

## REPORT TO SHASTA COUNTY RTPA

| SUBJECT                                    | MEETING DATE | ITEM NUMBER |
|--------------------------------------------|--------------|-------------|
| Approve 2007/08 Overall Work Program (OWP) | 04/17/07     | 6           |

### RECOMMENDATION

It is recommended that the Agency:

- 1) Hold a public hearing to take testimony on the proposed 2007/08 Overall Work Program (OWP);
- 2) Authorize the Chair to sign the Certifications and Assurances for Federal Transit Administration (FTA) assistance programs;
- 3) Authorize the Executive Officer to make minor non-financial administrative changes to the 2007/08 Overall Work Program as needed;
- 4) Adopt Resolution No. 07-03, certifying compliance with Federal Joint Urban Transportation Planning regulations; and
- 5) Adopt the 2007/08 Overall Work Program.

### SUMMARY

The 2007/08 Overall Work Program (OWP) is required for Metropolitan Planning Organizations (MPO) to receive state and federal planning funds. The OWP has been developed in cooperation with the cities, RABA, Caltrans, and Shasta County. The OWP incorporates all comments received from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans District 2, and Caltrans Headquarters (Attachment C and D). Adoption of the OWP requires certifications that work is performed consistent with federal requirements (OWP pages 56-61).

### DISCUSSION

State and federal regulations governing the metropolitan transportation planning process require the development of an annual budget by each MPO called the Overall Work Program (OWP). The OWP defines the tasks to be accomplished, the type and amount of funding, and the participants in the transportation planning process. The 2007/08 OWP has been prepared after receiving and incorporating input from the cities, county, RABA, and Caltrans. The 2007/08 OWP has been reviewed by the funding agencies, which include the FHWA, FTA, and Caltrans. Funding Agency comments have been included in the final draft. Federal law requires that the OWP also contain compliance certifications including one stating that none of the funds received are used for lobbying purposes.

The 2007/08 OWP includes funding to prepare, monitor, and implement all planning documents and processes required to receive state and federal funds. This includes the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), bike and aviation plans, transit planning and funding, and the Federal Transportation Improvement Program (FTIP). Also included are funds for regional growth strategies including ShastaFORWARD>>

(Blueprint Planning), the Fix 5 Partnership, and a traffic impact fee study for the Ox Yoke/Riverside Avenue corridor between SR273 and North Street in Anderson.

These processes and plans are considered the "core" or basic functions of the RTPA. Agency staff, under the direction of the Executive Officer, are responsible for carrying out these functions. Other local agencies participate by attending meetings, providing data, and supporting work prepared by staff. These core functions are funded 100% from Federal Planning funds, Transportation Development Act (TDA) resources, and other grant funds.

Non-core requests from local agencies are funded in accordance with the Agency's adopted Policy 5-1. This policy determines priorities if requests exceed funding. The policy addresses how competing projects are evaluated, accountability measures, and required deliverables.

In this OWP, \$188,079 in non-core requests will be funded as follows:

- City of Redding analysis of traffic signal timing - \$77,875
- City of Shasta Lake's traffic sign and reflectivity analysis - \$28,746
- Redding Area Bus Authority transit study review - \$47,450
- City of Anderson GIS non-motorized layer - \$ 14,248
- City of Redding ADA sidewalk inventory and hazard elimination - \$19,760

Funding is required to purchase workstations for RTPA staff as part of the Department of Public Works (DPW) asbestos abatement and administrative office remodel. DPW proposes to fund the cost of the abatement and building remodel.

Total funding for the Work Program is \$1,874,327. A breakdown of the funding is presented in the following tables:

| Table 1: Expenditures by Fund Source |                    |                  |                  |                 |                  |                  |                    |
|--------------------------------------|--------------------|------------------|------------------|-----------------|------------------|------------------|--------------------|
| FUNDING SOURCE                       | RTPA               | COUNTY           | REDDING          | S LAKE          | ANDERSON         | RABA             | TOTAL              |
| FHWA                                 | \$ 412,756         | \$ 53,009        | \$180,473        | \$26,543        | \$ 31,647        |                  | \$ 704,428         |
| FTA                                  |                    |                  |                  |                 |                  | \$95,698         | \$ 95,698          |
| INKIND                               |                    | \$ 3,762         | \$ 18,166        | \$ 3,297        | \$ 1,829         | \$12,399         | \$ 39,453          |
| TDA                                  | \$ 330,554         | \$ 3,106         | \$ 5,216         | \$ 142          | \$ 2,271         |                  | \$ 341,289         |
| SPR-FIX5                             | \$ 460,000         |                  |                  |                 |                  |                  | \$ 460,000         |
| SPR-BP                               | \$ 164,459         |                  |                  |                 |                  |                  | \$ 164,459         |
| PPM                                  | \$ 69,000          |                  |                  |                 |                  |                  | \$ 69,000          |
| <b>TOTAL</b>                         | <b>\$1,436,769</b> | <b>\$ 59,877</b> | <b>\$203,855</b> | <b>\$29,982</b> | <b>\$ 35,747</b> | <b>\$108,097</b> | <b>\$1,874,327</b> |

