz Valley Road, Fort Jones CA 96032	Audrey Gugel- Administrator
Shasta Indian Nation	(530) 244-2742	PO Box 195 Macdoel, CA 96058	---
Karuk Tribe of California	(530) 493-1600	PO Box 1016 - Happy Camp, CA 96039	Sandi Tripp- Transportation Director

2 EXISTING AND FUTURE CONDITIONS

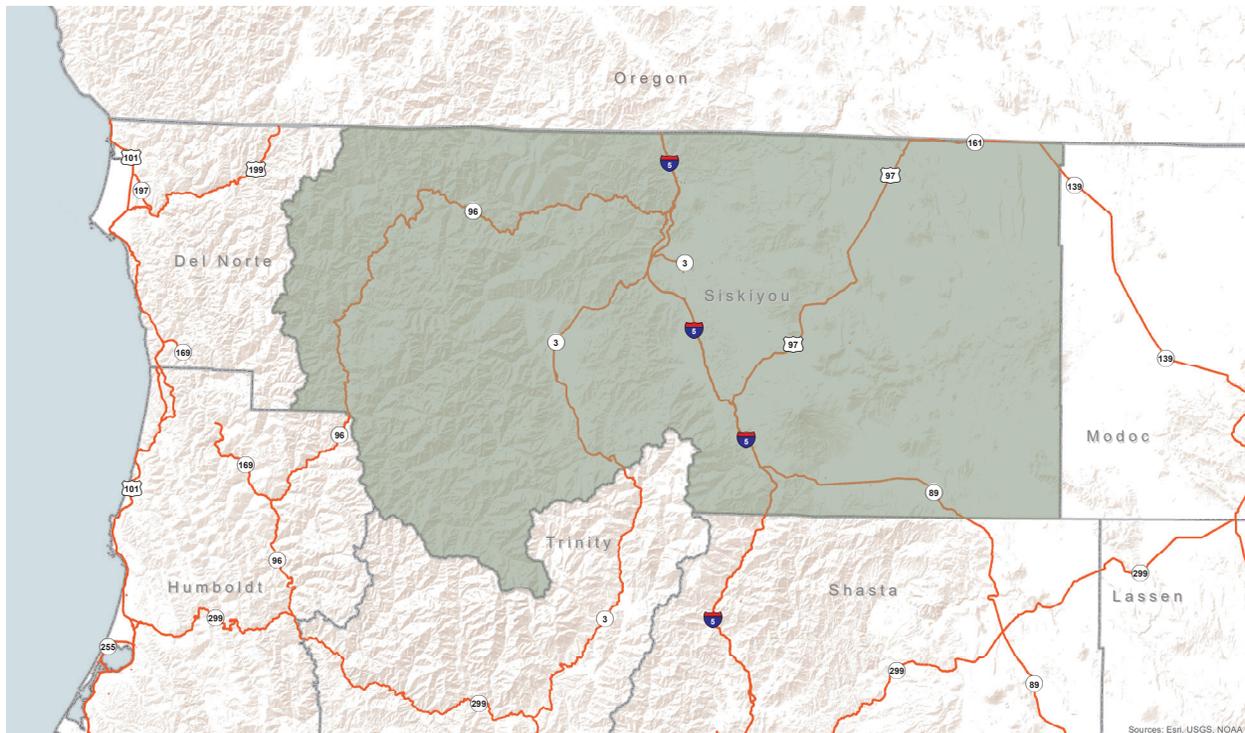


2.1 ABOUT SISKIYOU COUNTY

Siskiyou County is located in the Shasta-Cascade region at the north-central boundary of California and the State of Oregon. It is approximately 60 miles north of Redding, California and 210 miles north of Sacramento, California. The County is comprised of approximately 6,300 square miles, making it the largest County in northern California and the fifth largest in the state. The County is bounded by Del Norte, Humboldt, and Trinity Counties to the west; Shasta County to the south; and, Modoc County to the east (Figure 2.1). Siskiyou County contains the incorporated communities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mount Shasta, Tulelake, Weed, and Yreka, in addition to 11 unincorporated places, 19 unincorporated communities, and the Native American Tribal Governments of the Shasta Indian Nation, the Quartz Valley Indian Community and Karuk Tribe.

Siskiyou County contains five rivers: Klamath, McCloud, Sacramento, Scott and Shasta. The stratovolcano of Mt. Shasta, elevation 14,180 feet, is found in the southeastern portion of the County. The County can be characterized as rural and mountainous, with ample opportunities for recreation for both residents and tourists. Hiking, hunting, fishing, cycling, skiing, camping, are among the many recreational attractions in the County.

Siskiyou County has an elevation that ranges from approximately 4,000 feet to 14,180 feet (at the peak of Mt. Shasta). The climate is characterized by warm, dry summers, and cold winters with frequent severe snowstorms. The County has a diverse geography which includes dense forests, mountainous peaks, valleys, desert, chaparral, and numerous lakes, rivers and streams.



2.2 DEMOGRAPHICS

2.2.1 POPULATION

The California Department of Finance (DOF) reported the January 2000 population for Siskiyou County at approximately 44,301. In January 2010 the population rose to 45,311, and in January 2015 the County population was estimated at 45,119. The distribution of the population is shown in Table 2.1. Unincorporated communities account for approximately 54% of the total County population. The incorporated cities of Yreka, Mt Shasta, and Weed are the three largest population centers in the County, respectively. Weed was identified as the city with the largest population decline in California for 2014, a direct result of the housing loss from the Boles fire (September 2014). According to the 2010 US Census, population density in Siskiyou County was approximately 7.2 people per square mile, well below the statewide average of 239.1 people per square mile. Population estimates do not reflect the large number of tourists that come to the County for recreational activities including skiing, hiking, camping, and fishing, among others. The Siskiyou County Visitors Bureau estimates that the County provides opportunities and services for nearly 400,000 people annually.

Table 2.1					
Siskiyou County Population Distribution					
Incorporated Communities	Population 2000⁽¹⁾	Population 2010⁽¹⁾	Population 2014⁽²⁾	Population 2015⁽²⁾	Annual Percent Change (2010-15)
Dorris	886	939	939	939	0.40%
Dunsmuir	1,923	1,650	1,647	1,647	-0.96%
Etna	781	737	739	741	-0.34%
Fort Jones	660	710	716	716	0.57%
Montague	1,456	1,443	1,443	1,438	-0.08%
Mount Shasta	3,621	3,394	3,398	3,394	-0.42%
Tulelake	1,020	1,010	1,013	1,013	-0.05%
Weed	2,978	2,967	2,961	2,699	-0.62%
Yreka	7,290	7,765	7,854	7,849	0.51%
Unincorporated Area	23,686	24,285	24,601	24,683	0.28%
Total County Population	44,301	44,900	45,311	45,119	0.12%

Source: (1) US Census 2000, 2010 ; (2) State of California Department of Finance, E-1 City/County Estimates 2014, 2015

2.2.2 AGE OF POPULATION

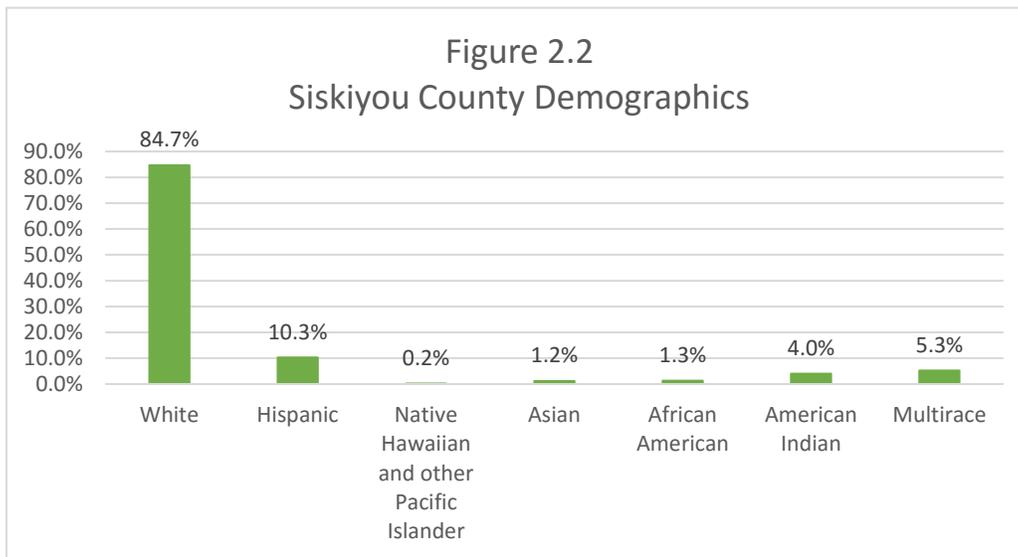
The median age of Siskiyou County residents is 47.1 years old (US Census American Community Survey (ACS) 2009-2013). According to the data from the California DOF Demographic Research Unit, Siskiyou County's 65+ demographic accounted for approximately 20.6% of the population in 2013. This demographic is expected to peak in 2030, when 32.3% of the total population will be 65 years old or older (Table 2.2).

Table 2.2					
Siskiyou County Age of Population Forecast					
	2000	2010	2020	2030	2060
65+ Population	18.1%	19.6%	27.8%	32.3%	29.6%

Source: State of California Department of Finance, P-1 2014

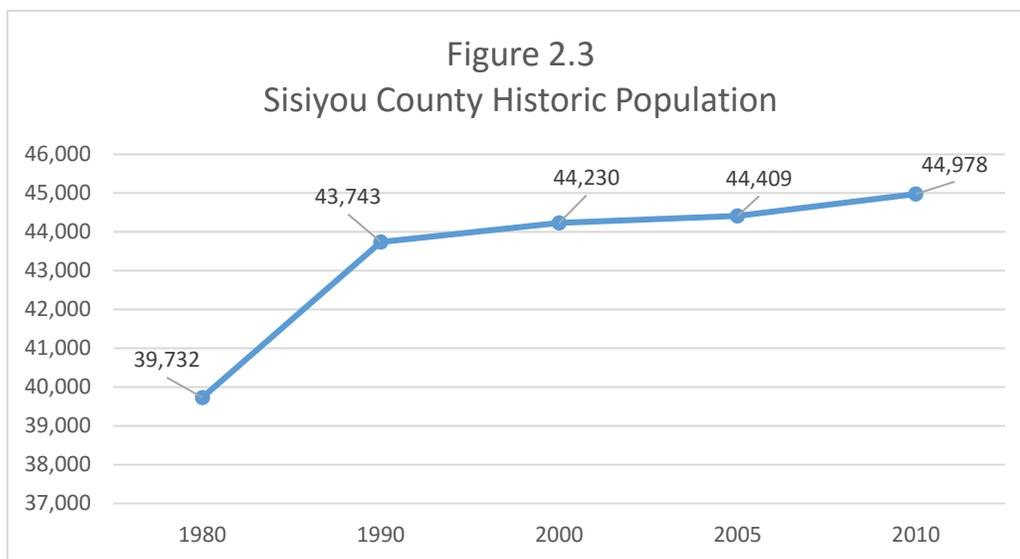
2.2.3 DEMOGRAPHICS

The Siskiyou County population is predominately white (86.3%); however, there is a notable Hispanic population (10.8%), as well as a notable American Indian population (2.8%). The demographics of Siskiyou County are detailed in Figure 2.2.



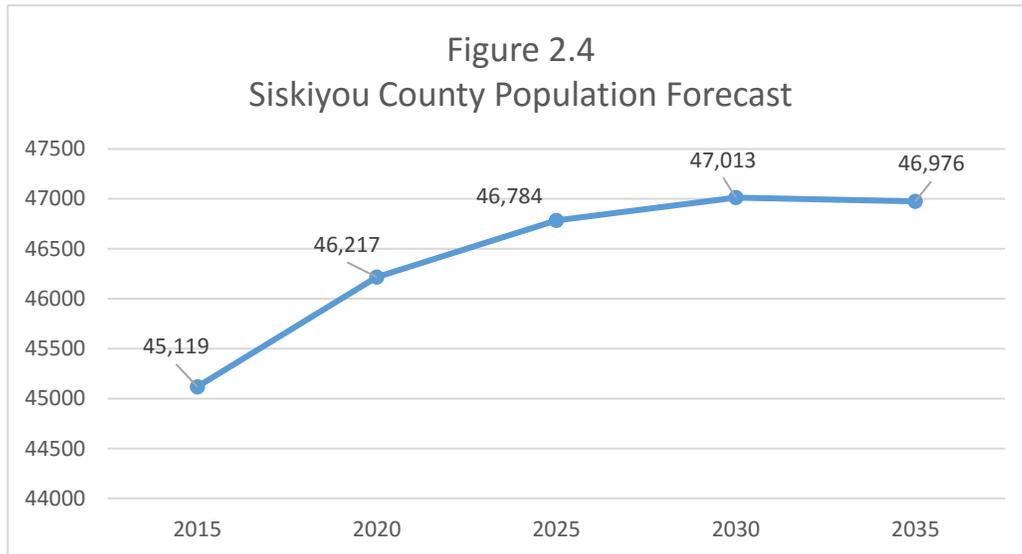
2.2.4 HISTORIC POPULATION GROWTH

The population of the County has been slowly increasing in the last two decades. Between January 2000 and January 2010, Siskiyou County's population increased by 0.1% per year on average (Figure 2.3).



2.2.5 FUTURE POPULATION GROWTH

Siskiyou County is expected to follow similar growth patterns in the next 20 years. The DOF reports a population increase between 0.1% and 0.2% per year on average between 2015 and 2035 (Figure 2.4).



2.3 SOCIOECONOMIC CONDITIONS

Transportation needs stem from travel demand, which is influenced by current socioeconomic conditions. The number of households in the County, employment levels, the transportation network, the intensity and location of development, employment centers and recreation needs affect travel demand.

2.3.1 HOUSING

The total number of housing units in Siskiyou County reached 23,985 in 2015. This represents a 0.3% increase in housing units from 2010. With slow population growth in the County, increased housing demand has been minimal. Over 58% of the housing units in Siskiyou County are found in unincorporated areas, reflective of the population distribution in the County (Table 2.1). The incorporated communities of Yreka, Mount Shasta, Weed and Dunsmuir have the most housing units in the County, respectively. The County has a vacancy rate of 18%, much higher than the national average of 11%. This information is summarized in Table 2.3.

2.3.2 EMPLOYMENT

The total number of employed persons in Siskiyou County was reported at 16,590 in December 2015. The major employers within the county (50 or more employees) are detailed in Table 2.4. According to the US Bureau of Labor Statistics, the unemployment rate in Siskiyou County, 11.4%, is higher than the state and national averages of 5.0% and 5.8%, respectively, as of December 2015.

2.3.3 FUTURE EMPLOYMENT

According to the Department of Transportation (DOT) County-Level Economic Forecast Reports (2013-2040), Siskiyou County is identified as a “vulnerable county” due to slow population growth, which constrains the labor market. Although this is true, it is expected that the unemployment rate in Siskiyou County will drop in the next ten years. Future employment growth is expected to occur in sectors such as leisure and hospitality, education and healthcare, professional services, and government.

2.3.4 INCOME

The median household income in Siskiyou County is \$37,709, much lower than the statewide average of \$61,094. However, the median value of owner-occupied housing units in the County was \$200,800, considerably lower than the statewide average of \$366,400 (ACS 2009-2013) as well.

Table 2.3				
Siskiyou County Housing Units				
Place	2010 Housing Units	2015 Housing Unit	Vacancy Rate 2010	Vacancy Rate 2015
Dorris	414	414	12.1%	12.1%
Dunsmuir	1,110	1,108	31.2%	31.2%
Etna	359	361	10.0%	10.0%
Fort Jones	344	347	11.6%	11.5%
Montague	633	631	9.0%	9.0%
Mount Shasta	1,895	1,894	12.2%	12.2%
Tulelake	437	438	20.6%	20.5%
Weed	1,273	1,125	11.2%	9.2%
Yreka	3,623	3,672	7.6%	7.7%
Unincorporated	13,770	13,995	22.7%	22.7%
Total	23,858	23,985	18.4%	18.4%

Source: State of California Department of Finance (2) Census

Table 2.4			
Major Employers in Siskiyou County 2015			
Name	Location	Industry	Employed
Accenture Limited	Yreka	Business Management Consultants	250-499
Fairchild Medical Center	Yreka	Hospital	250-499
Mercy Medical Center Mount Shasta	Mt. Shasta	Hospitals	250-499
Union Pacific Railroad Co	Dunsmuir	Railroads	250-499
College of the Siskiyous	Weed	University	100-249
County Coroner	Yreka	Government Office	100-249
County Sheriff	Yreka	Sheriff	100-249
Fairchild Medical Clinic	Yreka	Clinics	100-249
Klamath National Forest Service	Yreka	Government-Forestry Services	100-249
Mount Shasta Resort	Mt. Shasta	Resorts	100-249
Siskiyou Lake LLC	Mt. Shasta	Resorts	100-249
US Forest Service	NA	Services NEC	100-249
US Forestry Department	Happy Camp	Government-Forestry Services	100-249
Walmart Supercenter	Yreka	Department Stores	100-249
Electro-Guard Inc.	Mt. Shasta	Manufacturers	50-99
Etna Union High School District	Etna	Schools	50-99
Jackson Street Elementary School	Yreka	Schools	50-99
McCloud Ranger Station	McCloud	Government Offices	50-99
Siskiyou County Alcohol and Drug	Yreka	Government Office	50-99
Siskiyou County Fire Warden	Yreka	Government Office	50-99
Siskiyou County Sheriff Office	Dunsmuir	Police Departments	50-99
Siskiyou County Golden Fair	Yreka	Associations	50-99
Timber Products Co	Yreka	Lumber-Wholesale	50-99

Source: California Employment Development Department

2.4 TRAVEL

2.4.1 COMMUTING PATTERNS

The American Community Survey (ACS) 5-year estimates from 2009-2013 show that approximately 93.6% of Siskiyou County residents work within the County. Most employees drive to work (83.3%); of those who drive, most drive alone (71.3%). Approximately 5.2% of residents walk to work, and other modes of transportation account for less than 5% of travel for residents (Table 2.5 and Figure 2.5).

Table 2.5		
Commuting Characteristics for Siskiyou County Residents		
	Number of Workers	Percent Total
Workers 16 years and over	15,885	100%
Means of Transportation to Work:		
Public Transportation	111	0.7%
Walked	826	5.2%
Biked	48	0.3%
Taxicab, motorcycle, or other means	222	1.4%
Worked at Home	1,461	9.2%
Car:	13,232	83.3%
Drove alone	9,435	71.3%
Carpooled	1,588	12.0%
Place of Work:		
Work in county of residence	14,868	93.6%
Work outside county of residence	572	3.6%
Worked in state of residence	15,456	97.3%
Worked outside state of residence	429	2.7%
Source: American Community Survey 5-year Estimates (2009-2013)		

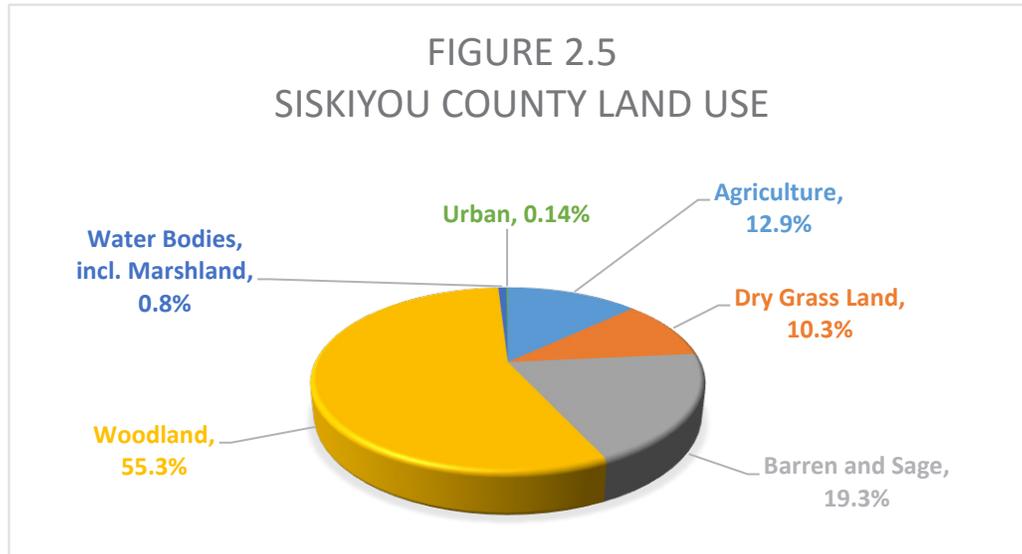
2.4.2 MODE OF TRAVEL

Travel in Siskiyou County is primarily automobile-oriented due to the rural nature of the local communities, low development densities, and limited options for using non-auto modes of travel. The roadway network serving the region is comprised of approximately 3,252 miles of streets, roads and highways. The majority of roadway mileage in the County is owned and operated by Federal agencies and the County of Siskiyou (Table 2.6).

Table 2.6	
Siskiyou County Roadways 2013	
	Total Miles
Total Roadway	3,252
City Roads	167
County Roads	1,366
State Highway	350
Federal Agency	1,370
Other Agency	0.1
Source: California Public Road Data 2013	

2.5 LAND USE

Consistent with the rural nature of the county, Siskiyou County is primarily composed of forests and woodlands, with only 0.8% of land use designated as urban (Figure 2.6). Agriculture in Siskiyou County consists primarily of livestock grazing and field crops, such as strawberries. This data was derived from the Siskiyou County General Plan and is only current through 1990 projections of land use. With minimal population growth in the County, it is expected that land use has not changed dramatically since 1990. It is expected that agricultural land found near the fringes of Yreka, Mt. Shasta City, and Weed may be susceptible to urbanization.



2.6 TRANSPORTATION NETWORK

2.6.1 ROAD CLASSIFICATION

Figure 2.6 displays the roadway classifications in Siskiyou County. The following provides a narrative description of each of the three classifications: arterials, collectors and local roads. These classifications are defined by the Federal Highway Administration and used for transportation planning and engineering purposes.

The general function and development characteristics of the current classification system are described below:

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. The principle and minor arterials identified in Siskiyou County are integrated inter-county roads connecting Siskiyou County to surrounding counties and cities, including cities and communities in the Central Valley and in Oregon. SR 3, SR 96, SR 161, SR 263, SR 265, as well as other streets located in Weed and Mt Shasta are classified as minor arterials in Siskiyou County. I-5, SR 139, US 97, and SR 89 are classified as principal arterials.

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The FHWA further delineates collectors into major and minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. Major collectors in Siskiyou County serve primarily intra-county travel serving smaller communities and countywide trip generators, such as consolidated school, shopping and recreational destinations. Trip lengths may be comparable to those of minor arterials in low density areas. Examples of major collectors in Siskiyou County include Scott River Road, Siskiyou Lake Boulevard and Cecilville Road. Examples of minor collectors in Siskiyou County include Indian Creek Road, Ishi Pishi Road and Old Stage Road (Mt Shasta).

Local Roads provide access to adjoining properties and primary residences. There is virtually no through traffic as they serve to primarily provide access to adjacent arterials and collectors. Local roads constitute the remaining roadway mileage not classified as arterial or collector in Siskiyou County.

2.7 TRANSPORTATION NETWORK IN SISKIYOU COUNTY

2.7.1 INTERSTATE HIGHWAY

Interstate-5 (I-5) is part of the national interstate highway network and is a 4-lane freeway in Siskiyou County. I-5 is the main interstate highway on the west coast of the United States and runs south-north from San Diego, California in the south to Blaine, Washington in the north. I-5 is approximately 1,382 miles long. I-5 runs through the major incorporated cities in Siskiyou County: Yreka, Mount Shasta, and Weed. I-5 connects Siskiyou County to Redding and Sacramento to the south, as well as communities and cities in the central valley. I-5 also connects Siskiyou County to Medford and Portland in Oregon and Seattle, Washington to the north.

2.7.2 STATE HIGHWAYS

State Route 3 (SR 3) is a south-north 2-lane conventional highway beginning at SR 36 near Peanut, California and ending in Montague, with a length of approximately 147 miles. SR 3 connects the Siskiyou County communities of Etna and Fort Jones to I-5 at Yreka in the north and SR 36 and SR 299 to the south.

State Route 89 (SR 89) is a 2-lane conventional highway that runs south-north and begins at I-5 in Mount Shasta and ends at US 395 near Coleville, California in Mono County. SR 89 has a length of approximately 243 miles. SR 89 runs north-south shortly before the Siskiyou/Shasta County boundary. SR 89 is a major thoroughfare for many mountain communities, as it runs through Siskiyou, Shasta, Tehama, Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, and Mono counties.

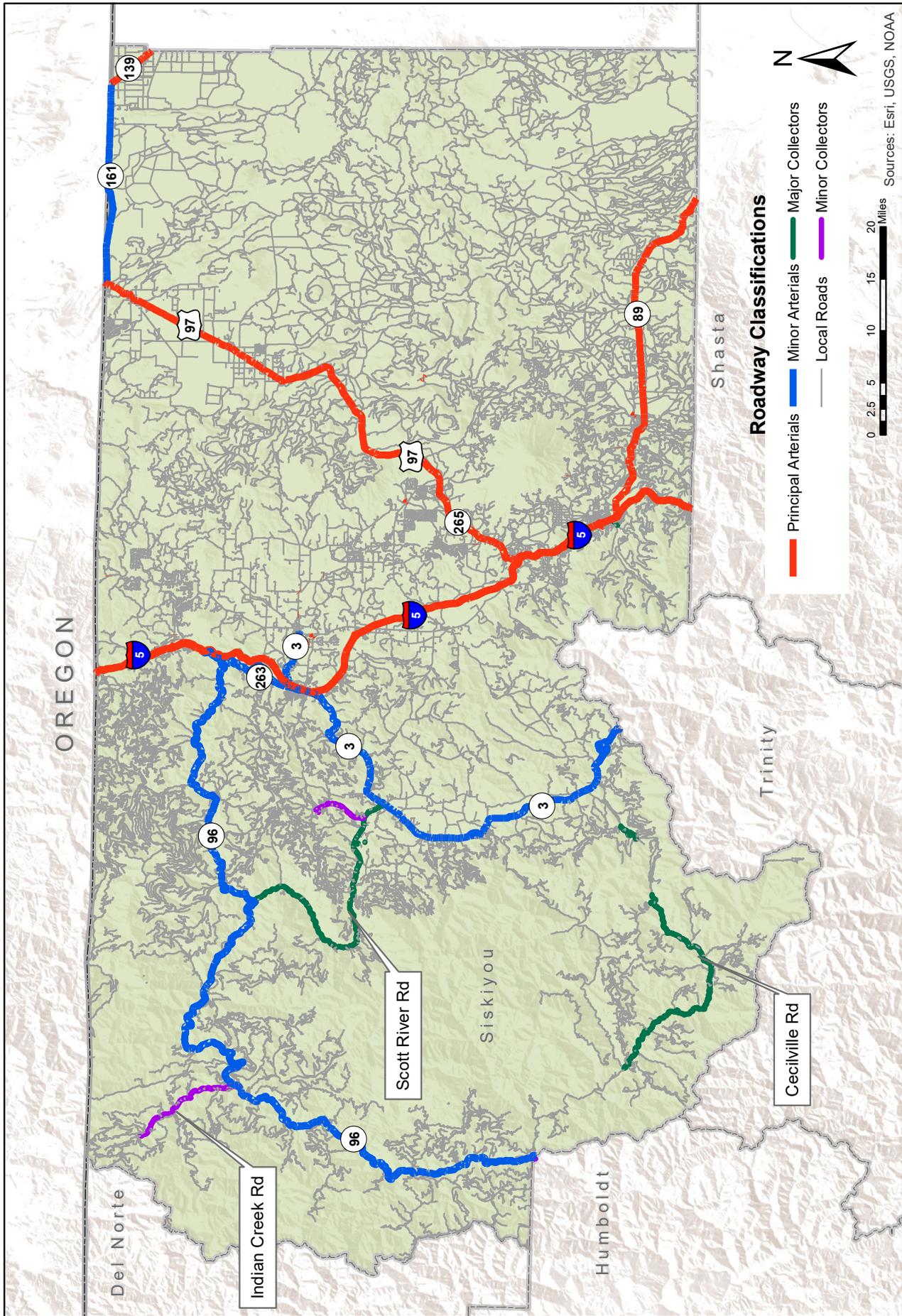
State Route 96 (SR 96) is a 2-lane conventional highway that runs west-east and begins at SR 299 in Willow Creek, California and ends at I-5 in Yreka, California. For approximately 147 miles, SR 96 follows the Klamath and Trinity Rivers through Humboldt and Siskiyou County. SR 96 passes through the Hoopa Valley Reservation, the Yurok Reservation, and the informally declared lands of the federally recognized Karuk Tribe near Happy Camp and Yreka.

State Route 139 (SR 139) is a south-north 2-lane conventional highway beginning at SR 36 in Susanville and ending at SR 161 at the Oregon-California border. SR 139 connects Siskiyou County with Modoc and Lassen Counties to the east.

State Route 161 (SR 161) is an west-east 2-lane conventional highway beginning at US 97 in Dorris and ending at SR 139 at Hatfield. SR 161 is approximately 20 miles in length and follows the Oregon-California border. SR 161 connects Siskiyou County communities east of Tulelake and Klamath Lake with Siskiyou county communities west of the lakes.

State Route 263 (SR 263) is a south-north 2-lane conventional highway beginning at SR 3 in Yreka and ending at SR 96 near Klamath River Road. SR 263 is approximately 8 miles in length and runs parallel to I-5.

State Route 265 (SR 265) is a south-north 2-lane conventional highway with a length of approximately 0.7 miles, making it the shortest California State highway. SR 265 begins at US 97 in Weed and ends at I-5 in Weed. SR 265 connects residents of Weed, California with I-5.



SISKIYOU COUNTY ROADWAY CLASSIFICATION

FIGURE 2.6

2.7.3 US HIGHWAYS

US Route 97 (US 97) is a south-north 2-lane conventional highway beginning at I-5 in Weed and ending at the Canadian border where it becomes British Columbia Highway 97. US 97 is approximately 663 miles in length and connects the communities of Dorris and Mt. Hebron with Klamath Falls and Bend in Oregon.

2.7.4 FOREST SERVICE ROADS

There are five National forests in Siskiyou County, and a number of roads within these forests provide access to a variety of activities including timber harvest, recreational opportunities, forest management activities and fire protection. Siskiyou County has approximately 1,243 miles of Forest Service Roads. In addition, there are approximately 88 miles of US Fish and Wildlife service roads and 33 miles of National Park Service roads within the county.

2.8 LEVEL OF SERVICE

Level of Service (LOS) is used to rate a roadway segment’s traffic flow characteristics, and acts as an indicator of roadway performance. LOS assists in determining when roadway capacity needs to be improved, using a scale of A through F (Table 2.7). Alternates to an LOS metric are being explored, but it is still an acceptable metric for this RTP. LOS A through LOS C are considered to be acceptable. LOS for rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities (Table 2.8). In mountainous topography and particularly through canyons, roadway LOS can be low, even absent substantial traffic volumes.

Table 2.7 LOS Definitions/ Characteristics	
LOS	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream
B	Stable flow, but the presence of others in the traffic stream begins to be noticeable
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic stream
D	Represents high density, but stable flow
E	Represents operating conditions at or near the capacity level
F	Represents forced or a breakdown in traffic flow

Source: Highway Capacity Manual- Transportation Research Board 2010

Table 2.8 Maximum Daily Volume Thresholds for Roadways					
Classification	LOS				
	A	B	C	D	E
4-Lane Major Freeway	25,400	41,600	58,400	71,000	79,200
2-Lane, Class I Highway	1,200	3,700	7,600	13,600	21,000
2-Lane, Class II Highway	1,700	4,100	8,200	16,600	21,200
Rural Principal Arterial (2 lane)	2,600	5,900	10,300	16,900	20,200
Rural Minor Arterial (2 lane)	1,200	3,300	6,400	11,000	15,500
Rural Major Collector (2 lane)	1,300	3,900	7,500	12,600	16,900
Rural Minor Collector (2 lane)	1000	3,000	5,500	8,750	11,200
Rural Local Road	600	2,000	3,500	4,900	5,500

Based on the 2010 Highway Capacity Manual, which provided maximum peak hour flows. The values in this table were converted to daily travel using the peak period percent (approximately 10 percent) for these facilities.

2.8.1 EXISTING AND FORECASTED AVERAGE ANNUAL DAILY TRAFFIC (AADT) AND LOS

By measuring the AADT on State highways in Siskiyou County against the LOS thresholds from Table 2.8, LOS designations were identified and are shown in Table 2.9. All segments of highway in Siskiyou County are currently operating at an acceptable LOS rating, except for the segment of SR 3 through Yreka, from Moonlit Oaks Avenue to Oberlin Road.

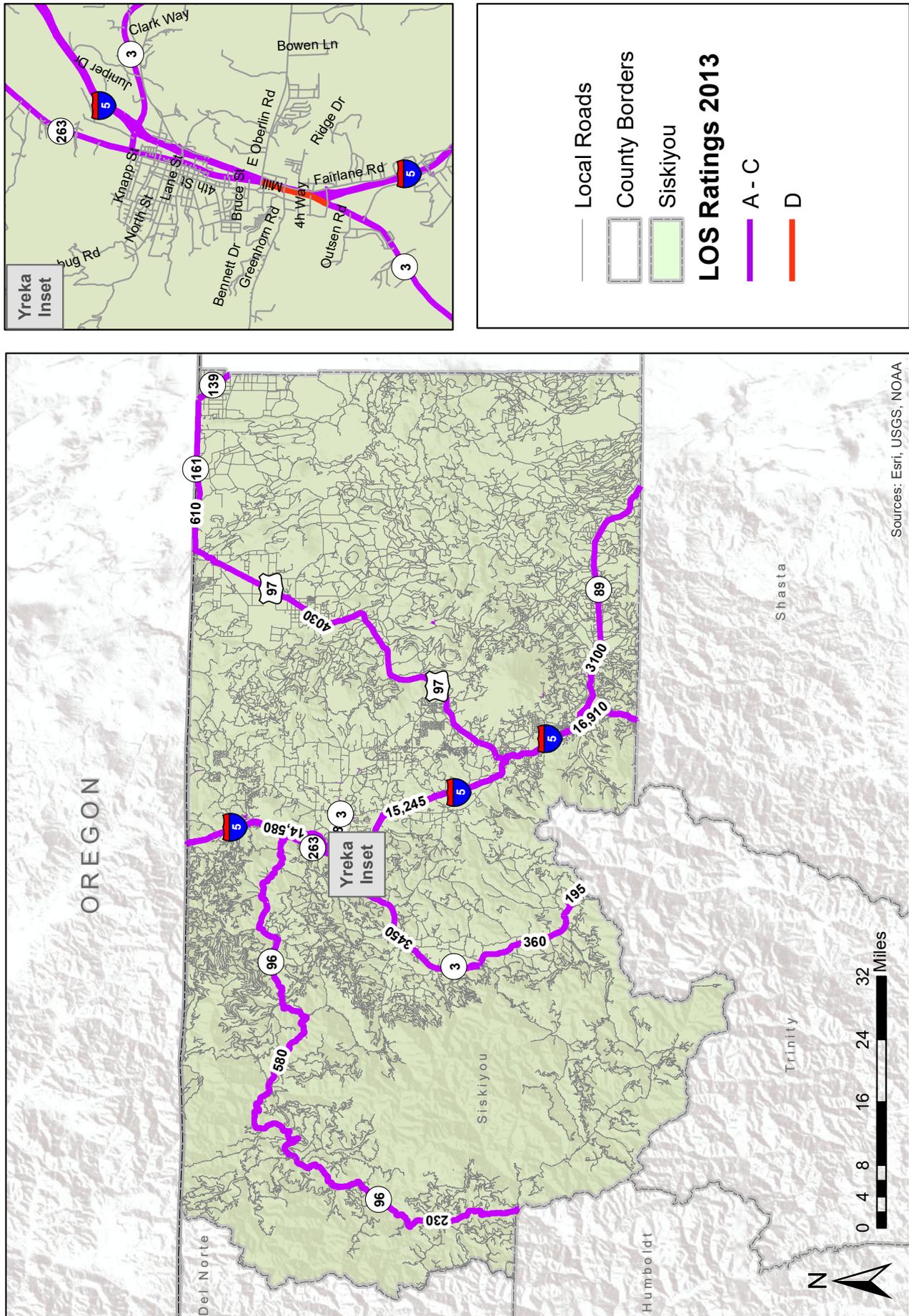
Traffic predictions were made based on the Siskiyou County and surrounding County population forecasts of no more than 1% annual growth on average. Most traffic in Siskiyou County is through traffic from bordering Counties; Sacramento and Shasta Counties in California and Medford in Jackson County, Oregon are major sources/destinations for interregional travel on Interstate-5 through Siskiyou County. Sacramento County is expected to experience the largest average annual growth in the next twenty years, at approximately 1.2% growth per year on average as estimated by the California Department of Finance (DOF).

By 2035, it is expected that the segment of SR 3 not operating at an acceptable LOS will promulgate from Moonlit Oaks Avenue to JCT RTW 263 North (see Table 2.9). Current AADT and LOS can be seen in Figure 2.7; Future (2035) AADT and LOS are displayed in Figure 2.8.

