

**OVERALL WORK
PROGRAM**

FOR

SHASTA COUNTY

2003-2004

**DRAFT
April 2003**

**SHASTA COUNTY
REGIONAL TRANSPORTATION
PLANNING AGENCY**

OVERALL WORK PROGRAM

SHASTA COUNTY

REGIONAL TRANSPORTATION PLANNING AGENCY
(METROPOLITAN PLANNING ORGANIZATION)

FISCAL YEAR:

2003-2004

APRIL 2003

DRAFT

This Work Program was funded in part by planning grants from the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

RESOLUTION NO. 03-02

ADOPTING THE 2003/2004 OVERALL WORK PROGRAM AND CERTIFYING COMPLIANCE
WITH FEDERAL JOINT URBAN TRANSPORTATION PLANNING REGULATIONS

WHEREAS, the Federal Highway Administration and Federal Transit Administration, as a condition to the allocation of federal transportation planning funds, require each metropolitan planning organization to annually develop a comprehensive Overall Work Program as a planning, programming and budgeting tool for the coming fiscal year; and

WHEREAS, the joint urban transportation planning regulations require each metropolitan planning organization (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 49 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 2003/2004 and

WHEREAS, the draft Overall Work Program was submitted to the State and Federal funding agencies for review, comment and recommendation; and

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

NOW, THEREFORE, BE IT RESOLVED that the Overall Work Program for 2003/2004 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 22nd day of April, 2003, by the Shasta County Regional Transportation Planning Agency.

Chairman
Shasta County Regional
Transportation Planning Agency

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INTRODUCTION

PURPOSE

This Overall Work Program is designed to meet the comprehensive planning requirements of the U.S. Department of Transportation (DOT), and the California Department of Transportation. It is required of Metropolitan Planning Organizations such as the Shasta County Regional Transportation Planning Agency in order to receive Federal and State planning funds.

The three basic parts of this document are:

1. A Prospectus which describes the organization and functions of the Shasta County Regional Transportation Planning Agency, the transportation planning process, issues, and planning emphasis areas. Refer to the current Shasta County Regional Transportation Plan for more detailed information.
2. A breakdown of the comprehensive planning program for the fiscal year, detailing services and programmed expenditures by work element and identifying responsible agencies, work completed and in progress, tasks and products.
3. A Financial Summary section that provides financial and product summaries by work element, funding source and amount, and responsible agency.

INTERAGENCY REVIEW

The Overall Work Program serves to establish planning priorities and funding levels within the framework of State and Federal emphasis areas and funding estimates. The funding agencies review the draft Work Program, and indicate conditions for their acceptance. The RTPA must address these concerns and make the necessary modifications.

COST ALLOCATION

The costs depicted in this Overall Work Program represent the salaries and benefits of the personnel performing the tasks described. No overhead has been applied to these direct charges.

SECTION I

PROSPECTUS

THE REGION

Shasta County is the geographical center and transportation crossroad of California north of Sacramento. Physically, it is centered between Nevada, Oregon and the Pacific Ocean, and it begins at the north end of the Sacramento Valley and extends into the mountainous areas surrounding it.

Redding, the County seat, is located along the Sacramento River, and Interstate 5 (the State's major north-south highway), the Union Pacific Railroad (the State's major north-south railroad), and State Highways 299 (Pacific Ocean to Nevada) and 44 (Redding to Susanville). Redding Municipal Airport, located southeast of the City, is the largest civilian airport in California north of Sacramento. Amtrak provides passenger service on the Union Pacific line in the form of one daily Coast Starlight train, which connects Los Angeles with Seattle. Within Shasta County, the Coast Starlight stops in Redding.

As the center of a multimodal transportation network, Redding is the region's center for commerce, finance, shopping, medicine, education, culture and government.

Redding is surrounded on the west, north and east by mountainous, forested areas that contain a multitude of streams, creeks, rivers and lakes, and abundant wildlife. These factors have contributed to Redding's establishment as a regional center for recreation and tourism, as well as a popular retirement area.

The City of Anderson is also located in the valley, approximately ten miles southeast of Redding. Like the rest of the County, Anderson has experienced a decline in the mainstay timber products industries, and is diversifying its economic base.

The County's third city, Shasta Lake, lies about seven miles north of Redding and comprises the former communities of Project City, Pine Grove, Central Valley and Summit City.

The Department of Finance has estimated the County's population at 169,200. Redding's population was estimated at 84,600, Shasta Lake's at 9,400 and Anderson's at 9,325. The remaining 65,900 in population reside in the unincorporated portion of the county. The County is projected to grow at a 2.5% rate from 2000 to 2005 per the interim county projections.

Shasta County has an area of 3,785.7 square miles, of which approximately 450 square miles lie in the Sacramento Valley. Elevations in the

County range from 425 feet in the Sacramento Valley to 3,300 feet in Fall River Valley and over 10,000 feet in Lassen National Park.