| Table 2: Expenditures by Type |                    |                  |                   |                 |                  |                  |                    |
|-------------------------------|--------------------|------------------|-------------------|-----------------|------------------|------------------|--------------------|
| Type                          | RTPA               | COUNTY           | REDDING           | S LAKE          | ANDERSON         | RABA             | TOTAL              |
| Consultant                    | \$ 685,000         |                  | \$ 64,000         | \$28,746        | \$ 18,000        | \$ 35,000        | \$ 830,746         |
| Expenses & fixed assets       | \$ 218,100         |                  | \$ 13,000         |                 |                  | \$ 23,250        | \$ 254,350         |
| Staff                         | \$ 533,669         | \$ 59,877        | \$ 126,855        | \$ 1,236        | \$ 17,747        | \$ 49,847        | \$ 789,231         |
| <b>TOTAL</b>                  | <b>\$1,436,769</b> | <b>\$ 59,877</b> | <b>\$ 203,855</b> | <b>\$29,982</b> | <b>\$ 35,747</b> | <b>\$108,097</b> | <b>\$1,874,327</b> |

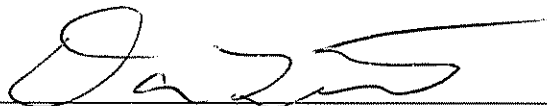
#### OTHER AGENCY INVOLVEMENT

Funding agencies are the FHWA, FTA, and Caltrans. Participating agencies are the cities of Anderson, Redding, and Shasta Lake, RABA and Shasta County. This

item was presented at the Technical Advisory Committee (TAC) meeting of April 3, 2007. TAC recommends approval of the OWP.

FINANCING

Total funding for the OWP is \$1,874,327. Section III of the OWP contains a financial summary by funding source and local agency.



Daniel S. Little, AICP, Executive Officer

DSL/SLC/jac

Attachment:      A) Resolution No. 07-03 Adopting the 2007/08 OWP  
                     B) Revenue and Expenditure Charts  
                     C) Caltrans Comments dated March 26, 2007  
                     D) FHWA Comments dated April 3, 2007  
                     E) 2007/08 Overall Work Program

RESOLUTION NO. 07-03

ADOPTING THE 2007/08 OVERALL WORK PROGRAM AND CERTIFYING COMPLIANCE  
WITH FEDERAL JOINT URBAN TRANSPORTATION PLANNING REGULATIONS

WHEREAS, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as a condition to the allocation of federal transportation planning funds, require each Metropolitan Planning Organization (MPO) to annually develop a comprehensive Overall Work Program (OWP) as a planning, programming and budgeting tool for the coming fiscal year; and

WHEREAS, the joint urban transportation planning regulations require each MPO to certify that its planning process is being carried out in conformance with the following federal rules and regulations:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1);
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note - only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

WHEREAS, the draft Overall Work Program has been reviewed and is found to conform to the above federal planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for fiscal year 2007/08; and

WHEREAS, the draft Overall Work Program was submitted to state and federal funding agencies for review, comments, and recommendation; and

WHEREAS, comments and recommendations of funding agencies and the Intermodal Planning Group have been received and incorporated into the final Overall Work Program draft.

NOW, THEREFORE, BE IT RESOLVED that the Overall Work Program for 2007/08 is approved and adopted.