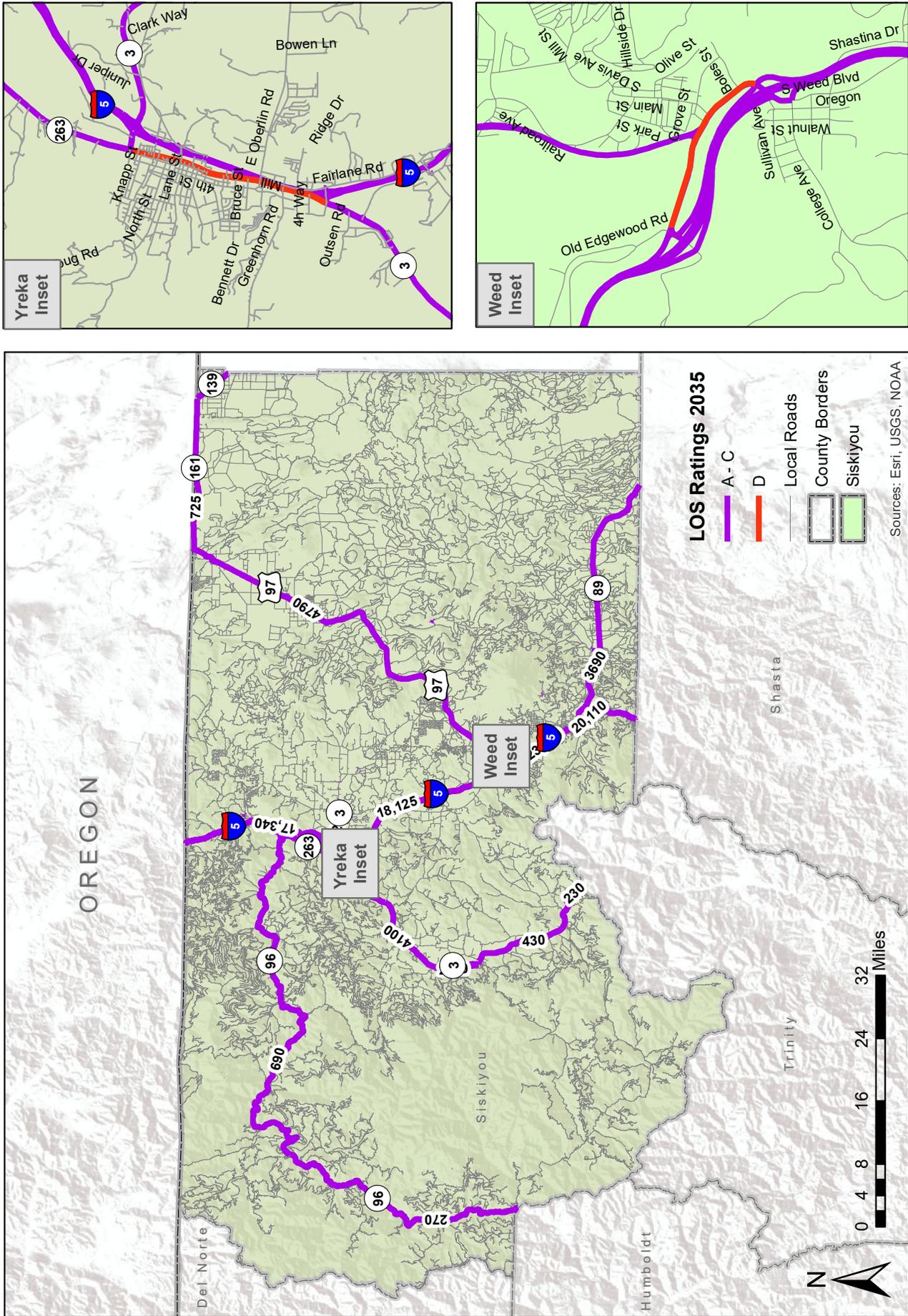
Table 2.9 Siskiyou County Daily Traffic Volumes on State Highways				
Location	2013 AADT	2013 LOS Rating	2035 AADT	2035 LOS Rating
SR 3 at:				
Trinity/Siskiyou County Line	195	A	230	A
Gazelle Road	275	A	330	A
Callahan	360	A	430	A
Etna, Main Street	1,325	B	1,575	B
Collier Way	1,775	B	2,110	B
Fort Jones, Scott River Road	3,450	C	4,100	C
Moffett Creek Road	2,750	B	3,270	B
Forest Mountain Ranch	2,800	B	3,330	C
Yreka, Moonlit Oaks Avenue	11,600	D	13,790	D
Yreka, Oberlin Road	9,450	C	11,240	D
Yreka, Center Street	9,300	C	11,060	D
Yreka, JCT RTE 263 North	4,400	B	5,230	B
Yreka, JCT RTE 5	3,825	B	4,550	B
Yreka, Ager Road	2,800	B	3,330	B
Yreka, Philipe Lane	2,050	A	2,440	A
Montague, Grenada Road	2,575	B	3,060	B
Montague, East City Limits	1,050	A	1,250	A
I-5 at:				
Shasta/Siskiyou County Line	16,400	A	19,500	A
South Dunsmuir	16,100	A	19,145	A
Central Dunsmuir	16,550	A	19,680	A
Dunsmuir, Dunsmuir Avenue	17,550	A	20,870	A
Mott Avenue	17,950	A	21,345	A
JCT RTE 89	18,250	A	21,700	A
Mount Shasta, Lake Street	18,850	A	22,410	A
North Mount Shasta	20,700	A	24,610	A
Abrams Lake Road	21,600	A	25,685	B
Deetz Road	20,800	A	24,730	A

Table 2.9				
Siskiyou County Daily Traffic Volumes on State Highways				
Location	2013 AADT	2013 LOS Rating	2035 AADT	2035 LOS Rating
I-5 at:				
South Weed	20,650	A	24,555	A
JCT RTE 97 North	17,350	A	20,630	A
JCT RTE 265	14,500	A	17,240	A
Edgewood	14,450	A	17,180	A
Weed Airport	14,100	A	16,765	A
Louie Road	14,200	A	16,885	A
Grenada	15,150	A	18,015	A
Killgore Hills Road	16,350	A	19,440	A
South Yreka	16,550	A	19,680	A
Yreka, Miner Street	16,250	A	19,320	A
Yreka, JCT RTE 3	15,650	A	18,610	A
JCT RTE 96 West	14,350	A	17,060	A
Henley Way	14,250	A	16,945	A
Ditch Creek Road	13,850	A	16,470	A
Bailey Hill Road	13,900	A	16,530	A
Hilt Road	13,800	A	16,410	A
Oregon State Line	13,800	A	16,410	A
SR 89 at:				
Shasta/Siskiyou County Line	1,200	A	1,430	A
Military Pass Road	1,225	A	1,460	A
Broadway/Southern Avenue	2,050	A	2,440	A
JCT RTE 5	3,100	B	3,690	B
SR 96 at:				
Humboldt/ Siskiyou County Line	180	A	210	A
Ishi Pishi Road	185	A	220	A
Etna, Somes Bar Road	190	A	230	A
Swillup Creek Bridge	190	A	230	A
Benjamin Creek Road	390	A	465	A
Indian Creek Bridge	1,000	A	1,190	A
Happy Camp, Main Street	1,450	B	1,725	B
Happy Camp, Second Street	1,775	B	2,110	B
Davis Road	1,100	A	1,310	A
Thompson Creek Bridge	600	A	715	A
Siead Maintenance Station	590	A	700	A
Scott Bar Road	510	A	605	A
JCT RTE 263 South	625	A	745	A
JCT RTE 5	560	A	665	A
US 97 at:				
Weed, JCT RTE 5	10,400	C	12,365	C
JCT RTE 265	8,600	C	10,225	C
Weed, West Lincoln Street	6,550	B	7,790	B
Weed, Big Springs Road	4,450	B	5,290	B

Table 2.9				
Siskiyou County Daily Traffic Volumes on State Highways				
Location	2013 AADT	2013 LOS Rating	2035 AADT	2035 LOS Rating
US 97 at:				
Grass Lake State Highway Maint Sta	3,250	B	3,865	B
Sams Neck Road	3,100	B	3,665	B
Dorris Quarantine Station	3,425	B	4,070	B
Dorris, First/Main Streets	4,300	B	5,115	B
JCT RTE 161 East	3,650	B	4,340	B
Oregon State Line	3,500	B	4,160	B
SR 139 at:				
Modoc/Siskiyou County Line	2,150	A	2,555	A
Tulelake, East/West Roads	2,375	A	2,825	B
Oregon State Line, JCT RTE 161 West	2,400	A	2,850	B
SR 161 at:				
JCT RTE 97	610	A	725	A
Hill Road	1,025	A	1,220	A
JCT RTE 139	1,050	A	1,250	A
SR 263 at:				
Yreka, JCT RTE 3	1,100	A	1,220	B
Hawkinsville, Humbug Road	1,185	A	1,410	B
JCT RTE 96	770	A	915	A
SR 265 at:				
Weed, JCT RTE 97	1,700	A	2,020	B
Weed, JCT RTE 5	1,700	A	2,020	B



AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LEVEL OF SERVICE - EXISTING CONDITIONS
FIGURE 2.7



AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LEVEL OF SERVICE - 2035
FIGURE 2.8

2.8.2 TRUCK TRAFFIC

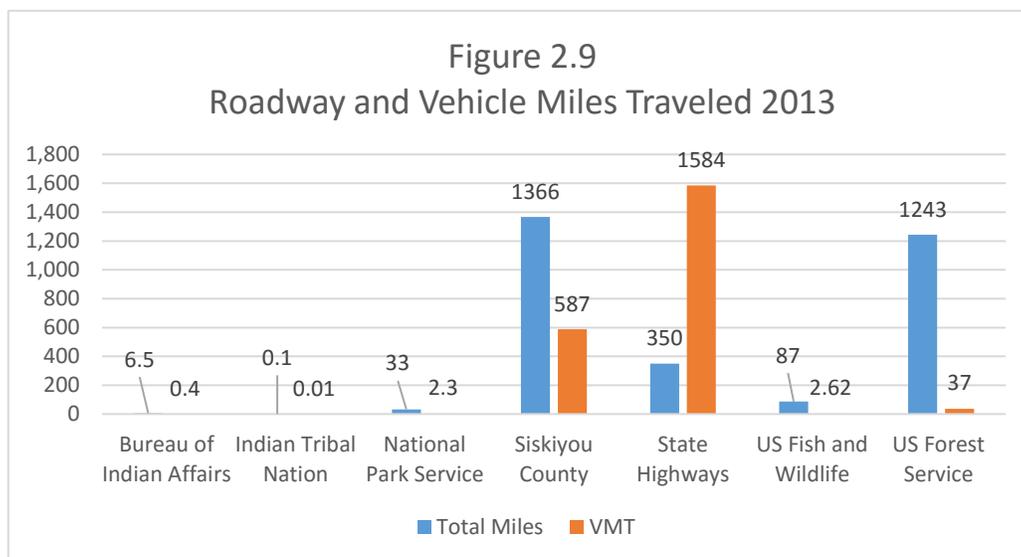
Most routes in Siskiyou County are currently maintained at acceptable LOS designations. I-5 has the highest Annual Average Daily Traffic (AADT) in Siskiyou County (Caltrans, Transportation Counts 2013). I-5 and SR 97 are the main route for goods movement in Siskiyou County, although most State routes in Siskiyou County have relatively high rates of truck traffic. The proportion of truck traffic for all State Routes in Siskiyou County is summarized in Table 2.10.

Route	Range of Truck Traffic Based on AADT
SR 3	3.0 - 8.9%
I-5	25.7 - 33.6%
SR 89	15.2 - 27.3%
SR 96	1.7 - 7.3
SR 97	10.3 - 58.7%
SR 139	17.9 - 18.3
SR 161	31.7 - 55.3
SR 263	4.0 - 4.9
SR 265	11.2 - 11.2

Source: DOT, Transportation Counts 2013

2.8.3 VEHICLE MILES TRAVELED

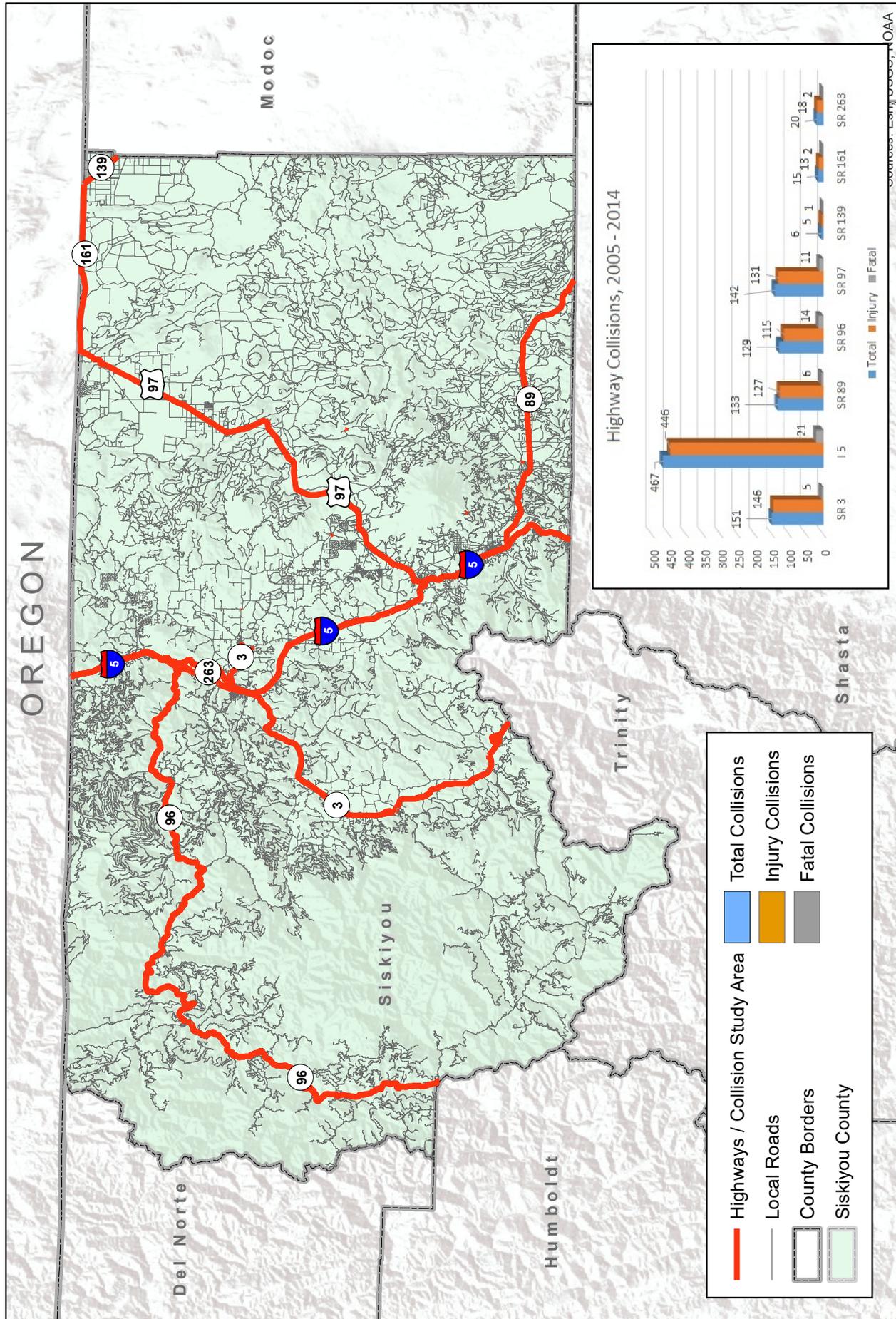
The daily vehicle miles traveled for Siskiyou County roadways can be seen in Figure 2.9 (California Public Road Data, Caltrans System Information). The daily vehicle miles traveled exceeds the total mileage of roadway in the case of the State Highway System in Siskiyou County. In all other cases, daily vehicle miles traveled is significantly lower than total roadway mileage.



2.8.4 TRAFFIC COLLISIONS

According to the California Highway Patrol Statewide Integrated Traffic Record System (SWITRS) most collisions in Siskiyou County occur on State Routes, especially I-5. The latest data available is for 2012. See Figure 2.10 for a map of the collision summary for 2005-2014.

Table 2.11					
Collisions, 2010-2014					
	2010	2011	2012	2013	2014
Total Collisions	211	221	196	166	171
Collisions on State Highways	123	129	124	92	95
PCF Violation	Improper Turning (26%)	Improper Turning(34%)	Improper Turning(29%)	Improper Turning (32%)	Improper Turning (33%)
	Unsafe Speed (33%)	Unsafe Speed (24%)	Unsafe Speed (24%)	Unsafe Speed (22%)	Unsafe Speed (24%)
	DUI/BUI (13%)	DUI/BUI (11%)	DUI/BUI (15%)	DUI/BUI (12%)	DUI/BUI (15%)
Locational Clusters	Mount Shasta, Yreka	Black Butte, Yreka, Weed	Mount Shasta, Yreka, Weed	Mount Shasta, Yreka, Weed	Mount Shasta, Yreka
Fatalities	8	12	13	5	8
Source: SWITRS					



COLLISION SUMMARY, 2005 - 2014

FIGURE 2.10

2.9 TRANSIT

The Transportation Division of Siskiyou County's General Services is responsible for operating the County's public transit system. The Siskiyou County Local Transportation Commission (SCLTC) appoints council members to the Social Services Transportation Advisory Council (SSTAC) which represents seniors, people with disabilities and transit dependents.

2.9.1 SISKIYOU TRANSIT AND GENERAL EXPRESS (STAGE)

Siskiyou Transit and General Express (STAGE) is the County's public transit service provider. The STAGE office is located at 190 Greenhorn Road in Yreka. Busses run Monday through Friday from 6am to 9pm, except on County holidays. Routes are based on a fix-route system. STAGE offers 6 different routes that serve the entire County, detailed in Table 2.11 and Figure 2.12. Specific departure and arrival times depend on the trip origin and destination. Fares range from \$1.25 for in-town trips to \$6.00 for trips to Happy Camp. In addition, commuter passes can be purchased for up to 10 rides. Routes to and from employment centers, shopping centers, Tribal centers, medical centers, schools and libraries are available through the STAGE service.

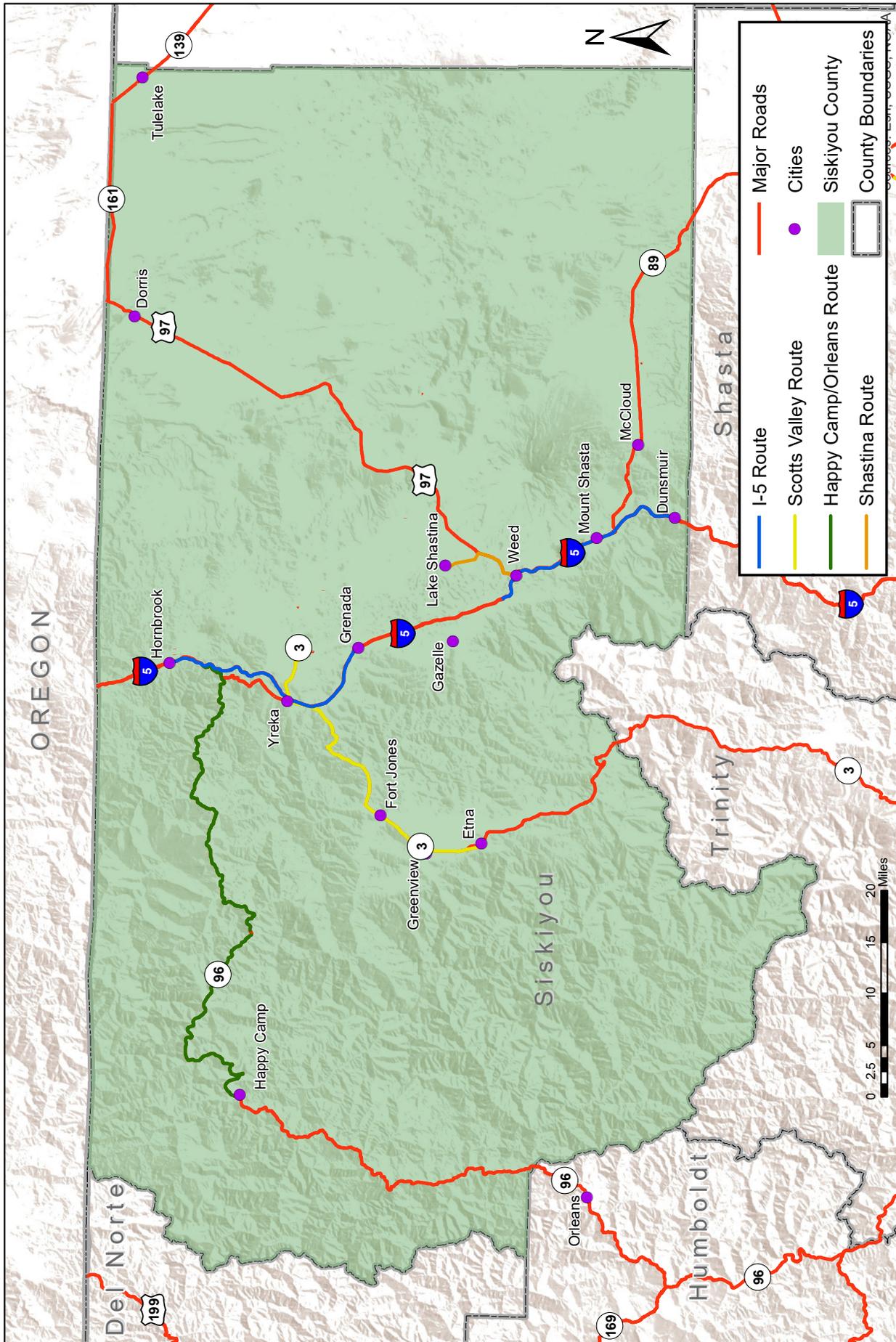
Table 2.12	
Siskiyou Transportation and General Express Routes (STAGE)	
STAGE Routes	Destinations
Northbound I-5	Dunsmuir, McCloud, Mt Shasta, Weed, Gazelle, Grenada, Cove Trailer Park, Yreka
Southbound I-5	Yreka, Cove Trailer Park, Grenada, Gazelle, Weed, Mt Shasta, Dunsmuir
Montague/Scott Valley/Hornbrook	Yreka, Montague, Hornbrook, Scott Valley (Fort Jones, Etna)
Lake Shastina	Weed, Mt Shasta, Dunsmuir, Lake Shastina
Happy Camp/Orleans	Yreka
Yreka Northbound	Various destinations within Yreka, Karuk
Yreka Southbound	Various destinations within Yreka, Karuk
Source: Siskiyou County LTC Website	

2.9.2 SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

The City of Yreka offers senior transportation Monday through Friday 9am to 4pm, with door-to-door service and wheelchair lifts. Trips are scheduled 24 hours in advance, and the suggested contribution for transportation services is \$1.00.

2.9.3 MT. SHASTA SENIOR NUTRITION PROGRAM

The Mt. Shasta Senior Nutrition Program provides transportation for seniors to- and from the Mt. Shasta lunch site by reservation. Program vehicles are ADA accessible, and a donation of \$1 is suggested for each round-trip. Lunch is served every Tuesday - Friday.



SISKIYOU TRANSIT AND GENERAL EXPRESS

FIGURE 2.11

2.10 INTER-AGENCY CONNECTIONS WITH OTHER PROVIDERS

2.10.1 AMTRAK

Amtrak provides a rail service in Dunsmuir. Dunsmuir is a stop along the “Coast Starlight” route, which connects Vancouver, BC to San Diego, CA (Table 2.13). Several stations along the “Coast Starlight” route provide a bus and rail connection to Amtrak’s nationwide network (Table 2.14). The Dunsmuir Amtrak station is accessible via the STAGE bus transit service.

Station	Southbound	Northbound	Route Connections
Vancouver, BC	6:30 AM	12:15 AM	
Seattle, WA	9:35 AM	9:00 PM	
Vancouver, WA	12:58 PM	4:21 PM	Empire Builder
Portland, OR	1:50 PM	4:02 PM	
	2:25 PM	3:32 PM	
Salem, OR	3:37 PM	1:55 PM	
Eugene, OR	5:10 PM	12:36 PM	
Klamath Falls, OR	10:00 PM	8:17 AM	
Dunsmuir, CA	12:35 AM	4:56 AM	
Redding, CA	2:21 AM	3:06 AM	
Sacramento, CA	6:35 AM	11:59 PM	California Zephyr Capitol Corridor San Joaquin
Oakland, CA	8:35 AM	9:39 PM	California Zephyr Capitol Corridor San Joaquin
	8:50 AM	9:24 PM	
San Jose, CA	9:55 AM	8:23 PM	Capitol Corridor
	10:07 AM	8:11 PM	
Los Angeles, CA	9:00 PM	10:10 AM	Pacific Surfliner Southwest Chief Sunset Limited
San Diego, CA	Arrive 1:00 AM	Depart 6:00 AM	Pacific Surfliner

Table 2.14 Select Amtrak Routes and Major Destinations			
Route	Destinations	Route	Destinations
Capitol Corridor	San Jose, CA Oakland, CA Sacramento, CA Auburn, CA	San Joaquin	Oakland, CA Stockton, CA Sacramento, CA Modesto, CA Fresno, CA Bakersfield, CA
California Zephyr	San Francisco, CA Oakland, CA Sacramento, CA Denver, CO Chicago, IL		Southwest Chief
Empire Builder	Vancouver, WA Minneapolis, MN Milwaukee, WI Chicago, IL	Sunset Limited	
Pacific Surfliner	San Luis Obispo, CA Los Angeles, CA San Diego, CA		

2.10.2 GREYHOUND

Greyhound is a private operator that provides intercity bus service with routes throughout north America. The U.S. Greyhound provides service within the region in south Weed, near the College of the Siskiyous. This location is accessible via the STAGE bus transit service.

2.11 AVIATION

Siskiyou County operates five public use, general aviation airports: Butte Valley, Happy Camp, Scott Valley, Weed and Siskiyou County. A private emergency medic flight service operates between Medford, OR and Redding, CA. In addition, UPS Ground and Air Freight Services are available at the Montague/Yreka Rohrer Field and the Dunsmuir Municipal Airport. Each airport is owned and operated by their respective city. The Siskiyou County Airport, located in Shasta Valley -- 11 miles east of Yreka -- is home to a US Forest Service Fire Attack Base in the summer months.

2.12 RAIL

The rail line in Siskiyou County has been dormant from Weed to Oregon since 2008, yet remains historically significant. The rail line follows the Sacramento River and I-5 through the central valley and Shasta and Siskiyou Counties and into Oregon. Recent grants have allowed for rehabilitation and repair projects for sections of the track. Reopening the track will create additional transportation options for lumber and manufacturing goods from Oregon, which will subsequently result in decreased truck use to transport goods. The rail line is an important historic and cultural attraction in Dunsmuir where the rail line is actively used for passenger travel through Amtrak. Near the rail line in Dunsmuir, the Railroad Resort offers a hotel, restaurant, and museum in vintage train cars.

2.13 GOODS MOVEMENT

I-5 and SR 97 are the most-used routes for goods movements in Siskiyou County (refer back to Table 2.10 for proportional truck traffic on Siskiyou County highways).

2.14 NON-MOTORIZED FACILITIES

2.14.1 BICYCLE AND PEDESTRIAN

Siskiyou County offers several recreational off-road biking and hiking trails, and is striving to improve roadway bicycle and pedestrian access and safety. The cities of Yreka and Mount Shasta each have adopted Bicycle and Pedestrian Master Plans, in 2007 and 2008, respectively. Goals for the Mount Shasta Bicycle plan include creating a continuous travel network corridor for bicycles and pedestrians. Constraints with bicycle and pedestrian facilities in the County include a transportation network that is not well connected or maintained, as well as long distances between destinations.

2.15 PLUG-IN ELECTRIC VEHICLES

The Siskiyou County Economic Development Council is leading a project to coordinate efforts throughout the Upstate Region in support of the successful introduction of plug-in electric vehicles and the strategic development of charging infrastructure to support PEVs. This will be facilitated through the creation of a regional Plug-in Electric Vehicle Coordinating Council (PEVCC), development of an infrastructure deployment plan, streamlining of the permitting and installation process for electric vehicle supply equipment (EVSE), efforts to accelerate PEV adoption in vehicle fleets, and development of an education and outreach program to promote PEV adoption throughout the region.



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3 POLICY ELEMENT



The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision-makers and promote consistency among State, regional, and local agencies. The Policy Element does the following:

- Describes transportation issues in the region.
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons.
- Maintains internal consistency with the Action Element, Financial Element and fund estimates.

This chapter describes the transportation issues in the Siskiyou County region and provides goals, objectives and policies to assist in setting transportation priorities.

3.1 LOCAL AND REGIONAL ISSUES AND NEEDS

The primary local and regional issues continue to revolve around a lack of maintenance funding to maintain the integrity of existing facilities. A major concern for the Siskiyou County LTC is the continuing maintenance requirements of the existing road system. Delayed projects and the lack of funding results in additional deterioration of already poor pavement quality, higher costs due to inflation, and more expensive rehabilitation and reconstruction costs when thresholds are met. While a lack of population growth has prevented large land-use development controversies and the accompanying demand for new transportation infrastructure, heavy traffic caused by increasing tourism and truck traffic continues to generate greater maintenance needs on the existing roadways. Traffic generated by new development in Siskiyou County may affect the existing or future LOS on roadways providing access to state highways. Developers are required to mitigate project-specific improvements to maintain acceptable highway LOS on the state highways and local agencies have policies and reviews in place to mitigate impacts.

While economic growth in the form of recreation and tourism has not significantly increased demand for public transportation, the growth of the senior and retiree community is reflecting a developing need for both fixed-route and specialized para-transit operations, particularly for service to medical facilities both within and out of the County. Many seniors travel to either Redding, California, or Medford, Oregon for medical care. Traversing mountain passes, particularly in the winter, is a hardship. Many of these needs are currently being met by various social service agencies, but as the County population increases and ages, as identified in Chapter 2, demand for public transportation to provide the service will increase.

Whether the region can financially meet future road and transit needs is a question yet to be answered. Federal and State funding to improve these roads has declined in real dollars for more than two decades, and local revenue sources provide only a small portion of the overall cost of transportation improvements. This problem is exacerbated by uncertainty in construction costs and delivery schedules, which has resulted in substantial increases in the overall cost of improvements.

3.2 STATEWIDE ISSUES

3.2.1 COMMITMENT TO REDUCING GREENHOUSE GAS (GHG) EMISSIONS

Instead of focusing on the expansion of the State highway system, efforts in California are now directed towards maintaining the existing infrastructure and addressing GHG emissions and other sustainability goals. Reform and efficiency are favored over expansion to increase mobility.

On February 6, 2014, the California State Transportation Agency (CalSTA) released a report titled “California Transportation Infrastructure Priorities: Vision and Interim Recommendations” which identified the following four strategies for improving the California transportation system:

- Preservation.
- Innovation.
- Integration.
- Reform.

In the face of dwindling resources and funding, preservation and reforming the transportation system are considered more efficient approaches to addressing goals and objectives.

3.2.2 GOALS, OBJECTIVES, PERFORMANCE MEASURES AND POLICIES

An important element of the RTP process is the development of valid and appropriate goals, objectives, and policies. The RTP guidelines define goals, objectives, performance measures and policies as follows:

- A goal is general in nature and characterized by a sense of timelessness.
- An objective is a measurable point to be attained. Objectives represent levels of achievement in movement toward a goal.
- The scale by which the attainment of an objective is measured is defined as a performance measure. Performance measurement involves examining the performance of the existing system, as well as forecasting the performance of the future (planned) system. Performance Measures will be discussed in the Action Element, Chapter 4.
- A policy is a direction statement that guides decisions with specific actions.

The following RTP goals, objectives, and policies are consistent with the Siskiyou County General Plan and the Siskiyou County Circulation Element.

The RTP goals, objectives, and policies were developed to ensure that Siskiyou County can maintain the regional transportation system within the financial constraints of State, Federal, and local funding sources. The Policy Element is consistent with the fund estimate and Financial Element in Chapter 5.

To provide complete consistency with the goals of the California Transportation Plan (CTP), the major goals of the CTP are included in Appendix D.

3.3 REGIONAL GOALS

3.3.1 GOAL 1: PROVIDE AND MAINTAIN A SAFE, EFFICIENT, AND CONVENIENT COUNTYWIDE ROADWAY SYSTEM THAT MEETS THE TRAVEL NEEDS OF PEOPLE AND GOODS WITHIN THE REGION AND CONNECTING TO POINTS BEYOND.

3.3.1.1 **OBJECTIVE:** Identify and prioritize improvements to the roadway system that benefit the region.

3.3.1.1.1 POLICY:

Maintain open and efficient communication between Caltrans, local agencies and tribal governments through the Technical Advisory Committee forum to make cooperative decisions that benefit the region.

3.3.1.1.2 POLICY:

Pursue funding resources that move the region toward Goal 1.

3.3.1.2 OBJECTIVE: Maintain regionally significant roadways at acceptable safety standards and acceptable Level of Service.

3.3.1.2.1 POLICY:

Identify and eliminate unsafe conditions on State highways in coordination with Caltrans.

3.3.1.3 OBJECTIVE: Maintain a target LOS at the transition between LOS “C” and LOS “D” or better for average daily conditions on designated State highways.

3.3.1.3.1 POLICY:

The traffic impacts of proposed land uses shall be evaluated and mitigated in relation to stated goals, objectives, and policies of the RTP.

3.3.1.4 OBJECTIVE: Monitor the performance of transportation investments.

3.3.1.4.1 POLICY:

Siskiyou County will use system-level performance measures (quantitative) and other accepted qualitative measures to select RTP projects that represent wise financial investments.

3.3.2 GOAL 2: SUPPORT THE ECONOMIC VITALITY OF THE REGION

3.3.2.1 OBJECTIVE: Maintain and promote the competitiveness of the region by directing and leveraging investment in the transportation infrastructure that attracts tourism, increases goods movement, and supports existing employment centers and industries.

3.3.3 GOAL 3: ENHANCE SENSITIVITY TO THE ENVIRONMENT AND AIR QUALITY IN ALL TRANSPORTATION DECISIONS.

3.3.3.1 OBJECTIVE: Promote transportation policies and projects that support a healthy environment and meet the environmental concerns of the region while meeting statewide and national objectives.

3.3.4 GOAL 4: PROVIDE A TRANSIT SYSTEM THAT IS A VIABLE CHOICE FOR SISKIYOU COUNTY RESIDENTS.

3.3.4.1 OBJECTIVE: Provide and promote an affordable and accessible transit system that responds to current and future needs of citizens, elderly, disabled, youth, and economically disadvantaged.

3.3.5 GOAL 5: ENHANCE OPPORTUNITIES FOR SAFE PEDESTRIAN AND BICYCLE TRAVEL ON AND ACROSS STATE HIGHWAYS.

3.3.5.1 **OBJECTIVE:** Local jurisdictions should coordinate with Caltrans to identify project concepts for pedestrian and bicycle facilities and crosswalks along State Highways.

3.3.5.1.1 **POLICY:**

Provide recommendations for pedestrian/bike features in projects proposed for funding by District 2 in the SHOPP.

3.4 LOCAL ROADWAY SYSTEM

3.4.1 GOAL 6: MAINTAIN A LOCAL ROAD SYSTEM TO SERVE THE PUBLIC’S NEEDS FOR SAFETY, MOBILITY AND TO PROVIDE ACCESS TO THE COUNTY’S MAJOR ACTIVITY CENTERS.

3.4.1.1 **OBJECTIVE:** Accept new roads into the locally maintained road system only when they meet the criteria established by the local jurisdiction, and they have funding identified.

3.4.1.1.1 **POLICY:**

Access to new development and to newly created parcels should meet County and/or local standards under any applicable Community Plan, Specific Plan, Special Plan, or Mixed Use/Master Project area, and the applicable jurisdictional road ordinances.

3.4.2 GOAL 7: MAINTAIN EXISTING LOCAL ROADS IN GOOD CONDITION.

3.4.2.1 **OBJECTIVE:** Direct the limited maintenance funding to local roads based on safety needs, high traffic volumes, pavement condition and cost effectiveness as identified by the various departments of public works or transportation within the County.

3.4.2.2 **OBJECTIVE:** Pursue new funding sources to help reduce the backlog of deferred maintenance by 15 to 20 percent over the next 20 years.

3.4.2.2.1 **POLICY:**

Representatives from the LTC should attend meetings with the County, local jurisdictions, Rural Counties Task Force, and the CTC to help identify and promote new sources of maintenance funding.

3.5 PUBLIC TRANSIT

3.5.1 GOAL 8: MAINTAIN AFFORDABLE, SAFE AND EFFECTIVE PUBLIC AND PRIVATE TRANSPORTATION FOR COUNTY RESIDENTS; ESPECIALLY DISABLED RESIDENTS AND OTHERS WITH SPECIALIZED TRANSPORTATION NEEDS.

3.5.1.1 **OBJECTIVE:** Pursue adequate transit funds to implement dial-a-ride service for the elderly, disabled, and residents not served by fixed-route transit.

3.5.1.2 **OBJECTIVE:** Coordinate with developers to provide convenient access to transit service.

3.5.1.3 **OBJECTIVE:** Monitor accidents and crimes on transit and implement strategies to reduce them.

3.5.1.4 **OBJECTIVE:** Explore opportunities to connect with or supplement transit services in neighboring counties. Explore opportunities for improved Amtrak and Greyhound passenger service.

3.5.1.4.1 **POLICY:**

The SCLTC will continue to meet any unmet transit needs that are “reasonable to meet” according to the criteria established by the SCLTC and in accordance with available funding levels.

3.6 AVIATION

3.6.1 GOAL 9: MAINTAIN AND IMPROVE GENERAL AVIATION AIRPORTS IN SISKIYOU COUNTY WHILE MINIMIZING NOISE AND HAZARDS TO COUNTY RESIDENTS.

3.6.1.1 **OBJECTIVE:** Maintain existing airport asphalt and concrete pavement and airport facilities in acceptable condition. Elevate runway projects as a priority when funding allows.

3.6.1.1.1 **POLICY:**

Plan and implement projects to meet objective.

3.6.1.1.2 **POLICY:**

Protect existing funding resources and seek out additional funding sources for airport improvements. Project delivery should be orchestrated with other roadway improvements near the airport in order to increase cost-efficiency.

3.6.1.2 **OBJECTIVE:** Make sure that the development of new and/or expansion of existing airports is consistent with the Airport Special Plan and is compliant with the standards of the Airport Over-Flight and Noise Impact Area zone and Airport Height Limitation zone.

3.6.1.2.1 **POLICY:**

Promote the planned development of aviation facilities consistent with County land use policies and zoning.

3.7 GOODS MOVEMENT

3.7.1 GOAL 10: PROMOTE THE CONTINUED AND EXPANDED USE OF AIR, RAIL AND TRUCKS FOR THE TRANSPORT OF SUITABLE PRODUCTS AND MATERIALS WHILE MINIMIZING NEGATIVE IMPACTS ON THE LOCAL ROAD SYSTEM.

3.7.1.1 **OBJECTIVE:** Install passing lanes, turnouts, and other lower-cost improvements to minimize adverse traffic impacts from truck traffic.

3.7.1.2 **OBJECTIVE:** Periodically review road standards and pavement conditions to ensure planned infrastructure is consistent with truck volumes.

3.7.1.2.1 **POLICY:**

Promote the efficient utilization of truck transport through transportation and land use decisions that minimize impacts to the local road system.

3.8 BICYCLE, PEDESTRIAN AND EQUESTRIAN TRAVEL

3.8.1 GOAL 11: PROVIDE AN ADEQUATE SYSTEM OF FACILITIES AND AMENITIES TO PROVIDE SAFE TRAVEL FOR BICYCLES, PEDESTRIANS AND EQUESTRIANS ON EXISTING AND PROPOSED FACILITIES.

3.8.1.1 **OBJECTIVE:** Implement recommendations in any adopted bicycle and trails master plan in the region as funding allows.

3.8.1.1.1 **POLICY:**

Support project development activities that will improve competitiveness of projects in the region.

3.8.1.2 **OBJECTIVE:** Implement priority projects for each local jurisdiction as funding allows.

3.8.1.2.1 **POLICY:**

Design and fund improvements of non-motorized transportation facilities with primary consideration to providing for the safety of children and local residents on existing and proposed facilities.

3.9 RAIL

3.9.1 GOAL 12: PROMOTE OPPORTUNITIES FOR RAIL TRANSPORT OF FREIGHT AND PASSENGERS TO AND FROM THE COUNTY.

3.9.1.1 **OBJECTIVE:** Improve a transit connection to existing rail service as funding allows.

3.9.1.1.1 **POLICY:**

Support the coordinated interaction of truck and rail freight movements through periodic contact with industry officials and/or attendance at annual meetings.

3.10 MANAGEMENT OF THE TRANSPORTATION SYSTEM

3.10.1 GOAL 13: IMPROVE SAFETY AND EFFICIENCY BY USING TRANSPORTATION SYSTEM MANAGEMENT (TSM) TECHNIQUES.

3.10.1.1 **OBJECTIVE:** Periodically review traffic operations along State highways and major County roads and implement cost effective solutions to improve efficiency.

3.10.1.1.1 **POLICY:**

Promote signal timing, access management, transit priority treatments, and accident scene management measures to ensure safety and maintain efficient traffic flow.

3.10.2 GOAL 14: WHERE FEASIBLE, REDUCE THE DEMAND FOR TRAVEL BY SINGLE-OCCUPANT VEHICLES THROUGH TRANSPORTATION DEMAND MANAGEMENT (TDM) TECHNIQUES.

3.10.2.1 **OBJECTIVE:** Increase the mode share for public transit.

3.10.2.2 **OBJECTIVE:** Establish a formal ride share program within the County.

3.10.2.3 **OBJECTIVE:** Where feasible, integrate access to alternative modes of travel to improve mobility.

3.10.2.3.1 **POLICY:**

Promote public awareness of Siskiyou County Transit and rideshare opportunities through media and promotional events.

3.10.3 GOAL 15: EMPLOY NEW TECHNOLOGIES FOR INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TO IMPROVE TRAFFIC OPERATIONS WITHIN THE COUNTY.

3.10.3.1 **OBJECTIVE:** Implement updated Caltrans ITS recommendations.

3.10.3.1.1 **POLICY:**

Consider the use of appropriate ITS and New Technologies to improve traffic operations within the region as funding allows.

3.11 FUNDING

3.11.1 GOAL 16: ENSURE THAT THE ALLOCATION OF TRANSPORTATION FUNDING DOLLARS MAXIMIZES THE “HIGHEST AND BEST USE” FOR INTERREGIONAL AND LOCAL PROJECTS.

3.11.1.1 **OBJECTIVE:** Identify and allocate funding and resources for building, operating, and maintaining the existing and future transportation system.

3.11.1.1.1 **POLICY:**

Ensure that transportation investments consider established selection and ranking criteria, and are cost-effective.

3.12 AIR QUALITY

3.12.1 GOAL 17: MAINTAIN AIR QUALITY STANDARDS ESTABLISHED BY THE STATE AIR RESOURCES BOARD (ARB).

3.12.1.1 **OBJECTIVE:** Coordinate transportation planning with air quality planning at the technical and policy level.