While the mountainous portion of the County is generally forested, the valley has historically been used for agricultural purposes, ranging from dry pasture to orchards and irrigated crops. As urban development has encroached on these agricultural lands, agriculture has become a relatively less important sector of the economy than it once was, although it is still a significant component of the County's economic base.

HISTORY

Until October 1981, the Shasta County Local Transportation Commission (LTC), as the Shasta County Regional Transportation Planning Agency (RTPA), coordinated transportation planning in Shasta County using State funds for planning purposes.

The 1980 Federal census identified Shasta County as a metropolitan area of over 50,000 people and thus eligible for designation as a metropolitan planning organization (MPO) and as an eligible recipient of Federal Metropolitan Planning (FHWA PL) funds. In November of 1981, the Governor designated the Shasta County RTPA as the Shasta County Metropolitan Planning Organization (MPO).

MEMORANDUM OF UNDERSTANDING

In 1981, the RTPA, the City of Redding, Redding Area Bus Authority, (RABA), the City of Anderson, Shasta County, and Caltrans approved a Memorandum of Understanding (MOU) outlining legal foundations of the MPO, the planning process, the obligations and responsibilities, the organizational makeup, and the funding process. The MOU also establishes the responsibilities of all parties regarding civil rights and disadvantaged business enterprises (DBE). All program participants currently have approved DBE programs. The RTPA organization is depicted on the chart at the end of this section. The MOU has been revised by Shasta County RTPA and Caltrans to incorporate statutory changes since 1981. The most recent version was executed on January 3, 1997.

RTPA RELATIONSHIP WITH FEDERAL, STATE, AND LOCAL PLANNING EFFORTS

The Shasta County RTPA is the agency responsible for area wide transportation planning for the Redding Metropolitan Statistical Area (MSA) (Shasta County) in compliance with the laws and the guidelines prepared by Shasta County RTPA, Caltrans, and the Federal Department of Transportation. This responsibility includes development and adoption of transportation policy direction; review and coordination of transportation planning; preparation and endorsement of an Overall Work Program; a Regional Transportation Plan (RTP); and a Regional Transportation Improvement Program (RTIP) for the area.

PLANNING CERTIFICATION

Shasta County RTPA staff annually review all applicable federal regulations and state planning certification procedures, and evaluate the RTPA planning process for compliance with these requirements. RTPA staff has consulted with Caltrans District 2 and Division of Transportation Planning (DOTP) staff in this evaluation, and the required documentation is on file in District 2 and DOTP. Certification of private sector participation in the development of transit projects is included in the Regional Transportation Improvement Program in accordance with Federal Transit Administration (FTA) Circular 7005.1.

Caltrans District 2 works closely with Shasta County RTPA throughout the year. Should the District identify any concerns regarding adequacy of the planning process, the RTPA will be immediately informed both verbally and in writing. Corrective action will be mutually agreed upon and implemented during the year. The RTPA provides any additional documentation that may be required by Caltrans in order to certify the planning process.

The planning certification process is now accomplished through the OWP approval process. By adoption of the OWP, the RTPA certifies compliance with federal planning requirements as follows:

- I) 23 U.S.C. 134 and 135
- 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 - applicable only to non-attainment areas.**);
- 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. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the 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).

Caltrans District approval of the OWP constitutes State certification.

Procurement and property management of any equipment acquired and any contracts using federal funds will comply with the requirements of 49 Code of Federal Regulations 18 (49 CFR 18), the "Federal Common Rule," which superseded OMB Circular A-102. Appropriate approvals will be obtained prior to any equipment acquisition or contract award under this Work Program.

THE TRANSPORTATION PLANNING PROCESS

State and Federal statutes and regulations require several specific periodic planning activities.

State Transportation Improvement Program (STIP)

Biennially, the California Transportation Commission (CTC) must adopt the State Transportation Improvement Program (STIP). Senate Bill 45 was enacted in October, 1997, and significantly changed the way projects are selected for inclusion in the STIP. The first RTP prepared under the new guidelines was submitted to the CTC in March, 1998 with adoption in June, 1998. An update of this programming document was adopted in December 2001.

This OWP continues to reflect the change in circumstances brought about by the passage of SB 45. The tasks associated with processing amendments and monitoring the various phases for programmed projects has been a very labor-intensive effort. Until recently, a STIP amendment has been on every RTPA agenda in the past year. The new processes under SB 45 has required developing a closer relationship with the CTC.