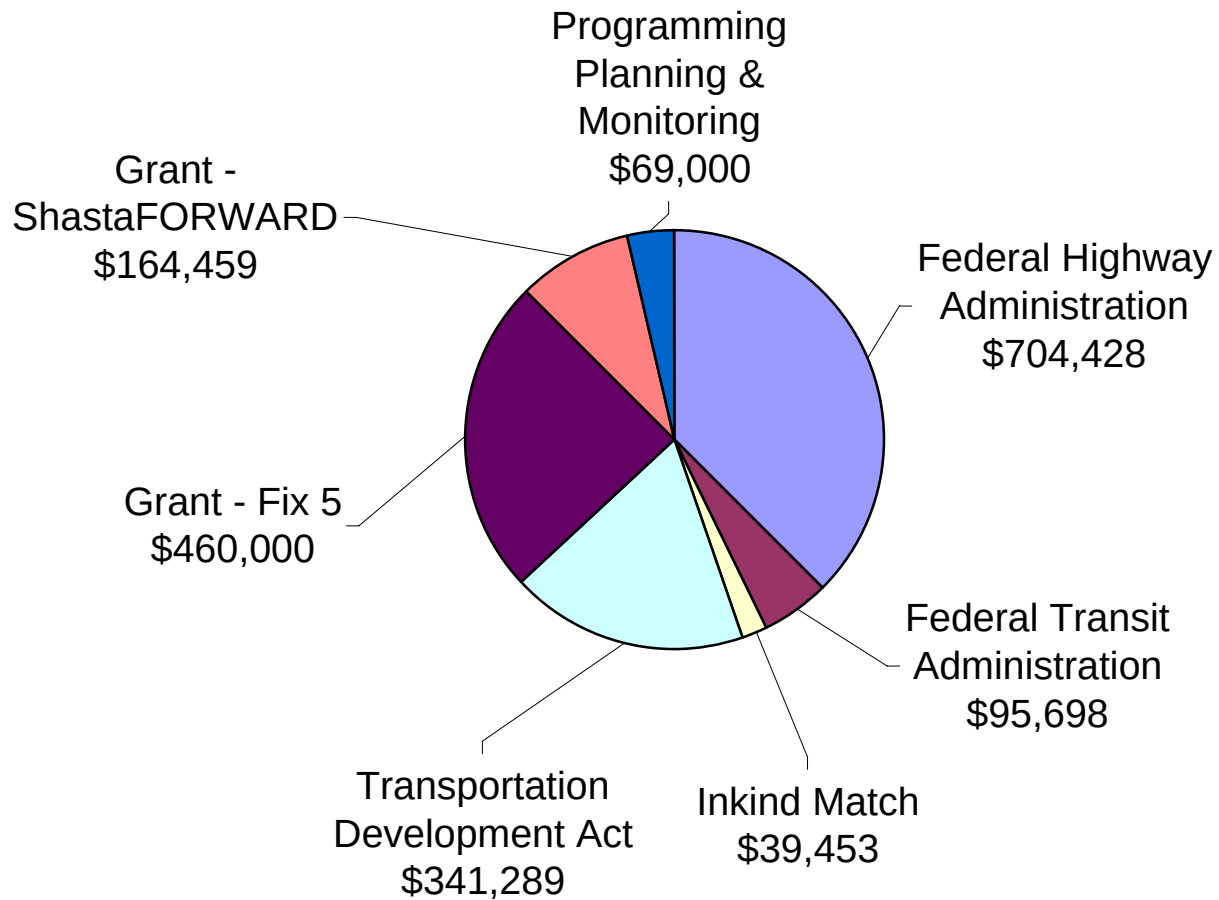
FURTHER, BE IT RESOLVED that Shasta County Regional Transportation Planning Agency certifies that the transportation planning process is being carried out in conformance with all applicable federal requirements.

PASSED AND ADOPTED this 17th day of April, 2007, by the Shasta County Regional Transportation Planning Agency.