3.12.1.1.1 **POLICY:**

Siskiyou County will assist the Northern California Air Pollution Control District in developing the transportation-related portions of the State Implementation Plan, if requested.

3.13 LAND USE

3.13.1 GOAL 18: IMPROVE LIVABILITY IN THE COUNTY THROUGH LAND USE AND TRANSPORTATION DECISIONS THAT ENCOURAGE WALKING, TRANSIT AND BICYCLING.

3.13.1.1 **OBJECTIVE:** Assist local jurisdictions in taking a regional approach in land use decisions during their General Plan process, and developing a transportation network that supports the RTP goals and objectives.

3.13.1.2 **OBJECTIVE:** Encourage all jurisdictions to actively participate in the Regional Transportation Plan (RTP) Update process.

3.13.1.2.1 **POLICY:**

Design the transportation system to improve the quality of life for residents and visitors in Siskiyou County.

3.13.1.2.2 **POLICY:**

Consider a multi-modal approach to land use and transportation decisions for each and every project.

3.14 2040 CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) and Blueprint provides a “vision,” goals and strategies for improving transportation in California. The vision is to provide a transportation system that is safe, effective, reliable, interconnected, and equitable to all users. The plan focuses on safety and increased travel choices for California residents. It embodies the three E’s for a sustainable statewide transportation system (environmental quality, economic vitality, and social equity). The implementation strategies involve education, collaboration, incentives and promotion, use of advanced technologies, a reexamination of design standards and integration of all modes, and a political presence.

The following concepts and issues are important to Siskiyou County and are reflected in the 2016 RTP update:

- The volume of truck transport for commercial and commodity products will likely continue to grow on State highways. The County is impacted by this growth, and the need for improved truck routes, truck parking facilities, and truck access to commercial land uses is an important component of goods movement.
- The cost of transportation for disabled and low-income groups will likely continue to increase. The RTP recognizes that a more extensive mix of flexible transportation choices and services will improve accessibility for both groups. The transportation system in Siskiyou County is striving through its RTP goals and policies to be more equitable for disadvantaged groups through the unmet transit needs process, coordination with SSTAC, and coordination with airports.
- The CTP summarizes three land use practices that have influenced urban design and had a profound impact on travel behavior. These practices include the lack of coordinated decision-making at the County and State level, single-use zoning, and low-density growth patterns. Siskiyou County is experiencing some of these effects through increased traffic congestion and delays in the SR 89 corridor, particularly in south Mt. Shasta. The RTP has implemented several projects in the Mt. Shasta area to improve and monitor LOS to help increase the positive effects of good land use planning and decisions and to incorporate “smart growth” principles to the degree possible. These principles focus on the appropriate sizing of transportation infrastructure. In addition, compliance with AB 32 and SB 375 will move the County toward a smaller carbon footprint by reducing VMT through integrated land use planning and decision making.
- The Siskiyou County LTC recognizes that TDM and alternative mobility options, including walking, biking, and transit, require coordinated land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are consistent with the County’s general plan to provide a balanced multimodal transportation system that includes non-auto choices for access and mobility. The County, incorporated cities and Tribal governments are committed to implementing policies and strategies to help reduce reliance on the automobile. The County will continue to monitor population, employment and VMT growth consistent with the RTP, RTP performance measures, and County general plan.

3.15 CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

The California Strategic Highway Safety Plan (SHSP, 2015) requires that the RTP show a strong link between the SHSP planning processes described in Title 23 U.S.C. 148 and the regional planning process. The SHSP addresses 15 challenge areas, as shown in Appendix E. The 2016 RTP reviewed the SHSP in conjunction with the goals and policies developed in Section 3. The RTP includes several goals, policies, and objectives to improve the overall safety for all modes in Siskiyou County. Goals 1, 5, 6, 8, 12, 15, and 20 provide for the development of a safe and efficient system for all modes that expands choices and strengthens the relationship between transportation and land use. Specific objectives are included to protect the region's investment by preserving the condition of the existing system, applying new technologies to make travel more reliable, convenient and accessible, and maximizing safety for all modes. Other RTP objectives that are relevant to the SHSP are:

- Provide reliable all-weather access to all developed communities.
- Preserve farm land and open space by integrating transportation and land use planning.
- Establish consistency and/or linkages between transportation needs and land use plans.
- Promote non-auto modes of transportation by promoting development that is transit-oriented, bicycle friendly, and walkable.
- Support public transit programs and maximize County-wide transportation services and inter-County connections.
- Increase total mileage of safe pedestrian walkways and sidewalks.
- Support goods movement throughout the County.



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4 ACTION ELEMENT



This chapter presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as short- or long-range improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the existing conditions section and Policy Element and are consistent with the Financial Element.

4.1 PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- **Environmental Conditions** – No change is assumed in attainment status for air or water quality affecting transportation projects.
- **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- **Changes in Truck Traffic** – The proportion of truck traffic on State highways will remain relatively steady during the planning period. Primary goods movement corridors are along Interstate-5 and SR 97.
- **Recreational Travel** – Recreation-oriented local travel will continue to have a major impact on State highways in the County as well as intra-county visitor travel. Interstate-5 is the primary corridor for recreational travel; however, all major highways in the County connect visitors with recreational opportunities.
- **Transit Service** – Though future planning efforts may lead to expansion of services in Siskiyou County, any expansion will not significantly impact overall traffic levels. Demand for public transit will increase as the population ages.
- **Population Growth** –The Siskiyou County population will increase at a rate not greater than the California Department of Finance projections of 1 percent annually. Population growth of neighboring Shasta does exceed 1 percent annually and may impact traffic levels entering Siskiyou County. Population of other neighboring counties is expected to remain small.
- **Planning Requirements** – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.
- **Geography** – Increases in population of adjacent counties (Del Norte, Humboldt, Trinity, Shasta, and Modoc) will potentially affect both through and recreational traffic in Siskiyou County. The greatest assets of the County will continue to be its natural beauty and geography, agricultural resources, Oregon border access, and the many recreational opportunities it has to offer.

4.2 PROJECT PURPOSE AND NEED

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2026) and twenty-year (2036) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates in 5-year cycles. The RTP documents policy direction, actions and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region’s mobility and accessibility needs, and establishing short-term and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

For Siskiyou County, each project listed in the RTP project lists contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broad categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the “livability” of residents in the County. This document uses the following definitions:

System Preservation – This improvement category indicates a project that serves to maintain the integrity of the existing system so that traveler access and mobility are not hindered. Improvements may include repairs to bridges and airport runways, as well as upgrades to existing rail lines and signs, traffic control devices, and striping. In addition, because Siskiyou County is rural and contains several small cities and communities, the lack of maintenance funding has resulted in a large amount of “deferred maintenance” that has actually lapsed into a serious need to “rehabilitate” roadways to maintain system preservation. The majority of road projects listed indicate either “rehabilitation” or “reconstruction” to maintain system preservation.

Capacity Enhancement – A capacity enhancement indicates a project that serves to increase traffic flows and help alleviate congestion and improve LOS. This result may be achieved by adding a traffic lane, a passing lane, or a turnout for slow-moving vehicles. Because Siskiyou County experiences large volumes of truck and recreational traffic on many of its roadways, sometimes vehicles cannot travel at desired speeds. Capacity enhancement projects are designed to increase travel speeds and provide opportunities to pass slower vehicles safely. Additional capacity can also apply to airport projects for new or extended runways. The desired outcome is to maintain acceptable LOS on State and regionally significant roads, and adequate capacity at the County’s airports to meet existing and future demand.

Safety Projects – Safety improvements are intended to reduce the chance of conflicts between modes, prevent injury to motorists using the transportation system, and ensure that motorists can efficiently travel to their destinations. Safety improvements may include roadway realignments to improve sight-distance, signage, obstacle removal, improvements to bicycle and pedestrian facilities and bridge repairs or reinforcement.

The desired outcome is to reduce collisions on the region’s facilities and the societal costs in terms of injury, death, or property damage.

Multimodal Enhancement – This type of improvement focuses on non-auto modes of travel such as bicycling, walking and transit. Projects designated as multimodal are designed to enhance travel by one or more of these modes, provide for better connectivity between modes, and improve non-auto access to major destinations and activity centers. Typical projects include separated bike lanes, shared bike routes, sidewalks, transit amenities and signage.

4.3 REGIONAL PRIORITIES

4.3.1 ROADWAY MAINTENANCE EMPHASIS

In Siskiyou County, the limited available funding is focused on maintaining existing roadway, transit, non-motorized, and airport facilities and programs. Should a capacity increasing project become a regional priority, it shall be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The County has limited capacity to fund large projects even when outside funding is available.

The recommended multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality by reducing VMT and GHG emissions, and help accommodate future travel demand in the County. This chapter also addresses recommended action programs for Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).

4.4 TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, economic and quality of life issues for users of the transportation network. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP), which was most recently updated in 2015. This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million VMT. The SHSP focuses on 15 “Challenge Areas” with respect to transportation safety in California. For each Challenge Area, background data is provided, a specific goal is established, strategies are considered to achieve that goal, and institutional issues which might affect implementation of that goal are discussed. The SHSP includes 152 actions to implement the strategies listed in the SHSP for the 15 Challenge Areas. The California SHSP Challenge Areas are summarized in Appendix E.

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.

4.5 TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security is another element that is incorporated into the RTP. Separate from transportation safety, transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Emergency preparedness involves many facets, including training/education, planning appropriate responses to emergencies, and communication between fire protection and County government staff.

As this region is remote and not densely populated, it is not likely that Siskiyou County would be the focus of a terrorist attack. There is the possibility that the County could become a refuge for persons displaced by an attack or natural disaster elsewhere in California. However, in the Siskiyou County region, forced evacuation due to wildfire, flood, landslide, or volcanic eruption is the most likely emergency scenario.

As Siskiyou County has small pockets of population centers, there is no countywide evacuation plan that has been developed for the region. Siskiyou County has instituted a countywide notification service called CodeRED which systematically contacts residents via telephone in the event of an emergency situation. This is a voluntary system, so not all County residents participate in the system.

Six major highways traverse Siskiyou County and act as the primary evacuation routes for Siskiyou County communities. In the event of a natural disaster, the Siskiyou Transit and General Express (STAGE) vehicles could be made available to transport evacuees, particularly those with limited mobility. The five County-operated airports are available for emergency evacuation as well. The best preventative measures with respect to this document for an emergency evacuation will be to continue implementing projects in the RTP which upgrade roadways, airport facilities, and public transit.

4.6 RTP PROJECT LISTS

The projects recommended for constrained (short-range) and unconstrained (long-range) funding in the RTP are presented below. Projects lists are provided by mode (Appendix F through K) for the State, County, Cities, and Tribal Governments.

4.6.1 ROADWAY IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX F)

Table 4.1 displays roadway, complete streets and safety constrained projects with a total of approximately \$31,928,000. Rehabilitating roads is the most important project type for Siskiyou County.

Table 4.1									
Roadway Improvement Projects, Constrained									
Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:	
Caltrans Projects									
Various		15			1 CMS FSTB at Oregon Exit #1 w/stand-alone cantilever structure and electronic sign	TBD	2017/18	Caltrans 1-21-16 List	
Caltrans Total						TBD			
County of Siskiyou Projects									
STIP		2568	Ager Road			\$ 1,650	2018	2016 RTIP	
STIP		2553	Big Springs Road		SR 97 to Lake Shastina Dr.	\$ 2,700	2022	2016 RTIP	
County of Siskiyou Total						\$ 4,350			
Dorris Projects									
STIP	2555		California Street		1st Street to 2nd & Sly to North	\$ 130	2018	Nov 2015 List	
Sec 130			Fourth Street		Hwy 97 to Pine Street	\$ 50	2016	Nov 2015 List	
STIP			North Juniper		1st Street to Hazen & Sly to North	\$ 153	2021	Nov 2015 List	
STIP			Oregon Street		1st Street to Sly Street	\$ 225	2016	Nov 2015 List	
LTC			Oregon Street		3rd Street to 4th & Sly Streets	\$ 200	2016	Nov 2015 List	
Dorris Total						\$ 758			
Etna Projects									
STIP/RSTP			Bryan Street		Woodland Street to End	\$ 90	2018	Nov 2015 List	
STIP/RSTP			Cleveland Street		College Street to End	\$ 80	2018	Nov 2015 List	
STIP/RSTP			Howell Ave		SR 3 to Harrison	\$ 370	2019	Nov 2015 List	
STIP/RSTP			Scott Street		Collier Way to SR 3	\$ 300	2016	Nov 2015 List	
Etna Total						\$ 840			
Fort Jones Projects									
STIP			Carlock, Newton, Mathews Streets	Unknown	Pedestrian/ADA	\$ 376	2019	Nov 2015 List	
STIP			Dale Street	Unknown	Rehabilitate Road	\$ 72	2017	Nov 2015 List	
STIP			Mittan Street	Unknown	Rehabilitate Road	\$ 51	2017	Nov 2015 List	
Fort Jones Total						\$ 499			

**Table 4.1
Roadway Improvement Projects, Constrained**

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Karuk Tribe Projects								
Pub. Works/ FHWA TTP			Davis Road	Inters. Davis Road	Intersection Safety Prj.	\$ 240	2020	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Doolittle Street	Inters. Doolittle Street	Intersection Safety Prj.	\$ 173	2020	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Indian Creek Road	Indian Creek Road to Davis Road	Intersection Safety Prj.	\$ 264	2024	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Indian Creek Road	Davis Rd to Second Avenue	Bike and Ped	\$ 1,200	2024	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Jacobs Way	Jacobs Way	Intersection Safety Prj.	\$ 173	2024	Karuk Dept. Trans. Jan-2016
ATP/SHOPP			SR 96 Happy Camp	Tribal Admin Center to Jacobs Way	Complete Streets	\$ 5,600	2021	Karuk Dept. Trans. Jan-2016
Karuk Tribe Total						\$ 7,650		
Montague Projects								
STIP/RSTP			12th Street	Webb to Scobie	Rehabilitate Roadway	\$ 387	2025	Nov 2015 List
STIP/RSTP			6th Street	Prather Street to Ridgeview	Rehabilitate Roadway	\$ 497	2019	Nov 2015 List
STIP/RSTP			9th Street	Orr Street to Webb Street	Rehabilitate Roadway	\$ 340	2022	Nov 2015 List
CDBG			Del Monte Street	Entire Length	Rehabilitate Roadway	\$ 200	2016	Nov 2015 List
CDBG			North 15th Street	Webb Street to Spiers Street	Rehabilitate Roadway	\$ 197	2016	Nov 2015 List
STIP/RSTP			Ridgeview	6th Street to East Street	Rehabilitate Roadway	\$ -	2019	Nov 2015 List
CDBG			Scobie Street	8th Street to 9th Street	Rehabilitate Roadway	\$ 478	2016	Nov 2015 List
Montague Total						\$ 2,099		
Mt. Shasta Projects								
STIP/RSTP			N. Mt. Shasta Blvd.	Ski Village Dr. to Springhill	Replace guardrail	\$ 241	2016	Mt. Shasta Short Range CIP
STIP/RSTP			Ream Ave	S. Mt. Shasta Blvd. to S. B	Overlay	\$ 272	2016	Mt. Shasta Short Range CIP
STIP/RSTP			Sheldon	South Mt. Shasta Blvd. to South B	Overlay	\$ 224	2018	Mt. Shasta Short Range CIP
STIP/RSTP			N. Mt. Shasta Blvd.	Ski Village Dr. to Springhill	Pavement Rehabilitation	\$ 140	2018	Mt. Shasta Short Range CIP
STIP/RSTP			Old McCloud Ave.	Ream to S. Mt. Shasta Blvd.	Overlay	\$ 55	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Cedar	Alma St. to creek	Pulverize, regrade, pave	\$ 48	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Alder	Alma to Lake	Overlay	\$ 199	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Castle	Chestnut to Alley	Overlay	\$ 115	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Eugene	South A to alley	Pulverize, regrade, pave	\$ 20	2019	Mt. Shasta Short Range CIP
STIP/RSTP			North B	McCloud to Orem	Pulverize, regrade, pave, widen w/curb, gutter	\$ 134	2019	Mt. Shasta Short Range CIP

Table 4.1 Roadway Improvement Projects, Constrained								
Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Mt. Shasta Projects								
STIP/RSTP			Field St.	Spring St. alley to Cedar	Pulverize, regrade, pave	\$ 20	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Spring St. Alley	Ivy to Field St.	Pulverize, regrade, pave	\$ 32	2019	Mt. Shasta Short Range CIP
Mt. Shasta Total						\$ 1,500		
Tulelake Projects								
STIP			Various Streets	Overlay Various Streets(Hwy St., Siskiyou St., First St, Park St, G St, Fifth St, Main St, D St)		\$ 812	2020	2016 RTIP
Tulelake Total						\$ 812		
Weed Projects								
CDBG			Angel Valley Streets	Morris, Jackson, Oak, Pine, Arbaugh	Rehabilitate Road	\$ 1,000	2016	Nov 2015 List
STIP			Hillside Drive	Davis	Rehabilitate Road	\$ 748	2023	Nov 2015 List
STIP		2521	Lincoln, Union & Angel Valley	Hwy 97	Rehabilitate Road	\$ 785	2019	Nov 2015 List
STIP			Main Street	South Weed Blvd. to Alamo	Rehabilitate Roadway	\$ 540	2021	Nov 2015 List
STIP		2541	Vista Drive	Interstate 5 to End	Rehabilitate Roadway	\$ 1,860	2019	Nov 2015 List
Weed Total						\$ 4,933		
Yreka Projects								
STIP/RSTP			Miner/Center	I-5 Interchange	Rehabilitate Roadway	\$ 162	2018	Feb Convo with Hook
STIP		2500	South Oregon	4-H to Lawrence	Rehabilitate Roadway	\$ 867	2020	Feb Convo with Hook
STIP		2518	Oregon	Miner to N End	Rehabilitate Roadway	\$ 647	2018	Feb Convo with Hook
STIP/RSTP			Phillipe Lane	SR 3 to Yreka Ager Rd	Reconstruct Roadway	\$ 491	2017	Feb Convo with Hook
STIP/RSTP			Phillipe Lane	So. C/L to SR 3	Rehabilitate Roadway	\$ 175	2019	Feb Convo with Hook
STIP/RSTP			SR3/Helweg Court		Left Turn Construction	\$ 649	2016	Feb Convo with Hook
STIP/RSTP			Various Streets		Overlays	\$ 4,024	2017	Feb Convo with Hook
Yreka Total						\$ 7,015		
Dunsmuir								
STIP/RSTP			Bransetter Ave	Elinore to Sacramento	Overlay	\$ 63	2026	Dunsmuir CIP Short List
STIP/RSTP			Florence Loop	All	Rehabilitate Road	\$ 60	2026	Dunsmuir CIP Short List
STIP/RSTP			Gill Ave	Gill to Hart	Rehabilitate Road	\$ 36	2026	Dunsmuir CIP Short List
STIP/RSTP			Hart Ave	Hemlock to Gill	Rehabilitate Road	\$ 70	2026	Dunsmuir CIP Short List
STIP/RSTP			N Spring Ave	All	Rehabilitate Road	\$ 45	2026	Dunsmuir CIP Short List
STIP/RSTP			Shasta Ave	Overlay North End to Bransetter St	Rehabilitate Road	\$ 263	2026	Dunsmuir CIP Short List
STIP/RSTP			Simpson Street	Scarlet Way to West End	Rehabilitate Road	\$ 239	2026	Dunsmuir CIP Short List
STIP/RSTP			South Street	Elinore to Hill	Overlay	\$ 8	2026	Dunsmuir CIP Short List

Table 4.1
Roadway Improvement Projects, Constrained

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Dunsmuir								
STIP/RSTP			Stagecoach Road	Masson Ave to Dunsmuir Ave	Rehabilitate Road	\$ 33	2026	Dunsmuir CIP Short List
STIP/RSTP			Hope Lane		Rehab and Drainage	\$ 125	2026	Dunsmuir CIP Short List
STIP/RSTP			Gray Street	Gleaves Ave to Hart Ave	Overlay	\$ 45	2026	Dunsmuir CIP Short List
STIP/RSTP			Apple Street		Overlay	\$ 15	2026	Dunsmuir CIP Short List
STIP/RSTP			Dunsmuir Ave	Scarlet Way to I-5	Curb, gutter and sidewalk-west	\$ 210	2026	Dunsmuir CIP Short List
STIP/RSTP			Siskiyou Road	Masson Ave to Dunsmuir Ave	Overlay	\$ 260	2026	Dunsmuir CIP Short List
Dunsmuir Total						\$ 1,472		
Total Short Range Projects						\$ 31,928		

4.6.2 ROADWAY IMPROVEMENT PROJECTS, UNCONSTRAINED (APPENDIX G)

Projects listed in Table 4.2 are financially unconstrained. Projects include roadway construction, roadway rehabilitation, complete streets and safety projects. The current estimate of the long-range, financially unconstrained project costs is \$11,758,000; however, the actual figure is much higher due to the lack of ability to forecast construction dates and costs.

Table 4.2
Roadway Improvement Projects, Unconstrained

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Caltrans Projects						
future need	15 - 1		1 CMS FSBT at Oregon Exit w/Cantilever	\$ 2,887	2026	Caltrans 1-21-16 List
future need	15 - .004		CCTV Chain Control Area	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 2.51		CMS FNBT, for chain area	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 2.61		RWIS Upgrade w/BBS NB PUCKS (2) @ PM x.xx & PM x.xx SB PUCK (1) @ PM x.xx	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 5.9		CMS FNBT	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 20.72		RWIS Upgrade w/BBS & connect comm to ITS Node LAN NB (1) Puck and (1) Subsurface Probe @ PM 20.725 SB (2) PUCKS @ PM 20.85 & 21.11	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 25.45		CMS FSBT - For Edgewood Chain Control Area	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 44.3		#3 HAR - Standard - 1610AM - WPFK506 - Upgrade to superstation; synchronize with Bailey Hill & Anderson Grade	\$ 15	TBD	Caltrans 1-21-16 List
future need	15 - 52.75		#17 HAR - Superstation - 1610AM - WPFK506 - Synchronize with Bailey Hill & Walters Road	\$ 10	TBD	Caltrans 1-21-16 List
future need	15 - 53.08		CCTV BBS installed - Pole relocation away from RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 53.73		RWIS Outpost - Solar (1) NB Puck and Subsurface Probe and (1) SB Puck @ PM 53.86 - Upgrade with transformer. Replace exist pucks. Add pucks 0.4 mi north.	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 61.93		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB Puck and Subsurface Probe and (1) SB Pucks @ PM 61.96	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 63.7		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 65.14		#8 HAR - Superstation - 1610AM - WPFK506 - Synchronize with Anderson Grade & Walters Road	\$ 15	TBD	Caltrans 1-21-16 List
future need	15 - 65.5		CCTV To view the ODOT CMS	TBD	TBD	Caltrans 1-21-16 List
future need	15 - 68.04		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB Puck and Subsurface Probe and (1) SB Puck @ 68.04	TBD	TBD	Caltrans 1-21-16 List
future need	15 - VAR		Microwave. TMS Wireless Backbone North Extension (Mt. Bradley; Antelope Pk)	\$ 210	TBD	Caltrans 1-21-16 List
future need	SR139 - 5		TBD intersection improvements to possibly include right turn lane and/or wider shoulder	TBD	TBD	Caltrans 1-21-16 List
future need	SR263 - 49.06		CCTV Detour area	TBD	TBD	Caltrans 1-21-16 List
future need	SR3 - 19.7		1 CMS FSBT near Etna on SR3	TBD	TBD	Caltrans 1-21-16 List
future need	SR3 - 41.7		1 CCTV and 1 RWIS at Forest Mountain	\$ 351	TBD	Caltrans 1-21-16 List
future need	SR3 - 48.38		Left Turn Lane Construction	\$ 649	TBD	Caltrans 1-21-16 List
future need	SR89 - 0 to 34.6		Establish eight-foot (or greater) treated shoulders	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 0 to 24		Develop pullouts/turnouts for trucks and RVs	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 2.7		Left turn (SB) and deceleration lane (NB)	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 3.23		1 CCTV and 1 RWIS at Deadhorse Summit	\$ 372	TBD	Caltrans 1-21-16 List
future need	SR89 - 3.23		RWIS Solar Power; Phone 0.3 Mile.	TBD	TBD	Caltrans 1-21-16 List

Table 4.2 Roadway Improvement Projects, Unconstrained						
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
future need	SR89 - 24.007 to 28.5		Add SB passing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 24.007 to 34.6		Four-Lane Expressway	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 28.148		Extend existing passing lane (NB)	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 28.476		Add SB passing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 29.34		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB, (1) SB Puck and (1) SB Subsurface Probe @ PM 29.31	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 29.4 to 34.6		Improve shoulder along SR 89 for sun exposure and add signal at Ski Park Highway	\$ 3,300	TBD	Caltrans 1-21-16 List
various	SR89 - 34.1 to 34.6		Operational improvement at South Mt. Shasta Blvd. and Azalea Dr. and SR 89 intersection	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 46.05		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 46.05		RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.2		CMS FWBT - Model 510	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.4		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.8		CMS FEBT - Model 510	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 1		signage, crosswalk realignment, pedestrian overcrossing	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 3 to 15.5		Additional passing opportunities/turnouts	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 4.43		Right-turn deceleration lane on southbound US 97	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 5.17		Extend the existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 21.63 to 21.88		Extend the existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 33 to 33.7		Extend existing SB truck climbing lane to the bottom of Mt Hebron Grade	\$ 1,850	TBD	Caltrans 1-21-16 List
future need	SR97 - 34.5		RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 45.248		Left Turn Lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 49.6 to 52		1 HAR with 4 Flashers, 1 CCTV and 1 RWIS near Dorris	\$ 270	TBD	Caltrans 1-21-16 List
future need	SR97 - 50.5		Reconfigure Intersection to reduce skew	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 51.64		RAWS site - No Pucks - Upgrade to RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 51.64		Extend existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	VAR		Intersection Lights at Existing CCTVs w/o Lighting	\$ 1,350	TBD	Caltrans 1-21-16 List
Caltrans Total				\$ 11,279		
Dorris Projects						
STIP	Fifth Street - Butte Street to California Street		Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP	Fourth Street - Pine Street to Center Street		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP	North Pine		1st Street to Hazen & Sly to North	\$ 153	2026	Nov 2015 List
STIP	Oregon Street - 1st Street to 5th Street		Rehabilitate Roadway	\$ -	2031	Nov 2015 List
STIP	South Pine - 1st Street to 2nd Street		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Dorris Total				\$ 153		
Etna Projects						
STIP/RSTP	Charles Street - Main Street to Fredrick		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP/RSTP	Church Street		Howell Ave to Highland	\$ 95	2026	Nov 2015 List
STIP/RSTP	Main Street		Hwy 3 to Callahan Street	\$ 218	2026	Nov 2015 List
STIP/RSTP	Oak Street		College Street to Diggles	\$ 50	2026	Nov 2015 List
STIP/RSTP	Main Street - Callahan Street to City Limits		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Etna Total				\$ 363		
Fort Jones Projects						
Unknown	Bower Street		Rehabilitate Roadway	\$ 29	TBD	Nov 2015 List
Unknown	Cowen Street		Rehabilitate Roadway	\$ 16	TBD	Nov 2015 List
Unknown	All		Construction - Curb, Gutter, Sidewalk	\$ 4,000	TBD	Nov 2015 List
Unknown	Sterling Street		Rehabilitate Roadway	\$ 108	TBD	Nov 2015 List
Fort Jones Total				\$ 4,153		
Karuk Tribe						
Pub. Works/ FHWA TTP	Curly Jack Rd - Elk Creek Road to Curly Jack Road End		Bike and Ped	\$ 579	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	First Avenue - Inters. First Avenue to Inters. First Avenue		Intersection Safety Prj.	\$ 160	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Ishi-Pishi Road - SR 96/ Ishi Pishi Road to SR 96/ Ishi Pishi Road		Intersection Safety Prj.	\$ 173	2029	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Second Avenue - Inters. Second Avenue to Inters. Second Avenue		Intersection Safety Prj.	\$ 260	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Second Avenue - Indian Creek Bridge to Indian Creek Bridge		ADA Compliance	\$ 268	2028	Karuk Dept. Trans. List Jan 2016
Karuk Tribe Total				\$ 1,440		
Montague Projects						
STIP/RSTP	14th Street - Scobie Street to Julien Street		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP/RSTP	6th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2030	Nov 2015 List
STIP/RSTP	7th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2030	Nov 2015 List
STIP/RSTP	8th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP/RSTP	King Street - 6th Street to 9th Street		Rehabilitate Roadway	\$ -	2029	Nov 2015 List
STIP/RSTP	Prather Street - 12th Street to 15th Street		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Montague Total				\$ -		

Table 4.2
Roadway Improvement Projects, Unconstrained

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Mt. Shasta Projects						
STIP/local	A (N)		Chip seal, curb, gutter, sidewalk	\$ 54	2026	Mt. Shasta
STIP/local	A (S)/Ida		Chip seal, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local	A (S)/Sheldon		Chip seal	\$ 15	2026	Mt. Shasta
STIP/local	Ackley/B St.		Chip seal, sidewalk	\$ 27	2026	Mt. Shasta
STIP/local	Adams Dr./Rockfellow to McCloud		CS, curb, gutter, sidewalk	\$ 50	2025	Mt. Shasta
STIP/local	Alder/Castle		Patch, chip, curb, gutter, sidewalk	\$ 24	2026	Mt. Shasta
STIP/local	Alder/Jessie		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Alder/W. Lake		Chip seal, curb, gutter, sidewalk	\$ 28	2026	Mt. Shasta
STIP/local	Alma St./Cedar		Chip seal	\$ 15	2026	Mt. Shasta
STIP/local	Alma St./Mt. Shasta Blvd.		Chip seal	\$ 4	2026	Mt. Shasta
STIP/local	Alpine/Mt. Shasta Blvd. to Maple/Mill		CS	\$ 4	2025	Mt. Shasta
STIP/local	B (N)		Chip seal, sidewalk	\$ 30	2026	Mt. Shasta
STIP/local	B (N)/Orem		Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local	B (S)/Ackley		Chip seal, sidewalk	\$ 29	2026	Mt. Shasta
STIP/local	B (S)/Old McCloud		Chip seal, curb, gutter, sidewalk	\$ 62	2026	Mt. Shasta
STIP/local	Bear Springs Rd./Mt. Shasta Blvd. to end		CS	\$ 25	2025	Mt. Shasta
STIP/local	Berry		Patch, chip, curb, gutter, sidewalk	\$ 40	2026	Mt. Shasta
STIP/local	Birch		Chip seal, curb, gutter, sidewalk	\$ 46	2026	Mt. Shasta
STIP/local	Birch/Jessie		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Brush		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Buena Vista/Pine Ridge to cul de sac		CS	\$ 4	2025	Mt. Shasta
STIP/local	C (N)		Chip seal, sidewalk	\$ 22	2026	Mt. Shasta
STIP/local	Carmen/Rockfellow		Chip seal	\$ 16	2026	Mt. Shasta
STIP/local	Caroline/Rockfellow		Chip seal	\$ 16	2026	Mt. Shasta
STIP/local	Castle		Patch, overlay, curb, gutter, sidewalk	\$ 86	2026	Mt. Shasta
STIP/local	Castle Parking/Mt. Shasta Blvd. to Chestnut		CS	\$ 7	2025	Mt. Shasta
STIP/local	Castle/Mt. Shasta Blvd. to RR xing/Maple		CS	\$ 5	2025	Mt. Shasta
STIP/local	Castle/RR crossing to Pine		CS	\$ 51	2026	Mt. Shasta
STIP/local	Cedar		Chip seal	\$ 12	2026	Mt. Shasta
STIP/local	Cedar/Alma to Ivy		CS, Sidewalk	\$ 28	2026	Mt. Shasta
STIP/local	Cedar/School Parking		Patch, chip, curb, gutter, sidewalk	\$ 37	2026	Mt. Shasta
STIP/local	Chestnut/Alma to Castle		CS	\$ 9	2025	Mt. Shasta
STIP/local	Chestnut/Alma to Jessie		CS	\$ 8	2025	Mt. Shasta
STIP/local	Chestnut/Castle to Lake		CS	\$ 9	2025	Mt. Shasta
STIP/local	Chestnut/Ivy to Mt. Shasta Blvd.		CS	\$ 35	2026	Mt. Shasta
STIP/local	Chestnut/Jessie to Ivy		CS	\$ 8	2025	Mt. Shasta
STIP/local	Chestnut/Lake to Mt. Shasta Blvd.		CS	\$ 13	2025	Mt. Shasta
STIP/local	Court/Ream to end		CS	\$ 51	2026	Mt. Shasta
STIP/local	Eiler		Patch, chip, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local	Eugene/South A		Chip seal, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local	Everitt Memorial Hwy./E. Lake to Rockfellow		CS	\$ 15	2025	Mt. Shasta
STIP/local	Everitt Memorial Hwy./Shasta		Chip seal	\$ 57	2026	Mt. Shasta
STIP/local	Field		Construct roadway, curb, gutter, sidewalk	\$ 104	2026	Mt. Shasta
STIP/local	Forest/Berry		Chip seal, curb, gutter, sidewalk	\$ 47	2026	Mt. Shasta
STIP/local	Galletti/cul de sac		Chip seal	\$ 4	2026	Mt. Shasta
STIP/local	Gaudenzio/South A		Chip seal	\$ 6	2026	Mt. Shasta
STIP/local	Glen Mar/Mt. View to end		CS	\$ 6	2025	Mt. Shasta
STIP/local	Hercules		Chip seal	\$ 9	2026	Mt. Shasta
STIP/local	High		Chip seal tp	\$ 8	2026	Mt. Shasta
STIP/local	Hinkley/Mt. Shasta Blvd. to end		CS, Sidewalk	\$ 15	2026	Mt. Shasta
STIP/local	Holly/Oak		Patch, chip, curb, gutter, sidewalk	\$ 12	2026	Mt. Shasta
STIP/local	Ida/Mt. Shasta Blvd.		Chip seal, curb, gutter, sidewalk	\$ 89	2026	Mt. Shasta
STIP/local	Ivy		Overlay, curb, gutter, sidewalk	\$ 56	2026	Mt. Shasta
STIP/local	Ivy/Chestnut		Patch, chip, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local	Ivy/Mt. Shasta Blvd.		Overlay	\$ 38	2026	Mt. Shasta
STIP/local	Ivy/R/R xing		Overlay, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local	Jefferson/Rockfellow to McCloud		CS, curb, gutter, sidewalk	\$ 65	2025	Mt. Shasta
STIP/local	Jessie (E)/Birch		Chip seal, curb, gutter, sidewalk	\$ 31	2026	Mt. Shasta
STIP/local	Jessie (E)/Mt. Shasta Blvd. to Chestnut		CS	\$ 3	2025	Mt. Shasta
STIP/local	Jessie (W)/Cedar to I-5		CS, curb, gutter, sidewalk	\$ 37	2025	Mt. Shasta
STIP/local	Jessie (W)/I-5		Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local	Jessie (W)/Pine to Cedar		CS	\$ 38	2025	Mt. Shasta
STIP/local	Kennedy/Ski Bowl to Terry Lynn		CS	\$ 9	2025	Mt. Shasta
STIP/local	Kenneth/Ivy to end		CS	\$ 9	2025	Mt. Shasta
STIP/local	Lake (E)/Birch		Chip seal	\$ 13	2026	Mt. Shasta
STIP/local	Lake (E)/I-5 overcrossing to Hatchery		CS, curb, gutter, sidewalk	\$ 63	2025	Mt. Shasta
STIP/local	Lake (E)/I-5 overcrossing to RR xing		CS	\$ 48	2025	Mt. Shasta
STIP/local	Lake (E)/RR xing to Mt. Shasta Blvd.		CS	\$ 18	2025	Mt. Shasta
STIP/local	Lake (W)/Birch to City well drain		CS	\$ 17	2025	Mt. Shasta
STIP/local	Lake (W)/Chestnut		Chip seal	\$ 6	2026	Mt. Shasta
STIP/local	Lake (W)/Everitt Memorial Hwy.		CS, City well drain	\$ 20	2026	Mt. Shasta
STIP/local	Le Baron/Glen Mar to Meadow		CS	\$ 7	2025	Mt. Shasta
STIP/local	Lennon		Chip seal	\$ 6	2026	Mt. Shasta
STIP/local	Magnolia		Chip seal, curb, gutter, sidewalk	\$ 26	2026	Mt. Shasta
STIP/local	Magnolia (S)		Chip seal, curb, gutter, sidewalk	\$ 27	2026	Mt. Shasta
STIP/local	Maple/Lake		Chip seal, sidewalk	\$ 17	2026	Mt. Shasta
STIP/local	Maple/Lake to Alpine		CS	\$ 4	2025	Mt. Shasta
STIP/local	Margie/Marjorie to cul de sac		CS	\$ 1	2025	Mt. Shasta
STIP/local	Marjorie/Kenneth to end		CS	\$ 8	2025	Mt. Shasta