Regional Transportation Plan (RTP)

By September 1, 2004, and every three years thereafter, the RTPA is required to review, update if necessary, and readopt the Regional Transportation Plan. In accordance with the guidelines issued by the CTC, the purposes of the RTP are to:

- Attempt to resolve regional mobility issues and provide policy direction for local plans through the achievement of a coordinated, balanced regional transportation system including mass transportation, highway, railroad, maritime, aviation, bicycle and pedestrian facilities and services;
- Identify and document the region's mobility needs and issues in term of the transportation system, land use, financial needs, air quality and environmental considerations including wetlands, endangered species, cultural resources;
- Provide the foundation for transportation decisions by local, regional, State and federal officials;
- Document the region's goals, policies and objectives for meeting current and future transportation mobility needs while meeting air quality requirements, as appropriate;
- Identify the specific actions planned to address the region's mobility needs and issues consistent with regional, state, and federal policies including actions planned to achieve the performance standards and emissions reductions required under the

State and Federal Clean Air Acts; and identify those agencies responsible for implementing the actions;

- Identify transportation improvements in sufficient detail to assist in the development of the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP), to be useful in making decisions related to the development and growth of the region, and to permit an estimate of emissions impacts for demonstrating conformity with State Implementation Plan (SIP) for achieving air quality standards;
- Document the financial resources needed to implement the region's transportation plan and meet required emissions reductions and performance standards;
- Promote consistency between the California Transportation Plan, the regional planning process and local plans in responding to statewide and interregional transportation issues and needs and by providing direction to the California Transportation Plan and provide a program level transportation system performance measures that reflect the goals and objectives adopted in the RTP; and
- Inform the public, federal, State and local agencies, and local elected officials who make land use and other project decisions, of the transportation planning process and related socio-economic, air quality and environmental concerns.

The plans are required by:

- Section 65080 et seq., of Chapter 2.5 of the California Government Code.
- Sections 134 and 135 of the Transportation Efficiency Act of 1998 (TEA-21) (Pub. L. 102-240).

State planning requirements as established in Section 65080 et. seq. of Chapter 2.5 of the Government Code require that each transportation planning agency in the State prepare a regional transportation plan by September 1, and every three years thereafter, and that the plan contain a policy element, action element and a financial element.

Regional Transportation Improvement Program (RTIP)

By December 15 of each odd-numbered year, the RTPA is required by the State to adopt and submit a Regional Transportation Improvement Program (California Government Code §65080).

Caltrans, Shasta County, the Redding Area Bus Authority (RABA), and the cities of Redding, Shasta Lake and Anderson, as well as the general public, are consulted in the development of transportation projects for

the RTIP. The projects nominated by local agencies are screened, prioritized, and summarized in the Shasta County RTIP. State and Federal funding for certain categories of transportation projects is dependent on their inclusion in the RTIP.

Federal Transportation Improvement Program (FTIP)

By August 1 of each even-numbered year the RTPA must prepare a Federal TIP. The FTIP must include all federal supported projects, including Federal Transit Administration (FTA) grants. Projects may be included in the FTIP only if full funding can reasonably be anticipated to be available. The FTIP must include a priority list of projects and a financial plan demonstrating how the program can be implemented, and must be a part of a Long Range (20 year) Regional Transportation Plan, developed by the Metropolitan Planning Organization.

Overall Work Program (OWP)

Annually, the RTPA is required to prepare and adopt an Overall Work Program to provide planning guidance and to meet State and Federal funding requirements. The OWP serves as the documentation for the Federal and State planning grants that finance the RTPA administrative and planning program.

Transportation Development Act (TDA)

Each year, the Shasta County Regional Transportation Planning Agency must allocate to the cities, County and Redding Area Bus Authority funds made available under the Transportation Development Act (TDA). Before any of these funds can be used for street and road purposes, the RTPA must first evaluate transit needs and alternative public transportation measures to meet these needs and provide funding for those needs that are determined to be reasonable to meet.

Coordination

The Shasta County RTPA also has a role in resolving transportation conflicts. The transportation systems of the County and cities are interconnected, serving each other's as well as their own citizens. Continual expansion of the cities also means today's county roads (and problems) may belong to the cities tomorrow. Also, Caltrans highways, while serving as the major traffic movers of the County may receive spot overloads from newly built traffic generators.

The need for interjurisdictional circulation planning is met in part by the RTPA using the RTIP and RTP hearings as vehicles for identifying and resolving potential conflicts. The RTPA's existing authority to withhold project approval and thus Federal and State aid provides it the leverage to act as an arbitrator in transportation conflicts.

The Work Program also provides for the coordination of a variety of planning activities which are conducted outside the framework of the OWP, such as city and County general and specific plan review, and review of Air Quality Management District plans and programs.

In addition to its ongoing coordination with federal state and local transportation agencies, the RTPA coordinates on an as-required basis with federal lands agencies such as the U.S. Forest Service, National Park Service, Bureau of Land Management and Bureau of Reclamation.

CONGESTION AND AIR QUALITY

The Shasta County RTPA coordinates transportation system performance monitoring and maintains the Shasta County travel demand model. This is used to track the trends of both traffic congestion and air pollution related to mobile sources.

Due to mountainous terrain, calm winds and fairly stable atmospheric conditions, the air pollution potential of Shasta County is quite high.