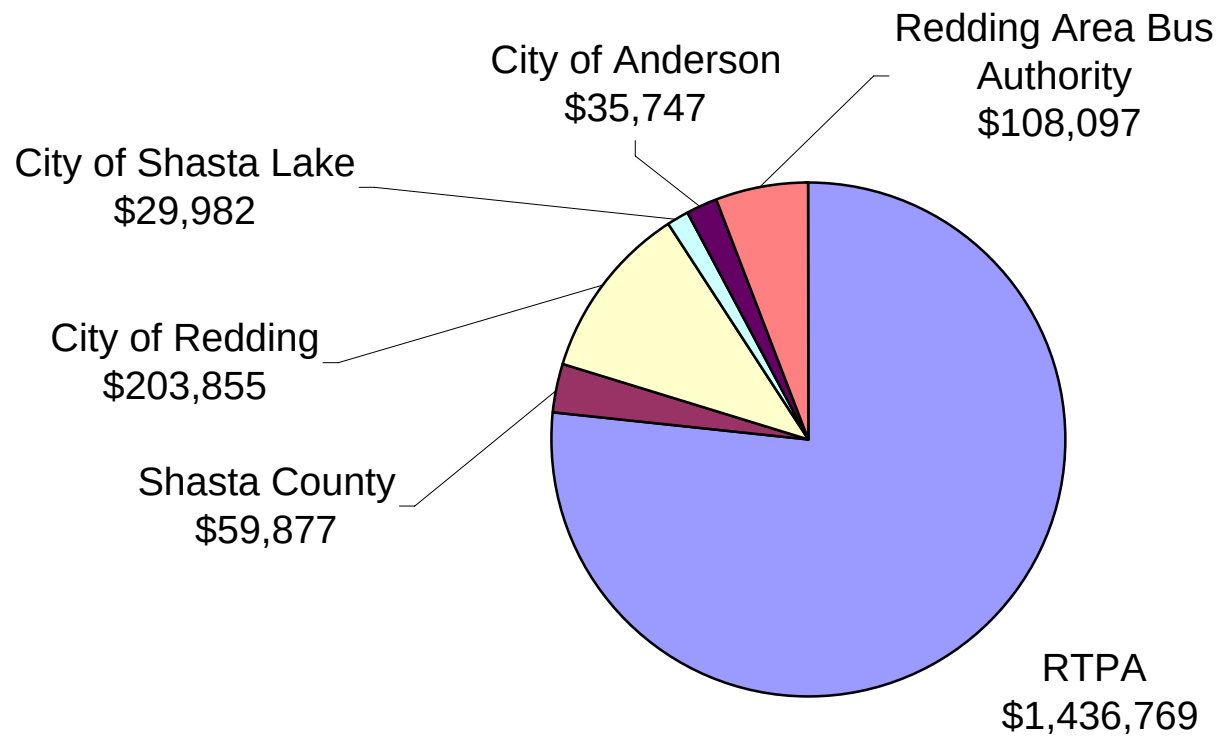
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Norma Connick, Chair  
Shasta County Regional  
Transportation Planning Agency

**2007-2008 SCRTPA PLANNING REVENUE BY SOURCE**  
**TOTAL REVENUE: \$ 1,874,327**



**2007-2008 SCRTPA PLANNING EXPENDITURE BY AGENCY**  
**TOTAL EXPENDITURES: \$1,874,327**



DEPARTMENT OF TRANSPORTATION  
OFFICE OF REGIONAL PLANNING, MS7  
1657 RIVERSIDE DRIVE  
P. O. BOX 496073  
REDDING, CA 96049-6073  
PHONE (530) 225-3484  
FAX (530) 225-3020  
TTY (530) 225-2019



*Flex your power!  
Be energy efficient!*

March 26, 2007

Mr. Daniel S. Little, Executive Officer  
Shasta County Regional Transportation Planning Agency  
1855 Placer Street  
Redding, CA 96001

Dear Mr. Little:

We are in receipt of the Draft FY 2007/08 Shasta County Regional Transportation Planning Agency (SCRTPA) Overall Work Program (OWP) and have circulated the document to various Department of Transportation (Department) units. Several reviewers complimented SCRTPA on its professional presentation of planning efforts. Specific comments included recognition of the SCRTPA's efforts to create effective partnerships through *ShastaForward*>> Regional Blueprint Study and the Fix 5 Partnership. The following is a compilation of the Department's recommended and suggested modifications for the Draft FY 2007/08 OWP.

**Recommended Comment:**

Page 43, Work Element 706 – Administration, Project Monitoring, and Financial Planning of TIPs, please note that Federal Highway Administration (FHWA) PL funds (and other Federal funds in general) cannot be used to pay dues for an organization that is “substantially engaged in lobbying.” The FHWA has ruled that FHWA PL funds cannot be used to pay dues to CalCOG (task 706.05).

It is recommended that the SCRTPA consider including “Tribal Government to Government” relations under “Products and Targets” for Work Elements 704, 706, 707, 709, and 720. It is also recommended that “Tribal Governments” be included under “Purpose” in Work Elements (WE) 701 and 709, and under “Previous and Ongoing Work” in WE 704. Please consider including Tribal Governments on page 18 in the first and second paragraphs under “Create Effective Partnerships” and on page 19 under “*ShastaForward*>>” as one of the stakeholders for the Blueprint Study.

**Suggested Comments:**

It is suggested that Shasta County consider including a WE that will build the County's knowledge of goods movement issues and potential strategies to address these issues. The Department also suggests that future OWPs include a separate section on “Goods Movement” as it is likely that increased truck traffic on the I-5 Corridor and issues associated with Surface Transportation Assistance Act of 1983 will continue into future years.