Table 4.2 Roadway Improvement Projects, Unconstrained						
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
STIP/local	McCloud/Jefferson		Patch, chip, curb, gutter, sidewalk	\$ 35	2026	Mt. Shasta
STIP/local	McCloud/Mt. Shasta Blvd.		Chip seal, curb, gutter, tp	\$ 17	2026	Mt. Shasta
STIP/local	Meadow/Glen Mar to Glen Mar		CS	\$ 18	2025	Mt. Shasta
STIP/local	Merritt/South A		Patch, chip, curb, gutter, sidewalk	\$ 43	2026	Mt. Shasta
STIP/local	Mill/Alpine to Water		CS, Sidewalk	\$ 19	2026	Mt. Shasta
STIP/local	Mill/High to end		CS	\$ 59	2026	Mt. Shasta
STIP/local	Mill/Water to High		CS	\$ 21	2026	Mt. Shasta
STIP/local	Morgan Way		Reconstruct C/L	\$ 47	2026	Mt. Shasta
STIP/local	Mt. Oak/cul de sac		Chip seal, curb, gutter, sidewalk	\$ 36	2026	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (N)/Alma		Grind, overlay	\$ 249	2026	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (N)/E. Hinkley		Patch, chip, curb, gutter, sidewalk	\$ 58	2026	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (N)/Ski Village		Chip seal, curb, gutter, sidewalk	\$ 93	2026	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (N)/Ski Village to I-5		CS	\$ 90	2026	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (S)/McCloud to Sisson		CS	\$ 34	2025	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (S)/Mt. View to Corp Yard		CS	\$ 64	2025	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (S)/Old McCloud to Mt. View		CS	\$ 55	2025	Mt. Shasta
STIP/local	Mt. Shasta Blvd. (S)/Sisson to Old McCloud		CS	\$ 48	2025	Mt. Shasta
STIP/local	Mt. View		Chip seal	\$ 6	2026	Mt. Shasta
STIP/local	Nixon/Mt. Shasta Blvd.		Chip seal, curb, gutter, sidewalk	\$ 59	2026	Mt. Shasta
STIP/local	Oak		Chip seal, curb, gutter, sidewalk	\$ 54	2026	Mt. Shasta
STIP/local	Old Mill		Chip seal, curb, gutter, sidewalk	\$ 52	2026	Mt. Shasta
STIP/local	Orem/Washington		Chip seal, sidewalk	\$ 30	2026	Mt. Shasta
STIP/local	Perry/South A		Chip seal, curb, gutter, sidewalk	\$ 26	2026	Mt. Shasta
STIP/local	Pine		Overlay, sidewalk	\$ 115	2026	Mt. Shasta
STIP/local	Pine Ridge/Shasta		Chip seal	\$ 19	2026	Mt. Shasta
STIP/local	Pine/Alma to W Side of I-5		CS	\$ 76	2025	Mt. Shasta
STIP/local	Ream/R/R xing		Chip seal, curb, gutter, sidewalk	\$ 33	2026	Mt. Shasta
STIP/local	Reginato		Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local	Rockfellow		Chip seal, curb, gutter, sidewalk	\$ 62	2026	Mt. Shasta
STIP/local	Rockfellow/Jefferson to End		CS	\$ 51	2025	Mt. Shasta
STIP/local	Roeloff/Mt. Shasta Blvd. to cul de sac		CS	\$ 4	2025	Mt. Shasta
STIP/local	Russell/B		Chip seal, sidewalk	\$ 10	2026	Mt. Shasta
STIP/local	Sarah Bell/Hercules to cul de sac		CS, Sidewalk	\$ 36	2026	Mt. Shasta
STIP/local	Shasta Ct.		Chip seal, curb, gutter	\$ 23	2026	Mt. Shasta
STIP/local	Sheldon/Mt. Shasta Blvd.		Patch, chip, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local	Siskiyou/Ream to cul de sac		CS, sidewalk	\$ 33	2025	Mt. Shasta
STIP/local	Sisson/Berry		Patch, chip, curb, gutter, sidewalk	\$ 42	2026	Mt. Shasta
STIP/local	Ski Bowl/Shasta		Chip seal	\$ 16	2026	Mt. Shasta
STIP/local	Ski Village/Roseburg Office		Patch, chip, curb, gutter, sidewalk	\$ 61	2026	Mt. Shasta
STIP/local	Smith/Mt. Shasta Blvd.		Chip seal, curb, gutter, sidewalk	\$ 41	2026	Mt. Shasta
STIP/local	Smith/South A		Chip seal, sidewalk	\$ 35	2026	Mt. Shasta
STIP/local	Spring Hill/C/L		Chip seal, curb, gutter, sidewalk	\$ 139	2026	Mt. Shasta
STIP/local	Spring/Ivy		Overlay, curb, gutter, sidewalk	\$ 75	2026	Mt. Shasta
STIP/local	Terry Lynn/Pine Ridge		Chip seal	\$ 9	2026	Mt. Shasta
STIP/local	Washington (N)/McCloud		Chip seal, curb, gutter, sidewalk	\$ 75	2026	Mt. Shasta
STIP/local	Washington (S)/Old McCloud		Chip seal, curb, gutter, sidewalk	\$ 63	2026	Mt. Shasta
STIP/local	Water/Mill to Berry		CS	\$ 50	2026	Mt. Shasta
STIP/local	Water/Mt. Shasta Blvd. to Mill		CS	\$ 49	2026	Mt. Shasta
Mt. Shasta Total				\$ 4,703		
Tulelake Projects						
STIP/RSTP	13th Street		Overlay and widen with curb, gutter, and sidewalks	\$ 327	2026+	2010 RTP
STIP/RSTP	1st Street		Rehabilitate Roadway	\$ 110	2026+	2010 RTP
STIP/RSTP	2nd Street		Rehabilitate Roadway	\$ 281	2026+	2010 RTP
STIP/RSTP	2nd Street		Reconstruct Roadway	\$ 281	2026+	2010 RTP
STIP/RSTP	5th Street		Rehabilitate Roadway	\$ 47	2026+	2010 RTP
STIP/RSTP	B Street		Reconstruct Roadway	\$ 89	2026+	2010 RTP
STIP/RSTP	C Street		Rehabilitate Roadway	\$ 77	2026+	2010 RTP
STIP/RSTP	EW		Rehabilitate Roadway	\$ 70	2026+	2010 RTP
STIP/RSTP	F Street		Rehabilitate Roadway	\$ 38	2026+	2010 RTP
STIP/RSTP	G Street		Rehabilitate Roadway	\$ 86	2026+	2010 RTP
STIP/RSTP	Modoc Street - Main to G		Pavement overlay	\$ 139	2026+	2010 RTP
Tulelake Total				\$ 1,545		
Weed Projects						
STIP	Alameda, Church, Wakefield, Kennedy		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
STIP	Mill Street		Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP	South Davis		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP	Sullivan Ave - Oregon to Bel Air		Rehabilitate Roadway	\$ -	2031	Nov 2015 List
Weed Total				\$ -		
Yreka Projects						
STIP/RSTP	Bruce Street- Main to Wendy Dr		Rehabilitate Roadway	\$ 438	2026+	PW-2/11/16
STIP/RSTP	Comstock- S End to Campbell		Rehabilitate Roadway	\$ 293	2026+	PW-2/11/16
STIP/RSTP	Foothill Drive- Center to East City Limit		Rehabilitate Roadway	\$ 1,333	2026+	PW-2/11/16
STIP/RSTP	Oregon - Lawrence to Ture		Rehabilitate Roadway	\$ 495	2026+	PW-2/11/16
STIP/RSTP	Phillipe Lane- SCL to Oberlin		Reconstruct Roadway	\$ 4,375	2026+	PW-2/11/16
STIP/RSTP	SR3/ Juniper Dr		Left Turn Construction	\$ 1,496	2026+	PW-2/11/16
STIP/RSTP	Sharps		Rehabilitate Roadway	\$ -	2026+	PW-2/11/16
STIP/RSTP	Fairlane Road		Rehabilitate Roadway	\$ -	2026+	PW-2/11/16
STIP/RSTP	Yama - Hillcrest to Main		Rehabilitate Roadway	\$ 658	2026+	PW-2/11/16
Yreka Total				\$ 9,088		

Table 4.2 Roadway Improvement Projects, Unconstrained							
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:	
County of Siskiyou Projects							
Unknown	6K04	99 97 Cutoff / A12	Old Highway 99 to Montague Granada Rd	\$ 61	2026+	Pub Wrks List	
Unknown	6K01	99 97 Cutoff / A12	Montague Granada Rd to SH 97	\$ 629	2026+	Pub Wrks List	
Unknown	8L02	Ager Beswick Road	Mile Post 3.50 to Mile Post 8.50	\$ 154	2026+	Pub Wrks List	
Unknown	8L02	Ager Beswick Road	11.5 to Mile Post 15.30	\$ 112	2026+	Pub Wrks List	
Unknown	7K01	Ager Road	Montague City Limits to Shelly Road	\$ 96	2026+	Pub Wrks List	
Unknown	7K01	Ager Road	Yreka Ager Road to Mile Post 13.36	\$ 132	2026+	Pub Wrks List	
Unknown	7K02	Airport Road	Montague City Limits to Willow Creek Road	\$ 195	2026+	Pub Wrks List	
Unknown	2M083	Alpine Drive	Shasta Way to End	\$ 16	2026+	Pub Wrks List	
Unknown	2M040	Amy Ct	Davis Place Road to Davis Place Road	\$ 10	2026+	Pub Wrks List	
Unknown	2M061	Andrew Court	END to End	\$ 4	2026+	Pub Wrks List	
Unknown	2M065	Audubon Road	Davis Place Road to North Old Stage Road	\$ 25	2026+	Pub Wrks List	
Unknown	2M49	Azalea Drive	South Old Stage Road to Big Canyon Dr	\$ 12	2026+	Pub Wrks List	
Unknown	7K007	Ball MTN Little Shasta Rd	SH 97 to Old State Highway	\$ 78	2026+	Pub Wrks List	
Unknown	7K03	Ball Mtn. Little Shasta Rd	Lower Little Shasta Road to Mile Post 4.6	\$ 42	2026+	Pub Wrks List	
Unknown	8J01	Beaver Creek Road	State Hwy 96 to End	\$ 97	2026+	Pub Wrks List	
Unknown	2M051	Big Canyon Drive	Azalea Road to 0.6	\$ 17	2026+	Pub Wrks List	
Unknown	6F001	Big Meadows Road	Quartz Valley Road to Mile Post .24	\$ 9	2026+	Pub Wrks List	
Unknown	4M001	Big Springs Road	Machado Lane to Hart Road	\$ 45	2026+	Pub Wrks List	
Unknown	2M015	Black Butte DR	End to End	\$ 3	2026+	Pub Wrks List	
Unknown	2M067	Bobcat Trail	Audubon Road to End	\$ 5	2026+	Pub Wrks List	
Unknown	7K015	Braceda Lane	Montague Granada Rd to Montague Granada Rd	\$ 32	2026+	Pub Wrks List	
Unknown	2M035	Butte Ave	Morris St to Everett Memorial	\$ 14	2026+	Pub Wrks List	
Unknown	5G015a	Cemetery Road	Eastside Road to End	\$ 20	2026+	Pub Wrks List	
Unknown	5G015b	Cemetery Road	Eastside Road to Cemetery Road	\$ 9	2026+	Pub Wrks List	
Unknown	7C002	China Grade Road	Elk Creek Road to End	\$ 233	2026+	Pub Wrks List	
Unknown	2M089	Christian Way	Siskiyou Lake Blvd to Grant Road	\$ 7	2026+	Pub Wrks List	
Unknown	2M094	Clear Lane	Deas Way to End	\$ 6	2026+	Pub Wrks List	
Unknown	2M099	Cold Creek Circle	McCloud Ave to McCloud Ave	\$ 17	2026+	Pub Wrks List	
Unknown	3L30	College Ave	North Old Stage Rd to Weed C/L	\$ 44	2026+	Pub Wrks List	
Unknown	2M091	Conan Court	Conan Place to Siskiyou Lake Blvd	\$ 4	2026+	Pub Wrks List	
Unknown	2M092	Conan Place	End to End	\$ 3	2026+	Pub Wrks List	
Unknown	2M097	Conestoga Ct	End to End	\$ 7	2026+	Pub Wrks List	
Unknown	9K02	Copco Road	Mile Post 25.70 to 26.7	\$ 29	2026+	Pub Wrks List	
Unknown	9K005	Cottonwood Creek Road	Ditch Creek Road to Mile Post 1.80	\$ 54	2026+	Pub Wrks List	
Unknown	2M008	Crescent Drive	Schilling Way to Highland Dr	\$ 6	2026+	Pub Wrks List	
Unknown	5G022	Dangel Lane	Quartz Valley Road to Mile Post .4	\$ 11	2026+	Pub Wrks List	
Unknown	5G022	Dangel Lane	Mile Post 3.2 to Quartz Valley Road	\$ 24	2026+	Pub Wrks List	
Unknown	2M074	Darlene Court	Eddy Dr to End	\$ 2	2026+	Pub Wrks List	
Unknown	2M001	Davis Place Road	Davis Place Road to North Old Stage Road	\$ 54	2026+	Pub Wrks List	
Unknown	6K005	De soza Lane	Montague Granada Rd to 0.7	\$ 33	2026+	Pub Wrks List	
Unknown	2M088	Deas Way	Christian Way to End	\$ 15	2026+	Pub Wrks List	
Unknown	3L02	Deetz Road	North Old Stage Rd to Summit Dr	\$ 15	2026+	Pub Wrks List	
Unknown	3L004	Deetz Road	End to North Old Stage Rd	\$ 59	2026+	Pub Wrks List	
Unknown	6K027	Delphic Road	Oberlin Rd to End	\$ 34	2026+	Pub Wrks List	
Unknown	6J004	Dewitt Park	Walters Lane to Westside Road	\$ 14	2026+	Pub Wrks List	
Unknown	1N010	Division St	Main St to End	\$ 8	2026+	Pub Wrks List	
Unknown	3L048	Dogwood Drive	North Old Stage Rd to End	\$ 12	2026+	Pub Wrks List	
Unknown	2M007	Douglas Lane	End to Lassen	\$ 7	2026+	Pub Wrks List	
Unknown	0U13	Drain 10	Tschirky Road to State Line Road	\$ 49	2026+	Pub Wrks List	
Unknown	0U013	Drain 10	Modoc 109 to Tschirky Road	\$ 8	2026+	Pub Wrks List	
Unknown	6H002	East Moffett Creek Road	Peach Orchard Road to Mile Post 4	\$ 106	2026+	Pub Wrks List	
Unknown	0U20	East West Road	Hill Road to Tulelake City Limits	\$ 129	2026+	Pub Wrks List	
Unknown	4G05	Eastside Road	Eller Lane to State Hwy 3	\$ 235	2026+	Pub Wrks List	
Unknown	3L008	Eddy Circle	Woodside Dr	\$ 18	2026+	Pub Wrks List	
Unknown	2M072	Eddy Drive	Old McCloud Rd	\$ 51	2026+	Pub Wrks List	
Unknown	1N030	Edgewood Ct	West Colombo Dr to Oak St	\$ 4	2026+	Pub Wrks List	

Table 4.2 Roadway Improvement Projects, Unconstrained							
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:	
Unknown	4G07	Eller Lane	State Hwy 3 to Island Road	\$ 65	2026+	Pub Wrks List	
Unknown	4G08	Eller Lane	Island Road to Eastside Road	\$ 15	2026+	Pub Wrks List	
Unknown	6J28	Fairlane Road	Walters Lane to Yreka C/L	\$ 50	2026+	Pub Wrks List	
Unknown	6J028	Fairlane Road	End to Walters Lane	\$ 7	2026+	Pub Wrks List	
Unknown	3G006	Fay Lane	State Hwy 3 to East Callahan Road	\$ 32	2026+	Pub Wrks List	
Unknown	9K015	First Avenue	End to End	\$ 25	2026+	Pub Wrks List	
Unknown	6K017	Freeman Road	Montague Granada Rd to End	\$ 30	2026+	Pub Wrks List	
Unknown	3G002	French Creek Road ?	State Hwy 3 to Mile Post 5.5	\$ 145	2026+	Pub Wrks List	
Unknown	2M085	Fryer Way	Azalea Road to End	\$ 7	2026+	Pub Wrks List	
Unknown	2M084	Gateway Park Road	Big Canyon Dr to End	\$ 5	2026+	Pub Wrks List	
Unknown	2H018	Gazelle Callahan Road	13.56 to 16.65	\$ 86	2026+	Pub Wrks List	
Unknown	2H018	Gazelle Callahan Road	23.86 to Old Highway 99	\$ 98	2026+	Pub Wrks List	
Unknown	2H01	Gazelle Callahan Road	State Hwy 3 to Mile Post 13.56	\$ 424	2026+	Pub Wrks List	
Unknown	3L044	Glenhaven Court	Hidden Meadow Dr to End	\$ 2	2026+	Pub Wrks List	
Unknown	2M090	Grant Road	Christian Way to N2M03	\$ 10	2026+	Pub Wrks List	
Unknown	8D001	Grider Road	Walker Creek Road to End	\$ 87	2026+	Pub Wrks List	
Unknown	7L01	Harry Cash Road	Hart Road to Mile Post 8.4	\$ 57	2026+	Pub Wrks List	
Unknown	7L01	Harry Cash Road	Davis Road to Lower Little Shasta Road	\$ 59	2026+	Pub Wrks List	
Unknown	3L042	Heather Place	Hidden Meadow Dr to End	\$ 5	2026+	Pub Wrks List	
Unknown	1N020	Hennessy Way	Tucci Ave to Walnut St	\$ 10	2026+	Pub Wrks List	
Unknown	3L045	Hidden Meadow Drive	Shastina Drive to Hidden Meadow Dr	\$ 84	2026+	Pub Wrks List	
Unknown	2M003	Highland Drive	Schilling Way to Highland Dr	\$ 25	2026+	Pub Wrks List	
Unknown	0U01	Hill Road	Modoc County Line to SH 161	\$ 397	2026+	Pub Wrks List	
Unknown	2M077	Holiday Court	Holiday Lane to W.A. Barr Road	\$ 1	2026+	Pub Wrks List	
Unknown	2M076	Holiday Lane	Lake Ct to End	\$ 9	2026+	Pub Wrks List	
Unknown	4G010	Holzhauser Lane	State Hwy 3 to Island Road	\$ 84	2026+	Pub Wrks List	
Unknown	4G01	Horn Lane	State Hwy 3 to Eastside Road	\$ 50	2026+	Pub Wrks List	
Unknown	9K05	Hornbrook Road	Mile Post 1 to Copco Road	\$ 28	2026+	Pub Wrks List	
Unknown	6G002	Indian Creek Road	Scott River Road to Mile Post 4.6	\$ 130	2026+	Pub Wrks List	
Unknown	2B02	Ishi Pishi Road	State Hwy 96 to End	\$ 13	2026+	Pub Wrks List	
Unknown	4G04	Island Road	Etna City Limits to Eller Lane	\$ 177	2026+	Pub Wrks List	
Unknown	4G04	Island Road	Eller Lane to Serpa Road	\$ 104	2026+	Pub Wrks List	
Unknown	8L007	Jacqueline Ave	Patricia Avenue to End	\$ 18	2026+	Pub Wrks List	
Unknown	2M075	James Court	Eddy Dr to End	\$ 2	2026+	Pub Wrks List	
Unknown	8L008	Janis Road	Patricia Avenue to End	\$ 3	2026+	Pub Wrks List	
Unknown	8Q001	Juniper Knoll Road	SH 97 to Mile Post 1.76	\$ 49	2026+	Pub Wrks List	
Unknown	3L015	Kaiser Court	Kaiser Meadow Dr to End	\$ 2	2026+	Pub Wrks List	
Unknown	3L014	Kaiser Meadow Drive	North Old Stage Rd to Skyview Rd	\$ 7	2026+	Pub Wrks List	
Unknown	2M078	Lake Court	Holiday Lane to W.A. Barr Road	\$ 2	2026+	Pub Wrks List	
Unknown	2M08	Lassen Lane	North Old Stage Road to MSHA C/L	\$ 29	2026+	Pub Wrks List	
Unknown	1N003	Lawndale Ct	West Colombero Dr to Main St	\$ 10	2026+	Pub Wrks List	
Unknown	7L003	Lichens Road	Ball Mtn. Little Shasta Road to Mile Post 2.73	\$ 76	2026+	Pub Wrks List	
Unknown	4G020	Lighthill Road	State Hwy 3 to Mile Post .83	\$ 20	2026+	Pub Wrks List	
Unknown	4G020	Lighthill Road	Oro Fino Road to Mile Post .47	\$ 19	2026+	Pub Wrks List	
Unknown	3L011	Linville Drive	North Old Stage Rd to End	\$ 7	2026+	Pub Wrks List	
Unknown	2M041	Lotus Lane	McCloud Ave to Alpine Dr	\$ 13	2026+	Pub Wrks List	
Unknown	4G009	Lovers Lane Road	Etna City Limits to Island Road	\$ 11	2026+	Pub Wrks List	
Unknown	7L03	Lower Little Shasta Road	Ball Mtn. Little Shasta Road to Harry Cash Road	\$ 129	2026+	Pub Wrks List	
Unknown	4K001	Macks Gulch Road	Gazelle Callahan Rd to End	\$ 71	2026+	Pub Wrks List	
Unknown	2M095	Madison Drive	McCloud Ave to End	\$ 15	2026+	Pub Wrks List	
Unknown	0M004	Mallard Road	Teal Road to Copco Road	\$ 5	2026+	Pub Wrks List	
Unknown	2H003	Masterson Road	Gazelle Callahan Road to Mile Post 4	\$ 99	2026+	Pub Wrks List	
Unknown	2M060	Mathew Court	Villa Rd to Andrew Ct	\$ 3	2026+	Pub Wrks List	
Unknown	0Q004	Mathews Road	Picard Road to End	\$ 56	2026+	Pub Wrks List	
Unknown	6G01	McAdams Creek Road	State Hwy 3 to Mile Post 4.1	\$ 116	2026+	Pub Wrks List	
Unknown	2M027	McCloud Ave	MSHA C/L to N2L03	\$ 92	2026+	Pub Wrks List	
Unknown	3L043	Meadow Lane	Hidden Meadow Dr to End	\$ 4	2026+	Pub Wrks List	

Table 4.2 Roadway Improvement Projects, Unconstrained							
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:	
Unknown	2M068	Meadow Valley Drive	Lassen Ln to North Old Stage Road	\$ 13	2026+	Pub Wrks List	
Unknown	8Q02	Meiss Lake Road	SH 97 to Mile Post 2.75	\$ 77	2026+	Pub Wrks List	
Unknown	8Q020	Meiss Lake Sams Neck Rd	SH 97 to Schoolhouse Road	\$ 291	2026+	Pub Wrks List	
Unknown	2M079	Michelle Dr	West Ream Ave to West Ream Ave	\$ 17	2026+	Pub Wrks List	
Unknown	2H003	Miners Creek Road	State Hwy 3	\$ 6	2026+	Pub Wrks List	
Unknown	2M098	Monroe Way	Madison Dr to Shasta Acres	\$ 21	2026+	Pub Wrks List	
Unknown	6K03	Montague Grenada Road	Oberlin Road to Montague City Limits	\$ 41	2026+	Pub Wrks List	
Unknown	6K03A	Montague Grenada Road	99 97 CUTOFF to Oberlin Rd	\$ 142	2026+	Pub Wrks List	
Unknown	2M034	Morris Street	Shasta Ave to Butte Ave	\$ 2	2026+	Pub Wrks List	
Unknown	2M069	Mountain View Lane	Lassen Ln to Meadow Valley Dr	\$ 10	2026+	Pub Wrks List	
Unknown	2M57	North Old Stage	Hatchery Lane to Abrams Lake Road	\$ 94	2026+	Pub Wrks List	
Unknown	2M064	North Shore Road	W.A. Barr Road to 0.35	\$ 56	2026+	Pub Wrks List	
Unknown	7J01	Oberlin Road	Yreka City Limits to Montague Granada Rd	\$ 184	2026+	Pub Wrks List	
Unknown	9K006	Old Cottonwood Creek Rd	Cottonwood Creek Road to 0.1	\$ 2	2026+	Pub Wrks List	
Unknown	2M029	Old McCloud Road	MSHA C/L to End	\$ 39	2026+	Pub Wrks List	
Unknown	8Q01	Old State Highway	SH 97 to RRX	\$ 233	2026+	Pub Wrks List	
Unknown	5K007	Old Westside Road	Mile Post 5 to End	\$ 103	2026+	Pub Wrks List	
Unknown	7K052	Owens Way	Ponderosa Street to Ager Road	\$ 29	2026+	Pub Wrks List	
Unknown	2M019	Palmer	Ream Ave to End	\$ 5	2026+	Pub Wrks List	
Unknown	8L006	Patricia Ave	Ager Beswick Road to End	\$ 87	2026+	Pub Wrks List	
Unknown	2M093	Pauls Place	Siskiyou Lake Blvd to End	\$ 7	2026+	Pub Wrks List	
Unknown	6H004	Peach Orchid	State Hwy 3	\$ 14	2026+	Pub Wrks List	
Unknown	0Q01	Picard Road	End to Butte Street	\$ 146	2026+	Pub Wrks List	
Unknown	9K011	Pilot Road	Oregon Street to Main Street	\$ 7	2026+	Pub Wrks List	
Unknown	2M006	Pine Grove Drive	Lassen Ln to North Old Stage Rd	\$ 56	2026+	Pub Wrks List	
Unknown	1N011	Pine St	Main St to Broadway	\$ 8	2026+	Pub Wrks List	
Unknown	1N021	Plum Ave	Cadorna Ave to Modoc Ave	\$ 1	2026+	Pub Wrks List	
Unknown	7K046	Ponderosa Street	Owens Way to Ager Road	\$ 47	2026+	Pub Wrks List	
Unknown	3L005	Pony Trail	Summit Dr to End	\$ 42	2026+	Pub Wrks List	
Unknown	5K005	Pumphouse Road	Old Hwy 99 to Old Westside Rd.	\$ 9	2026+	Pub Wrks List	
Unknown	0M002	Quail Lane	Copco Road to End	\$ 4	2026+	Pub Wrks List	
Unknown	3L012	Quail Meadow Drive	North Old Stage Rd to End	\$ 27	2026+	Pub Wrks List	
Unknown	3L013	Quail Meadow Way	Quail Meadow Dr to North Old Stage Rd	\$ 5	2026+	Pub Wrks List	
Unknown	5G023	Quartz Valley Drive	Quartz Valley Road to Quartz Valley Road	\$ 76	2026+	Pub Wrks List	
Unknown	6F01	Quartz Valley Road	State Hwy 3 to Scott River Road	\$ 310	2026+	Pub Wrks List	
Unknown	1N013	Quincy Ave	West Minnesota Ave to End	\$ 26	2026+	Pub Wrks List	
Unknown	3J001	Rail Creek Road	Gazelle Callahan Road to End	\$ 19	2026+	Pub Wrks List	
Unknown	2M053	Rainbow Drive	North Old Stage Road to Schilling Way	\$ 9	2026+	Pub Wrks List	
Unknown	6G001	Rattlesnake Creek Road	Scott River Road to Mile Post 2.16	\$ 87	2026+	Pub Wrks List	
Unknown	2M01	Ream Ave	South Old Stage Road to MSHA C/L	\$ 14	2026+	Pub Wrks List	
Unknown	3L049	Romana Drive	Deetz Rd to End	\$ 8	2026+	Pub Wrks List	
Unknown	2B01	Salmon River Road	State Hwy 96 to Sawyers Bar Road	\$ 390	2026+	Pub Wrks List	
Unknown	1C01	Sawyers Bar Road	Mile Post 34.25 to End	\$ 162	2026+	Pub Wrks List	
Unknown	1C01	Sawyers Bar Road	Mile Post 11 to Mile Post 25	\$ 355	2026+	Pub Wrks List	
Unknown	7K002	Scala Lane	Oberlin Rd to End	\$ 35	2026+	Pub Wrks List	
Unknown	5G005	Scarface Road	Eastside Road to Mile Post 1.68	\$ 58	2026+	Pub Wrks List	
Unknown	2M005	Scenic Drive	Lassen Ln to Schilling Way	\$ 11	2026+	Pub Wrks List	
Unknown	2M002	Schilling Way	North Old Stage Road to Pine Grove Dr	\$ 18	2026+	Pub Wrks List	
Unknown	8Q024	Schoolhouse Road	Meiss Lake Sams Neck Road to End	\$ 30	2026+	Pub Wrks List	
Unknown	7F01	Scott River Road	Fort Jones City Limits to Mile Post 6.7	\$ 220	2026+	Pub Wrks List	
Unknown	2M086	Sean Way	Fryer Way to Azalea Road	\$ 9	2026+	Pub Wrks List	
Unknown	9R003	Shady Dell Road	SH 97 to Mile Post 6.36	\$ 43	2026+	Pub Wrks List	
Unknown	6J007	Shamrock Road	Killgore Hills Road to End	\$ 54	2026+	Pub Wrks List	
Unknown	2M039	Shasta Acres Road	McCloud Ave	\$ 16	2026+	Pub Wrks List	
Unknown	2M010	Shasta Alpine Drive	Black Butte Dr to Ski Village Dr	\$ 2	2026+	Pub Wrks List	
Unknown	2m014	Shasta Ave	Morris St to Everett Memorial	\$ 23	2026+	Pub Wrks List	
Unknown	2M082	Shasta Way	Alpine Dr to End	\$ 19	2026+	Pub Wrks List	

Table 4.2 Roadway Improvement Projects, Unconstrained							
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:	
Unknown	8Q002	Sheep Mountain Road	SH 97 to Mile Post 4.49	\$ 127	2026+	Pub Wrks List	
Unknown	4G001	Shell Gulch Road	Eastside Road to End	\$ 24	2026+	Pub Wrks List	
Unknown	7K08	Shelley Road	Ager Road to Airport Road	\$ 64	2026+	Pub Wrks List	
Unknown	8P007	Shoemaker Road	West Macdoel District Road to West Criss Road	\$ 35	2026+	Pub Wrks List	
Unknown	2M59	Siskiyou Lake Blvd	W.A. Barr Road to South Old Stage Road	\$ 40	2026+	Pub Wrks List	
Unknown	3L046	Skyview Road	North Old Stage Rd to End	\$ 15	2026+	Pub Wrks List	
Unknown	2M057	Smith Road	End to Lassen	\$ 1	2026+	Pub Wrks List	
Unknown	8C001	South Fork Road	Indian Creek Road to End	\$ 41	2026+	Pub Wrks List	
Unknown	5G004	South Hamlin Gulch Road	Eastside Road to Mile Post .56	\$ 16	2026+	Pub Wrks List	
Unknown	2M02	South Old Stage Road	Azalea Road to Hatchery Lane	\$ 91	2026+	Pub Wrks List	
Unknown	2M025	South Old Stage Road	Mott Rd to South Old Stage Road	\$ 36	2026+	Pub Wrks List	
Unknown	7J05	South Phillpe Lane	Oberlin Rd to Yreka C/L	\$ 67	2026+	Pub Wrks List	
Unknown	4G007	Star Access	State Hwy 3 to End	\$ 4	2026+	Pub Wrks List	
Unknown	4I051	Stewart Springs Road	Old Highway 99 to End	\$ 126	2026+	Pub Wrks List	
Unknown	2M081	Sunrise Drive	Summit Dr to End	\$ 5	2026+	Pub Wrks List	
Unknown	3L047	Sunset Drive	Skyview Rd to End	\$ 7	2026+	Pub Wrks List	
Unknown	2M066	Tanager	Audubon Road to End	\$ 2	2026+	Pub Wrks List	
Unknown	0M003	Teal Road	Quail Lane to Copco Road	\$ 10	2026+	Pub Wrks List	
Unknown	2M070	Timber Hills Road	Audubon Road to Audubon Road	\$ 19	2026+	Pub Wrks List	
Unknown	6K003	Truitman Lane	Old Hwy 99 to Siskiyou Blvd.	\$ 10	2026+	Pub Wrks List	
Unknown	1N007	Tucci Ave	Oak St to Broadway	\$ 12	2026+	Pub Wrks List	
Unknown	3L050	Twin Hills Court	North Old Stage Rd to End	\$ 6	2026+	Pub Wrks List	
Unknown	2M080	Twin View Ct	South Old Stage Road to End	\$ 5	2026+	Pub Wrks List	
Unknown	2M073	Uplands Way	Old McCloud Rd to Eddy Dr	\$ 9	2026+	Pub Wrks List	
Unknown	2M059	Villa Road	Big Canyon Dr to End	\$ 10	2026+	Pub Wrks List	
Unknown	2M22	W A Barr Road	Siskiyou Lake Blvd to South Old Stage Road	\$ 55	2026+	Pub Wrks List	
Unknown	2M096	Wagon Wheel Road	South Old Stage Road to Conestoga Ct	\$ 2	2026+	Pub Wrks List	
Unknown	8G004	Walker Road	State Hwy 96 to Mile Post 3.5	\$ 112	2026+	Pub Wrks List	
Unknown	8G004	Walker Road	Walker Connection Road to Klamath River Road	\$ 55	2026+	Pub Wrks List	
Unknown	2N002	Walnut St	Oak St to Hennessy Way	\$ 2	2026+	Pub Wrks List	
Unknown	6J003	Walters Lane	Easy St to End	\$ 7	2026+	Pub Wrks List	
Unknown	8P022	West Criss Road	Cook Campbell Road to SH 97	\$ 61	2026+	Pub Wrks List	
Unknown	5K04	West Louie Road	Old Highway 99 to Mile Post 1.75	\$ 69	2026+	Pub Wrks List	
Unknown	8P020	West Macdoel District Rd	Cook Campbell Road to SH 97	\$ 39	2026+	Pub Wrks List	
Unknown	1N04	West Minnesota	SH 89 to Broadway	\$ 20	2026+	Pub Wrks List	
Unknown	6H001	West Moffet Creek Road	State Hwy 3	\$ 103	2026+	Pub Wrks List	
Unknown	2M58	West Ream	W.A. Barr Road to South Old Stage Road	\$ 13	2026+	Pub Wrks List	
Unknown	2M004	West Scenic Drive	Scenic Dr to Schilling Way	\$ 7	2026+	Pub Wrks List	
Unknown	6J04	Westside Road	Walters Lane to Yreka C/L	\$ 14	2026+	Pub Wrks List	
Unknown	1N032	Wetzel Dr	West Colombero Dr to End	\$ 4	2026+	Pub Wrks List	
Unknown	6K018	White Rock Road	Old Hwy 99 to End	\$ 14	2026+	Pub Wrks List	
Unknown	8L009	Willow Creek Road	Airport Road to Mile Post 3.6	\$ 100	2026+	Pub Wrks List	
Unknown	2M028	Wisner Road	North Old Stage Road to Pine Grove Dr	\$ 13	2026+	Pub Wrks List	
Unknown	2M058	Woodland Park Drive	North Old Stage Road to Woodland Park Dr	\$ 17	2026+	Pub Wrks List	
Unknown	3L010	Woodside Court	Woodside Dr to End	\$ 3	2026+	Pub Wrks List	
Unknown	3L009	Woodside Drive	Deetz Rd to End	\$ 10	2026+	Pub Wrks List	
Unknown	2M036	Wyehka Way	North Old Stage Road to End	\$ 22	2026+	Pub Wrks List	
Unknown	7J03	Yreka Ager Road	Yreka City Limits to Ager Road	\$ 132	2026+	Pub Wrks List	
Total Sum				\$ 11,758			

4.6.3 BRIDGE IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX H)

Table 4.3 presents bridge replacement and improvement projects. The total cost for bridge projects is estimated at \$1,526,000.

Table 4.3							
Bridge Improvement Projects, Constrained							
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year	Source:
STIP/HBP	County	Guys Gulch	Bridge Replacement		\$ 798	2025	CTIPS
STIP/HBP	County	Schulmeyer Gulch	Bridge Replacement		\$ 728	2025	CTIPS
Total Sum					\$ 1,526		

4.6.4 BRIDGE IMPROVEMENT PROJECTS, UNCONSTRAINED (APPENDIX I)

Table 4.4 presents bridge replacement and improvement projects. The total cost for bridge projects is estimated at \$19,200,000 in the long-range.

Table 4.4							
Bridge Improvement Projects, Unconstrained							
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year	Source:
STIP/RSTP	County	Various Bridges	Bridge Replacement		\$ 1,000	N/A	
STIP/RSTP/HBP	02C-0122	Little Castle Creek	Replace	49.6	\$ 1,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0160	Butler Creek	Scour	73.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0154	Crawford Creek	Scour	92.1	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0049	Scott River	Scour	59	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0036	Shasta River	Replace	41.2	\$ 4,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0008	Klamath River	Replace	42.2	\$ 8,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0239	Yreka Creek	Scour	52.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0085	Scott River	Replace	38	\$ 2,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0014	Scott River	Scour	37.6	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0229	Indian Creek	Scour	56.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-037	Spada Bridge	Scour	91.8	\$ 100	N/A	Pub Works
STIP/RSTP/HBP	02C-155	East Fork Scott River	Scour	89.5	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	Yreka	Oberlin Road@Yreka Creek	Replace Bridge	N/A	\$ 1,700	N/A	Yreka
STIP/RSTP/HBP	Yreka	Greenhorn Creek @ Oregon St.	Replace Bridge	N/A	\$ -	N/A	Yreka
STIP/RSTP/HBP	Yreka	Various Bridges on Yreka Crk.	Replace Bridges	N/A	\$ -	N/A	Yreka
Total Sum					\$ 19,200		

4.6.5 BICYCLE/PEDESTRIAN IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX J)

Table 4.5 presents the two bicycle/pedestrian projects in the county that are currently funded. The awarded amount for these two projects is \$3,750,000.

Table 4.5 Bicycle and Pedestrian Improvement Projects, Constrained					
Agency	Funding	Project Identification	Description	Cost (\$1,000)	Const. Year
Yreka	ATP	Greenhorn Park	Trails, shoulder work, signage and striping, install bike lanes on access Rd.	\$ 750	NA
Mt. Shasta	ATP	Midtown Trail Project	Construct Class I-multiuse path	\$ 3,000	NA
Total				\$ 3,750	

4.6.6 BICYCLE/PEDESTRIAN IMPROVEMENT PROJECTS, UNCONSTRAINED (APPENDIX K)

Table 4.6 shows an estimated \$19,336,000 bicycle/pedestrian need in the long-range.