Decisions regarding growth, land use, and transportation patterns in Shasta County will be strong determining factors of future air quality and air quality classification. Shasta County is currently classified as an attainment area with respect to the federal standards for particulate matter and ozone. Pursuant to the 8-hour ozone standard set by the Environmental Protection Agency (EPA) at the time of preparation of this document. The County may be recommended for a non-attainment designation.

This federal classification requires that the Air Quality Management District develop and submit to the State a plan for attaining and maintaining the new standards. The plan emphasizes reducing non-point sources of pollution and identifies "reasonably available transportation control measures."

In order to prepare for designation as a federal nonattainment area for ozone, the RTPA has added work tasks to the OWP. These tasks are primarily contained within Work Element 701 (Regional Transportation Planning.) The first update of the Shasta County Travel Demand Model was initiated in the 1999/00 OWP. It has been completed and will be utilized for air quality conformity analysis of the 2004 Regional Transportation Plan. A new source of funding for Shasta County, (Congestion Mitigation of Air Quality (CMAQ)), becomes available upon designation of a federal nonattainment area. Another work task that has been added to the OWP involves administering a program to expend the CMAQ funds to improve air quality.

PUBLIC INVOLVEMENT

Shasta County RTPA has developed and has implemented a proactive public involvement process in accordance with federal metropolitan planning regulations (23 CFR 450.316). This practice has been updated in 2002/03. The Social Services Transportation Advisory Committee (SSTAC) has become one of the primary groups participating in the development of the Regional Transportation Plan, Federal Transportation Improvement Program and other transportation planning projects as well as in the unmet transit needs assessment and findings process required under Public Utilities Code (PUC) Section 99238.5.

The SSTAC includes the social services transportation advisory council members as outlined in the provisions of California Public Utilities Code Section 99238. This group advises the RTPA on other major transit issues, including the coordination of specialized transportation services and implementation of the Americans with Disabilities Act.

In addition, the RTPA assembles ad hoc committees for special high visibility projects such as the next update of the Region Transportation Plan. The RTPA is publishing a newsletter quarterly both in print and on its Internet Homepage located www.scrpta.org. The Homepage also contains other information and connections to transportation providers.

Interested citizens and organizations are notified of all meetings and hearings and are encouraged to participate. Committees to discuss performance measures, census impacts and ITS implementation are also considered in this OWP.

To maintain coordination and communication with the local agencies within the County a Technical Advisory Committee is utilized. This committee is made up of representatives from each of the three cities, the County, Caltrans, the CTSA and the primary transit provider in the area, the Redding Area Bus Authority. This group reviews and advises the RTPA on all transportation planning policies and issues.

ELDERLY AND DISABLED TRANSPORTATION

The RTPA supports elderly and disabled transportation in several ways:

Redding Area Bus Authority (RABA)

The Redding Area Bus Authority has been in operation since 1981. RABA is a Joint Powers Authority, with Shasta County, the City of Redding, the City of Anderson and the City of Shasta Lake participating. The system operates both fixed route and complementary paratransit services required for use by the mobility-impaired under the Americans with Disabilities Act (ADA).

Special Transportation Systems

The needs of the elderly and disabled are also addressed by specialized services provided through local private, nonprofit organizations. The regional transportation planning effort is also aimed at improving the efficiency of these agencies through the Social Service Transportation Coordination Plan.

The Shasta Senior Nutrition Program (SSNP) is the designated CTSA within Shasta County. This non-profit organization provides transportation services to the growing senior population in the area.

TECHNICAL ACTIVITIES

Among the technical activities either planned or ongoing are traffic control device inventories; studies for development of zones of benefit and traffic impact fees; traffic inventories and analysis, road system condition studies; implementation of technological solutions to analyze and manage the transportation system; and increasing public participation through a variety of communication and presentation techniques.

Airport Master Plans will be used to develop future airport capital improvement programs for project development as and if funds become available.

Various projections and information on economic, demographic, air quality, and land use issues are available to the RTPA staff, as required, through various other planning agencies.

A Transit Development Plan for Shasta County was completed by a consultant in June, 1993 and updated in 2001. Follow-up studies to monitor and evaluate plan implementation and to develop recommendations for service improvement continue on an ongoing basis.

TRANSPORTATION ISSUES

A variety of transportation issues and potential problems face Shasta County. Some of these are:

- The cities of Redding, Anderson and Shasta Lake contain more than 60 percent of the county population and are projected to have the greatest growth rate; therefore, most of the transportation needs are concentrated in and adjacent to the cities.
- The system of streets and roads in Shasta County is deteriorating faster than it can be repaired. Maintenance needs continue to accumulate faster than available funding.
- The potential for transit service enhancements, including commuter service, needs to be assessed continuously and service improvements implemented where feasible.

- Bicycle and pedestrian facilities need to be improved as funding becomes available in order to encourage use of nonmotorized modes.
- Conformity of the RTP to federal air quality standards must be demonstrated or funding for capacity increasing projects will be delayed.
- Programs to reverse the deterioration of air quality in Shasta County need to be developed and implemented in response to the county becoming a federal nonattainment area for ozone.
- The role of land use planning and its effect on transportation needs to be given greater consideration by the cities and county in their planning efforts. Specifically, the placement of residential densities, services and employment drives the need and timing for most transportation facilities.