Page 17, Transportation Issues - Airport land use compatibility issues can be addressed by visiting the Division of Aeronautics website. This site may be a valuable resource regarding the final bullet addressing "encroachment" as an ongoing issue plaguing airports nationwide. A newly released publication, the *Airport Land Use Compatibility Planning in California: Protecting Our Airports and Our Communities* brochure can be accessed from our website, <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>. The *Airport Land Use Planning Handbook* is also available from this website.

Page 24, Regional Blueprint Plan and Page 51 Work Element 720 – Since SCRTPA has taken the lead on this new regional land use policy development program, the Division of Aeronautics requests that the airports' locations and flight patterns be considered, especially regarding housing densities and other high density uses (e.g. community centers, schools and places of worship). Division of Aeronautics staff would like the opportunity to review/comment on draft policy documents.

This concludes the Department's comments for the SCRTPA 2007/08 OWP. Upon SCRTPA approval, please provide signed copies of the Federal Highway Administration and Federal Transit Assistance Certifications and Assurances with submittal of the Final OWP. Please provide one electronic version and four hard copies of the final, approved document. When the FY 2007/08 OWP has been approved, the OWP Agreement will be provided for signature and approval.

If you have any questions or comments regarding this matter, please contact Debbie Ginn, at (530) 225-4671.

Sincerely,



MICHELLE MILLETTE  
Chief, Office of Community and Regional Planning  
District 2

C: Dara Wheeler, ORIP  
Andrew Knapp, ORIP  
Chris Ratekin, Office of Community Planning  
Eric Fredericks, Office of Community Planning  
Michele Fell-Casale, Office of Goods Movement  
Terry Barrie, Division of Aeronautics  
Kevin Ryan, Division of Aeronautics  
Victoria Coulter, Division of Rail



## ATTACHMENT D



Enclosure for FHWA 2007-2008 OWP Review Letter  
**U.S. DEPARTMENT OF TRANSPORTATION**  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814  
April 3, 2007

IN REPLY REFER TO  
HDA-CA  
Document # S50323

Mr. Dan Little, Executive Officer  
Shasta County Regional Transportation  
Planning Agency  
1855 Placer Street  
Redding, CA 96001

Dear Mr. Little:

Thank you for giving the California Division of the Federal Highway Administration (FHWA) an opportunity to review and comment on the Shasta County Regional Transportation Planning Agency's 2007 Overall Work Program (OWP). I apologize for the delay in submitting our review comments, and sincerely regret leaving you no time to consider our lengthy list of suggestions and recommendations prior to our annual MPO meeting on April 4th. We look forward to working with you as you finish developing your OWP and deliver the metropolitan transportation planning program for the Shasta MPO region.

We commend the Shasta County Regional Transportation Planning Agency (SCRTPA) for preparing a comprehensive and well organized draft OWP for 2007-2008. Based on our review we offer the following comments for your consideration as you develop the final OWP.

### **California Planning Emphasis Areas (California PEAs)**

The OWP summarizes (pages 20 – 24) the three Federal planning emphasis areas (PEAs) that FHWA described in our March 9, 2007, letter to SCRTPA. Below we offer suggestions, grouped by PEA, for specific metropolitan transportation planning activities, agreements and products that necessary or appropriate to ensure the Shasta MPO Transportation Plan and Federal TIP comply with SAFTEA-LU when updated after July 1, 2007. Our recommendations for new activities, agreements, or products may be disregarded if the MPO has recently accomplished the recommended work, or the activities and products are currently included (but overlooked) in one or more of the Work Elements of the draft OWP; or provided the activities, products or agreements will be appropriately addressed in the SCRTPA 2008-2009 OWP, and delay will not impact the update to the Federal TIP in 2008.

**Financial Planning (PEA 1):** We encourage SCRTPA to review, and where appropriate modify the OWP Work Element(s) supporting the development of the Transportation Plan and Transportation Improvement Program, to specifically identify or emphasize activities or tasks that support or implement the following financial planning requirements:

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- **Provide system level estimates of both costs and reasonably available revenue sources to adequately operate and maintain Federal-aid highways and public transportation with updated or amended Transportation Plan or Federal TIP.** In updating or amending the Transportation Plan or Federal TIP, SAFETEA-LU requires the MPO provide estimates of both costs and reasonably available revenue sources to adequately operate and maintain Federal-aid highways (23 USC 101(a)(5)) and public transportation.
- **Ensure the Federal TIP properly reflects those projects seeking Advance Construction (AC) authorization, if any, both at the time of authorization and at the time of conversion.**
- **Ensure that project cost estimates in the Transportation Plan and Federal TIP are regularly updated and reflect the latest available information.**
- **Develop financial plans for the Transportation Plan and Federal TIP, and review and reaffirm financial constraint of an updated or amended Transportation Plan or Federal TIP.** In updating or amending the Transportation Plan or Federal TIP, SAFETEA-LU requires that the MPO develop a financial plan. Starting December 11, 2007, financial plan revenue and cost estimates for the TIP must use an inflation rate to reflect year of expenditure dollars.