Table 4.6 Bicycle and Pedestrian Improvement Projects, Unconstrained					
Funding	Project Identification	Description	Total Cost (\$1,000)	Const. Year	
Yreka Projects					
ATP/Other	Interstate 5	Landscape Oberlin Rd to S. Yreka Interchange	\$ 300	2026+	
ATP/Other	SR 3/Yreka Creek	Multi-use trail N. Yreka to S. city limit. Acquisition, floodplain restoration	\$ 4,375	2026+	
ATP/Other	SR3 N	Deer Creek Way Landscaping	\$ 45	2026+	
ATP/Other	City Property N. of SR3	Multi-use Trail along Yreka Creek	\$ 1,500	2026+	
ATP/Other	Oregon Street	Signing and striping, N/S corridor street	\$ 1,500	2026+	
ATP/Other	West Lennox	Signing and striping, Oregon St. to Fairchild St.	\$ 225	2026+	
ATP/Other	SR 3	Streetscape Improvements	\$ 2,500	2026+	
Yreka Total			\$ 10,445		
Mt Shasta Projects					
ATP/Other	Abrams Lake/Summit Drive	Abrams Lake Rd - Class 1 path along length of Abrams Lake Rd and Summit Drive to Deetz	\$ 1,200	2026+	
ATP/Other	Azalea/Big Canyon Connector	Mt. Shasta to Azalea/Big Canyon Areas - Class 1 path from Hwy 89/Mt. Shasta Blvd to Old Stage via Azalea and to end of Big Canyon via Big Canyon	\$ 1,000	2026+	
ATP/Other	Bear Springs Rd. to Moutain View Dr.	S. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 350 feet of sidewalk, paving along east side only.	\$ 38	2026+	
ATP/Other	Black Butte Trailhead Connector	Midtown Trail to Black Butte Trailhead Connector - Class 1 Path from Midtown Trail to Black Butte Trailhead (1 mile)	\$ 500	2026+	
ATP/Other	Cedar St. to Rockfellow Dr.	East and West Alma St. -Class II, Striped Bicycle Lanes providing access route between Mt. Shasta Elementary School and Sisson School.	\$ 22	2026+	
ATP/Other	City Limits to S. Mt. Shasta Blvd.	Ream Avenue -Class II, Striped Bicycle Lane serving as a connector to the south western areas of Mt. Shasta.	\$ 26	2026+	
ATP/Other	City Limits to Spring Hill Dr.	North and South Mt. Shasta Blvd. -Class II, Striped Bicycle Lanes providing a north/south route through city. Project can be broken into segments. The downtown segment may be appropriate for Class III signing and striping due to mitigating features.	\$ 183	2026+	
ATP/Other	City Limits to Washington Dr.	East and West Lake Street/Hatchery Lane -Class II, Striped Bicycle Lanes providing east/west connectivity from Hatchery Lane to Washington Dr.	\$ 40	2026+	
ATP/Other	City Limits to West Alma St.	Southern Railway Connector Pathway (Option I) -Class I, Construct multi-use path connecting City Park to Downtown trail running south through undeveloped property west of UPRR alignment.	\$ 2,459	2026+	
ATP/Other	City Park to Lake Street	City Park to Downtown Pathway -Class I, Construct multi-use path connecting City Park to Downtown area along a north/south alignment roughly following UPRR corridor.	\$ 3,000	2026+	
ATP/Other	City Park to Spring Hill Trailhead Connector	City Park to Spring Hill Trailhead Connector - Class 1 Path from City Park to Spring Hill Trailhead (.5 mile)	\$ 400	2026+	
ATP/Other	Deetz Rd	Deetz Rd - Class 1 path along length of Deetz Rd	\$ 850	2026+	
ATP/Other	E. Ivy St. to Hinkley St.	N. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 2,200 feet of sidewalk.	\$ 238	2026+	
ATP/Other	East Alma St. to Shasta Avenue	Spruce St. Alternate -Class I, multi-use path using existing city right-of-way connecting E. Alma St to Shasta Avenue via Spruce St and Kenneth Way.	\$ 200	2026+	
ATP/Other	East Ivy St. to City Limits	Rockfellow Dr. -Class II, Striped Bicycle Lanes providing access to high schools and Shastice Park.	\$ 200	2026+	
ATP/Other	Eastern Terminus of McCloud Ave to MSHS/Shastice Park	Monroe/Rockfellow - Class 1 path from McCloud Ave to Rockfellow via fire escape road alignment and Rockfellow Avenue	\$ 450	2026+	
ATP/Other	Eastern Terminus of Old McCloud Ave to Midtown Trail	Old McCloud Avenue - Bicycle Lanes & sidewalk/path to Midtown Trail	\$ 750	2026+	
ATP/Other	Everitt Memorial Highway Safety Modifications	Traffic Calming and Width Reduction on Everitt Memorial Highway from Rockfellow to Butte Ave - Street Renovation (.4 mile)	\$ 950	2026+	
ATP/Other	Everitt Memorial Hwy. to Adams Dr.	Rockfellow Dr. -Pedestrian Priority Corridors, 1,000 feet of sidewalk.	\$ 108	2026+	
ATP/Other	Gateway Trailhead Connector	Midtown Trail to Gateway Trailhead Connector - Class 1 Path along Om Shasta Path (.5 miles)	\$ 300	2026+	

Funding	Project Identification	Description	Total Cost (\$1,000)	Const. Year
Mt Shasta Projects				
ATP/Other	Hatchery Lane	Hatchery Lane - Class 1 path along length of Lassen Lane (1 mile)	\$ 400	2026+
ATP/Other	Hinkley St. to Nixon Rd.	N. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 1,800 feet of sidewalk, paving along east side only	\$ 108	2026+
ATP/Other	I-5 to Washington Dr.	East and West Lake St. -Pedestrian Priority Corridors, 500 feet of sidewalk	\$ 54	2026+
ATP/Other	Lake Siskiyou Trail	Lake Siskiyou Trail - Asphalt Paving of Lake Siskiyou Trail	\$ 3,600	2026+
ATP/Other	Lake Street to Lake Siskiyou Trail	Downtown to Lake Siskiyou Pathway -Class I, Construct multi-use path connecting Downtown area to Lake Siskiyou.	\$ 5,000	2026+
ATP/Other	Lassen Lane	Lassen Lane - Class 1 path along length of Lassen Lane (1 mile)	\$ 750	2026+
ATP/Other	Maple St. to Sisson Meadows	East and West Castle St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	McCloud Ave. to East Lake St.	North B St./Birch St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St. -Class III, Signed Bicycle Routes	\$ 14	2026+
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St. -Pedestrian Priority Corridors, 1,700 feet of sidewalk	\$ 184	2026+
ATP/Other	Mill St. to S. Mt. Shasta Blvd.	Sisson St. -Class III, Signed Bicycle Routes	\$ 3	2026+
ATP/Other	Mill St. to W. Castle St.	Maple St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	Mt. Shasta Elementary School to Northern terminus	Cedar St. -Class III, Signed Bicycle Routes	\$ 14	2026+
ATP/Other	Mt. Shasta Elementary School to Northern terminus	Cedar St. -Pedestrian Priority Corridors, 3,700 feet of sidewalk	\$ 200	2026+
ATP/Other	Mt. Shasta Resort Connector	Siskiyou Lake Blvd - Class 1 Path from WA Barr Rd to South Old Stage Rd	\$ 750	2026+
ATP/Other	Mt. Shasta to Dunsuir Trail	Mt. Shasta to Dunsuir - Class 1 path from Hwy 89/Mt. Shasta Blvd to Dunsuir Ave/Siskiyou Ave	\$ 3,600	2026+
ATP/Other		Spring Hill Dr. -Class II, Striped Bicycle Lane with excellent opportunity for long term development due to ample pavement and excessive right of way which may be ample for Class I route. Future links to county areas.	\$ 59	2026+
ATP/Other	N. Mt. Shasta Blvd. to Rockfellow Dr.	East Ivy St. -Class III, Signed Bicycle Routes	\$ 8	2026+
ATP/Other	Old McCloud Ave. to Mt. Shasta Blvd/Hwy 89	Old McCloud to Hwy 89 - Class I multi-use path from Old McCloud Avenue to Hwy 89/Mt. Shasta Blvd. (2 miles)	\$ 1,300	2026+
ATP/Other	Old McCloud Rd. to Gaudenzio St.	South B. St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	Old McCloud Rd. to Mt. Shasta High School	Washington Dr./Everitt Memorial Hwy. -Pedestrian Priority Corridors, one mile of sidewalk	\$ 570	2026+
ATP/Other	Old McCloud Rd. to Shasta Ave.	Washington Dr./Everitt Memorial Hwy -Class II, Striped Bicycle Lanes providing north/south access across the city. Washington Dr. intended as long term. Future roadway widening or repaving.	\$ 48	2026+
ATP/Other	Old Stage Rd	Old Stage Rd - Class 1 path along Old Stage Rd from Azalea to Deetz (8 mile)	\$ 5,200	2026+
ATP/Other	Pine Grove Drive	Pine Grove Drive - Class 3 bike facilities along length of Pine Grove Drive	\$ 10	2026+
ATP/Other	Pine St. to Rockfellow St.	East and West Alma St. -Pedestrian Priority Corridors, 1,400 feet of sidewalk.	\$ 162	2026+
ATP/Other	Ream Avenue, Mt. Shasta Blvd to Old Stage Rd	Ream Avenue - Class 1 path from Mt. Shasta Blvd to Old Stage Rd (1.2 mile)	\$ 840	2026+
ATP/Other	Rockfellow Dr. to Shasta Ave.	Ski Bowl Dr. -Class III, Signed Bicycle Routes	\$ 8	2026+
ATP/Other	Rockfellow Drive to McCloud Railroad	High School Connector Pathway -Class I, Construct multi-use path running north providing off-street access to Shastice Park, Jefferson High School and Mount Shasta Highschool. Including connection to Shasta Ave.	\$ 768	2026+
ATP/Other	S. Mt. Shasta Blvd. to Old McCloud Rd.	Mountain View Dr. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	S. Mt. Shasta Blvd. to S. Washington Dr.	Sheldon Ave. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	S. Mt. Shasta Blvd. to Washington Dr.	McCloud Ave. -Class III, Signed Bicycle Routes	\$ 8	2026+
ATP/Other	Shasta Avenue to Mt. Shasta Blvd. (N)	Shasta Avenue to North Mt. Shasta Blvd. Pathway -Class I, provide multi-use path connection to northern part of City.	\$ 461	2026+
ATP/Other	Sisson St. to Maple St.	Mill St. -Class III, Signed Bicycle Routes	\$ 8	2026+
ATP/Other	South A St. to South B St.	Gaudenzio St. -Class III, Signed Bicycle Routes	\$ 3	2026+
ATP/Other	Spring Hill Trailhead Connector	Midtown Trail to Spring Hill Trailhead Connector - Class 1 Path from Midtown Trail to Spring Hill Trailhead (.4 miles)	\$ 300	2026+
ATP/Other	Union Pacific Railroad to City Limits	McCloud River Railroad Pathway -Class I, Construct multi-use path running east/west along existing McCloud River Railroad alignment, only partially within City Limits would require coordination with County. Possible rail-with-trail.	\$ 1,998	2026+
ATP/Other	WA Barr Rd	WA Barr - Class 1 path from Old Stage Rd to USFS South Fork Rd (6 mile)	\$ 3,900	2026+
ATP/Other	Weed to Northern Mt. Shasta Trail	Weed/Mt. Shasta Trail - Class 1 Path from Weed City Limits to Mt. Shasta City Limits (7.5 miles)	\$ 5,300	2026+
ATP/Other	Weed to Truck Village Drive Connector	Weed/Truck Village Drive Connector - Class 1 Path from Weed City Limits to Truck Village Drive (2 miles)	\$ 1,200	2026+
ATP/Other	West Lake St. to City Limits	Pine St. -Class II, Striped Bicycle Lanes providing north/south access from Mercy Medical Center to West Lake St.	\$ 29	2026+
ATP/Other	West Lake to I-5	Pine St. -Pedestrian Priority Corridors, 1,000 feet of sidewalk.	\$ 108	2026+
ATP/Other	Western terminus to Everitt Memorial Hwy.	Shasta Avenue -Class III, Signed Bicycle Routes	\$ 14	2026+
Mt Shasta Total			\$ 49,928	
Total			\$ 60,373	

4.6.7 TRANSIT IMPROVEMENT PROJECTS (APPENDIX L)

Table 4.7 presents transit improvement projects. The total cost for transit projects is estimated at \$11,746,000.

Table 4.7					
Transit Improvement Projects					
Funding Source	Project	Total Cost (\$1000's)	Construction Year	Source	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,057	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,118	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,271	FY 18-19	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,339	FY 19-20	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 546	FY 18-19	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 563	FY 19-20	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Storage, Security Improvements at Maintenance Yard - Yreka	\$ 4	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 18-19	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 19-20	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 20-21	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 21-22	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelter at College of the Siskiyous, Weed	\$ 10	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Purchase of Land; Parking Enclosure - Mount Shasta	\$ 200	FY 16-17	Siskiyou County SRTP	
Total		\$ 11,746			

4.6.8 AVIATION IMPROVEMENT PROJECTS (APPENDIX M)

Table 4.8 presents aviation improvement projects. The total cost for aviation projects is estimated at \$7,519,000.

Table 4.8					
Aviation Improvement Projects					
Funding	Description	Cost (1000's)	Const. Year	Source	
Airport Land Use Compatibility Plan					
CAAP/A&D	ALUCP	\$30	2020	Caltrans Div of Aeronautics	
Siskiyou County Airport (Public)					
AIP/CAAP	Slurry Seal Runway, Taxiway	\$428	TBD	2010 Siskiyou County RTP	
Butte Valley Airport (Public)					
AIP/CAAP	Construct Perimeter Fence	\$323	TBD	2010 Siskiyou County RTP	
AIP/CAAP	Runway Slurry Seal	\$276	TBD	2010 Siskiyou County RTP	
Weed Airport (Public)					
AIP/CAAP	Reconstruct Perimeter Fence	\$266	TBD	2010 Siskiyou County RTP	
TBD	Taxiway Runway Rehab	\$3,000	TBD	SCLTC	
Scott Valley Airport (Public)					
AIP/CAAP	Construct parallel Taxiway, Crossovers, MITL	\$726	TBD	2010 Siskiyou County RTP	
Montague/Yreka/Rohrer Field					
AIP/CAAP	Widen (50'-60') and resurface Runway	\$1,500	TBD	2010 Siskiyou County RTP	
AIP/CAAP	Install PAPI on Runway 14	\$250	TBD	2010 Siskiyou County RTP	
AIP/CAAP	Install Concrete Helipad	\$750	2026	2010 Siskiyou County RTP	
Total		\$7,519			

4.7 PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Siskiyou County. These performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The identified metrics appropriate for rural and small urban areas through the study will have been incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments.

1. Performance measures align with California state transportation goals and objectives.
2. Performance measures continue to inform current goals and objectives of Siskiyou County.
3. Performance measures are applicable to Siskiyou County as a rural area.
4. Performance Measures are capable of being linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Siskiyou County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

4.7.1 APPLICATION OF PERFORMANCE MEASURES

The program- level performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below.

4.7.2 PERFORMANCE MEASURE 1 - TRANSPORTATION SYSTEM INVESTMENT

This performance measure monitors the condition of the roadway in Siskiyou County, which can be used in deciding transportation system investment. Distressed lane miles should be monitored tri-annually. This performance measure should have a high level of accuracy and can be used indirectly for benefit/cost analysis by estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State goals:

- Safety.
- System Preservation.
- Accessibility.
- Reliability.
- Productivity.
- Return on Investment.
- (RTP Goals: 1, 17).

4.7.3 PERFORMANCE MEASURE 2- PRESERVATION SERVICE FUEL USE/TRAVEL

In addition to performance measure 1, performance measure 2 also monitors the condition of the roadway in Siskiyou County through pavement condition, which should be monitored every two years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State goals:

- Safety.
- System Preservation.
- Accessibility.
- Reliability.
- Productivity.
- Return on Investment.
- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or resurfacing.
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.
- (RTP Goals: 1, 8, 18)

4.7.4 PERFORMANCE MEASURE 3- SAFETY

This performance measure monitors safety through the total accident cost, and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit/cost analysis. Siskiyou County does not track VMT on its County roads, therefore a comparison with the collision rate (collisions per 1,000,000 VMT) for Caltrans District 2 and the State on similar facilities does not exist. However, the County does track the number of collisions on local roads and these will be monitored to identify locations that are in need of safety improvements. SWITRS data can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed.

Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per ADT on select roadways over the past three years.
- Monitor the number, location and severity of collisions. Recommend improvements to reduce incidence and severity.
- Work with Caltrans to reduce the number of collisions on Siskiyou County State highways.
- Completion of project identified in TCRs and RTP.
- (RTP Goals 1, 6, 9, 12).

4.7.5 PERFORMANCE MEASURE 4- MODE SHARE/SPLIT

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from 2000 and does not require a high level of additional resource requirements. Although the data is less accurate for smaller Counties, the data is reasonably accurate at the county level. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State goals:

- Efficiency.
- GHG reduction.
- (RTP Goals 1, 4, 6, 9, 12, 19).

4.7.6 PERFORMANCE MEASURE 5- TRANSIT

This performance measure monitors the cost-effectiveness of transit in Siskiyou County. This performance measure should be monitored annually. The RTP will emphasize projects and programs that maintain the TDA required fare box ratio of 10 percent or higher.

Desired outcome and RTP/State goals:

- Increase productivity.
- Increase efficiency.
- Reduce the cost per passenger.
- (RTP Goals: 1, 2, 4, 9, 18, 19).

4.7.7 PERFORMANCE MEASURE 6- CONGESTION/DELAY/VEHICLE MILES TRAVELED

This performance measure monitors how well State and County Roads are functioning based on peak volume/capacity and vehicle miles traveled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources as data regarding the State Highway system is readily available; however, broader coverage may require effort by County and localities to conduct periodic traffic counts. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for most locations and may be used in a cost/benefit analysis with additional calculations (travel time/delay as functions of V/C).

Desired outcome and RTP/State Goals:

- Measure of overall vehicle activity and use of the roadway network.
- Input maintenance and system preservation.
- Input to safety.
- Increase health based pollutant reduction, input GHG reduction.
- (RTP Goals 1, 2, 3, 5, 7, 8, 18).

4.7.8 PERFORMANCE MEASURE 7- LAND USE

This performance measure monitors the efficiency of land use and is reported over time since 2000. Recreation and tourism are very important to the County in order maintain its economic status, which is why monitoring of land use efficiency is important. Accessing this data requires minimal resource requirements, should be monitored every 2 years, and has a high level of accuracy. This kind of data is not usable for benefit/cost analysis.

Desired outcome and RTP/State goals:

- Land use efficiency.
- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.
- (RTP Goals: 2, 3, 7, 19).

4.8 TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Siskiyou County. Projects for each type of transportation facility are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short- and long-range periods as demonstrated in the Financial Element. The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years.

4.9 TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. However, in rural areas like Siskiyou County, many measures that would apply in metropolitan areas are not practical.

With limited funding, Siskiyou County must look for the least capital-intensive solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections and along the interstate. Long-range TSM considerations can include:

- Signing and striping modifications.
- Parking restrictions.
- Paving and restriping parking areas to facilitate off-street parking.
- Installing or modifying signals to provide alternate circulation routes for residents.
- Re-examining speed zones on certain streets.

These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.10 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the ITS, as defined in law, refers to the employment of “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and Federal ITS applications.

Key ITS applications, either existing or recommended for Siskiyou County, include:

- Transit and traveler information (for example, telephonic and Web-based travel information access).
- Highway advisory radio.
- Commercial vehicle operations systems (for example, weigh-in-motion systems at roadside weighing and inspection stations).
- Automated vehicle location (AVL) systems for transit vehicles.

5 FINANCIAL ELEMENT



The financial element identifies current and expected revenue resources available to implement the short range (1-10 yr.) projects defined in the action element of the RTP (Chapter 4). This chapter also anticipates long-range funding based on financial information we know today, but these projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the financial element is to provide a realistic perspective of funding opportunities and instill flexibility based on project delivery performance throughout the RTP horizon.

The revenue streams identified in this chapter represent common resources available to state, regional, local and tribal entities responsible for maintaining the transportation network. Many funding programs have eligibility constraints for their use and the RTP has identified these appropriately. Additional funding sources may be available for projects that have not been identified in these common funding programs.

5.1 PROJECTED REVENUES

Table 5.1 presents the expected revenue sources and funding for the next 20 years, in the short range (0-11 years) and long range (11-20) planning horizons. All estimates account for expected inflation based on the consumer price index and adjusted to the year of construction. Long range projections are subject to change as funding levels may fluctuate based on sales tax revenue, legislation and program and policy change.

Revenue Category	Revenue (in 1000's) 2015 RTP			Revenue (in 1000's) 2010 RTP		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
	Annual Distribution for Aviation(4)	\$ 100	\$ 100	\$ 200	\$ 16,900	\$ 1,900
Active Transportation Program (ATP)	\$ 3,750	\$ -	\$ 3,750	\$ -	\$ -	\$ -
California Aid to Airports Program (CAAP)	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -
Federal Forest Reserve(5)	\$ 5,494	\$ 5,696	\$ 11,191	\$ 11,200	\$ 9,000	\$ 20,200
Federal Transit Administration (FTA)	\$ 1,341	\$ 1,390	\$ 2,731	\$ 1,800	\$ 3,000	\$ 4,800
Highway Bridge Program (HBP)(4)	\$ 1,526	\$ -	\$ 1,526	\$ 10,000	\$ 18,000	\$ 28,000
Highway Safety Improvement Program (HSIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Transportation Fund (LTF)	\$ 10,222	\$ 10,598	\$ 20,820	\$ 12,000	\$ 20,000	\$ 32,000
Regional Surface Transportation Program (RSTP)(2)	\$ 7,700	\$ 7,983	\$ 15,683	\$ 5,300	\$ 9,000	\$ 14,300
State Highway Operation Protection Program (SHOPP)	\$ -	\$ 11,279	\$ 11,279	\$ -	\$ -	\$ -
State Transit Assistance (STA)(3)	\$ 2,614	\$ 2,710	\$ 5,324	\$ 2,200	\$ 3,500	\$ 5,700
State Transportation Improvement Program (STIP)(1)	\$ 27,000	\$ 30,000	\$ 57,000	\$ 19,400	\$ 41,300	\$ 60,700
Transit Fare Box Revenue	\$ 2,688	\$ 2,787	\$ 5,475	\$ 2,300	\$ 3,600	\$ 5,900
Total Transportation Revenue	\$ 62,465	\$ 72,544	\$ 135,010	\$ 81,100	\$ 109,300	\$ 190,400

* Long Range estimates are adjusted for inflation.

(1) Short-Range estimate based on \$3.375 million/year from past 5 STIP FE new capacity estimates. This has been adjusted to reflect the negative 2016 STIP FE.

(2) Estimate based on Regional Surface Transportation Program Allocations for FY 2014/15 - FY 2018/19

(3) Estimate based on Siskiyou Transit and General Express Short Range Transit Plan figures.

(4) Estimate based on project lists.

(5) Estimate based on USFS Receipts for FY 2014.

5.2 COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. Estimates in red represent areas where projected costs are greater than projected revenues. As can be seen from Table 5.2, this funding gap occurs in several categories throughout both the short range and long range planning period.

Table 5.2 Revenue vs Costs by Mode							
		Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
	Funding Source	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway	STIP, RSTP, Prop. 42, HSIP	\$ 40,194	\$ 54,959	\$ 31,928	\$ 11,758	\$ 8,266	\$ 43,201
Bridge	HBP	\$ 1,526	\$ -	\$ 1,526	\$ 19,200	\$ -	\$ (19,200)
Transit Operating	LTF, STA, FTA, Transit Fares	\$ 8,785	\$ -	\$ 8,785	\$ -	\$ -	\$ -
Transit Capital	LTF, STA, FTA, Transit Fares	\$ 8,080	\$ 17,486	\$ 2,961	\$ -	\$ 5,119	\$ 17,486
Bicycle and Pedestrian	ATP	\$ 3,750	\$ -	\$ 3,750	\$ 60,373	\$ -	\$ (60,373)
Airport Capital	AIP	\$ 130	\$ 100	\$ 30	\$ 7,519	\$ 100	\$ (7,419)
Total		\$ 62,465	\$ 72,544	\$ 48,980	\$ 98,850	\$ 13,485	\$ (26,305)

5.3 REVENUE VS. COST BY MODE

5.3.1 ROADWAYS SUMMARY

Table 5.3 compares Siskiyou County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the State Transportation Improvement Program, Regional Surface Transportation Program, Highway Safety Improvement Program and limited Federal Forest reserve program. Each of these programs have different eligibility requirements, but are generally used for roadway preservation, rehabilitation, reconstruction and other improvements.

As transportation revenues have become less predictable over recent years, this financial plan is very conservative. It is likely that some of the financially unconstrained projects will be constructed over the long-term. However, there will not be sufficient funding over the next twenty years to implement all the projects identified in the RTP, even though these projects are important improvements for the regional and local transportation system.

Table 5.3 Comparison of Roadway Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Roadway Costs	\$ 40,194	\$ 54,959	\$ 31,928	\$ 11,758	\$ 8,266	\$ 43,201

5.3.2 BRIDGES SUMMARY

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges. Bridge conditions are checked regularly and conditions are reported. Many bridges are also eligible for the bridge toll credit match program.

Table 5.4 Comparison of Bridge Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Bridge Costs	\$ 1,526	\$ -	\$ 1,526	\$ 19,200	\$ -	\$ (19,200)

5.3.3 BICYCLE/ PEDESTRIAN SUMMARY

In order to complete the short- and long-range bicycle and pedestrian projects identified in the 2016 RTP, the region will need \$60 million over the course of the next 20 years. Funding will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports active transportation.

Table 5.5 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bicycle and Pedestrian	\$ 3,750	\$ -	\$ 3,750	\$ 60,373	\$ -	\$ (60,373)

5.3.4 TRANSIT SUMMARY

Transit projects are funded under the Transit Development Act (TDA) which provides Local Transportation Funds (LTF) and State Transit Assistance (STA) for supporting public transportation. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Funds are allocated based on population and transit performance. Transit fares also cover some costs.

Table 5.6 Comparison of Transit Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Transit Operating	\$ 8,785	\$ -	\$ 8,785	\$ -	\$ -	\$ -
Transit Capital	\$ 8,080	\$ 17,486	\$ 2,961	\$ -	\$ 5,119	\$ 17,486

5.3.5 AVIATION SUMMARY

The Federal Aviation Administration (FAA) allocates an annual aviation grant of \$10,000 for airports. There is a shortfall of funding for aviation improvement projects of around \$7.5 million.

	Projected Revenue by		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Airport Capital	\$ 130	\$ 100	\$ 30	\$ 7,519	\$ 100	\$ (7,419)

Appendix A
Species of Greatest Conservation Need,
Key Pressures and Recommended
Conservation Actions for the North Coast
- Klamath Region and the Cascades and
Modoc Plateau Province

North Coast and Klamath Province - Klamath Mountains Ecoregion

Species of Greatest Conservation Need

Species of Greatest Conservation Need in the North Coast and Klamath Province - Klamath Mountains Ecoregion								
Common Name	Conservation Unit							
	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands	Subalpine Aspen Forests and Pine Woodlands	Western Upland Grasslands	Wet Mountain Meadow
Invertebrates								
Vernal Pool Tadpole Shrimp							Yes	
Conservancy Fairy Shrimp							Yes	
Amphibians								
Southern Torrent Salamander		Yes		Yes	Yes		Yes	Yes
California Newt		Yes	Yes	Yes	Yes		Yes	Yes
Shasta Salamander				Yes		Yes		
Scott Bar Salamander				Yes		Yes		
Siskiyou Mountains Salamander				Yes		Yes		
Coastal Tailed Frog		Yes		Yes	Yes		Yes	Yes
Northern Red-Legged Frog		Yes		Yes	Yes		Yes	Yes
Cascades Frog		Yes		Yes	Yes		Yes	Yes
Birds								
Sooty Grouse						Yes		
Northern Goshawk	Yes					Yes		
Golden Eagle	Yes							
Long-eared Owl			Yes					
Burrowing Owl			Yes					
Northern Spotted Owl						Yes		
Barn Owl			Yes					
Vaux's Swift		Yes		Yes	Yes	Yes	Yes	Yes
Black Swift		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pleated Woodpecker						Yes		
White-headed Woodpecker						Yes		
Olive-sided Flycatcher		Yes		Yes	Yes		Yes	Yes
Willow Flycatcher		Yes		Yes	Yes		Yes	Yes
Purple martin		Yes		Yes	Yes		Yes	Yes
Bank Swallow		Yes		Yes	Yes		Yes	Yes
Yellow Warbler			Yes					
Mammals								
Townsend's Big-eared Bat				Yes				
Big Brown Bat						Yes		
Silver Haired Bat						Yes		
Hoary Bat						Yes		
Long-eared Myotis		Yes		Yes	Yes		Yes	Yes
Oregon Snowshoe Hare		Yes		Yes	Yes		Yes	Yes
Northern Flying Squirrel						Yes		
Pacific Jumping Mouse		Yes		Yes	Yes		Yes	Yes
Sierra Nevada Red Fox	Yes							
Pacific Marten	Yes	Yes		Yes	Yes	Yes	Yes	Yes
American Badger			Yes					
West Coast Fisher						Yes		
Roosevelt Elk		Yes		Yes	Yes		Yes	Yes
Columbia Black-tailed Deer		Yes		Yes	Yes	Yes	Yes	Yes

Key Pressures

Key Pressures in the North Coast and Klamath Province - Klamath Mountains Ecoregion								
Pressure	Conservation Unit							
	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests	Subalpine Aspen Pine Woodlands	Western Upland Grasslands	Wet Mountain Meadow
Climate Change	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Commercial and Industrial Areas	Yes							
Fire and Fire Suppression		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Housing and Urban Areas			Yes					
Invasive Plants/Species	Yes	Yes		Yes	Yes		Yes	Yes
Livestock, Farming and Ranching	Yes	Yes		Yes	Yes		Yes	Yes
Logging and Wood Harvesting		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parasites/Pathogens/Diseases						Yes		
Recreational Activities	Yes							

Conservation Strategies

Conservation Strategy 1 (Data Collection and Analysis): Gather more information on alpine habitat requirements and impacts of climate change on the plant community and its KEAs, specifically in the North Coast and Klamath Province.

Conservation Strategy 2 (Outreach and Education): Engage urban citizens, educate grade school children on climate change, and expand conservation education programs to include climate change and solutions to reduce impacts such as reducing greenhouse gas emissions.

Conservation Strategy 3 (Economic Incentives): Develop economic incentives to reduce greenhouse gas emissions within California.

Conservation Strategy 4 (Law and Policy): Advocate for laws and policies that protect natural resources.

Conservation Strategy 5 (Direct Management): Manage grazing and invasive species by removing trails, restricting grazing and pack animal use of subalpine and alpine meadows on public lands, removing campground use away from subalpine and alpine meadows, and removing invasive species.

Conservation Strategy 6 (Environmental Review): Conduct environmental review, maintain devotion of staff to environmental review of CEQA projects, and enhance staffing levels to commit to environmental review of National Environmental Policy Act (NEPA) projects on federal lands.

Conservation Strategy 6 (Management Planning): Develop or update management plans to integrate the effects of climate change.

Conservation Strategy 7 (Partner Engagement): Establish partnerships to co-monitor target on state and federally managed lands, to establish decision-making processes with other public and private entities to determine or implement strategies, convene an advisory committee to assist with implementation of strategies and engage university students in research.

Conservation Strategy 8 (Training and Technical Assistance): Provide training on science based applications and tools. Provide science-based applications and tools for climate change and natural resources management.

Cascades and Modoc Plateau Province - Southern Cascades Ecoregion

Species of Greatest Conservation Need

Species of Greatest Conservation Need in the Cascades and Modoc Plateau Province - Southern Cascades Ecoregion		
Common Name	Conservation Unit	
	North Coastal Mixed Evergreen	Western Grasslands
Amphibians		
Coastal Tailed Frog	Yes	
Northern Leopard Frog		Yes
Foothill Yellow-legged Frog	Yes	
Cascades Frog	Yes	Yes
Oregon Spotted Frog		Yes
Reptiles		
Northwestern Western Pond Turtle	Yes	Yes
Rubber Boa	Yes	
California Mountain Kingsnake		Yes
Gopher Snake		Yes
Birds		
Greater White-fronted Goose		Yes
Sooty Grouse	Yes	
Great Egret		Yes
Osprey	Yes	
Northern Goshawk	Yes	
Golden Eagle	Yes	Yes
Ferruginous Hawk		Yes
Northern Harrier		Yes
White-tailed kite		Yes
Bald Eagle	Yes	
Sandhill Crane		Yes
Short-eared owl		Yes
Long-eared Owl		Yes
Burrowing Owl		Yes
Spotted Owl	Yes	
Vaux's Swift	Yes	
Black Swift	Yes	
Olive-sided Flycatcher	Yes	
Loggerhead Shrike		Yes
Purple martin	Yes	Yes
Common Yellowthroat		Yes
Yellow Warbler	Yes	
Rufous-crowned Sparrow		Yes
Savannah Sparrow		Yes
Mammals		
vagrant Shrew		Yes
Long-eared Myotis	Yes	
Western Mastiff Bat		Yes
American Pika		Yes
Snowshoe Hare	Yes	
Black-tailed Jackrabbit		Yes
Mountain Beaver	Yes	
Northern Flying Squirrel	Yes	
Dusky-footed Woodrat	Yes	
mountain Lion	Yes	
Gray Wolf	Yes	Yes
Sierra Nevada Red Fox		Yes
Ringtail	Yes	
California Wolverine	Yes	Yes
Pacific Marten	Yes	Yes
Pacific Fisher	Yes	Yes
American Badger	Yes	Yes
Western Spotted Skunk	Yes	
Roosevelt Elk		Yes
Rocky Mountain Elk	Yes	

Key Pressures

Key Pressures in the Cascades and Modoc Plateau Province - Southern Cascades Ecoregion		
Pressure	Conservation Unit	
	North Coastal Mixed Evergreen and Mountain Conifer Forests	Western Upland Grasslands
Annual and Perennial Non-Timber Crops		Yes
Climate Change	Yes	Yes
Fire and Fire Suppression	Yes	Yes
Invasive Plants/Species		Yes
Livestock, Farming and Ranching	Yes	Yes
Logging and Wood Harvesting	Yes	Yes
Renewable Energy	Yes	
Utility and Service Lines	Yes	

Conservation Strategies

Conservation Strategy 1 (Land Acquisition/Easement/Lease): Protect land through acquisition and conservation easements.

Conservation Strategy 2 (Data Collection and Analysis): Conduct research (data management) to identify areas with restoration potential to allow prioritization for protection and restoration. Work with other agencies doing restoration in sagebrush steppe habitat throughout the region. Map vegetation following standard protocol and fill information gaps into what has already been mapped. Prioritize for restoration areas of encroachment that have not crossed over to juniper woodland.

Conservation Strategy 3 (Economic Incentives): Provide economic incentives by providing restoration grants, collaborating with federal agencies to identify opportunities to implement joint conservation actions, develop a habitat conservation plan or voluntary local program, or implement candidate conservation agreement to protect candidate species that are vulnerable.

Conservation Strategy 3 (Outreach and Education): Provide outreach and education for the conservation of natural resources.

Conservation Strategy 4 (Law and Policy): Advocate for laws and policies that protect and enhance natural resources.

Conservation Strategy 5 (Law and Policy; Partner Engagement): Engage in decision-making process, through cooperation with federal agencies and private landowners on where controlled burns and forest thinning would be most beneficial to wildlife. Coordinate with state and federal agencies, tribal entities, the non-governmental organization community and other partners to establish a decision-making process to achieve shared objectives and broader coordination across overlapping areas.

Conservation Strategy 5 (Land Use Planning): Provide input on local planning regarding the conservation of natural resources.

Conservation Strategy 6 (Management Planning; Partner Engagement): Develop management plans to improve existing fire management plans and identify high value wildlife habitat.

Conservation Strategy 6 (Direct Management): Manage invasive species.



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Appendix B

Public Participation Plan and Public Outreach Documents

**SISKIYOU COUNTY
LOCAL TRANSPORTATION COMMISSION
(SCLTC)**

Public Participation Plan

SCLTC
411 4th Street
Yreka, CA 96097
(530) 842-8295

Developed: June 2015

Updated: 6/9/2015

9

Introduction

As part of the Title VI Program, Siskiyou County Local Transportation Commission (SCLTC) is bolstering its public participation processes. SCLTC is also enhancing its strategies for engaging those underserved and Limited English Proficient individuals. This plan outlines the importance of and provides guidelines for involving the public in SCLTC planning efforts to ensure that all groups are represented and their needs considered.

Purpose of This Plan

SCLTC is committed to ensuring it serves the communities in which it operates fairly, consistently and in the most cost-efficient and appropriate manner using available resources. Through conversation and collaboration with residents, local agency representatives, and the larger surrounding community, SCLTC will be able to assess the quality of its service, measure potential impacts to the community from SCLTC initiative or proposed initiatives and ensure that it is providing valuable services to the residents and visitors of Siskiyou County.

SCLTC's public participation planning ensures that:

- Residents with concerns or interests will have an appropriate opportunity to participate in decisions about SCLTC activities and will be notified of these opportunities to provide input.
- Community involvement and contribution will be included in the development of the various plans and products produced by SCLTC.
- Concerns of all persons or groups participating in the process will be considered in the planning processes.

Public Participation Process

The public participation process should be considered at the earliest stages of any SCLTC project that may impact the surrounding communities. As projects vary in time and size, the public participation process may vary for each, as well as the extent of public participation. SCLTC uses several strategies to provide interested parties with reasonable opportunities to be involved in the planning process.

Approach to Public Participation

At any time, members of the public are welcome to submit comments or concerns to SCLTC via email (scltc@co.siskiyou.ca.us), by submitting a “comment” on SCLTC’s webpage, or through the comment drop box in the SCLTC office lobby.

At the beginning of all projects staff will evaluate the project and determine which strategies will be utilized to encourage public participation and would best serve all of those affected or possibly affected by the project, including those in the underserved communities. At any time during the project, it may be reevaluated and if appropriate, additional public participation activities will be sought out.

Outreach Requirements and Activities

Any information about public participation opportunities will be posted at least two weeks prior to the event. At a minimum notices will be posted at the SCLTC office and on the SCLTC website.

The following is a non-inclusive list of participation strategies and techniques that may be utilized:

- **Notify the public**

There are a variety of ways to get notices out to the public, some of them include sending out blast e-mails, posting and/or distributing notices at key community locations, sending a newsletter, creating printed material, having the information electronically accessible, using local media sources, having notices placed in buses and at stops, or creating public utility bill insert.

- **Hold a meeting, workshop or open house**

Partner with community-based organizations for targeted outreach, hold a facilitated discussion or question and answer sessions with planners, create interactive exercises or customized presentations using some form of visual aids such as maps, charts, illustrations, photographs, or table-top displays. Hold meetings at varied dates, times and locations to ensure community members have equal access and opportunity to participate.

- **Conduct a poll or survey**

Written or telephone polls, electronic surveys via website or email, intercept interviews where people congregate such as hubs or on buses and printed surveys distributed at meetings, on board the transit vehicles or community locations.

- **Create and distribute printed materials**

Distributed in numerous ways, working with community-based organizations to hand deliver flyers, mailing to a targeted database or distribution list, distribute 'take-one' flyers to key community organizations, placing notices on-board buses and at bus stops.

- **Utilize local media and news sources**

News release, submitting human interest stories centered around SCLTC projects, invite reporters to meetings, meet with editorial staff, written opinion pieces or commentaries, purchasing ad-space or air time, negotiate inserts into local printed media, arrange for speakers on radio or television, public service announcements.

- **Electronic access to information**

Current and updated website with easily accessible information, audio or video casts, downloadable flyers or printed materials, interactive surveys or comment lines, accessible maps, charts or plans, advance notice of public meetings, event or meeting information posted to website, social media sites, calendars, community and discussion websites.

Currently, the Spanish speaking Limited English Proficient population in SCLTC's service area meets the minimum requirements for mandatory translation of documents by nineteen persons. Given that the SCLTC doesn't usually have interactions with most of the population during its normal day-to-day operations we will utilize oral interpretation in the event that an LEP resident seeks information from SCLTC. SCLTC will continue to assess the language needs of citizens in its service area through the Language Assistance Plan. As SCLTC expands its services, it will review the plans and strategies in place to better reach the non-English speaking populations.

In an effort to engage with the LEP community, best efforts will be made to use the following methods to reach those individuals:

- Spanish interpretation of or at public meetings or workshops will be provided by staff as is possible and funding allows.
- When it is appropriate or necessary, SCLTC will make vital information available in Spanish as well, the most populous LEP Language in the SCLTC service area.
- Notices will be developed in Spanish and posted with the English notices, as appropriate, when funding allows.

Summary of Outreach Efforts

In the past SCLTC has used various ways to engage and distribute information to the public.

- Information booth at the Siskiyou Golden Fair in August. Staff is on hand to answer questions and give information.
- Development of the Siskiyou County Local Transportation Commission website including information on draft plans, meeting agendas, and email contact. The new website also includes a Google Translator option for residents who are LEP.

Ongoing outreach efforts include but are not limited to:

- Bulletins, memos and notices posted in the SCLTC office
- Regular updates to SCLTC's website
- Email distribution on various draft plans and policies to interested parties.

SCLTC is committed to serving the local communities throughout its service area. In an effort to create more public participation opportunities SCLTC is compiling a list of possible outreach activities to take place in the near future.