REGIONAL PLANNING PRIORITIES

The Regional Planning Priorities listed below should be considered in accordance with the complexity and needs of the region. To the extent that they are appropriate for Shasta County and feasible within the current funding available. These Planning Priorities are addressed in the work elements indicated:

Respond to Federal, State and Local Mandates

This OWP contains funds to prepare all required plans and programs.

Work element 706 is directed at developing and maintaining the Regional Transportation Improvement Program. The 2002 RTIP was submitted in December of 2001, and adopted locally by the RTPA. The next update is due December 15, 2003. Due to the current budget uncertainties as of this writing it is impossible to predict the funding amount available.

Work element 701 generates the required Regional Transportation Plan. The next update is due September 1, 2004.

The Agency's Public Involvement Policy has been updated in 2003 and will be continuously monitored. This policy meets all statutory public involvement requirements. The inaugural newsletter, *The Transporter*, debuted in January 1998. *The Transporter* was distributed to other local agencies including social service, schools, businesses and other regional agencies. The goal of the newsletter is to communicate with as many people as possible with the goal of bringing them into the process, or, at least to inform them of our activities, processes and programs. Shasta County continues to maintain its Internet website which is highly successful and reflects state of the art technology. The site is steadily recording a high numbers of user access. Strategies to enhance public involvement have been extremely successful for the Shasta County RTPA. In addition to activities described above, an ad hoc working group committee was formed and has been extremely valuable during the

process of the RTP update. The costs associated with this program are included in work element 709.

Local Native American tribal representatives currently participate in a working group assembled to provide input to the RTP. It is anticipated that this involvement will ensure that any Native American transportation projects will be included in any RTPA plans and/or programs.

Additionally, local Native Americans are involved with coordinating specialized transit services with other non-profit organizations within the County through the efforts of the Shasta County CTSA, the Shasta Senior Nutrition Program.

Establish Regional Goals and Objectives, Assess Regional Transportation Needs and Propose Solutions

The 2002 STIP represented a five-year funding program. Current programming is estimated to be \$36 million. The SCRTPA will be actively monitoring the projects submitted to ensure that any surpluses identified are committed as quickly as possible. This process will ensure that the citizens of Shasta County will receive as many improvements as possible in a timely manner. The costs associated with administering the 2003/04 RTIP are in work element 706.

This OWP includes funds in work element 710 to fund special transportation projects and studies.

The Shasta County Regional Transportation Planning Agency is in the process of updating the Regional Transportation Plan (RTP) for September 2004. The update cycle for the RTP has been extended from two years to three years. A new Programmatic Environmental Impact Report has been prepared because the updated RTP must be more project specific than in the past. To accomplish the update of the plan, the target for completing the draft 2004 RTP is September 1, 2004.

A detailed plan is needed primarily for air quality conformity analysis purposes. Additionally, new RTP guidelines have been adopted by the California Transportation Commission that implement the provisions of Senate Bill 45. Another basic change is that the life of the plan now needs to address a 25-year plan horizon so that it will cover 20 year between updates.

There are several other planning projects that are being conducted concurrent with the update of the RTP.

- The Shasta County Travel Demand Model requires an update concurrent with the update of the RTP. The model update process includes a review of socioeconomic data to prepare estimates and projections for Shasta County. These projections will be used for

the update of the regional plan. The model will be one of the tools used to validate needs and project selection.

- A Street Master Plan for the City of Redding has been prepared.
- The Redding Area Bus Authority has conducted a short and long-range transit study for the RABA service area. This plan is designed to identify both operating and capital needs for a 10-year short range and 25-year long-range plan horizon.
- Each of the cities and the county were sub-allocated the funding from the Transportation Enhancement exchange. The RTPA required each of the recipient agencies to conduct a public meeting to gather ideas for expenditure of these funds. The results of this process could be used to identify nonmotorized needs.
- The RTPA staff is developing procedures for a Congestion Mitigation Air Quality (CMAQ) program in Shasta County. After Shasta County is designated as a nonattainment area for ozone, CMAQ funding will become available for projects that reduce traffic congestion and air pollution from mobile sources. These projects will need to be included in the RTP.
- The RTPA is participating in the California Oregon Advance Transportation (COATS) project that is studying applications for intelligent transportation systems in rural areas. ITS projects will continue to be integrated in the updated RTP.

Consistent with the current RTP, the rewrite of the plan will include an unconstrained transportation needs analysis. This is necessary because the past practice of first determining the financial resources and then identifying only the projects that could be funded resulted in a not having projects ready to program when new funding resources became available. The goal of using an unconstrained approach is to develop prioritized lists of needed projects that can then be drawn from for programming as funding becomes available. This will need to be a multimodal approach focusing on streets, roads and highways; transit; nonmotorized; goods movement; passenger rail; and airports.