**Project Monitoring (PEA 2):** We recommend that SCRTPA review, and where appropriate revise the OWP Work Element(s) supporting the development and monitoring of the Transportation Plan and Transportation Improvement Program, to specifically include or highlight activities or work that support or implement the following planning requirements that involve project monitoring:

- **Develop and publish the annual listing of obligated projects by Dec. 31** SAFETEA-LU significantly changed the requirements pertaining to the annual listing of projects.
  - The new legislation requires that the listing include a Pedestrian Walkways and Bicycle Transportation Facilities Element.
  - The new planning regulations require SCRTPA, the California Department of Transportation, and the public transit operator have a written agreement with specific provisions for cooperatively developing and sharing information related to the development of the annual listing.
  - In addition to the project description and responsible agency, the list must also include: the amount of Federal funds programmed in the TIP, the Federal funds obligated in the preceding year, and the available Federal funding remaining for subsequent years.
- **Assure that project cost estimates are updated regularly to reflect the latest available information.**

**SAFETEA-LU Implementation (PEA 3):** The implementation deadline for SAFETEA-LU is July 1, 2007. We encourage SCRTPA to analyze its planning and programming processes and documents to identify critical gaps between the current Plan and TIP development and amendment practices and the new SAFETEA-LU planning and programming requirements. Based on our review of the OWP we recommend that SCRTPA review the planned activities in the OWP related to the development of the Federal TIP and Transportation Plan for the region to ensure the 2008 Federal TIP and any Plan updates and amendments are accomplished without unnecessary delays and in compliance with the requirements of SAFETEA-LU. As necessary, we recommend that SCRTPA revise the appropriate OWP work elements to specifically identify those activities and tasks that must be accomplished in order for the MPO to develop and approve a SAFETEA-LU compliant update to Federal TIP and Transportation Plan.

Enclosed with this letter is a summary of the more significant SAFETEA-LU provisions affecting the development, updates and amendments to the MPO Transportation Plan and Federal TIP and our related recommendations for SCRTPA consideration in developing the final OWP.

#### **General OWP Comments**

In the summary discussion of the Regional Transportation Plan (pg 13) and Federal Transportation Improvement Program (pg 4) SCRTPA may want to consider reviewing and amending the language to better reflect the scope, update cycle and other requirements recently established by SAFETEA-LU.

In the summary of the SAFETEA-LU planning factors on pages 21-24, the work element activity information does reflect the activities required to meet any new SAFETEA-LU requirements when updating the Federal TIP and Transportation Plan in compliance with the provisions of SAFETEA-LU. We encourage SCRTPA to specifically identify in the OWP, any new activities, agreements, or products established or required by SAFETEA-LU or the implementing regulations that must be satisfied when updating the Federal TIP or Plan.

#### **Specific OWP Work Element Comments**

**Work Element 701:** We encourage SCRTPA to specifically identify in this element of the OWP any new activities, agreements, and planning products mandated by SAFETEA-LU for the transportation planning process including the development of the Transportation Plan that remain to be completed for the next Transportation Plan update. We encourage SCRTPA to review the funding proposed in this OWP for the 2009 update of the Transportation Plan and confirm that sufficient resources are available to ensure the updates to the Transportation Plan and Federal TIP are SAFETEA-LU Compliant.

**Work Element 706:** We offer the same input for work element 706 concerning the TIP here that we gave for the Plan work element above.

**Work Element 709:** We encourage SCRTPA to program funding for Agency Coordination, consultation, or cooperation accomplished as part of the metropolitan planning or programming process in the appropriate Work Element(s) for Plan, TIP and/or OWP development.

Thanks for providing us an opportunity to review and comment on your annual OWP. If you have questions or need additional information regarding our comments, please contact Wade Hobbs at (916) 498-5027 or by email at [wade.hobbs@fhwa.dot.gov](mailto:wade.hobbs@fhwa.dot.gov).

Sincerely,

*/s/ Wade Hobbs*

For  
Gene K. Fong  
Division Administrator

Enclosure

cc: (e-mail)

Sue Crowe, SCRTPA

Debbie Ginn, Caltrans D-2 Planning

Michelle Millette, Caltrans D-2 Planning

Andy Knapp, Caltrans HQ

Paul Page, FTA Region IX

WEH/ac

## Enclosure for FHWA 2007-2008 OWP Review Letter

This enclosure provides a summary of SAFETEA-LU provisions affecting the development, updates and amendments to the MPO Transportation Plan and Federal TIP and includes related recommendations by the FHWA California Division on developing the MPO Overall Work Program.