Some of those activities are:

- Attending meetings of the various City Councils to solicit input from the local agency and their residents.
- Joining in the social media scene (Facebook, etc.)
- Posting notices at additional locations
- Creating a marketing and advertising campaign pairing with other local businesses
- Coordinate with other service agencies to attend or present information at meetings

SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: MAY 26, 2015
TIME: 1:30 AM
LOCATION: XXXX

- A. INTRODUCTION TO THE RTP PROCESS**
- B. STAKEHOLDERS**
 - 1. IDENTIFICATION**
 - 2. DISTRIBUTION LIST**
 - 3. COMMUNICATION PROTOCOLS**
- C. INFORMATION DISCOVERY**
 - 1. OLD RTP FILES**
 - 2. GIS DATA**
 - 3. PLANNING DOCUMENTS**
 - 4. TRAFFIC DATA**
- D. PROJECT UPDATE**
 - 1. TIERED APPROACH**
 - 2. COMPLETED PROJECTS**
 - 3. PROJECT HORIZONS**
- E. DISCUSS NEXT STEPS**
- F. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: AUGUST 20, 2015
TIME: 6:00 PM
LOCATION: SISKIYOU COUNTY COURTHOUSE

1. Introduction to the Regional Transportation Plan (RTP)

- a. What is a Regional Transportation Plan?**
- b. Goals/Scope of the RTP**
- c. Projects in the RTP**

2. 2015 RTP Process

- a. Public Outreach**
- b. Project Schedule**

3. Considerations

- a. What is Important to you as a Stakeholder?**
- b. How do you use the transportation system?**

4. 2015 RTP Brainstorming

- a. Policies/Goals/Objectives**
- b. Projects**

5. CONCLUSION

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com



CAR • TRUCK • BICYCLE • FEET
PLANE • BOAT • TRAIN

Come join us to learn about and discuss the

2016 Regional Transportation Plan!

Being Prepared by the Siskiyou County Local Transportation Commission

August 20, 2015 @ 6:00 PM

Board of Supervisors Chambers
at the Siskiyou County Courthouse
311 Fourth Street - 2nd Floor
Yreka, CA 90697

Questions? Contact:

Executive Director
Melissa Cummins
Siskiyou County LTC
mcummins@co.siskiyou.ca.us
(530) 842-8295

Project Consultant
Jeff Schwein, AICP
jeff@greendottransportation.com
(530) 895-1109

Community Meeting #1 – August 20, 2015

Flyer went up on the Siskiyou County RTP website August 5, 2015

Flyers posted in Siskiyou County on August 6, 2015 at the following locations:

1. Dunsmuir
 - a. Post Office
5530 Dunsmuir Ave
 - b. Thriftway Foods
5529 Dunsmuir Ave.
2. McCloud
 - a. Post Office
324 Main Street
 - b. McCloud Market
117 Broadway Ave
3. Mt. Shasta
 - a. Post Office
301 S Mt. Shasta Blvd
 - b. Ray's Food Place
160 Morgan Way
4. Weed
 - a. Tri Counties Bank
303 Main St
 - b. Cedar Lanes
137 Main St
 - c. Ray's Food Place
175 N Weed Blvd
5. Gazelle
 - a. Post Office
18418 Old Highway 99
6. Grenada
 - a. Post Office
515 Shasta Blvd
7. Etna
 - a. Post Office
119 Diggles Street
 - b. Ray's Food Place
124 Collier Way
8. Greenview
 - a. Freedom Market
6737 CA-3
9. Ft. Jones
 - a. Post Office
11954 Main St.
 - b. Ray's Food Place
11307 Main St
10. Montague

- a. Line Shack and Water Hole – Outdoor Bulletin Board
S 11th St
- 11. Hornbrook
 - a. Post Office
15431 Hornbrook Rd
- 12. Yreka
 - a. Post Office
401 S Broadway St
 - b. All American Wash & Dry
S Broadway St
 - c. Luke's Yreka Drug
829 S Main St
 - d. Dollar Tree
1828 Fort Jones Rd
 - e. Starbucks
1805 Fort Jones Rd
- 13. Scotts Bar
 - a. Post Office
27233 Scott River Rd
- 14. Happy Camp
 - a. Post Office
33 Davis Rd
 - b. Parry's Market
143 Davis Rd
- 15. Somes Bar
 - a. Salmon River Outpost
99531 CA-96

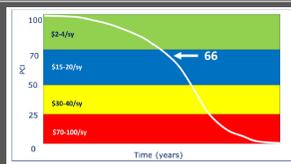
Siskiyou County 2015 Regional Transportation Plan

THE RTP

- ❖ Must be updated every 5 years
- ❖ Guides transportation investments – 20 year document
- ❖ Includes many project types and modes of transport
 - ❖ Local Roadways
 - ❖ County & City
 - ❖ State Highways
 - ❖ Bridges
 - ❖ Bicycle and Pedestrian
 - ❖ Transit
 - ❖ Airports

PAVEMENT NEEDS

- Pavement
- ❖ 270 Lane Miles
 - ❖ Avg. PCI = 44
 - ❖ Pavement Cost
 - ❖ \$2,751-\$4,901/ lane mile
 - ❖ \$48 Million 10 year need
 - ❖ \$ 96 Million 20 year RTP



- Essential Components
- ❖ \$981-\$3,525/ lane mile
 - ❖ \$4 Million 10 year need
 - ❖ \$8 Million 20 year RTP

Classification	Unit Costs (\$/square yard)			
	Preventive Maintenance	Thin AC Overlay	Thick AC Overlay	Reconstruction
Major Roads	\$4.85	\$18.82	\$29.73	\$68.48
Local Roads	\$4.61	\$18.04	\$28.44	\$60.31

BRIDGE NEEDS

- ❖ 11 Bridges
- ❖ Average Sufficiency Rating=75
- ❖ 5 Bridges <80
- ❖ 1 Bridges <50
- ❖ \$1 MILLION Rehabilitation Needs



ALTERNATIVE NEEDS

- ❖ Pedestrian
 - ❖ \$2 Million
- ❖ Bicycle
 - ❖ Short Range = \$4 Million
- ❖ Aviation Projects
 - ❖ \$15 Million



Financial Element

- ❖ Constrained Project List- 1-5 years
- ❖ Unconstrained Project List- 6-20 years

Revenue Category	\$ in thousands 2015 RTP			\$ in thousands 2010 RTP		
	Short-Range (1-5 yr)	Long-Range (5-20 yr)	Total	Short-Range (1-5 yr)	Long-Range (5-20 yr)	Total
State Transportation Improvement Program (STIP)	\$ 2,350	\$ 6,780	\$ 9,030	\$ 2,360	\$ 6,780	\$ 9,040
Regional Surface Transportation Program (RSTP)	\$ 770	\$ 2,310	\$ 3,080	\$ 1,231	\$ 4,389	\$ 5,620
Local Transportation Fund (LTF)	\$ 325	\$ 975	\$ 1,300	\$ 325	\$ 975	\$ 1,300
State Transit Assistance (STA)	\$ 29	\$ 425	\$ 454	\$ 29	\$ 425	\$ 454
Federal Transit Administration (FTA)	\$ 125	\$ 375	\$ 500	\$ 125	\$ 375	\$ 500
Airport Improvement Program (AIP)	\$ 50	\$ 150	\$ 200	\$ 25	\$ 75	\$ 100
Highway Users Tax	\$ 2,000	\$ 7,500	\$ 9,500	\$ 2,843	\$ 8,511	\$ 11,354
Highway Bridge Program (HBP)	\$ -	\$ -	\$ -	\$ 2,245	\$ -	\$ 2,245
Highway Safety Improvement Program (HSIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Active Transportation Program (ATP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Forest Reserve	N/A	N/A	\$ -	\$ 500	\$ -	\$ 500
Transportation Enhancement (TE)	N/A	N/A	\$ -	\$ 1,710	\$ 6,488	\$ 8,198
Total Transportation Revenue	\$ 6,049	\$ 18,525	\$ 24,574	\$ 11,293	\$ 28,048	\$ 39,341

Action Element

NEXT

- ❖ Prepare draft RTP
- ❖ Present administrative draft to LCTC-June
- ❖ Release RTP draft for review and comment-June
- ❖ Address comments
- ❖ Prepare and present final RTP to ACLTC for adoption-July

Roadway and Bridge Projects

Short Range Projects (1-8 years)					
Funding Source	Lead Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
STIP	Alpine County	Hot Springs Road- Between Markleeville and State Park	Rehabilitate roadway and widen shoulders	\$1,200	2020
STIP	Alpine County	Diamond Valley Road	Rehabilitate Roadway	\$1,420	2025
HBD, STIP, Toll Credit	Alpine County	Hot Springs Road-Hot Springs Creek Bridge	Replace bridge	\$2,245	2016
HBD, Toll Credit	Alpine County	Dixon Mine Road-Wolf Creek	Replace bridge	\$733	2018

SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN
COMMUNITY TRANSPORTATION QUESTIONAIRRE

Where do you live?

Yreka
Weed
Mt. Shasta
Other _____

What are your top five regular travel destinations?

Yreka
Weed
Mt. Shasta
Eureka/Arcata Region
Redding
Sacramento
Oregon
Nevada
Other _____
Other _____

What is your primary mode of transportation?

Own Auto
Relative or Friend Auto
Bike
Bus
Walk
Other _____

How far do you commute to work or school?

No commute
1-5 miles
5-30 miles
30-100 miles
100+

How often do you leave Siskiyou County?

Daily
Once a Week
Every Two Weeks
Once a Month
Other _____

What is your age group?

Under 20
20-60
60+

Do you have a drivers license?

Yes
No

How many people in your household?

SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN
COMMUNITY TRANSPORTATION QUESTIONAIRRE

Do you have any safety concerns with your community roadways?

Yes
No

Explain? _____

What areas need more bicycle and pedestrian facilities?

Bicycle _____

Pedestrian _____

What other concerns do you have with the transportation network in Siskiyou County?

Potholes/Road Condition
Reckless/Inattentive Driving
Speeding
Lack of Warning Signs, Guardrails, etc.
Lack of Bicycle and Pedestrian Facilities
Other _____
Other _____

What areas need better transit service or facilities?

Service _____

Shelters _____

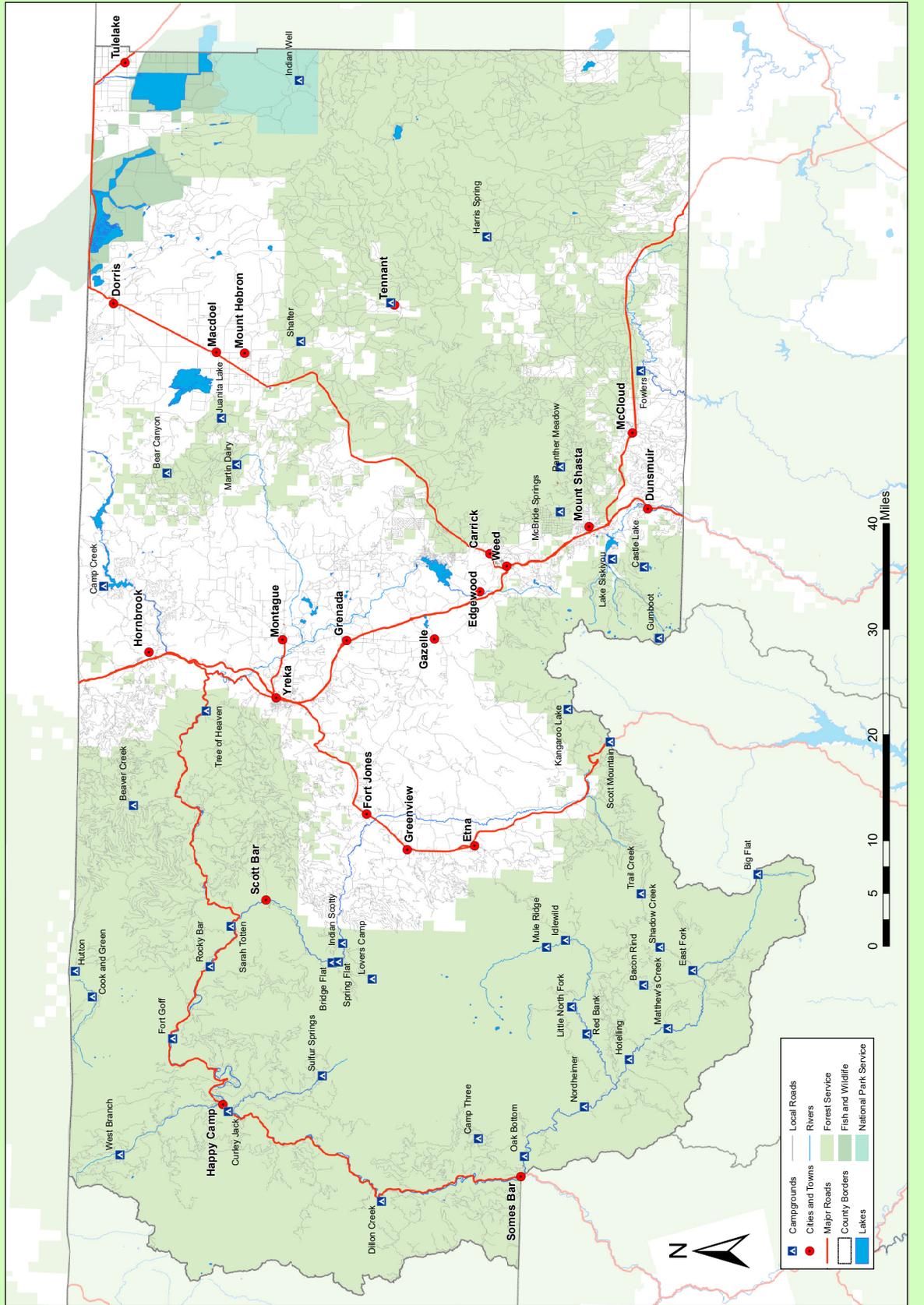
Other _____

Would you like to see more...

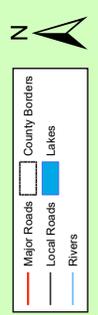
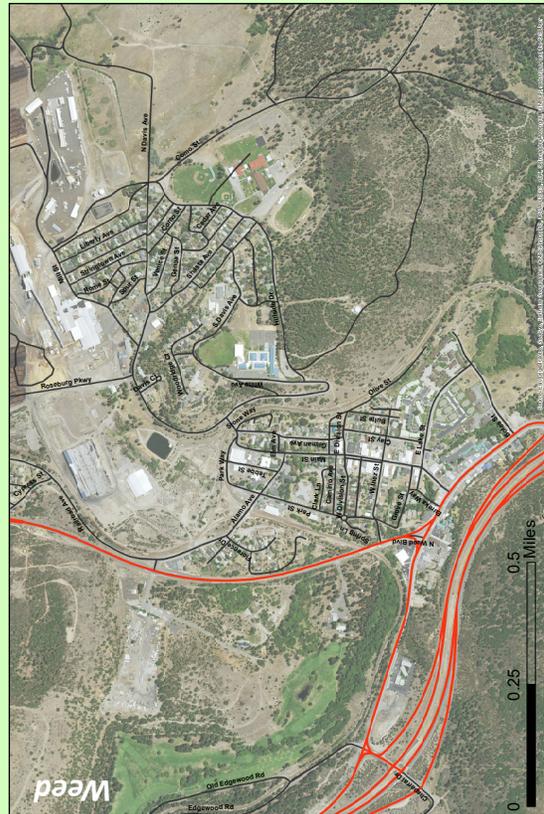
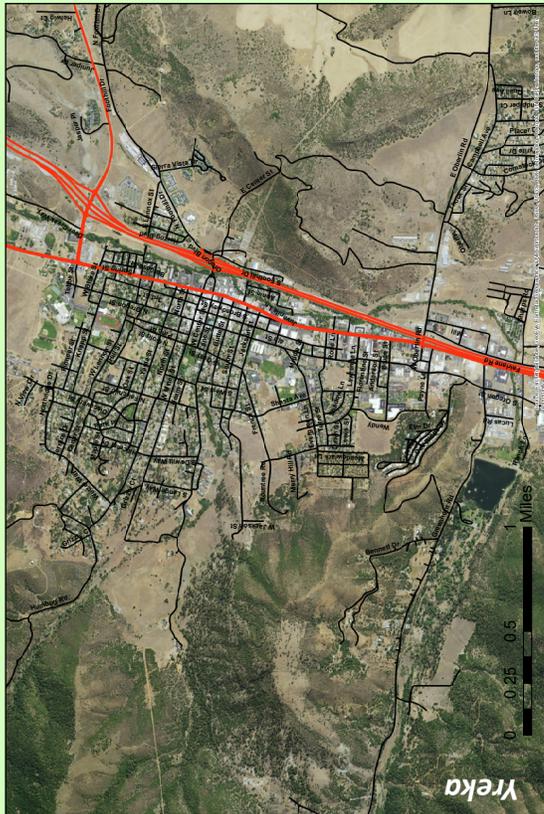
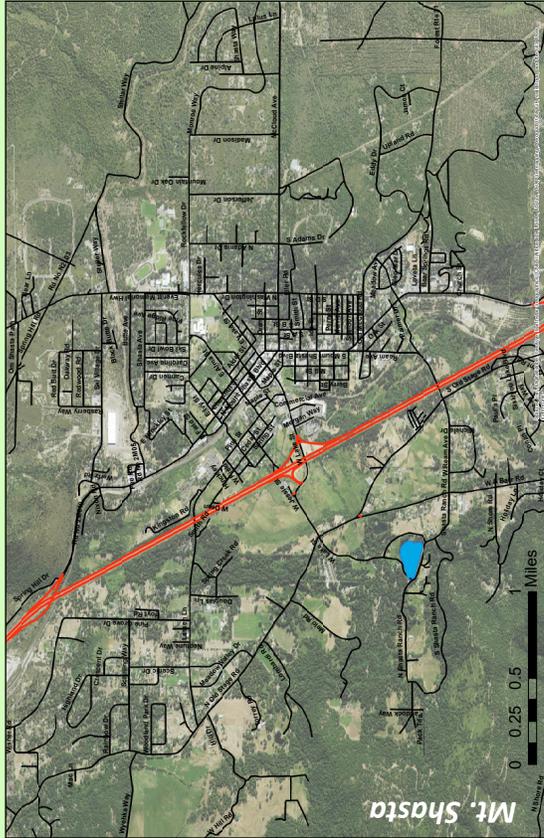
Bike Lanes
Bike Paths
Bike Racks
Pedestrian Paths
Bike/Ped Connections
Sidewalks
Transit Stops
Transit Service
Other

Any Additional Comments?

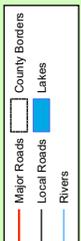
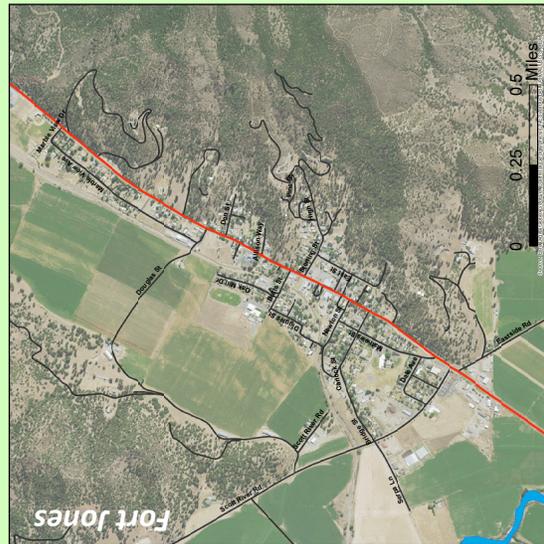
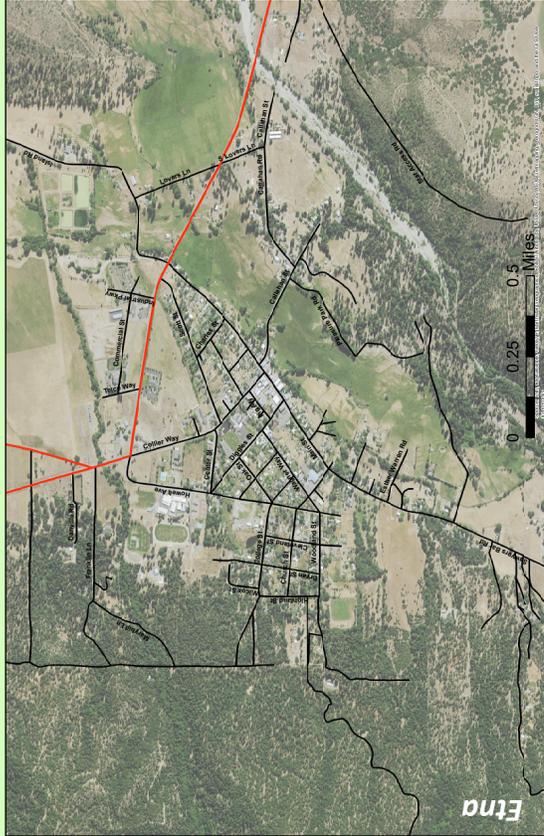
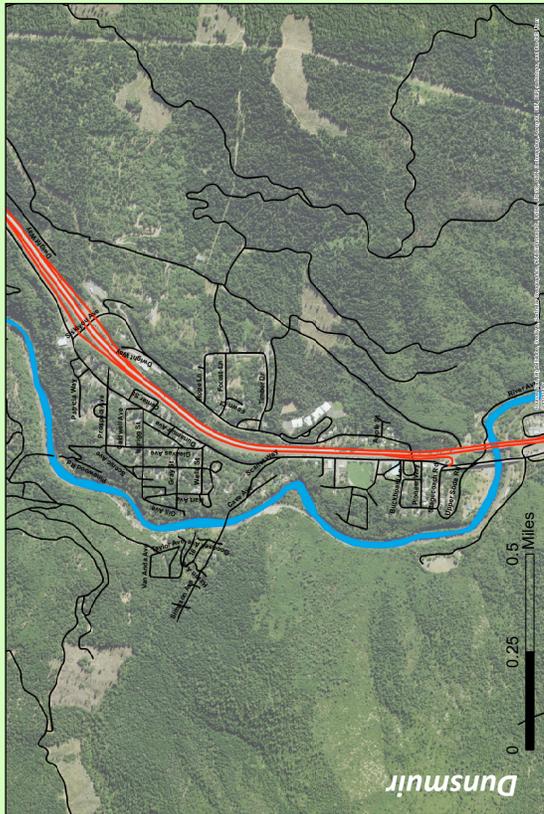
Siskiyou County Regional Transportation Plan



Siskiyou County Regional Transportation Plan



Siskiyou County Regional Transportation Plan



COMMUNITY MEETING #1

DATE: August 20, 2015

TIME: 6:00 PM

LOCATION: BOARD OF SUPERVISORS CHAMBERS, SISKIYOU COUNTY COURTHOUSE

Attendees: Jeff Schwein, Melissa Cummins, Stephanie Alward, Aimee Zarzynski, **Don Kincade**, Su Franklin, David Franklin, Jeff Stove, Ken Ryan

SUMMARY

Hwy 89 Widening

- Su and David Franklin (Yreka) want to see a bike lane included in the widening of Highway 89 through McCloud.
- Su and David Franklin also want to state their support of the Great Shasta Rail Trail project that will convert a railroad to a multi-use path through the Rails to Trails Program, and want to see support from the County.

Montague Airport

- Dan Kincade (Montague) stated the need for the Montague Airport to construct a new runway. The Montague Airport is not NPIAS and is in need of funding.

Inter-county Transit services

- Ken Ryan (Yreka) and Jeff Stove (Yreka) expressed the desire to see improved inter-county transit services between Siskiyou County and Oregon, Redding and Sacramento.
- Ken Ryan suggested that a service run anywhere from once a week to once a month from Yreka to Ashland and from Dunsmuir to Redding and Sacramento.

Amtrak

- Ken Ryan and Jeff Stove want to see Amtrak service return to Siskiyou County.
- Melissa Cummins stated that after the new SCLTC building is completed, there is the possibility that Amtrak will be able to utilize it as a stop.

Freight Service

- Jeff Stove would like to see freight service from Yreka over Siskiyou Summit to Oregon to be reestablished.
- Ken Ryan suggested that there is a rail yard from the defunct McCloud rail line available for purchase by a freight company.

Appendix C

TAC and Stakeholders List

Siskiyou County Regional Transportation Plan, Contact List				
Name	Affiliation	Phone Number	Email	Address
Client: Melissa Cummins	Siskiyou County Local Transportation Commission	530-842-8295	mcummins@co.siskiyou.or.ca.us	
Jeff Schwein	Green DOT Transportation Solutions, Owner & Project Manager	530-895-1109	jeff@greendottransportation.com	117 Meyers Street, Suite 120 Chico, CA 95928
Stephanie Alward	Green DOT Transportation Solutions, Associate Planner	530-895-1109	stephanie@greendottransportation.com	117 Meyers Street, Suite 120 Chico, CA 95928
Aimee Zarzynski	Green DOT Transportation Solutions, Assistant Planner	530-895-1109	aimee@greendottransportation.com	117 Meyers Street, Suite 120 Chico, CA 95928
Kelly Zolotoff	Caltrans D2	530-225-4671	kelly.zolotoff@dot.ca.gov	
Stakeholders:				
Tedd Lamanna	Siskiyou County	842-8293	tlamanna@co.siskiyou.ca.us	
Scott Waite	Siskiyou County Department of Public Works	530-842-8275	swaite@co.siskiyou.ca.us	
Matthew Bray	City of Yreka	530-340-2002	mbrav@ci.yreka.ca.us	
Sandi Tripp	Karuk Tribe	530-627-3065	stripp@karuk.us	
Darrell Hook	Town of Fort Jones	530-938-1774	dhengineering@cot.net	
Morgan Eastlick	E & S Engineers and Surveyors, Inc.	530-842-6813	morgan-bravengr@sbcglobal.net	
Don Kincade	City of Montague	530-459-5204	pubwks@ci.montague.ca.us	
Randy Johnson	City of Dunsmuir	530-235-4822	citymanager@ci.dunsmuir.ca.us	
Brett Nystrom	City of Tulelake	544-810-1915	cityofulelake@cot.net	
Paul Eckert	City of Mt. Shasta	530-925-7510	eckert@mtshastaca.gov	
Craig Sharp	City of Weed- Public Works Director	530-938-5020	sharp@ci.weed.ca.us	
	Town of Dorris			
	City of Etna	530-467-3217	EtnaCity@sistatel.net	

Appendix D

Summary of CTP Goals

Goal 1: Improve Multimodal Mobility and Accessibility for all People

Policy 1: Manage and Operate an Efficient Integrated System

Strategy 1: Think in terms of the mobility of people and freight rather than the throughput of vehicles.

Strategy 2: Implement transportation demand management: pricing measures, parking policies, traffic calming, complete streets policies, and telecommuting.

Strategy 3: Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telecommute programs, carsharing, parking policies, public education programs, and other strategies that enhance and complement land use and transit strategies.

Strategy 4: Continue incremental improvements to the State's intercity and commuter passenger rail system, while providing for connectivity to a future high-speed rail network, and local transit and tribal transit networks.

Strategy 5: Establish methods for evaluating levels of service for all modes in support of an integrated, multimodal transportation system.

Policy 2: Invest Strategically to Optimize System Performance

Strategy 6: Focus on cost-effective strategies, such as intelligent transportation systems that employ proven methods and technology to improve performance.

Strategy 7: Identify multimodal funding that invests in multiple strategies to yield the highest results.

Policy 3: Provide Viable and Equitable Multimodal Choices, Including Active Transportation

Strategy 8: Provide safe, convenient, and continuous pedestrian and bicycle routes that interface with and complement a multimodal transportation system.

Strategy 9: Expand repair and upgrade existing roadways to increase access for walking, bicycling, public transit use, and freight use.

Strategy 10: Incorporate safe facilities for pedestrians, bicyclists and transit into roadway capacity and rehabilitation projects.

Strategy 11: Using a "Complete Streets" approach, plan transportation projects so as to integrate the needs of those traveling via diverse modes, while also being mindful of freight needs.

Performance Measures:

Performance Measure 1: VMT per capita

Performance Measure 2: Percent of congested freeway/highway VMT - Performance Measurement System (PeMS)

Performance Measure 3: Mode-share travel to work

Performance Measure 4: Congested arterial VMT (PeMS)

Performance Measure 5: Bike and walk miles traveled

Performance Measure 6: Non-work mode share

Performance Measure 7: Freeway/highway travel time reliability: FHWA buffer index (PeMS)

Performance Measure 8: Transit/rail travel time reliability

Performance Measure 9: Transit accessibility: housing/jobs within 0.5 miles of stop

Performance Measure 10: Travel time to jobs (mean travel time to work)

Performance Measure 11: CO2 reduction per capita

Performance Measure 12: Multimodal travel mobility

Performance Measure 13: Multimodal travel reliability

Performance Measure 14: Multimodal service quality

Goal 2: Preserve the Multimodal Transportation System

Policy 1: Apply sustainable (renewable and reusable resources) preventive maintenance and rehabilitation strategies

Strategy 1: Use research, technology, innovative techniques, and new materials to extend the life of the multimodal system and to monitor defects so they can be addressed cost-effectively without risk to public safety.

Strategy 2: Develop and implement a risk-based asset management plan, using cost-benefit analysis to prioritize investments.

Strategy 3: Acquire sustainable funding for maintenance and preservation (e.g., the SHOPP program).

Policy 2: Evaluate multimodal life-cycle costs in project decision making

Strategy 4: Implement a strategic approach for assessing and prioritizing transit assets to bring the public transit system into good repair (FTA MAP-21 Transit Asset Management Guide).

Strategy 5: Evaluate and enhance life-cycle cost tools to fit preservation needs.

Strategy 6: Employ partnership planning with local governments to achieve equitable decision making.

Strategy 7: Implement pavement maintenance programs using best practices for all roads.

Strategy 8: Preserve and maintain roads and transportation facilities in good repair.

Strategy 9: Reduce the number of distressed roads and bridges.

Policy 3: Adapt the multimodal transportation system to reduce impacts from climate change.

Strategy 10: Use available sea-level-rise tools to prioritize and mitigate impacts to the multimodal system.

Strategy 11: Incorporate system impacts from climate change, risk, and vulnerability assessments into collaborative and proactive planning, design, construction, operations, and maintenance activities to provide affected agencies and freight partners with the ability to adapt and recover from rising sea levels

Performance Measures:

Performance Measure 1: Percent of distressed lane miles highway

Performance Measure 2:* Percent of distressed lane miles local roads

Performance Measure 3: Percent of highway bridge lane miles in need of rehab/replacement

Performance Measure 4: Percent of transit assets that have surpassed FTA useful life period

Goal 3: Support a Vibrant Economy

Policy 1: Manage and Operate an Efficient Integrated System

Strategy 1: Develop and promote incentive programs designed to encourage efficient travel and utilization of active modes (e.g., complete streets).

Strategy 2: Utilize technology to inform travelers of the best available travel options in terms of both time and cost.

Strategy 3: Develop and promote efforts to improve reliability and efficiency through optimization of existing street and freeway capacity.

Policy 2: Enhance freight mobility, reliability and global competitiveness.

Strategy 4: Develop and promote multimodal links between neighborhoods, job centers, and regional institutions centers.

Strategy 5: Promote and negotiate cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including at ports of entry, for the movement of people, goods, services and information.

Strategy 6: Research, develop, demonstrate, and deploy cost-effective technologies and operational strategies to expedite goods movement, improve safety, and reduce congestion.

Strategy 7: Seek creation of national, state, and regional dedicated funding programs for freight transportation.

Policy 3: Seek sustainable and flexible funding to maintain and improve the system.

Strategy 8: Research, develop and propose transparent active revenue sources that fully address current and future transportation system management needs.

Strategy 9: Utilize reauthorization funding opportunities, such as Moving Ahead for Progress in the 21st Century (MAP-21), while advocating for policies consistent with the economic, environmental and equity values of California.

Strategy 10: Promote flexible funding for transportation problems that have significant public benefits, regardless of facility ownership and/or jurisdiction

Performance Measures:

Performance Measure 1: Travel time to jobs (mean travel time to work)

Performance Measure 2: Congestion effects on productivity

Performance Measure 3: Efficient use of system resources

Performance Measure 4: Network performance optimization

Performance Measure 5: Return on investment

Goal 4: Improve Public Safety and Security

Policy 1: Reduce fatalities, serious injuries, and collisions.

Strategy 1: Identify performance measures and targets that guide Caltrans divisions and transportation partner agency stakeholders to the most effective safety strategies and countermeasures.

Strategy 2: Improve and update SHSP and develop performance-based measures.

Strategy 3: Improve Positive Train Control (PTC) technology on all intercity and commuter passenger rail.

Strategy 4: Invest in at-grade railroad crossing safety on over 10,000 at-grade (level) railroad crossings.

Strategy 5: Improve outreach and education for Operation Lifesaver to prevent collisions, injuries, and fatalities on and around railroad tracks and highway rail grade crossings.

Strategy 6: Improve outreach, early involvement and engagement for tribal, rural and older drivers, and pedestrian safety challenge areas.

Strategy 7: Improve outreach and education on bicycle and pedestrian fatalities and serious injuries by providing expertise on bicycle and pedestrian safety practices, mobility aspects, and accessibility focusing on intersection and road and rail crossings.

Policy 2: Provide for system security, emergency preparedness, response, and recovery

Strategy 8: Improve outreach, education, and implementation of Crime Prevention through Environmental Design (CPTED) approach deters crime and provides security through environmental design in transportation systems.

Strategy 9: Improve airport and airline security, including the security of airport connectivity

Strategy 10: Improve outreach and education for local Emergency Operations Plan (EOP) coordination and resiliency best management practices.

Strategy 11: Improve outreach and education in the National Response Framework and Incident Command System (ICS) which is the systematic tool for the command, control, and coordination of emergency response.

Performance Measures:

Performance Measure 1: Fatalities/serious injuries per capita

Performance Measure 2: Fatalities/serious injuries per VMT

Performance Measure 3: Multi-modal travel reliability

Performance Measure 4: Design and speed suitability

Goal 5: Foster Livable and Healthy Communities and Promote Social Equity

Policy 1: Expand collaboration and community engagement in multimodal transportation planning and decision making.

Strategy 1: Involve businesses, communities, community-based organizations, goods movement stakeholders, environmental justice communities, Native American tribal governments, and institutions early in the transportation planning and decision-making process.

Strategy 2: Design and implement public participation strategies to include those traditionally underrepresented and underserved, including low income, the aging and the disabled, in the public planning and decision-making process.

Strategy 3: Develop partnerships with schools to support increased use of public and transit options, walking, and bicycling among students and teachers (Safe Routes to School).

Strategy 4: Incorporate community values and support context sensitive solutions for multimodal transportation facilities and creating sustainable infrastructure.

Policy 2: Integrate multimodal transportation and land use development.

Strategy 5: Encourage increased densities and mix of land uses, and other “smart growth” principles to support transit service, walking, and bicycling.

Strategy 6: Where appropriate, promote housing and land use development in coordination with multimodal transportation options; includes implementing the Smart Mobility Framework principles at regional and local levels (including rural, suburban and urbanized settings).

Strategy 7: Provide incentives for the most efficient use of land while being sensitive to regional, rural, and other community differences.

Strategy 8: Promote incentives that reward employers that locate near transit or housing; and developers that build housing near employment centers.

Strategy 9: Target funding toward existing communities – through strategies like transit-oriented, mixed-use development and land recycling – to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

Policy 3: Integrate health and social equity in transportation planning and decision making.

Strategy 10: Develop models that integrate land use, transportation, health, and environmental issues.

Strategy 11: Identify sustainability and equity indicators (such as access to public transit, safe transportation, recreation, healthy food, economic opportunities, and medical services) to enhance current transportation system performance measures.

Strategy 12: Partner with stakeholders to educate the public about the health-related impacts of mobility and land-use decisions, including near-roadway health, quality of life, and physical activity impacts, and the impacts of their travel choices.

Performance Measures

Performance Measure 1: Bike and walk miles traveled

Performance Measure 2: Fatalities/serious injuries per capita

Performance Measure 3: Transit accessibility: housing/jobs within 0.5 miles of stop

Performance Measure 4: Residential and employment densities (new growth) by Environmental Justice (EJ) and non-EJ areas

Performance Measure 5: Housing/transportation affordability index

Performance Measure 6: Acres of agricultural land changed to urban use

Performance Measure 7: CO2 reduction per capita

Performance Measure 8: Support for sustainable growth

Performance Measure 9: Equitable distribution of impacts

Performance Measure 10: Equitable distribution of access and mobility

Goal 6: Practice Environmental Stewardship

Policy 1: Integrate environmental considerations in all stages of planning and implementation.

Strategy 1: Identify and promote opportunities to retrofit or adapt facility designs to further enhance, minimize, and reduce the impact to the environment, such as the effects of climate change on facilities and natural ecosystems, including fragmentation for wildlife habitats and reduce impacts on water quality.

Strategy 2: Link transportation planning decisions with resources and environmental planning to enhance and preserve the environment.

Strategy 3: Incorporate mitigation and adaptation measures into transportation plans and projects early in the process.

Policy 2: Conserve and enhance natural, agricultural, and cultural resources.

Strategy 4: Build partnerships and develop strategies for meeting state conservation goals to protect ecosystems, preserve large contiguous and viable tracts of habitat to offset adverse impacts, and determine the most valuable land for preserving and other strategies

Strategy 5 Encourage and facilitate partnerships that integrate conservation and infrastructure planning at regional scales (such as, watershed planning, and Natural Community Conservation Plans). Support projects such as the Essential Habitat Connectivity Project that guide future regional connectivity analysis, planning and implementation and continue to support advanced conservation planning and flexible funding to streamline these activities.:

Strategy 6: Pool mitigation funding for multiple projects to encourage integrated, large-scale mitigation and support new policies and legislation that promote earlier mitigation.

Strategy 7: Establish a multi-agency consultation process for statewide and regional transportation plan development that minimizes impacts to natural resources and ecological systems (as required by MAP-21). This includes conducting early, frequent and ongoing consultations with state, federal, tribal and other resource entities responsible for natural resources, environmental protection, conservation, and historic and cultural preservation.

Strategy 8: Provide guidance to enhance environmental stewardship and sustainability at the regional and local levels.

Policy 3: Reduce greenhouse gas emissions and other air pollutants.

Strategy 9: Support efforts to reduce GHGs, such as California cap-and-trade program, high-speed rail, and zero and low emission vehicles.

Strategy 10: Improve links between land use planning and climate adaptation planning by using the tools such as the previous California Regional Blueprint Program and SCSs to better integrate adaptation strategies into regional plans.

Policy 4: Transform to a clean and energy efficient transportation system.

Strategy 11: Ensure transportation systems, including multimodal options, are more efficient through smart land use, operational improvements, and Intelligent Transportation Systems.

Strategy 12: Provide early funding for ZEV charging and infrastructure.

Performance Measures

Performance Measure 1: Acres of agricultural land changed to urban use

Performance Measure 2: CO2 reduction per capita

Appendix E

SHSP Challenge Summary

Challenge Area 1:

Roadway Departure & Head-On Collisions

Roadway Departure Strategies:

- Address systemic risks on non-State roads with low cost safety countermeasures.
- Ensure funding strategies reflect unique local needs.
- Improve the dissemination of crash data at the jurisdictional level.
- Target highest risk jurisdictions for funding and technical assistance.
- Implement an effective, consistent, and coordinated traffic incident management (TIM) program at the state and local level to reduce the duration and impacts of traffic incidents and improve the safety for motorists, crash victims, and emergency responders.

Challenge Area 2:

Intersections, Interchanges, & Other Roadway Access

Intersection, Interchanges, and Other Roadway Access Strategies:

- Mainstream and accelerate the deployment of innovative solutions that have proven to be highly effective and cost-effective.
- Pursue programmatic application of low-cost and high impact strategies, countermeasures, and activities.
- Focus on continuous improvement and collaboration by building on the foundational work products and findings generated by previous strategic safety and other statewide initiatives.
- Emphasize the role and importance of visibility among road users and workers (especially during hours of darkness).
- Minimize or avoid safety performance degradation resulting from land use and highway infrastructure investment proposals.
- Increase understanding and collaboration among transportation system owners, operators, investors, and regional agencies regarding the effect of access-related decisions on safety and overall system performance.

Challenge Area 3:

Work Zones

Work Zones Strategies:

- Evaluate and promote strategies for best work zone practices.
- Improve safe driving through work zones with education and enforcement.
- Apply advanced technology to improve work zone safety.
- Improve work zone data collection and analysis.

Challenge Area 4: Alcohol and Drug Impairment

Alcohol and Drug Impairment Strategies:

- Enhance State laws, local ordinances, and programs intended to reduce alcohol and/or drug impaired driving.
- Enhance the utilization of DUI treatment programs, emerging innovations, and system monitoring to reduce DUI offenses among highest risk offenders, including repeat or high-BAC (Blood Alcohol Content) offenders, and in areas where the risk of DUI is highest.
- Improve consistent, timely DUI adjudication and broaden and/or improve application of administrative sanctions of impaired drivers.
- Conduct education/social norming and other programs to change behaviors related to impaired driving.
- Enhance knowledge of the impacts of legal and illegal drug use on safe driving using empirical evidence and implement effective, data-driven methods to identify and reduce drug-impaired driving or roadway use.
- Enhance DUI enforcement, training, and tools for improved detection and enforcement of impaired roadway users.
- Enhance the collection, management, and accessibility of data related to the consequences of impaired driving and the effectiveness of the DUI countermeasure system.

Challenge Area 5: Occupant Protection

Occupant Protection Strategies:

- Target high risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.
- Improve occupant protection data collection processes.

Challenge Area 6: Speeding & Aggressive Driving

Speeding & Aggressive Driving Strategies:

- Increase targeted enforcement at locations prone to speeding and other forms of aggressive driving.
- Improve the consistency of adjudication of drivers cited for speeding and other forms of aggressive driving.
- Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving.

- Conduct outreach and education about the safety risks of speeding.

Challenge Area 7: Distracted Driving

Distracted Driving Strategies:

- Improve data quality on distracted driving.
- Increase enforcement and improve adjudication of current distracted driving laws.
- Conduct education on the risks of distracted driving using evidence-based strategies to create a culture of traffic safety.
- Strengthen laws on distracted driving.

Challenge Area 8: Driver Licensing & Competency

Driver Licensing & Competency Strategies:

- Improve the initial driver licensing process.
- Improve the competency of licensed drivers.
- Assess and improve policies for managing unlicensed drivers, negligent operators, and suspended/revoked drivers.
- Improve data systems, including quality control measures, for driver and vehicle records, citations issued, court adjudication reporting, and DMV license actions.
- Improve training of law enforcement and related local agencies regarding licensing, DMV license actions, and DMV data systems.

Challenge Area 9: Pedestrians

Pedestrians Strategies:

- Improve the safety of pedestrian crossings by using proven effective countermeasures.
- Expand effective enforcement and education of all roadway users to improve pedestrian safety based on known risk factors and data trends.
- Increase funding for pedestrian safety infrastructure and non-infrastructure projects.
- Improve collection, use, and analysis of data needed for pedestrian safety planning and programming.
- Increase pedestrian safety-focused coordination among State, regional, and local agencies including on transportation planning and land use efforts.

Challenge Area 10: Bicycling

Bicycling Strategies:

- Improve roadway and bikeway planning, design, operations, and connectivity to enhance bicycling safety and mobility to all destinations.
- Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths.
- Improve education and enforcement to promote safe multi-modal travel.
- Encourage more bicycle travel by improving public attitudes about bicycling as a safe mode of transportation.
- Develop safe, direct, and connected routes for bicycling.

Challenge Area 11: Young Drivers

Young Drivers Strategies:

- Increase awareness of and compliance with graduated driver licensing laws.
- Promote social norming and behavior change on youth related traffic safety issues.
- Promote the use of evidenced-based programs and outreach methods.
- Improve school policies and procedures relating to young driver safety.
- Improve enforcement and adjudication of young offenders.