The goals and objectives of the RTP need to be critically reviewed and reaffirmed or amended by the stakeholders. It is extremely important to make sure we agree on our vision for Shasta County's transportation system. Performance measures must be developed and monitored for the region.

A broad based effort will be required by the cities of Anderson, Redding and Shasta Lake; Shasta County; Caltrans; and other stakeholders to identify transportation needs, associated projects and purpose. The needs should be quantified where possible and attached to a geographic location in the county. The projects suggested, to address the needs, need to be described in sufficient detail to analyze with the travel

demand model and subsequent air quality modeling. An estimated total project cost including support costs expressed in year 2004 dollars needs to be assigned to each project. The year when the project or distinct phase of the project will be operational is also needed.

While the stakeholders are identifying needs and projects, the RTPA staff will be reviewing and documenting the current state of transportation. Population and land use build-out projections developed for the updated travel demand model will be used in the RTP. The California Transportation Plan, and other local plans will be reviewed to ensure consistency between the developing RTP and these plans. A reduced funding, continued current rate of funding and a high level across the board increase are proposed as three funding alternatives.

After the broad based unconstrained needs assessment is completed and the project lists are assembled, the RTPA staff in consultation with the Working Group, will utilize the travel demand model to validate needs and project selection. The projects will be arrayed by delivery year by the staff. The working group and staff will then compare the list to the goals and objectives of the plan. Priorities will be assigned based on a system that the project sponsors and working group agreed upon. The Caltrans cost benefit model should also be used to evaluate projects. Other factors consistent with the goals and objectives of the plan will also be used. An unconstrained list will also be made with the projects that fall outside of the fundable list. The current list in total includes over 80 projects.

Finally, air quality conformity analysis will be conducted on one or more alternatives and the environmental review completed. The costs associated with administering the RTP are in work element 701.

Create Effective Partnerships

The SCRTPA is involved in partnerships with the local agencies and Caltrans to implement regional transportation projects. These agencies sponsor the projects programmed in the RTIP and the FTIP. Because all Staff to the Agency are employees of the local agencies in Shasta County, we are compelled to communicate and work together to accomplish our goals and objectives to the Agency.

The RTPA works closely with the Shasta Senior Nutrition Program (SSNP) which is the designated CTSA for Shasta County. This non-profit agency is involved in coordinating all the transportation services within the County. Projects currently underway include pooling resources for maintenance and a cooperative program among SSNP, RABA and the Redding Housing Authority to provide transportation services to the frail and elderly population of Shasta County. Another successful program involves sharing vehicles to provide backup for other nonprofit transportation providers.

Environmental Justice/Title VI

The SCRTPA Staff currently participates in Shasta County's Welfare to Work program. The Department of Social Services has identified those areas containing program participants that currently have a transportation barrier. Through this process a menu of responses will be developed to address the various transportation barriers.

Native American are involved in the update of the RTP and are consulted for projects that may need to be included in any programming documents prepared by the RTPA.

The Public Involvement strategy of the SCRTPA is to reach out to those not traditionally involved in the planning process. The newsletter produced by the SCRTPA is intended to bridge the gap between those intimately involved in the process to the general public.

FEDERAL PLANNING EMPHASIS AREAS

Introduction

The Federal Planning Emphasis Areas (PEAs) are prepared in support of the FTA and FHWA planning programs and the metropolitan and statewide planning

1. Safety and Security in the Transportation Planning Process

"Safety - Conscious Planning" - Circular E-C02 and discussion paper from ITE entitled, "The development of the Safer Transportation Network Planning Process, " will guide efforts in the OWP to emphasize this effect in the region. It is expected that the RTPA policies will be revised and tuned to account for increased safety and security lessons learned. The Transportation Equity Act for the 21st Century (TEA-21) emphasizes the safety of transportation systems as a national priority. The identified goal is to promote public health and safety by working toward the elimination of transportation related deaths, injuries and property damage. The Shasta County RTPA uses the Caltrans benefit cost model as an assessment tool to evaluate proposed projects based on safety data for the existing no-build project and how proposed projects will decrease problems on a regional basis. Scheduling of a regional workshop and/or gaining technical assistance with the FTA for security and emergency response training to local transit employees will be discussed.

2. Integrated Planning and Environmental Process

The training course, "Linking Planning and NEPA" will continue to be incorporated in planning efforts. TEA-21 reflects the concerns of Congress and the transportation community that the planning and project development process are requiring too much time before solutions to serious transportation problems are ready for

implementation. The Shasta County RTPA is working with state and federal partners thru the California Council of Governments (CalCOG) to support legislation on a statewide basis to encourage innovative approaches to environmental streamlining.