### 1 Planning Factors for Metropolitan Transportation Planning: SAFETEA-LU

established stand-alone planning factors for Safety and Security and expanded the Environmental planning factor to read “(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, *and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*”.

a. **Federal TIP:** In addressing the planning factors in connection with the Federal TIP update, FHWA recommends the MPO consider undertaking or highlighting the following tasks or activities under the work element supporting the development and monitoring of the Federal TIP:

- Review the TIP project selection criteria to ensure they reflect the MPO Region and appropriate California Strategic Highway Safety Plan (SHSP) priority for projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.
- Ensure outreach to and input from safety stakeholders.
- Review the TIP development procedures to ensure coordination and consistency between the MPO TIP and other transit or transportation network security programs and projects.

b. **Transportation Plan:** In addressing the planning factors in connection with updating the long-range Transportation Plan update, FHWA recommends the MPO consider undertaking, emphasizing, or highlighting the following tasks or activities under the work element supporting the development and monitoring of the Transportation Plan:

- Review current safety goals, objectives, performance measures and strategies.
- Ensure adequate safety data are available to support development of a safety element or discussion in the Transportation Plan.
- Ensure outreach to and input from safety stakeholders.
- Incorporate or summarize the priorities, goals, and countermeasures from the California SHSP that relate to the MPO region, and the MPO region's safety priorities, goals and projects.
- Incorporate Transit System Safety Plans if available.
- Incorporate or summarize the priorities, goals or projects for the MPO region contained in applicable emergency relief and disaster preparedness plans, strategies, and policies that support homeland security and safeguard the personal security of all motorized and non-motorized transportation system users.
- Ensure consistency between the MPO transportation plan and other available transit or transportation security plans and programs.
- Review the current process to coordinate transportation planning with land use and economic development planning, and consider methods and timeframes to improve or expand coordination.

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2. **Financial Constraint:** SAFETEA-LU continues the requirement that Transportation Plans and TIPS be financially constrained and adds a new requirement that revenue and cost estimates for the Plan and TIP use an inflation rate to reflect year of expenditure dollars. FHWA encourages the MPO to review the OWP work elements that support the updates to the Federal TIP and Plan and revise them as needed to ensure that the MPO, in updating the Federal TIP and Plan and for subsequent Plan or TIP amendments:
  - **Develop financial plans for the Transportation Plan and Federal TIP, and review and reaffirm financial constraint of an updated or amended Transportation Plan or Federal TIP.** In updating or amending the Transportation Plan or Federal TIP, SAFETEA-LU requires that the MPO develop a financial plan. Starting December 11, 2007, financial plan revenue and cost estimates for the TIP must use an inflation rate to reflect year of expenditure dollars.
3. **Revenue and Costs for Operations and Maintenance (System Level):** SAFETEA-LU requires that the cost and revenue estimates for the Transportation Plan and Federal TIP include system level estimates of both costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. FHWA encourages the MPO to review the OWP work elements that support the updates to the Federal TIP and Plan and revise them as needed to ensure that the MPO, in updating the Federal TIP and Plan and for subsequent Plan or TIP amendments:
  - **Provide system level estimates of both costs and reasonably available revenue sources to adequately operate and maintain Federal-aid highways and public transportation with updated or amended Transportation Plan or Federal TIP.** In updating or amending the Federal TIP or Plan, FHWA encourages the MPO to ensure that revenues and costs related to system operations and maintenance are adequately documented.
4. **Environmental Mitigation:** SAFETEA requires that an updated or amended Long-range Transportation Plan include a discussion of both 1) types of potential environmental mitigation activities, and 2) potential areas to carry out those activities. The discussion must be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. FHWA recommends the MPO consider undertaking the following task as part of the OWP work element supporting the development and monitoring of the Transportation Plan:
  - **In developing the Transportation Plan, prepare a discussion of environmental mitigation activities with Federal, State and Tribal wildlife, land management and regulatory agencies.** The discussion may focus on policies, programs, or strategies, rather than at the project level