Challenge Area 12: Aging Road Users

Aging Road Users Strategies:

- Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact of prescription and non-prescription medications and supplements on the safety of aging road users.
- Promote implementation of multi-modal guidance for aging road users, which is included in the California Manual on Uniform Traffic Control Devices.
- Promote knowledge and increased application by transportation professionals of preferred roadway design elements friendly to aging road users.

Challenge Area 13:

Motorcycles

Motorcycles Strategies:

- Improve education on motorcycle safety.
- Improve motorcycle licensure.
- Improve motorcycle exposure and crash data.
- Improve motorcycle rider training.
- Enhance roadway design to improve motorcycle safety.

Challenge Area 14:

Commercial Vehicles

Commercial Vehicles Strategies:

- Improve training and education of commercial vehicle safety stakeholders.
- Increase the use of effective enforcement strategies to improve commercial vehicle safety.
- Identify and implement engineering features that reduce commercial vehicle-related crashes.
- Improve commercial vehicle safety data.
- Identify and promote use of technology for improving commercial vehicle safety.

Challenge Area 15:

Emergency Medical Services

Emergency Medical Services Strategies:

- Increase involvement by EMS leaders in the California SHSP.
- Develop strategies to improve the time to definitive care.
- Improve data from the time of the crash.
- Improve access to information to enable interoperability of communications systems between all responders to crash sites.
- Develop guidance documents to share with EMS responders to increase crash scene safety.

Appendix F

Constrained Roadway Improvement Projects

**Table 4.1
Roadway Improvement Projects, Constrained**

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Caltrans Projects								
Various		15			1 CMS FSTB at Oregon Exit #1 w/stand-alone cantilever structure and electronic sign	TBD	2017/18	Caltrans 1-21-16 List
Caltrans Total						TBD		
County of Siskiyou Projects								
STIP		2568	Ager Road			\$ 1,650	2018	2016 RTIP
STIP		2553	Big Springs Road		SR 97 to Lake Shastina Dr.	\$ 2,700	2022	2016 RTIP
County of Siskiyou Total						\$ 4,350		
Dorris Projects								
STIP	2555		California Street		1st Street to 2nd & Sly to North	\$ 130	2018	Nov 2015 List
Sec 130			Fourth Street		Hwy 97 to Pine Street	\$ 50	2016	Nov 2015 List
STIP			North Juniper		1st Street to Hazen & Sly to North	\$ 153	2021	Nov 2015 List
STIP			Oregon Street		1st Street to Sly Street	\$ 225	2016	Nov 2015 List
LTC			Oregon Street		3rd Street to 4th & Sly Streets	\$ 200	2016	Nov 2015 List
Dorris Total						\$ 758		
Etna Projects								
STIP/RSTP			Bryan Street		Woodland Street to End	\$ 90	2018	Nov 2015 List
STIP/RSTP			Cleveland Street		College Street to End	\$ 80	2018	Nov 2015 List
STIP/RSTP			Howell Ave		SR 3 to Harrison	\$ 370	2019	Nov 2015 List
STIP/RSTP			Scott Street		Collier Way to SR 3	\$ 300	2016	Nov 2015 List
Etna Total						\$ 840		
Fort Jones Projects								
STIP			Carlock, Newton, Mathews Streets		Unknown	\$ 376	2019	Nov 2015 List
STIP			Dale Street		Unknown	\$ 72	2017	Nov 2015 List
STIP			Mittan Street		Unknown	\$ 51	2017	Nov 2015 List
Fort Jones Total						\$ 499		
Karuk Tribe Projects								
Pub. Works/ FHWA TTP			Davis Road		Inters. Davis Road	\$ 240	2020	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Doolittle Street		Inters. Doolittle Street	\$ 173	2020	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Indian Creek Road		Indian Creek Road to Davis Road	\$ 264	2024	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Indian Creek Road		Davis Rd to Second Avenue	\$ 1,200	2024	Karuk Dept. Trans. Jan-2016
Pub. Works/ FHWA TTP			Jacobs Way		Jacobs Way	\$ 173	2024	Karuk Dept. Trans. Jan-2016
ATP/SHOPP			SR 96 Happy Camp		Tribal Admin Center to Jacobs Way	\$ 5,600	2021	Karuk Dept. Trans. Jan-2016
Karuk Tribe Total						\$ 7,650		
Montague Projects								
STIP/RSTP			12th Street		Webb to Scobie	\$ 387	2025	Nov 2015 List
STIP/RSTP			6th Street		Prather Street to Ridgeview	\$ 497	2019	Nov 2015 List

**Table 4.1
Roadway Improvement Projects, Constrained**

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Montague Projects								
STIP/RSTP			9th Street	Orr Street to Webb Street	Rehabilitate Roadway	\$ 340	2022	Nov 2015 List
CDBG			Del Monte Street	Entire Length	Rehabilitate Roadway	\$ 200	2016	Nov 2015 List
CDBG			North 15th Street	Webb Street to Spiers Street	Rehabilitate Roadway	\$ 197	2016	Nov 2015 List
STIP/RSTP			Ridgeview	6th Street to East Street	Rehabilitate Roadway	\$ -	2019	Nov 2015 List
CDBG			Scobie Street	8th Street to 9th Street	Rehabilitate Roadway	\$ 478	2016	Nov 2015 List
Montague Total						\$ 2,099		
Mt. Shasta Projects								
STIP/RSTP			N. Mt. Shasta Blvd.	Ski Village Dr. to Springhill	Replace guardrail	\$ 241	2016	Mt. Shasta Short Range CIP
STIP/RSTP			Ream Ave	S. Mt. Shasta Blvd. to S. B	Overlay	\$ 272	2016	Mt. Shasta Short Range CIP
STIP/RSTP			Sheldon	South Mt. Shasta Blvd. to South B	Overlay	\$ 224	2018	Mt. Shasta Short Range CIP
STIP/RSTP			N. Mt. Shasta Blvd.	Ski Village Dr. to Springhill	Pavement Rehabilitation	\$ 140	2018	Mt. Shasta Short Range CIP
STIP/RSTP			Old McCloud Ave.	Ream to S. Mt. Shasta Blvd.	Overlay	\$ 55	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Cedar	Alma St. to creek	Pulverize, regrade, pave	\$ 48	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Alder	Alma to Lake	Overlay	\$ 199	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Castle	Chestnut to Alley	Overlay	\$ 115	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Eugene	South A to alley	Pulverize, regrade, pave	\$ 20	2019	Mt. Shasta Short Range CIP
STIP/RSTP			North B	McCloud to Orem	Pulverize, regrade, pave, widen w/curb, gutter and c/w	\$ 134	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Field St.	Spring St. alley to Cedar	Pulverize, regrade, pave	\$ 20	2019	Mt. Shasta Short Range CIP
STIP/RSTP			Spring St. Alley	Ivy to Field St.	Pulverize, regrade, pave	\$ 32	2019	Mt. Shasta Short Range CIP
Mt. Shasta Total						\$ 1,500		
Tulelake Projects								
STIP			Various Streets	Overlay Various Streets (Hwy St., Siskiyou St., First St, Park St, G St, Fifth St, Main St, D St)		\$ 812	2020	2016 RTIP
Tulelake Total						\$ 812		
Weed Projects								
CDBG			Angel Valley Streets	Morris, Jackson, Oak, Pine, Arbaugh	Rehabilitate Road	\$ 1,000	2016	Nov 2015 List
STIP			Hillside Drive	Davis	Rehabilitate Road	\$ 748	2023	Nov 2015 List
STIP	2521		Lincoln, Union & Angel Valley	Hwy 97	Rehabilitate Road	\$ 785	2019	Nov 2015 List

**Table 4.1
Roadway Improvement Projects, Constrained**

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost (\$1,000)	Const. Year	Information Source:
Weed Projects								
STIP			Main Street	South Weed Blvd. to Alamo	Rehabilitate Roadway	\$ 540	2021	Nov 2015 List
STIP		2541	Vista Drive	Interstate 5 to End	Rehabilitate Roadway	\$ 1,860	2019	Nov 2015 List
Weed Total						\$ 4,933		
Yreka Projects								
STIP/RSTP			Miner/Center	I-5 Interchange	Rehabilitate Roadway	\$ 162	2018	Feb Convo with Hook
STIP		2500	South Oregon	4-H to Lawrence	Rehabilitate Roadway	\$ 867	2020	Feb Convo with Hook
STIP		2518	Oregon	Miner to N End	Rehabilitate Roadway	\$ 647	2018	Feb Convo with Hook
STIP/RSTP			Phillipe Lane	SR 3 to Yreka Ager Rd	Reconstruct Roadway	\$ 491	2017	Feb Convo with Hook
STIP/RSTP			Phillipe Lane	So. C/L to SR 3	Rehabilitate Roadway	\$ 175	2019	Feb Convo with Hook
STIP/RSTP			SR3/Helweg Court		Left Turn Construction	\$ 649	2016	Feb Convo with Hook
STIP/RSTP			Various Streets		Overlays	\$ 4,024	2017	Feb Convo with Hook
Yreka Total						\$ 7,015		
Dunsmuir								
STIP/RSTP			Bransetter Ave	Elinore to Sacramento	Overlay	\$ 63	2026	Dunsmuir CIP Short List
STIP/RSTP			Florence Loop	All	Rehabilitate Road	\$ 60	2026	Dunsmuir CIP Short List
STIP/RSTP			Gill Ave	Gill to Hart	Rehabilitate Road	\$ 36	2026	Dunsmuir CIP Short List
STIP/RSTP			Hart Ave	Hemlock to Gill	Rehabilitate Road	\$ 70	2026	Dunsmuir CIP Short List
STIP/RSTP			N Spring Ave	All	Rehabilitate Road	\$ 45	2026	Dunsmuir CIP Short List
STIP/RSTP			Shasta Ave	Overlay North End to Bransetter St	Rehabilitate Road	\$ 263	2026	Dunsmuir CIP Short List
STIP/RSTP			Simpson Street	Scarlet Way to West End	Rehabilitate Road	\$ 239	2026	Dunsmuir CIP Short List
STIP/RSTP			South Street	Elinore to Hill	Overlay	\$ 8	2026	Dunsmuir CIP Short List
STIP/RSTP			Stagecoach Road	Masson Ave to Dunsmuir Ave	Rehabilitate Road	\$ 33	2026	Dunsmuir CIP Short List
STIP/RSTP			Hope Lane		Rehab and Drainage	\$ 125	2026	Dunsmuir CIP Short List
STIP/RSTP			Gray Street	Gleaves Ave to Hart Ave	Overlay	\$ 45	2026	Dunsmuir CIP Short List
STIP/RSTP			Apple Street		Overlay	\$ 15	2026	Dunsmuir CIP Short List
STIP/RSTP			Dunsmuir Ave	Scarlet Way to I-5	Curb, gutter and sidewalk-west	\$ 210	2026	Dunsmuir CIP Short List
STIP/RSTP			Siskiyou Road	Masson Ave to Dunsmuir Ave	Overlay	\$ 260	2026	Dunsmuir CIP Short List
Dunsmuir Total						\$ 1,472		
Total Short Range Projects						\$ 31,928		

Appendix G

Unconstrained Roadway Improvement Projects

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Caltrans Projects						
future need	IS -1		1 CMS FSBT at Oregon Exit w/Cantilever	\$ 2,887	2026	Caltrans 1-21-16 List
future need	IS - .004		CCTV Chain Control Area	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 2.51		CMS FNBT, for chain area	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 2.61		RWIS Upgrade w/BBS NB PUCKS (2) @ PM x.xx & PM x.xx SB PUCK (1) @ PM x.xx	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 5.9		CMS FNBT	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 20.72		RWIS Upgrade w/BBS & connect comm to ITS Node LAN NB (1) Puck and (1) Subsurface Probe @ PM 20.725 SB (2) PUCKS @ PM 20.85 & 21.11	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 25.45		CMS FSBT - For Edgewood Chain Control Area	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 44.3		#3 HAR - Standard - 1610AM - WPFK506 - Upgrade to superstation; synchronize with Bailey Hill & Anderson Grade	\$ 15	TBD	Caltrans 1-21-16 List
future need	IS - 52.75		#17 HAR - Superstation - 1610AM - WPFK506 - Synchronize with Bailey Hill & Walters Road	\$ 10	TBD	Caltrans 1-21-16 List
future need	IS - 53.08		CCTV BBS installed - Pole relocation away from RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 53.73		RWIS Outpost - Solar (1) NB Puck and Subsurface Probe and (1) SB Puck @ PM 53.86 - Upgrade with transformer. Replace exist pucks. Add pucks 0.4 mi north.	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 61.93		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB Puck and Subsurface Probe and (1) SB Pucks @ PM 61.96	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 63.7		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 65.14		#8 HAR - Superstation - 1610AM - WPFK506 - Synchronize with Anderson Grade & Walters Road	\$ 15	TBD	Caltrans 1-21-16 List
future need	IS - 65.5		CCTV To view the ODOT CMS	TBD	TBD	Caltrans 1-21-16 List
future need	IS - 68.04		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB Puck and Subsurface Probe and (1) SB Puck @ 68.04	TBD	TBD	Caltrans 1-21-16 List
future need	IS - VAR		Microwave. TMS Wireless Backbone North Extension (Mt. Bradley; Antelope Pk)	\$ 210	TBD	Caltrans 1-21-16 List
future need	SR139 - 5		TBD intersection improvements to possibly include right turn lane and/or wider shoulder	TBD	TBD	Caltrans 1-21-16 List
future need	SR263 - 49.06		CCTV Detour area	TBD	TBD	Caltrans 1-21-16 List
future need	SR3 - 19.7		1 CMS FSBT near Etna on SR3	TBD	TBD	Caltrans 1-21-16 List
future need	SR3 - 41.7		1 CCTV and 1 RWIS at Forest Mountain	\$ 351	TBD	Caltrans 1-21-16 List
future need	SR3 - 48.38		Left Turn Lane Construction	\$ 649	TBD	Caltrans 1-21-16 List
future need	SR89 - 0 to 34.6		Establish eight-foot (or greater) treated shoulders	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 0 to 24		Develop pullouts/turnouts for trucks and RVs	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 2.7		Left turn (SB) and deceleration lane (NB)	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 3.23		1 CCTV and 1 RWIS at Deadhorse Summit	\$ 372	TBD	Caltrans 1-21-16 List
future need	SR89 - 3.23		RWIS Solar Power; Phone 0.3 Mile.	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 24.007 to 28.5		Add SB passing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 24.007 to 34.6		Four-Lane Expressway	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 28.148		Extend existing passing lane (NB)	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 28.476		Add SB passing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 29.34		RWIS Upgrade w/BBS & connect comm to ITS Node LAN (1) NB, (1) SB Puck and (1) SB Subsurface Probe @ PM 29.31	TBD	TBD	Caltrans 1-21-16 List
future need	SR89 - 29.4 to 34.6		Improve shoulder along SR 89 for sun exposure and add signal at Ski Park Highway	\$ 3,300	TBD	Caltrans 1-21-16 List
various	SR89 - 34.1 to 34.6		Operational improvement at South Mt. Shasta Blvd. and Azalea Dr. and SR 89 intersection	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 46.05		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 46.05		RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.2		CMS FWBT - Model 510	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.4		CCTV	TBD	TBD	Caltrans 1-21-16 List
future need	SR96 - 103.8		CMS FEBT - Model 510	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 1		signage, crosswalk realignment, pedestrian overcrossing	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 3 to 15.5		Additional passing opportunities/turnouts	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 4.43		Right-turn deceleration lane on southbound US 97	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 5.17		Extend the existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 21.63 to 21.88		Extend the existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 33 to 33.7		Extend existing SB truck climbing lane to the bottom of Mt Hebron Grade	\$ 1,850	TBD	Caltrans 1-21-16 List
future need	SR97 - 34.5		RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 45.248		Left Turn Lane	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 49.6 to 52		1 HAR with 4 Flashers, 1 CCTV and 1 RWIS near Dorris	\$ 270	TBD	Caltrans 1-21-16 List
future need	SR97 - 50.5		Reconfigure Intersection to reduce skew	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 51.64		RAWS site - No Pucks - Upgrade to RWIS	TBD	TBD	Caltrans 1-21-16 List
future need	SR97 - 51.64		Extend existing southbound climbing lane	TBD	TBD	Caltrans 1-21-16 List
future need	VAR		Intersection Lights at Existing CCTVs w/o Lighting	\$ 1,350	TBD	Caltrans 1-21-16 List
Caltrans Total				\$ 11,279		

Table 4.2 Roadway Improvement Projects, Unconstrained						
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Dorris Projects						
STIP	Fifth Street - Butte Street to California Street		Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP	Fourth Street - Pine Street to Center Street		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP	North Pine		1st Street to Hazen & Sly to North	\$ 153	2026	Nov 2015 List
STIP	Oregon Street - 1st Street to 5th Street		Rehabilitate Roadway	\$ -	2031	Nov 2015 List
STIP	South Pine - 1st Street to 2nd Street		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Dorris Total				\$ 153		
Etna Projects						
STIP/RSTP	Charles Street - Main Street to Fredrick		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP/RSTP	Church Street		Howell Ave to Highland	\$ 95	2026	Nov 2015 List
STIP/RSTP	Main Street		Hwy 3 to Callahan Street	\$ 218	2026	Nov 2015 List
STIP/RSTP	Oak Street		College Street to Diggles	\$ 50	2026	Nov 2015 List
STIP/RSTP	Main Street - Callahan Street to City Limits		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Etna Total				\$ 363		
Fort Jones Projects						
Unknown	Bower Street		Rehabilitate Roadway	\$ 29	TBD	Nov 2015 List
Unknown	Cowen Street		Rehabilitate Roadway	\$ 16	TBD	Nov 2015 List
Unknown	All		Construction - Curb, Gutter, Sidewalk	\$ 4,000	TBD	Nov 2015 List
Unknown	Sterling Street		Rehabilitate Roadway	\$ 108	TBD	Nov 2015 List
Fort Jones Total				\$ 4,153		
Karuk Tribe						
Pub. Works/ FHWA TTP	Curly Jack Rd - Elk Creek Road to Curly Jack Road End		Bike and Ped	\$ 579	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	First Avenue - Inters. First Avenue to Inters. First Avenue		Intersection Safety Prj.	\$ 160	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Ishi-Pishi Road - SR 96/ Ishi Pishi Road to SR 96/ Ishi Pishi Road		Intersection Safety Prj.	\$ 173	2029	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Second Avenue - Inters. Second Avenue to Inters. Second Avenue		Intersection Safety Prj.	\$ 260	2028	Karuk Dept. Trans. List Jan 2016
Pub. Works/ FHWA TTP	Second Avenue - Indian Creek Bridge to Indian Creek Bridge		ADA Compliance	\$ 268	2028	Karuk Dept. Trans. List Jan 2016
Karuk Tribe Total				\$ 1,440		
Montague Projects						
STIP/RSTP	14th Street - Scobie Street to Julien Stree		Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP/RSTP	6th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2030	Nov 2015 List
STIP/RSTP	7th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2030	Nov 2015 List
STIP/RSTP	8th Street - King Street to Webb Street		Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP/RSTP	King Street - 6th Street to 9th Street		Rehabilitate Roadway	\$ -	2029	Nov 2015 List
STIP/RSTP	Prather Street - 12th Street to 15th Street		Rehabilitate Roadway	\$ -	2027	Nov 2015 List
Montague Total				\$ -		
Mt. Shasta Projects						
STIP/local	A (N)		Chip seal, curb, gutter, sidewalk	\$ 54	2026	Mt. Shasta
STIP/local	A (S)/Ida		Chip seal, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local	A (S)/Sheldon		Chip seal	\$ 15	2026	Mt. Shasta
STIP/local	Ackley/B St.		Chip seal, sidewalk	\$ 27	2026	Mt. Shasta
STIP/local	Adams Dr./Rockfellow to McCloud		CS, curb, gutter, sidewalk	\$ 50	2025	Mt. Shasta
STIP/local	Alder/Castle		Patch, chip, curb, gutter, sidewalk	\$ 24	2026	Mt. Shasta
STIP/local	Alder/Jessie		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Alder/W. Lake		Chip seal, curb, gutter, sidewalk	\$ 28	2026	Mt. Shasta
STIP/local	Alma St./Cedar		Chip seal	\$ 15	2026	Mt. Shasta
STIP/local	Alma St./Mt. Shasta Blvd.		Chip seal	\$ 4	2026	Mt. Shasta
STIP/local	Alpine/Mt. Shasta Blvd. to Maple/Mill		CS	\$ 4	2025	Mt. Shasta
STIP/local	B (N)		Chip seal, sidewalk	\$ 30	2026	Mt. Shasta
STIP/local	B (N)/Orem		Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local	B (S)/Ackley		Chip seal, sidewalk	\$ 29	2026	Mt. Shasta
STIP/local	B (S)/Old McCloud		Chip seal, curb, gutter, sidewalk	\$ 62	2026	Mt. Shasta
STIP/local	Bear Springs Rd./Mt. Shasta Blvd. to end		CS	\$ 25	2025	Mt. Shasta
STIP/local	Berry		Patch, chip, curb, gutter, sidewalk	\$ 40	2026	Mt. Shasta
STIP/local	Birch		Chip seal, curb, gutter, sidewalk	\$ 46	2026	Mt. Shasta
STIP/local	Birch/Jessie		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Brush		Chip seal, curb, gutter, sidewalk	\$ 53	2026	Mt. Shasta
STIP/local	Buena Vista/Pine Ridge to cul de sac		CS	\$ 4	2025	Mt. Shasta
STIP/local	C (N)		Chip seal, sidewalk	\$ 22	2026	Mt. Shasta
STIP/local	Carmen/Rockfellow		Chip seal	\$ 16	2026	Mt. Shasta
STIP/local	Caroline/Rockfellow		Chip seal	\$ 16	2026	Mt. Shasta
STIP/local	Castle		Patch, overlay, curb, gutter, sidewalk	\$ 86	2026	Mt. Shasta
STIP/local	Castle Parking/Mt. Shasta Blvd. to Chestnut		CS	\$ 7	2025	Mt. Shasta
STIP/local	Castle/Mt. Shasta Blvd. to RR xing/Maple		CS	\$ 5	2025	Mt. Shasta
STIP/local	Castle/RR crossing to Pine		CS	\$ 51	2026	Mt. Shasta
STIP/local	Cedar		Chip seal	\$ 12	2026	Mt. Shasta
STIP/local	Cedar/Alma to Ivy		CS, Sidewalk	\$ 28	2026	Mt. Shasta
STIP/local	Cedar/School Parking		Patch, chip, curb, gutter, sidewalk	\$ 37	2026	Mt. Shasta
STIP/local	Chestnut/Alma to Castle		CS	\$ 9	2025	Mt. Shasta
STIP/local	Chestnut/Alma to Jessie		CS	\$ 8	2025	Mt. Shasta
STIP/local	Chestnut/Castle to Lake		CS	\$ 9	2025	Mt. Shasta
STIP/local	Chestnut/Ivy to Mt. Shasta Blvd.		CS	\$ 35	2026	Mt. Shasta

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Mt. Shasta Projects						
STIP/local		Chestnut/Ivy to Mt. Shasta Blvd.	CS	\$ 35	2026	Mt. Shasta
STIP/local		Chestnut/Jessie to Ivy	CS	\$ 8	2025	Mt. Shasta
STIP/local		Chestnut/Lake to Mt. Shasta Blvd.	CS	\$ 13	2025	Mt. Shasta
STIP/local		Court/Ream to end	CS	\$ 51	2026	Mt. Shasta
STIP/local		Eiler	Patch, chip, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local		Eugene/South A	Chip seal, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local		Everitt Memorial Hwy./E. Lake to Rockfellow	CS	\$ 15	2025	Mt. Shasta
STIP/local		Everitt Memorial Hwy./Shasta	Chip seal	\$ 57	2026	Mt. Shasta
STIP/local		Field	Construct roadway, curb, gutter, sidewalk	\$ 104	2026	Mt. Shasta
STIP/local		Forest/Berry	Chip seal, curb, gutter, sidewalk	\$ 47	2026	Mt. Shasta
STIP/local		Galletti/cul de sac	Chip seal	\$ 4	2026	Mt. Shasta
STIP/local		Gaudenzio/South A	Chip seal	\$ 6	2026	Mt. Shasta
STIP/local		Glen Mar/Mt. View to end	CS	\$ 6	2025	Mt. Shasta
STIP/local		Hercules	Chip seal	\$ 9	2026	Mt. Shasta
STIP/local		High	Chip seal tp	\$ 8	2026	Mt. Shasta
STIP/local		Hinkley/Mt. Shasta Blvd. to end	CS, Sidewalk	\$ 15	2026	Mt. Shasta
STIP/local		Holly/Oak	Patch, chip, curb, gutter, sidewalk	\$ 12	2026	Mt. Shasta
STIP/local		Ida/Mt. Shasta Blvd.	Chip seal, curb, gutter, sidewalk	\$ 89	2026	Mt. Shasta
STIP/local		Ivy	Overlay, curb, gutter, sidewalk	\$ 56	2026	Mt. Shasta
STIP/local		Ivy/Chestnut	Patch, chip, curb, gutter, sidewalk	\$ 39	2026	Mt. Shasta
STIP/local		Ivy/Mt. Shasta Blvd.	Overlay	\$ 38	2026	Mt. Shasta
STIP/local		Ivy/R/R xing	Overlay, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local		Jefferson/Rockfellow to McCloud	CS, curb, gutter, sidewalk	\$ 65	2025	Mt. Shasta
STIP/local		Jessie (E)/Birch	Chip seal, curb, gutter, sidewalk	\$ 31	2026	Mt. Shasta
STIP/local		Jessie (E)/Mt. Shasta Blvd. to Chestnut	CS	\$ 3	2025	Mt. Shasta
STIP/local		Jessie (W)/Cedar to I-5	CS, curb, gutter, sidewalk	\$ 37	2025	Mt. Shasta
STIP/local		Jessie (W)/I-5	Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local		Jessie (W)/Pine to Cedar	CS	\$ 38	2025	Mt. Shasta
STIP/local		Kennedy/Ski Bowl to Terry Lynn	CS	\$ 9	2025	Mt. Shasta
STIP/local		Kenneth/Ivy to end	CS	\$ 9	2025	Mt. Shasta
STIP/local		Lake (E)/Birch	Chip seal	\$ 13	2026	Mt. Shasta
STIP/local		Lake (E)/I-5 overcrossing to Hatchery	CS, curb, gutter, sidewalk	\$ 63	2025	Mt. Shasta
STIP/local		Lake (E)/I-5 overcrossing to RR xing	CS	\$ 48	2025	Mt. Shasta
STIP/local		Lake (E)/RR xing to Mt. Shasta Blvd.	CS	\$ 18	2025	Mt. Shasta
STIP/local		Lake (W)/Birch to City well drain	CS	\$ 17	2025	Mt. Shasta
STIP/local		Lake (W)/Chestnut	Chip seal	\$ 6	2026	Mt. Shasta
STIP/local		Lake (W)/Everitt Memorial Hwy.	CS, City well drain	\$ 20	2026	Mt. Shasta
STIP/local		Le Baron/Glen Mar to Meadow	CS	\$ 7	2025	Mt. Shasta
STIP/local		Lennon	Chip seal	\$ 6	2026	Mt. Shasta
STIP/local		Magnolia	Chip seal, curb, gutter, sidewalk	\$ 26	2026	Mt. Shasta
STIP/local		Magnolia (S)	Chip seal, curb, gutter, sidewalk	\$ 27	2026	Mt. Shasta
STIP/local		Maple/Lake	Chip seal, sidewalk	\$ 17	2026	Mt. Shasta
STIP/local		Maple/Lake to Alpine	CS	\$ 4	2025	Mt. Shasta
STIP/local		Margie/Marjorie to cul de sac	CS	\$ 1	2025	Mt. Shasta
STIP/local		Marjorie/Kenneth to end	CS	\$ 8	2025	Mt. Shasta
STIP/local		McCloud/Jefferson	Patch, chip, curb, gutter, sidewalk	\$ 35	2026	Mt. Shasta
STIP/local		McCloud/Mt. Shasta Blvd.	Chip seal, curb, gutter, tp	\$ 17	2026	Mt. Shasta
STIP/local		Meadow/Glen Mar to Glen Mar	CS	\$ 18	2025	Mt. Shasta
STIP/local		Merritt/South A	Patch, chip, curb, gutter, sidewalk	\$ 43	2026	Mt. Shasta
STIP/local		Mill/Alpine to Water	CS, Sidewalk	\$ 19	2026	Mt. Shasta
STIP/local		Mill/High to end	CS	\$ 59	2026	Mt. Shasta
STIP/local		Mill/Water to High	CS	\$ 21	2026	Mt. Shasta
STIP/local		Morgan Way	Reconstruct C/L	\$ 47	2026	Mt. Shasta
STIP/local		Mt. Oak/cul de sac	Chip seal, curb, gutter, sidewalk	\$ 36	2026	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (N)/Alma	Grind, overlay	\$ 249	2026	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (N)/E. Hinkley	Patch, chip, curb, gutter, sidewalk	\$ 58	2026	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (N)/Ski Village	Chip seal, curb, gutter, sidewalk	\$ 93	2026	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (N)/Ski Village to I-5	CS	\$ 90	2026	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (S)/McCloud to Sisson	CS	\$ 34	2025	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (S)/Mt. View to Corp Yard	CS	\$ 64	2025	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (S)/Old McCloud to Mt. View	CS	\$ 55	2025	Mt. Shasta
STIP/local		Mt. Shasta Blvd. (S)/Sisson to Old McCloud	CS	\$ 48	2025	Mt. Shasta
STIP/local		Mt. View	Chip seal	\$ 6	2026	Mt. Shasta
STIP/local		Nixon/Mt. Shasta Blvd.	Chip seal, curb, gutter, sidewalk	\$ 59	2026	Mt. Shasta
STIP/local		Oak	Chip seal, curb, gutter, sidewalk	\$ 54	2026	Mt. Shasta
STIP/local		Old Mill	Chip seal, curb, gutter, sidewalk	\$ 52	2026	Mt. Shasta
STIP/local		Orem/Washington	Chip seal, sidewalk	\$ 30	2026	Mt. Shasta
STIP/local		Perry/South A	Chip seal, curb, gutter, sidewalk	\$ 26	2026	Mt. Shasta
STIP/local		Pine	Overlay, sidewalk	\$ 115	2026	Mt. Shasta
STIP/local		Pine Ridge/Shasta	Chip seal	\$ 19	2026	Mt. Shasta
STIP/local		Pine/Alma to W Side of I-5	CS	\$ 76	2025	Mt. Shasta
STIP/local		Ream/R/R xing	Chip seal, curb, gutter, sidewalk	\$ 33	2026	Mt. Shasta
STIP/local		Reginato	Patch, chip, curb, gutter, sidewalk	\$ 51	2026	Mt. Shasta
STIP/local		Rockfellow	Chip seal, curb, gutter, sidewalk	\$ 62	2026	Mt. Shasta
STIP/local		Rockfellow/Jefferson to End	CS	\$ 51	2025	Mt. Shasta
STIP/local		Roeloff/Mt. Shasta Blvd. to cul de sac	CS	\$ 4	2025	Mt. Shasta
STIP/local		Russell/B	Chip seal, sidewalk	\$ 10	2026	Mt. Shasta
STIP/local		Sarah Bell/Hercules to cul de sac	CS, Sidewalk	\$ 36	2026	Mt. Shasta

Table 4.2 Roadway Improvement Projects, Unconstrained						
Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
Mt. Shasta Projects						
STIP/local		Shasta Ct.	Chip seal, curb, gutter	\$ 23	2026	Mt. Shasta
STIP/local		Sheldon/Mt. Shasta Blvd.	Patch, chip, curb, gutter, sidewalk	\$ 45	2026	Mt. Shasta
STIP/local		Siskiyou/Ream to cul de sac	CS, sidewalk	\$ 33	2025	Mt. Shasta
STIP/local		Sisson/Berry	Patch, chip, curb, gutter, sidewalk	\$ 42	2026	Mt. Shasta
STIP/local		Ski Bowl/Shasta	Chip seal	\$ 16	2026	Mt. Shasta
STIP/local		Ski Village/Roseburg Office	Patch, chip, curb, gutter, sidewalk	\$ 61	2026	Mt. Shasta
STIP/local		Smith/Mt. Shasta Blvd.	Chip seal, curb, gutter, sidewalk	\$ 41	2026	Mt. Shasta
STIP/local		Smith/South A	Chip seal, sidewalk	\$ 35	2026	Mt. Shasta
STIP/local		Spring Hill/C/L	Chip seal, curb, gutter, sidewalk	\$ 139	2026	Mt. Shasta
STIP/local		Spring/Ivy	Overlay, curb, gutter, sidewalk	\$ 75	2026	Mt. Shasta
STIP/local		Terry Lynn/Pine Ridge	Chip seal	\$ 9	2026	Mt. Shasta
STIP/local		Washington (N)/McCloud	Chip seal, curb, gutter, sidewalk	\$ 75	2026	Mt. Shasta
STIP/local		Washington (S)/Old McCloud	Chip seal, curb, gutter, sidewalk	\$ 63	2026	Mt. Shasta
STIP/local		Water/Mill to Berry	CS	\$ 50	2026	Mt. Shasta
STIP/local		Water/Mt. Shasta Blvd. to Mill	CS	\$ 49	2026	Mt. Shasta
Mt. Shasta Total				\$ 4,703		
Tulelake Projects						
STIP/RSTP		13th Street	Overlay and widen with curb, gutter, and sidewalks	\$ 327	2026+	2010 RTP
STIP/RSTP		1st Street	Rehabilitate Roadway	\$ 110	2026+	2010 RTP
STIP/RSTP		2nd Street	Rehabilitate Roadway	\$ 281	2026+	2010 RTP
STIP/RSTP		2nd Street	Reconstruct Roadway	\$ 281	2026+	2010 RTP
STIP/RSTP		5th Street	Rehabilitate Roadway	\$ 47	2026+	2010 RTP
STIP/RSTP		B Street	Reconstruct Roadway	\$ 89	2026+	2010 RTP
STIP/RSTP		C Street	Rehabilitate Roadway	\$ 77	2026+	2010 RTP
STIP/RSTP		EW	Rehabilitate Roadway	\$ 70	2026+	2010 RTP
STIP/RSTP		F Street	Rehabilitate Roadway	\$ 38	2026+	2010 RTP
STIP/RSTP		G Street	Rehabilitate Roadway	\$ 86	2026+	2010 RTP
STIP/RSTP		Modoc Street - Main to G	Pavement overlay	\$ 139	2026+	2010 RTP
Tulelake Total				\$ 1,545		
Weed Projects						
STIP		Alameda, Church, Wakefield, Kennedy	Rehabilitate Roadway	\$ -	2027	Nov 2015 List
STIP		Mill Street	Rehabilitate Roadway	\$ -	2033	Nov 2015 List
STIP		South Davis	Rehabilitate Roadway	\$ -	2035	Nov 2015 List
STIP		Sullivan Ave - Oregon to Bel Air	Rehabilitate Roadway	\$ -	2031	Nov 2015 List
Weed Total				\$ -		
Yreka Projects						
STIP/RSTP		Bruce Street- Main to Wendy Dr	Rehabilitate Roadway	\$ 438	2026+	PW-2/11/16
STIP/RSTP		Comstock- S End to Campbell	Rehabilitate Roadway	\$ 293	2026+	PW-2/11/16
STIP/RSTP		Foothill Drive- Center to East City Limit	Rehabilitate Roadway	\$ 1,333	2026+	PW-2/11/16
STIP/RSTP		Oregon - Lawrence to Ture	Rehabilitate Roadway	\$ 495	2026+	PW-2/11/16
STIP/RSTP		Phillipe Lane- SCL to Oberlin	Reconstruct Roadway	\$ 4,375	2026+	PW-2/11/16
STIP/RSTP		SR3/ Juniper Dr	Left Turn Construction	\$ 1,496	2026+	PW-2/11/16
STIP/RSTP		Sharps	Rehabilitate Roadway		2026+	PW-2/11/16
STIP/RSTP		Fairlane Road	Rehabilitate Roadway		2026+	PW-2/11/16
STIP/RSTP		Yama - Hillcrest to Main	Rehabilitate Roadway	\$ 658	2026+	PW-2/11/16
Yreka Total				\$ 9,088		
County of Siskiyou Projects						
Unknown	6K04	99 97 Cutoff / A12	Old Highway 99 to Montague Granada Rd	\$ 61	2026+	Pub Wrks List
Unknown	6K01	99 97 Cutoff / A12	Montague Granada Rd to SH 97	\$ 629	2026+	Pub Wrks List
Unknown	8L02	Ager Beswick Road	Mile Post 3.50 to Mile Post 8.50	\$ 154	2026+	Pub Wrks List
Unknown	8L02	Ager Beswick Road	11.5 to Mile Post 15.30	\$ 112	2026+	Pub Wrks List
Unknown	7K01	Ager Road	Montague City Limits to Shelly Road	\$ 96	2026+	Pub Wrks List
Unknown	7K01	Ager Road	Yreka Ager Road to Mile Post 13.36	\$ 132	2026+	Pub Wrks List
Unknown	7K02	Airport Road	Montague City Limits to Willow Creek Road	\$ 195	2026+	Pub Wrks List
Unknown	2M083	Alpine Drive	Shasta Way to End	\$ 16	2026+	Pub Wrks List
Unknown	2M040	Amy Ct	Davis Place Road to Davis Place Road	\$ 10	2026+	Pub Wrks List
Unknown	2M061	Andrew Court	END to End	\$ 4	2026+	Pub Wrks List
Unknown	2M065	Audubon Road	Davis Place Road to North Old Stage Road	\$ 25	2026+	Pub Wrks List
Unknown	2M49	Azalea Drive	South Old Stage Road to Big Canyon Dr	\$ 12	2026+	Pub Wrks List
Unknown	7K007	Ball MTN Little Shasta Rd	SH 97 to Old State Highway	\$ 78	2026+	Pub Wrks List
Unknown	7K03	Ball Mtn. Little Shasta Rd	Lower Little Shasta Road to Mile Post 4.6	\$ 42	2026+	Pub Wrks List
Unknown	8J01	Beaver Creek Road	State Hwy 96 to End	\$ 97	2026+	Pub Wrks List
Unknown	2M051	Big Canyon Drive	Azalea Road to 0.6	\$ 17	2026+	Pub Wrks List
Unknown	6F001	Big Meadows Road	Quartz Valley Road to Mile Post .24	\$ 9	2026+	Pub Wrks List
Unknown	4M001	Big Springs Road	Machado Lane to Hart Road	\$ 45	2026+	Pub Wrks List
Unknown	2M015	Black Butte DR	End to End	\$ 3	2026+	Pub Wrks List
Unknown	2M067	Bobcat Trail	Audubon Road to End	\$ 5	2026+	Pub Wrks List
Unknown	7K015	Braceda Lane	Montague Granada Rd to Montague Granada Rd	\$ 32	2026+	Pub Wrks List
Unknown	2M035	Butte Ave	Morris St to Everett Memorial	\$ 14	2026+	Pub Wrks List
Unknown	5G015a	Cemetery Road	Eastside Road to End	\$ 20	2026+	Pub Wrks List