3. Consideration of Management and Operations within the Planning Process

It is budgeted in this OWP to monitor the Management and Operations Tool Box and other information on the plan2op.fwha@dot.gov website, which will assist the regional planners on focused efforts to improve planning. The Transportation Equity Act for the 21st Century (TEA-21) challenges the transportation community to move beyond traditional infrastructure based approaches to improve the movement of people and goods. The TEA-21 emphasizes the greater need to improve the way transportation systems are managed and operated. The challenge, in terms of transportation planning, is not only to make a good investment in infrastructure but also, to see that this investment is managed and operated to meet a broad range of customer needs. The Shasta County Regional Transportation Plan (RTP) will include financial data to evaluate the short and long-range maintenance needs of the existing transportation system.

4. Consultation with Local Officials

Public involvement is a major work task in the 2003/04 Overall Work Program. A continuing effort is made to maintain the RTPA website with current and accurate information and to continue to produce a quarterly newsletter that is distributed to a mailing list of 250 addresses that includes all of our local, state and federal partners. Special attempts to include the traditionally under-served and under-represented groups will be made. The recently published desk guide, titled Environmental Justice in Transportation Planning and Investments, will be used to improve the RTPA practices. Strategies were developed in the updated Public Involvement Procedures for Transportation Planning, to increase the regional awareness of issues.

5. Enhancing the Technical Capacity of Planning Processes

This OWP provides funding for evaluating of the quality of information provided by the technical tools, data sources, forecasting models, as well as the expertise of staff to ensure its adequacy to support decision-making. Assessments will be made and where appropriate, resources will be devoted to enhance and maintain technical capacity. The Rural Capacity Building Programs created by the FTA and FHWA will be monitored for tools to enhance skills and capabilities.

SEVEN PLANNING AREAS PER "THE METROPOLITAN PLANNING AGENCY OVERALL WORK PROGRAM GUIDANCE

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The RTPA considers economic benefit for the region in preparing the regional plan and subsequent project selection of transportation improvements for programming. The agency has been working closely with Caltrans developing an integrated statewide airport plan. The airfreight potential at the Redding Municipal Airport is going to become an important factor as the surrounding industrial land builds out. The RTPA, in coordination with Caltrans, will be taking a close look at goods movement needs during the update of the RTP. Many components of the ITS study that the RTPA is participating in will benefit goods movement in the region. These tasks are funded under work element 701.

2. Increase the safety and security of the transportation system for motorized and non-motorized users

The outreach effort for the regional transportation plan nonmotorized element includes a representative of a wheel chair users group. During the last RTP update this resulted in an increased awareness that their mobility needs and safety issues overlap with those of bicyclists and pedestrians. Funding is provided to the local agencies to support preparation of bicycle plans that among other factors address safety. Safety issues are also considered for motorized uses such as the Downtown Intermodal Center and transfer points. The RTPA also provides support for the local agencies to conduct accident surveillance and data collection for their safety management systems. These tasks are funded through work elements 701, 702 and 704.

3. Increase the accessibility and mobility options available to people and for freight

The RTPA is continuing the process of updating the Regional Transportation Plan. This provides the forum for stakeholders and agencies to identify both accessibility and mobility needs in Shasta County. These tasks are funded under work element 701.

4. Protect and enhance the environment, promote energy conservation, and improve quality of life

The Regional Transportation Plan includes an element addressing environmental challenges to meeting the transportation needs of the County. The updated plan will be reviewed pursuant to the California Environmental Quality Act regulations. This will provide full disclosure of potential environmental impacts and suggested mitigation. Environmental justice issues will be discussed in the environmental element of the plan. These tasks are funded under work element 701.

5. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight

The RTPA has recently funded a long and short-range transit study. The results of this planning effort will be integrated into the transit element of the regional plan. The regional plan update offers a forum to integrate the results of the transit study with streets and roads and nonmotorized portions of the plan. Future planning for connectivity to intermodal transfer points will also be considered. The need for intermodal rail/truck facilities will be studied as part of the RTP update. As noted above airfreight will also be studied. These tasks are funded under work element 701 and 710.

6. Promote efficient system management and operations

The RTPA is participating along with Caltrans, Oregon DOT and the counties and cities located in northern California and Southern Oregon in the California Oregon Advanced Technology (COATS) project. This project is studying applications for ITS in rural areas. Specifically architecture compatible with the national architecture requirements and a deployment plan has been developed for use in Shasta County. These tasks are funded under work element 701.

7. Emphasize the preservation of the existing transportation system

The deficit of funding for street and road maintenance has long been identified in the Shasta County RTP. This issue will again be investigated during the RTP update. Recent legislation at the state and federal levels has resulted in the Transportation Congestion Relief program that will provide approximately \$2.5 million to jurisdictions in Shasta County for road maintenance. The Secure Rural Schools & Community Self-Determination Act of 2000 will provide approximately \$1.5 million annually to Shasta Lake over six years. The RTPA has also addressed this situation through programming of rehabilitation projects in the current Regional Transportation Improvement Program with plans to expend a portion of future available funds on rehabilitation as well. Support is provided to the local agencies to maintain their pavement management systems process required by federal statute and implementing regulations.