5. **Consultation and Cooperation:** SAFETEA-LU revised the consultation and coordination requirements for updating or amending the Federal TIP or Transportation Plan. FHWA encourages the MPO to review the OWP work elements that support the updates to the Federal TIP and Plan and revise them as needed to ensure that the MPO accomplishes the required consultation and coordination when updating or amending the Federal TIP and Plan.
- **Consultation with Federal, State and Tribal land management, wildlife and regulatory agencies** (See the Discussion for Environmental Mitigation in 4 above)
  - **Consultation with State and Local Agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in Transportation Plan Development.** In updating or amending the Long-range transportation Plan, SAFETEA-LU requires that the MPO consult with the State and Local agencies listed here The consultation must involve the consideration of a comparison of the Long-range Transportation Plan to State conservation plans or maps (if available), and Inventories of natural or historic resources.
  - **Consultation with agencies and officials responsible for other planning activities in Federal TIP and Plan Development.** In updating or amending the long-range transportation plan or Federal TIP, the MPO should consider consulting with agencies and officials responsible for planning for programs, projects or strategies that are affected by public transportation facilities and services, including: State and local planned growth, economic development, environmental protection, airport operations and freight movements. Although consultation with these agencies and officials is encouraged, not required, the MPO is required to develop documentation for the process that outlines roles, responsibilities, and key decision points for consulting with agencies and officials responsible for other planning activities within the MPA (that are affected by transportation).
  - **Consulting and appropriately involving Indian Tribal governments and Federal Land Management Agencies in Federal TIP and Transportation Plan development.** In updating or amending the long-range transportation plan or Federal TIP, the MPO must consult and appropriately involve the Indian Tribal governments with Indian Tribal lands in the metropolitan planning area and the Federal land management agencies responsible for Federal Public Lands in the Metropolitan Planning Area. The Federal planning regulations require the MPO to develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Federal land Management Agencies in the development of the Federal TIP and Long-range Transportation Plan.
6. **Transportation Facilities** SAFETEA-LU requires that an updated or amended Transportation Plan contain operational and management strategies to improve the performance of existing transportation facilities and relieve vehicular congestion and maximize the safety and mobility of people and goods. SAFETEA-LU also continued the requirement for a Congestion Management Process in areas designated as TMAs.
- a. **Operations and Management Strategies** FHWA recommends the MPO consider undertaking the following task as part of the OWP work element supporting the development and monitoring of the Transportation Plan:



- Reviewing the transportation planning goals, objectives, performance measures, and strategies for the region to ensure they relieve congestion and maximize the safety and mobility of people and goods using the highway or transit network.
- Consider and develop strategies, costs and resources for capital and operations investments to preserve the existing transportation system.

b. **Congestion Management Process (applicable to TMAs).** FHWA encourages the MPO to review the OWP work elements that support the updates to the Federal TIP and Plan and revise them as needed to ensure that the updated Federal TIP and Plan comply with the Congestion Management Process requirements in SAFETEA-LU:

- Review State laws, rules and regulations to ensure the CMP for the TMA is consistent with the SAFETEA-LU revised statutory language on the Congestion Management Process.
- Identify operations partners (e.g. traffic operations centers, ITS, and traffic engineers)
- Identify travel demand reduction and operation management strategies and work with partners to develop projects priorities and schedule for implementation.
- Ensure that for any project listed or proposed for inclusion in the FTIP that significantly increases SOV carrying capacity, that the project is addressed in the Congestion Management Process and all identified reasonable travel demand reduction and operation management strategies are incorporated into the SOV project or committed to by the State and MPO for implementation.

7. **Interested Parties and Participation:** SAFETEA-LU requires that each MPO develop a Participation Plan in consultation with interested parties that provides all interested parties a reasonable opportunity to comment on the contents of the Long-range Transportation Plan and Federal TIP. FHWA encourages the MPO to review the OWP work elements that support the updates to the Federal TIP and Plan and revise them as needed to ensure that updates to the Federal TIP and Plan comply with the Participation Plan requirements of SAFETEA-LU.

- **Develop a Participation Plan in Consultation with Interested Parties including:** Citizens, Affected public agencies, Representatives of public transportation employees, Freight shippers, Private providers of transportation, Representatives of users of public transportation, Representatives of users of pedestrian walkways and Bicycle transportation facilities, Representatives of the disabled, Providers of freight transportation services, and Other interested parties
- **In carrying out the participation of interested parties, to the maximum extent practicable:**
  - Hold any public meetings at convenient and accessible locations and times.
  - Employee visualization techniques to describe plans.
  - Make public information available in electronically accessible format and means including the www.
- **Publish the Federal TIP and Transportation Plan or otherwise make readily available for public review including in electronically accessible formats and means including the www.**

The 2007/08 Overall Work Program (OWP) is available on the RTPA website at: <http://scrtpa.org/RTwhat.htm>