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
County of Siskiyou Projects						
Unknown	5G015b	Cemetery Road	Eastside Road to Cemetery Road	\$ 9	2026+	Pub Wrks List
Unknown	7C002	China Grade Road	Elk Creek Road to End	\$ 233	2026+	Pub Wrks List
Unknown	2M089	Christian Way	Siskiyou Lake Blvd to Grant Road	\$ 7	2026+	Pub Wrks List
Unknown	2M094	Clear Lane	Deas Way to End	\$ 6	2026+	Pub Wrks List
Unknown	2M099	Cold Creek Circle	McCloud Ave to McCloud Ave	\$ 17	2026+	Pub Wrks List
Unknown	3L30	College Ave	North Old Stage Rd to Weed C/L	\$ 44	2026+	Pub Wrks List
Unknown	2M091	Conan Court	Conan Place to Siskiyou Lake Blvd	\$ 4	2026+	Pub Wrks List
Unknown	2M092	Conan Place	End to End	\$ 3	2026+	Pub Wrks List
Unknown	2M097	Conestoga Ct	End to End	\$ 7	2026+	Pub Wrks List
Unknown	9K02	Copco Road	Mile Post 25.70 to 26.7	\$ 29	2026+	Pub Wrks List
Unknown	9K005	Cottonwood Creek Road	Ditch Creek Road to Mile Post 1.80	\$ 54	2026+	Pub Wrks List
Unknown	2M008	Crescent Drive	Schilling Way to Highland Dr	\$ 6	2026+	Pub Wrks List
Unknown	5G022	Dangel Lane	Quartz Valley Road to Mile Post .4	\$ 11	2026+	Pub Wrks List
Unknown	5G022	Dangel Lane	Mile Post 3.2 to Quartz Valley Road	\$ 24	2026+	Pub Wrks List
Unknown	2M074	Darlene Court	Eddy Dr to End	\$ 2	2026+	Pub Wrks List
Unknown	2M001	Davis Place Road	Davis Place Road to North Old Stage Road	\$ 54	2026+	Pub Wrks List
Unknown	6K005	De soza Lane	Montague Granada Rd to 0.7	\$ 33	2026+	Pub Wrks List
Unknown	2M088	Deas Way	Christian Way to End	\$ 15	2026+	Pub Wrks List
Unknown	3L02	Deetz Road	North Old Stage Rd to Summit Dr	\$ 15	2026+	Pub Wrks List
Unknown	3L004	Deetz Road	End to North Old Stage Rd	\$ 59	2026+	Pub Wrks List
Unknown	6K027	Delphic Road	Oberlin Rd to End	\$ 34	2026+	Pub Wrks List
Unknown	6J004	Dewitt Park	Walters Lane to Westside Road	\$ 14	2026+	Pub Wrks List
Unknown	1N010	Division St	Main St to End	\$ 8	2026+	Pub Wrks List
Unknown	3L048	Dogwood Drive	North Old Stage Rd to End	\$ 12	2026+	Pub Wrks List
Unknown	2M007	Douglas Lane	End to Lassen	\$ 7	2026+	Pub Wrks List
Unknown	0U13	Drain 10	Tschirky Road to State Line Road	\$ 49	2026+	Pub Wrks List
Unknown	0U013	Drain 10	Modoc 109 to Tschirky Road	\$ 8	2026+	Pub Wrks List
Unknown	6H002	East Moffett Creek Road	Peach Orchard Road to Mile Post 4	\$ 106	2026+	Pub Wrks List
Unknown	0U20	East West Road	Hill Road to Tulelake City Limits	\$ 129	2026+	Pub Wrks List
Unknown	4G05	Eastside Road	Eller Lane to State Hwy 3	\$ 235	2026+	Pub Wrks List
Unknown	3L008	Eddy Circle	Woodside Dr	\$ 18	2026+	Pub Wrks List
Unknown	2M072	Eddy Drive	Old McCloud Rd	\$ 51	2026+	Pub Wrks List
Unknown	1N030	Edgewood Ct	West Colombero Dr to Oak St	\$ 4	2026+	Pub Wrks List
Unknown	4G07	Eller Lane	State Hwy 3 to Island Road	\$ 65	2026+	Pub Wrks List
Unknown	4G08	Eller Lane	Island Road to Eastside Road	\$ 15	2026+	Pub Wrks List
Unknown	6J28	Fairlane Road	Walters Lane to Yreka C/L	\$ 50	2026+	Pub Wrks List
Unknown	6J028	Fairlane Road	End to Walters Lane	\$ 7	2026+	Pub Wrks List
Unknown	3G006	Fay Lane	State Hwy 3 to East Callahan Road	\$ 32	2026+	Pub Wrks List
Unknown	9K015	First Avenue	End to End	\$ 25	2026+	Pub Wrks List
Unknown	6K017	Freeman Road	Montague Granada Rd to End	\$ 30	2026+	Pub Wrks List
Unknown	3G002	French Creek Road ?	State Hwy 3 to Mile Post 5.5	\$ 145	2026+	Pub Wrks List
Unknown	2M085	Fryer Way	Azalea Road to End	\$ 7	2026+	Pub Wrks List
Unknown	2M084	Gateway Park Road	Big Canyon Dr to End	\$ 5	2026+	Pub Wrks List
Unknown	2H01B	Gazelle Callahan Road	13.56 to 16.65	\$ 86	2026+	Pub Wrks List
Unknown	2H01B	Gazelle Callahan Road	23.86 to Old Highway 99	\$ 98	2026+	Pub Wrks List
Unknown	2H01	Gazelle Callahan Road	State Hwy 3 to Mile Post 13.56	\$ 424	2026+	Pub Wrks List
Unknown	3L044	Glenhaven Court	Hidden Meadow Dr to End	\$ 2	2026+	Pub Wrks List
Unknown	2M090	Grant Road	Christian Way to N2M03	\$ 10	2026+	Pub Wrks List
Unknown	8D001	Grider Road	Walker Creek Road to End	\$ 87	2026+	Pub Wrks List
Unknown	7L01	Harry Cash Road	Hart Road to Mile Post 8.4	\$ 57	2026+	Pub Wrks List
Unknown	7L01	Harry Cash Road	Davis Road to Lower Little Shasta Road	\$ 59	2026+	Pub Wrks List
Unknown	3L042	Heather Place	Hidden Meadow Dr to End	\$ 5	2026+	Pub Wrks List
Unknown	1N020	Hennessy Way	Tucci Ave to Walnut St	\$ 10	2026+	Pub Wrks List
Unknown	3L045	Hidden Meadow Drive	Shastina Drive to Hidden Meadow Dr	\$ 84	2026+	Pub Wrks List
Unknown	2M003	Highland Drive	Schilling Way to Highland Dr	\$ 25	2026+	Pub Wrks List
Unknown	0U01	Hill Road	Modoc County Line to SH 161	\$ 397	2026+	Pub Wrks List
Unknown	2M077	Holiday Court	Holiday Lane to W.A. Barr Road	\$ 1	2026+	Pub Wrks List

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
County of Siskiyou Projects						
Unknown	2M076	Holiday Lane	Lake Ct to End	\$ 9	2026+	Pub Wrks List
Unknown	4G010	Holzhauser Lane	State Hwy 3 to Island Road	\$ 84	2026+	Pub Wrks List
Unknown	4G01	Horn Lane	State Hwy 3 to Eastside Road	\$ 50	2026+	Pub Wrks List
Unknown	9K05	Hornbrook Road	Mile Post 1 to Copco Road	\$ 28	2026+	Pub Wrks List
Unknown	6G002	Indian Creek Road	Scott River Road to Mile Post 4.6	\$ 130	2026+	Pub Wrks List
Unknown	2B02	Ishi Pishi Road	State Hwy 96 to End	\$ 13	2026+	Pub Wrks List
Unknown	4G04	Island Road	Etna City Limits to Eller Lane	\$ 177	2026+	Pub Wrks List
Unknown	4G04	Island Road	Eller Lane to Serpa Road	\$ 104	2026+	Pub Wrks List
Unknown	8L007	Jacqueline Ave	Patricia Avenue to End	\$ 18	2026+	Pub Wrks List
Unknown	2M075	James Court	Eddy Dr to End	\$ 2	2026+	Pub Wrks List
Unknown	8L008	Janis Road	Patricia Avenue to End	\$ 3	2026+	Pub Wrks List
Unknown	8Q001	Juniper Knoll Road	SH 97 to Mile Post 1.76	\$ 49	2026+	Pub Wrks List
Unknown	3L015	Kaiser Court	Kaiser Meadow Dr to End	\$ 2	2026+	Pub Wrks List
Unknown	3L014	Kaiser Meadow Drive	North Old Stage Rd to Skyview Rd	\$ 7	2026+	Pub Wrks List
Unknown	2M078	Lake Court	Holiday Lane to W.A. Barr Road	\$ 2	2026+	Pub Wrks List
Unknown	2M08	Lassen Lane	North Old Stage Road to MSHA C/L	\$ 29	2026+	Pub Wrks List
Unknown	1N003	Lawndale Ct	West Colombero Dr to Main St	\$ 10	2026+	Pub Wrks List
Unknown	7L003	Lichens Road	Ball Mtn. Little Shasta Road to Mile Post 2.73	\$ 76	2026+	Pub Wrks List
Unknown	4G020	Lighthill Road	State Hwy 3 to Mile Post .83	\$ 20	2026+	Pub Wrks List
Unknown	4G020	Lighthill Road	Oro Fino Road to Mile Post .47	\$ 19	2026+	Pub Wrks List
Unknown	3L011	Linville Drive	North Old Stage Rd to End	\$ 7	2026+	Pub Wrks List
Unknown	2M041	Lotus Lane	McCloud Ave to Alpine Dr	\$ 13	2026+	Pub Wrks List
Unknown	4G009	Lovers Lane Road	Etna City Limits to Island Road	\$ 11	2026+	Pub Wrks List
Unknown	7L03	Lower Little Shasta Road	Ball Mtn. Little Shasta Road to Harry Cash Road	\$ 129	2026+	Pub Wrks List
Unknown	4K001	Macks Gulch Road	Gazelle Callahan Rd to End	\$ 71	2026+	Pub Wrks List
Unknown	2M095	Madison Drive	McCloud Ave to End	\$ 15	2026+	Pub Wrks List
Unknown	0M004	Mallard Road	Teal Road to Copco Road	\$ 5	2026+	Pub Wrks List
Unknown	2H003	Masterson Road	Gazelle Callahan Road to Mile Post 4	\$ 99	2026+	Pub Wrks List
Unknown	2M060	Mathew Court	Villa Rd to Andrew Ct	\$ 3	2026+	Pub Wrks List
Unknown	0Q004	Mathews Road	Picard Road to End	\$ 56	2026+	Pub Wrks List
Unknown	6G01	McAdams Creek Road	State Hwy 3 to Mile Post 4.1	\$ 116	2026+	Pub Wrks List
Unknown	2M027	McCloud Ave	MSHA C/L to N2L03	\$ 92	2026+	Pub Wrks List
Unknown	3L043	Meadow Lane	Hidden Meadow Dr to End	\$ 4	2026+	Pub Wrks List
Unknown	2M068	Meadow Valley Drive	Lassen Ln to North Old Stage Road	\$ 13	2026+	Pub Wrks List
Unknown	8Q02	Meiss Lake Road	SH 97 to Mile Post 2.75	\$ 77	2026+	Pub Wrks List
Unknown	8Q020	Meiss Lake Sams Neck Rd	SH 97 to Schoolhouse Road	\$ 291	2026+	Pub Wrks List
Unknown	2M079	Michelle Dr	West Ream Ave to West Ream Ave	\$ 17	2026+	Pub Wrks List
Unknown	2H003	Miners Creek Road	State Hwy 3	\$ 6	2026+	Pub Wrks List
Unknown	2M098	Monroe Way	Madison Dr to Shasta Acres	\$ 21	2026+	Pub Wrks List
Unknown	6K03	Montague Grenada Road	Oberlin Road to Montague City Limits	\$ 41	2026+	Pub Wrks List
Unknown	6K03A	Montague Grenada Road	99 97 CUTOFF to Oberlin Rd	\$ 142	2026+	Pub Wrks List
Unknown	2M034	Morris Street	Shasta Ave to Butte Ave	\$ 2	2026+	Pub Wrks List
Unknown	2M069	Mountain View Lane	Lassen Ln to Meadow Valley Dr	\$ 10	2026+	Pub Wrks List
Unknown	2M57	North Old Stage	Hatchery Lane to Abrams Lake Road	\$ 94	2026+	Pub Wrks List
Unknown	2M064	North Shore Road	W.A. Barr Road to 0.35	\$ 56	2026+	Pub Wrks List
Unknown	7J01	Oberlin Road	Yreka City Limits to Montague Granada Rd	\$ 184	2026+	Pub Wrks List
Unknown	9K006	Old Cottonwood Creek Rd	Cottonwood Creek Road to 0.1	\$ 2	2026+	Pub Wrks List
Unknown	2M029	Old McCloud Road	MSHA C/L to End	\$ 39	2026+	Pub Wrks List
Unknown	8Q01	Old State Highway	SH 97 to RRX	\$ 233	2026+	Pub Wrks List
Unknown	5K007	Old Westside Road	Mile Post 5 to End	\$ 103	2026+	Pub Wrks List
Unknown	7K052	Owens Way	Ponderosa Street to Ager Road	\$ 29	2026+	Pub Wrks List
Unknown	2M019	Palmer	Ream Ave to End	\$ 5	2026+	Pub Wrks List
Unknown	8L006	Patricia Ave	Ager Beswick Road to End	\$ 87	2026+	Pub Wrks List
Unknown	2M093	Pauls Place	Siskiyou Lake Blvd to End	\$ 7	2026+	Pub Wrks List
Unknown	6H004	Peach Orchid	State Hwy 3	\$ 14	2026+	Pub Wrks List
Unknown	0Q01	Picard Road	End to Butte Street	\$ 146	2026+	Pub Wrks List
Unknown	9K011	Pilot Road	Oregon Street to Main Street	\$ 7	2026+	Pub Wrks List

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
County of Siskiyou Projects						
Unknown	2M006	Pine Grove Drive	Lassen Ln to North Old Stage Rd	\$ 56	2026+	Pub Wrks List
Unknown	1N011	Pine St	Main St to Broadway	\$ 8	2026+	Pub Wrks List
Unknown	1N021	Plum Ave	Cadorna Ave to Modoc Ave	\$ 1	2026+	Pub Wrks List
Unknown	7K046	Ponderosa Street	Owens Way to Ager Road	\$ 47	2026+	Pub Wrks List
Unknown	3L005	Pony Trail	Summit Dr to End	\$ 42	2026+	Pub Wrks List
Unknown	5K005	Pumphouse Road	Old Hwy 99 to Old Westside Rd.	\$ 9	2026+	Pub Wrks List
Unknown	0M002	Quail Lane	Copco Road to End	\$ 4	2026+	Pub Wrks List
Unknown	3L012	Quail Meadow Drive	North Old Stage Rd to End	\$ 27	2026+	Pub Wrks List
Unknown	3L013	Quail Meadow Way	Quail Meadow Dr to North Old Stage Rd	\$ 5	2026+	Pub Wrks List
Unknown	5G023	Quartz Valley Drive	Quartz Valley Road to Quartz Valley Road	\$ 76	2026+	Pub Wrks List
Unknown	6F01	Quartz Valley Road	State Hwy 3 to Scott River Road	\$ 310	2026+	Pub Wrks List
Unknown	1N013	Quincy Ave	West Minnesota Ave to End	\$ 26	2026+	Pub Wrks List
Unknown	3J001	Rail Creek Road	Gazelle Callahan Road to End	\$ 19	2026+	Pub Wrks List
Unknown	2M053	Rainbow Drive	North Old Stage Road to Schilling Way	\$ 9	2026+	Pub Wrks List
Unknown	6G001	Rattlesnake Creek Road	Scott River Road to Mile Post 2.16	\$ 87	2026+	Pub Wrks List
Unknown	2M01	Ream Ave	South Old Stage Road to MSHA C/L	\$ 14	2026+	Pub Wrks List
Unknown	3L049	Romana Drive	Deetz Rd to End	\$ 8	2026+	Pub Wrks List
Unknown	2B01	Salmon River Road	State Hwy 96 to Sawyers Bar Road	\$ 390	2026+	Pub Wrks List
Unknown	1C01	Sawyers Bar Road	Mile Post 34.25 to End	\$ 162	2026+	Pub Wrks List
Unknown	1C01	Sawyers Bar Road	Mile Post 11 to Mile Post 25	\$ 355	2026+	Pub Wrks List
Unknown	7K002	Scala Lane	Oberlin Rd to End	\$ 35	2026+	Pub Wrks List
Unknown	5G005	Scarface Road	Eastside Road to Mile Post 1.68	\$ 58	2026+	Pub Wrks List
Unknown	2M005	Scenic Drive	Lassen Ln to Schilling Way	\$ 11	2026+	Pub Wrks List
Unknown	2M002	Schilling Way	North Old Stage Road to Pine Grove Dr	\$ 18	2026+	Pub Wrks List
Unknown	8Q024	Schoolhouse Road	Meiss Lake Sams Neck Road to End	\$ 30	2026+	Pub Wrks List
Unknown	7F01	Scott River Road	Fort Jones City Limits to Mile Post 6.7	\$ 220	2026+	Pub Wrks List
Unknown	2M086	Sean Way	Fryer Way to Azalea Road	\$ 9	2026+	Pub Wrks List
Unknown	9R003	Shady Dell Road	SH 97 to Mile Post 6.36	\$ 43	2026+	Pub Wrks List
Unknown	6J007	Shamrock Road	Killgore Hills Road to End	\$ 54	2026+	Pub Wrks List
Unknown	2M039	Shasta Acres Road	McCloud Ave	\$ 16	2026+	Pub Wrks List
Unknown	2M010	Shasta Alpine Drive	Black Butte Dr to Ski Village Dr	\$ 2	2026+	Pub Wrks List
Unknown	2m014	Shasta Ave	Morris St to Everett Memorial	\$ 23	2026+	Pub Wrks List
Unknown	2M082	Shasta Way	Alpine Dr to End	\$ 19	2026+	Pub Wrks List
Unknown	8Q002	Sheep Mountain Road	SH 97 to Mile Post 4.49	\$ 127	2026+	Pub Wrks List
Unknown	4G001	Shell Gulch Road	Eastside Road to End	\$ 24	2026+	Pub Wrks List
Unknown	7K08	Shelley Road	Ager Road to Airport Road	\$ 64	2026+	Pub Wrks List
Unknown	8P007	Shoemaker Road	West Macdoel District Road to West Criss Road	\$ 35	2026+	Pub Wrks List
Unknown	2M59	Siskiyou Lake Blvd	W.A. Barr Road to South Old Stage Road	\$ 40	2026+	Pub Wrks List
Unknown	3L046	Skyview Road	North Old Stage Rd to End	\$ 15	2026+	Pub Wrks List
Unknown	2M057	Smith Road	End to Lassen	\$ 1	2026+	Pub Wrks List
Unknown	8C001	South Fork Road	Indian Creek Road to End	\$ 41	2026+	Pub Wrks List
Unknown	5G004	South Hamlin Gulch Road	Eastside Road to Mile Post .56	\$ 16	2026+	Pub Wrks List
Unknown	2M02	South Old Stage Road	Azalea Road to Hatchery Lane	\$ 91	2026+	Pub Wrks List
Unknown	2M025	South Old Stage Road	Mott Rd to South Old Stage Road	\$ 36	2026+	Pub Wrks List
Unknown	7J05	South Phillippe Lane	Oberlin Rd to Yreka C/L	\$ 67	2026+	Pub Wrks List
Unknown	4G007	Star Access	State Hwy 3 to End	\$ 4	2026+	Pub Wrks List
Unknown	4I051	Stewart Springs Road	Old Highway 99 to End	\$ 126	2026+	Pub Wrks List
Unknown	2M081	Sunrise Drive	Summit Dr to End	\$ 5	2026+	Pub Wrks List
Unknown	3L047	Sunset Drive	Skyview Rd to End	\$ 7	2026+	Pub Wrks List
Unknown	2M066	Tanager	Audubon Road to End	\$ 2	2026+	Pub Wrks List
Unknown	0M003	Teal Road	Quail Lane to Copco Road	\$ 10	2026+	Pub Wrks List
Unknown	2M070	Timber Hills Road	Audubon Road to Audubon Road	\$ 19	2026+	Pub Wrks List
Unknown	6K003	Truitman Lane	Old Hwy 99 to Siskiyou Blvd.	\$ 10	2026+	Pub Wrks List
Unknown	1N007	Tucci Ave	Oak St to Broadway	\$ 12	2026+	Pub Wrks List
Unknown	3L050	Twin Hills Court	North Old Stage Rd to End	\$ 6	2026+	Pub Wrks List
Unknown	2M080	Twin View Ct	South Old Stage Road to End	\$ 5	2026+	Pub Wrks List

**Table 4.2
Roadway Improvement Projects, Unconstrained**

Funding	Road ID	Route/PM	Description	Cost (\$1,000)	Const. Year	Source:
County of Siskiyou Projects						
Unknown	2M073	Uplands Way	Old McCloud Rd to Eddy Dr	\$ 9	2026+	Pub Wrks List
Unknown	2M059	Villa Road	Big Canyon Dr to End	\$ 10	2026+	Pub Wrks List
Unknown	2M22	W A Barr Road	Siskiyou Lake Blvd to South Old Stage Road	\$ 55	2026+	Pub Wrks List
Unknown	2M096	Wagon Wheel Road	South Old Stage Road to Conestoga Ct	\$ 2	2026+	Pub Wrks List
Unknown	8G004	Walker Road	State Hwy 96 to Mile Post 3.5	\$ 112	2026+	Pub Wrks List
Unknown	8G004	Walker Road	Walker Connection Road to Klamath River Road	\$ 55	2026+	Pub Wrks List
Unknown	2N002	Walnut St	Oak St to Hennessy Way	\$ 2	2026+	Pub Wrks List
Unknown	6J003	Walters Lane	Easy St to End	\$ 7	2026+	Pub Wrks List
Unknown	8P022	West Criss Road	Cook Campbell Road to SH 97	\$ 61	2026+	Pub Wrks List
Unknown	5K04	West Louie Road	Old Highway 99 to Mile Post 1.75	\$ 69	2026+	Pub Wrks List
Unknown	8P020	West Macdoel District Rd	Cook Campbell Road to SH 97	\$ 39	2026+	Pub Wrks List
Unknown	1N04	West Minnesota	SH 89 to Broadway	\$ 20	2026+	Pub Wrks List
Unknown	6H001	West Moffet Creek Road	State Hwy 3	\$ 103	2026+	Pub Wrks List
Unknown	2M58	West Ream	W.A. Barr Road to South Old Stage Road	\$ 13	2026+	Pub Wrks List
Unknown	2M004	West Scenic Drive	Scenic Dr to Schilling Way	\$ 7	2026+	Pub Wrks List
Unknown	6J04	Westside Road	Walters Lane to Yreka C/L	\$ 14	2026+	Pub Wrks List
Unknown	1N032	Wetzel Dr	West Colombero Dr to End	\$ 4	2026+	Pub Wrks List
Unknown	6K018	White Rock Road	Old Hwy 99 to End	\$ 14	2026+	Pub Wrks List
Unknown	8L009	Willow Creek Road	Airport Road to Mile Post 3.6	\$ 100	2026+	Pub Wrks List
Unknown	2M028	Wisner Road	North Old Stage Road to Pine Grove Dr	\$ 13	2026+	Pub Wrks List
Unknown	2M058	Woodland Park Drive	North Old Stage Road to Woodland Park Dr	\$ 17	2026+	Pub Wrks List
Unknown	3L010	Woodside Court	Woodside Dr to End	\$ 3	2026+	Pub Wrks List
Unknown	3L009	Woodside Drive	Deetz Rd to End	\$ 10	2026+	Pub Wrks List
Unknown	2M036	Wyehka Way	North Old Stage Road to End	\$ 22	2026+	Pub Wrks List
Unknown	7J03	Yreka Ager Road	Yreka City Limits to Ager Road	\$ 132	2026+	Pub Wrks List
Total Sum				\$ 11,758		



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Appendix H

Bridge Improvement Projects, Constrained

Table 4.3							
Bridge Improvement Projects, Constrained							
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year	Source:
STIP/HBP	County	Guys Gulch	Bridge Replacement		\$ 798	2025	CTIPS
STIP/HBP	County	Schulmeyer Gulch	Bridge Replacement		\$ 728	2025	CTIPS
Total Sum					\$ 1,526		

Appendix I

Bridge Improvement Projects, Unconstrained

Table 4.4							
Bridge Improvement Projects, Unconstrained							
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year	Source:
STIP/RSTP	County	Various Bridges	Bridge Replacement		\$ 1,000	N/A	
STIP/RSTP/HBP	02C-0122	Little Castle Creek	Replace	49.6	\$ 1,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0160	Butler Creek	Scour	73.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0154	Crawford Creek	Scour	92.1	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0049	Scott River	Scour	59	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0036	Shasta River	Replace	41.2	\$ 4,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0008	Klamath River	Replace	42.2	\$ 8,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0239	Yreka Creek	Scour	52.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0085	Scott River	Replace	38	\$ 2,000	N/A	Pub Works
STIP/RSTP/HBP	02C-0014	Scott River	Scour	37.6	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-0229	Indian Creek	Scour	56.4	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	02C-037	Spada Bridge	Scour	91.8	\$ 100	N/A	Pub Works
STIP/RSTP/HBP	02C-155	East Fork Scott River	Scour	89.5	\$ 200	N/A	Pub Works
STIP/RSTP/HBP	Yreka	Oberlin Road@Yreka Creek	Replace Bridge	N/A	\$ 1,700	N/A	Yreka
STIP/RSTP/HBP	Yreka	Greenhorn Creek @ Oregon St.	Replace Bridge	N/A	\$ -	N/A	Yreka
STIP/RSTP/HBP	Yreka	Various Bridges on Yreka Crk.	Replace Bridges	N/A	\$ -	N/A	Yreka
Total Sum					\$ 19,200		

Appendix J

Bicycle and Pedestrian Improvement Projects, Constrained

Table 4.5 Bicycle and Pedestrian Improvement Projects, Constrained					
Agency	Funding	Project Identification	Description	Cost (\$1,000)	Const. Year
Yreka	ATP	Greenhorn Park	Trails, shoulder work, signage and striping, install bike lanes on access Rd.	\$ 750	NA
Mt. Shasta	ATP	Midtown Trail Project	Construct Class I-multiuse path	\$ 3,000	NA
Total				\$ 3,750	

Appendix K

Bicycle and Pedestrian Improvement Projects, Unconstrained

Table 4.6

Bicycle and Pedestrian Improvement Projects, Unconstrained

Funding	Project Identification	Description	Total Cost (\$1,000)	Const. Year
Yreka Projects				
ATP/Other	Interstate 5	Landscape Oberlin Rd to S. Yreka Interchange	\$ 300	2026+
ATP/Other	SR 3/Yreka Creek	Multi-use trail N. Yreka to S. city limit. Acquisition, floodplain restoration	\$ 4,375	2026+
ATP/Other	SR3 N	Deer Creek Way Landscaping	\$ 45	2026+
ATP/Other	City Property N. of SR3	Multi-use Trail along Yreka Creek	\$ 1,500	2026+
ATP/Other	Oregon Street	Signing and striping, N/S corridor street	\$ 1,500	2026+
ATP/Other	West Lennox	Signing and striping, Oregon St. to Fairchild St.	\$ 225	2026+
ATP/Other	SR 3	Streetscape Improvements	\$ 2,500	2026+
Yreka Total			\$ 10,445	
Mt Shasta Projects				
ATP/Other	Abrams Lake/Summit Drive	Abrams Lake Rd - Class 1 path along length of Abrams Lake Rd and Summit Drive to Deetz	\$ 1,200	2026+
ATP/Other	Azalea/Big Canyon Connector	Mt. Shasta to Azalea/Big Canyon Areas - Class 1 path from Hwy 89/Mt. Shasta Blvd to Old Stage via Azalea and to end of Big Canyon via Big Canyon	\$ 1,000	2026+
ATP/Other	Bear Springs Rd. to Moutain View Dr.	S. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 350 feet of sidewalk, paving along east side only.	\$ 38	2026+
ATP/Other	Black Butte Trailhead Connector	Midtown Trail to Black Butte Trailhead Connector - Class 1 Path from Midtown Trail to Black Butte Trailhead (1 mile)	\$ 500	2026+
ATP/Other	Cedar St. to Rockfellow Dr.	East and West Alma St. -Class II, Striped Bicycle Lanes providing access route between Mt. Shasta Elementary School and Sisson School.	\$ 22	2026+
ATP/Other	City Limits to S. Mt. Shasta Blvd.	Ream Avenue -Class II, Striped Bicycle Lane serving as a connector to the south western areas of Mt. Shasta.	\$ 26	2026+
ATP/Other	City Limits to Spring Hill Dr.	North and South Mt. Shasta Blvd. -Class II, Striped Bicycle Lanes providing a north/south route through city. Project can be broken into segments. The downtown segment may be appropriate for Class III signing and striping due to mitigating features.	\$ 183	2026+
ATP/Other	City Limits to Washington Dr.	East and West Lake Street/Hatchery Lane -Class II, Striped Bicycle Lanes providing east/west connectivity from Hatchery Lane to Washington Dr.	\$ 40	2026+
ATP/Other	City Limits to West Alma St.	Southern Railway Connector Pathway (Option I) -Class I, Construct multi-use path connecting City Park to Downtown trail running south through undeveloped property west of UPRR alignment.	\$ 2,459	2026+
ATP/Other	City Park to Lake Street	City Park to Downtown Pathway -Class I, Construct multi-use path connecting City Park to Downtown area along a north/south alignment roughly following UPRR corridor.	\$ 3,000	2026+
ATP/Other	City Park to Spring Hill Trailhead Connector	City Park to Spring Hill Trailhead Connector - Class 1 Path from City Park to Spring Hill Trailhead (.5 mile)	\$ 400	2026+
ATP/Other	Deetz Rd	Deetz Rd - Class 1 path along length of Deetz Rd	\$ 850	2026+
ATP/Other	E. Ivy St. to Hinkley St.	N. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 2,200 feet of sidewalk.	\$ 238	2026+
ATP/Other	East Alma St. to Shasta Avenue	Spruce St. Alternate -Class I, multi-use path using existing city right-of-way connecting E. Alma St to Shasta Avenue via Spruce St and Kenneth Way.	\$ 200	2026+
ATP/Other	East Ivy St. to City Limits	Rockfellow Dr. -Class II, Striped Bicycle Lanes providing access to high schools and Shastice Park.	\$ 200	2026+
ATP/Other	Eastern Terminus of McCloud Ave to MSHS/Shastice Park	Monroe/Rockfellow - Class 1 path from McCloud Ave to Rockfellow via fire escape road alignment and Rockfellow Avenue	\$ 450	2026+
ATP/Other	Eastern Terminus of Old McCloud Ave to Midtown Trail	Old McCloud Avenue - Bicycle Lanes & sidewalk/path to Midtown Trail	\$ 750	2026+
ATP/Other	Everitt Memorial Highway Safety Modifications	Traffic Calming and Width Reduction on Everitt Memorial Highway from Rockfellow to Butte Ave - Street Renovation (.4 mile)	\$ 950	2026+
ATP/Other	Everitt Memorial Hwy. to Adams Dr.	Rockfellow Dr. -Pedestrian Priority Corridors, 1,000 feet of sidewalk.	\$ 108	2026+
ATP/Other	Gateway Trailhead Connector	Midtown Trail to Gateway Trailhead Connector - Class 1 Path along Om Shasta Path (.5 miles)	\$ 300	2026+
ATP/Other	Gaudenzio St. to McCloud Ave.	South A St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	Hatchery Lane	Hatchery Lane - Class 1 path along length of Lassen Lane (1 mile)	\$ 400	2026+
ATP/Other	Hinkley St. to Nixon Rd.	N. Mt. Shasta Blvd. -Pedestrian Priority Corridors, 1,800 feet of sidewalk, paving along east side only	\$ 108	2026+
ATP/Other	I-5 to Washington Dr.	East and West Lake St. -Pedestrian Priority Corridors, 500 feet of sidewalk	\$ 54	2026+
ATP/Other	Lake Siskiyou Trail	Lake Siskiyou Trail - Asphalt Paving of Lake Siskiyou Trail	\$ 3,600	2026+
ATP/Other	Lake Street to Lake Siskiyou Trail	Downtown to Lake Siskiyou Pathway -Class I, Construct multi-use path connecting Downtown area to Lake Siskiyou.	\$ 5,000	2026+
ATP/Other	Lassen Lane	Lassen Lane - Class 1 path along length of Lassen Lane (1 mile)	\$ 750	2026+
ATP/Other	Maple St. to Sisson Meadows	East and West Castle St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	McCloud Ave. to East Lake St.	North B St./Birch St. -Class III, Signed Bicycle Routes	\$ 5	2026+
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St. -Class III, Signed Bicycle Routes	\$ 14	2026+
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St. -Pedestrian Priority Corridors, 1,700 feet of sidewalk	\$ 184	2026+

Table 4.6

ATP/Other	Mill St. to S. Mt. Shasta Blvd.	Sisson St. -Class III, Signed Bicycle Routes	\$	3	2026+
ATP/Other	Mill St. to W. Castle St.	Maple St. -Class III, Signed Bicycle Routes	\$	5	2026+
ATP/Other	Mt. Shasta Elementary School to Northern terminus	Cedar St. -Class III, Signed Bicycle Routes	\$	14	2026+
ATP/Other	Mt. Shasta Elementary School to Northern terminus	Cedar St. -Pedestrian Priority Corridors, 3,700 feet of sidewalk	\$	200	2026+
ATP/Other	Mt. Shasta Resort Connector	Siskiyou Lake Blvd - Class 1 Path from WA Barr Rd to South Old Stage Rd	\$	750	2026+
ATP/Other	Mt. Shasta to Dunsmuir Trail	Mt. Shasta to Dunsmuir - Class 1 path from Hwy 89/Mt. Shasta Blvd to Dunsmuir Ave/Siskiyou Ave	\$	3,600	2026+
ATP/Other		Spring Hill Dr. -Class II, Striped Bicycle Lane with excellent opportunity for long term development due to ample pavement and excessive right of way which may be ample for Class I route. Future links to county areas.	\$	59	2026+
ATP/Other	N. Mt. Shasta Blvd. to Rockfellow Dr.	East Ivy St. -Class III, Signed Bicycle Routes	\$	8	2026+
ATP/Other	Old McCloud Ave. to Mt. Shasta Blvd/Hwy 89	Old McCloud to Hwy 89 - Class I multi-use path from Old McCloud Avenue to Hwy 89/Mt. Shasta Blvd. (2 miles)	\$	1,300	2026+
ATP/Other	Old McCloud Rd. to Gaudenzio St.	South B. St. -Class III, Signed Bicycle Routes	\$	5	2026+
ATP/Other	Old McCloud Rd. to Mt. Shasta High School	Washington Dr./Everitt Memorial Hwy. -Pedestrian Priority Corridors, one mile of sidewalk	\$	570	2026+
ATP/Other	Old McCloud Rd. to Shasta Ave.	Washington Dr./Everitt Memorial Hwy -Class II, Striped Bicycle Lanes providing north/south access across the city. Washington Dr. intended as long term. Future roadway widening or repaving.	\$	48	2026+
ATP/Other	Old Stage Rd	Old Stage Rd - Class 1 path along Old Stage Rd from Azalea to Deetz (8 mile)	\$	5,200	2026+
ATP/Other	Pine Grove Drive	Pine Grove Drive - Class 3 bike facilities along length of Pine Grove Drive	\$	10	2026+
ATP/Other	Pine St. to Rockfellow St.	East and West Alma St. -Pedestrian Priority Corridors, 1,400 feet of sidewalk.	\$	162	2026+
ATP/Other	Ream Avenue, Mt. Shasta Blvd to Old Stage Rd	Ream Avenue - Class 1 path from Mt. Shasta Blvd to Old Stage Rd (1.2 mile)	\$	840	2026+
ATP/Other	Rockfellow Dr. to Shasta Ave.	Ski Bowl Dr. -Class III, Signed Bicycle Routes	\$	8	2026+
ATP/Other	Rockfellow Drive to McCloud Railroad	High School Connector Pathway -Class I, Construct multi-use path running north providing off-street access to Shastice Park, Jefferson High School and Mount Shasta Highschool. Including connection to Shasta Ave.	\$	768	2026+
ATP/Other	S. Mt. Shasta Blvd. to Old McCloud Rd.	Mountain View Dr. -Class III, Signed Bicycle Routes	\$	5	2026+
ATP/Other	S. Mt. Shasta Blvd. to S. Washington Dr.	Sheldon Ave. -Class III, Signed Bicycle Routes	\$	5	2026+
ATP/Other	S. Mt. Shasta Blvd. to Washington Dr.	McCloud Ave. -Class III, Signed Bicycle Routes	\$	8	2026+
ATP/Other	Shasta Avenue to Mt. Shasta Blvd. (N)	Shasta Avenue to North Mt. Shasta Blvd. Pathway -Class I, provide multi-use path connection to northern part of City.	\$	461	2026+
ATP/Other	Sisson St. to Maple St.	Mill St. -Class III, Signed Bicycle Routes	\$	8	2026+
ATP/Other	South A St. to South B St.	Gaudenzio St. -Class III, Signed Bicycle Routes	\$	3	2026+
ATP/Other	Spring Hill Trailhead Connector	Midtown Trail to Spring Hill Trailhead Connector - Class 1 Path from Midtown Trail to Spring Hill Trailhead (.4 miles)	\$	300	2026+
ATP/Other	Union Pacific Railroad to City Limits	McCloud River Railroad Pathway -Class I, Construct multi-use path running east/west along existing McCloud River Railroad alignment, only partially within City Limits would require coordination with County. Possible rail-with-trail.	\$	1,998	2026+
ATP/Other	WA Barr Rd	WA Barr - Class 1 path from Old Stage Rd to USFS South Fork Rd (6 mile)	\$	3,900	2026+
ATP/Other	Weed to Northern Mt. Shasta Trail	Weed/Mt. Shasta Trail - Class 1 Path from Weed City Limits to Mt. Shasta City Limits (7.5 miles)	\$	5,300	2026+
ATP/Other	Weed to Truck Village Drive Connector	Weed/Truck Village Drive Connector - Class 1 Path from Weed City Limits to Truck Village Drive (2 miles)	\$	1,200	2026+
ATP/Other	West Lake St. to City Limits	Pine St. -Class II, Striped Bicycle Lanes providing north/south access from Mercy Medical Center to West Lake St.	\$	29	2026+
ATP/Other	West Lake to I-5	Pine St. -Pedestrian Priority Corridors, 1,000 feet of sidewalk.	\$	108	2026+
ATP/Other	Western terminus to Everitt Memorial Hwy.	Shasta Avenue -Class III, Signed Bicycle Routes	\$	14	2026+
Mt Shasta Total			\$	49,928	
Total			\$	60,373	



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Appendix L

Transit Improvement Projects

Table 4.7					
Transit Improvement Projects					
Funding Source	Project	Total Cost (\$1000's)	Construction Year	Source	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,057	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,118	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,271	FY 18-19	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Operating Costs	\$ 2,339	FY 19-20	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 530	FY 17-18	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 546	FY 18-19	Siskiyou County SRTP	
PTMISEA	STAGE Replacement Vehicle	\$ 563	FY 19-20	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Storage, Security Improvements at Maintenance Yard - Yreka	\$ 4	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 17-18	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 18-19	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 19-20	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 20-21	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelters and Signage, Maintenance	\$ 8	FY 21-22	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Bus Stop Shelter at College of the Siskiyou, Weed	\$ 10	FY 16-17	Siskiyou County SRTP	
FTA/ LTF/ Farebox	Purchase of Land; Parking Enclosure - Mount Shasta	\$ 200	FY 16-17	Siskiyou County SRTP	
Total		\$ 11,746			

Appendix M

Aviation Improvement Projects

Table 4.8				
Aviation Improvement Projects				
Funding	Description	Cost (1000's)	Const. Year	Source
Airport Land Use Compatibility Plan				
CAAP/A&D	ALUCP	\$30	2020	Caltrans Div of Aeronautics
Siskiyou County Airport (Public)				
AIP/CAAP	Slurry Seal Runway, Taxiway	\$428	TBD	2010 Siskiyou County RTP
Butte Valley Airport (Public)				
AIP/CAAP	Construct Perimeter Fence	\$323	TBD	2010 Siskiyou County RTP
AIP/CAAP	Runway Slurry Seal	\$276	TBD	2010 Siskiyou County RTP
Weed Airport (Public)				
AIP/CAAP	Reconstruct Perimeter Fence	\$266	TBD	2010 Siskiyou County RTP
TBD	Taxiway Runway Rehab	\$3,000	TBD	SCLTC
Scott Valley Airport (Public)				
AIP/CAAP	Construct parallel Taxiway, Crossovers, MITL	\$726	TBD	2010 Siskiyou County RTP
Montague/Yreka/Rohrer Field				
AIP/CAAP	Widen (50'-60') and resurface Runway	\$1,500	TBD	2010 Siskiyou County RTP
AIP/CAAP	Install PAPI on Runway 14	\$250	TBD	2010 Siskiyou County RTP
AIP/CAAP	Install Concrete Helipad	\$750	2026	2010 Siskiyou County RTP
Total		\$7,519		