- Schedule of OWP Submittal

In order to assure timely review of the OWPs, MPOs should provide all Intermodal Planning Group (IPG) partners a draft of the work programs at least 30 days in advance of the scheduled IPG visit to the MPO. In addition, the final OWP must be available by May 2003, in order to provide sufficient time to authorize funding of the MPO planning program by July 1, 2003. A written response to FHWA/FTA comments on the draft OWP should accompany the final OWP. This response should explain where, and how all of the comments

were incorporated into the final document. No work on the 2003/04 OWP may be done after June 30, 2003, with FHWA PL funds. The draft 2003/04 OWP was submitted on February 2003. The final OWP and response to comments will be submitted in accordance with FHWA/FTA guidance.

- OWP Content

The OWP should discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning. It should include all relevant planning activities regardless of funding source to ensure that the OWP is consistent with other planning activities in the region. State Planning and Research funded activities related to the metropolitan planning process should be included also. State and Federal funds cannot be used for lobbying purposes.

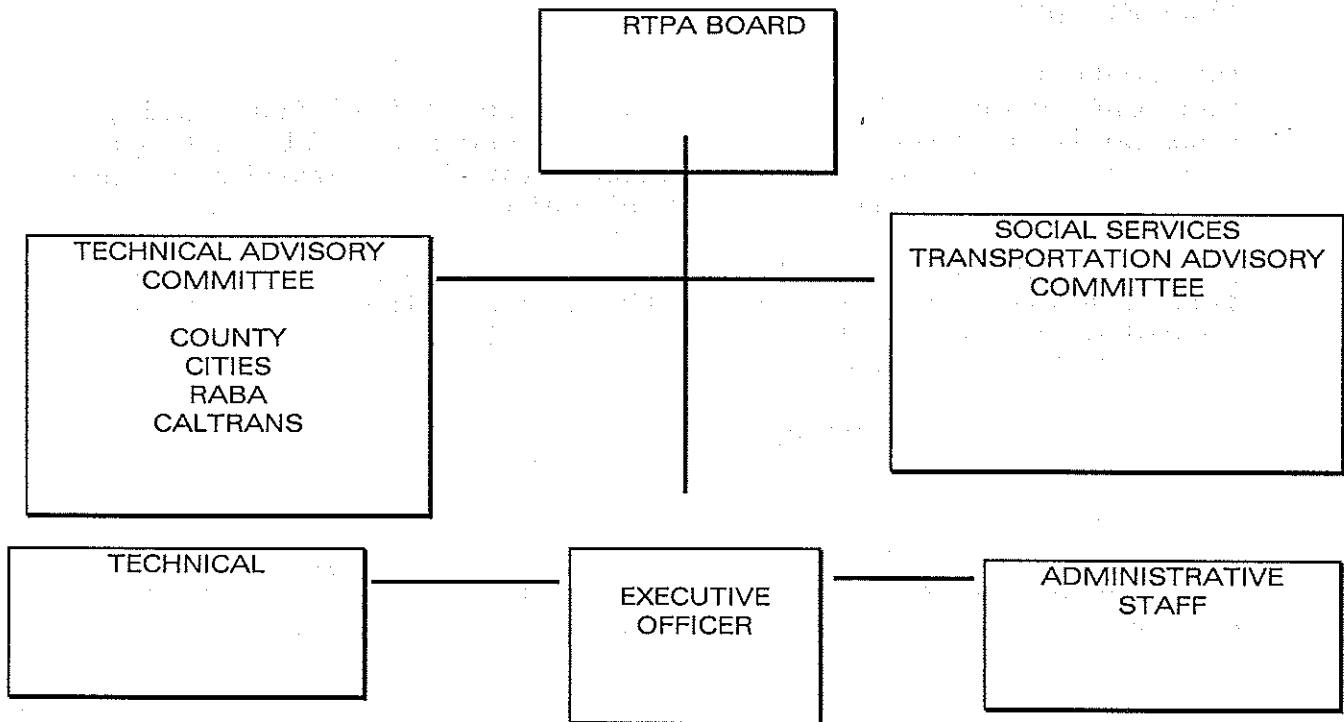
Other related planning activities are identified in the Informational Element at the end of OWP Section II.

- MPO Administrative Costs

MPOs that charge indirect costs in the OWP must include all indirect costs, including administrative costs, in their indirect cost plans. Shasta County RTPA does not charge indirect costs.

ORGANIZATION CHART

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY



RTPA BOARD

Shasta County Supervisors (3)
Redding City Council (1)
Shasta Lake City Council (1)
Anderson City Council (1)
Redding Area Bus Authority (1)

EXECUTIVE OFFICER

Shasta County Department of Public Works Director
or appointee approved by the Board

TECHNICAL ADVISORY COMMITTEE

Shasta County staff (2)
Redding City staff (2)
Shasta Lake City staff (2)
Anderson City staff (2)
Air Quality Management District (1)
Redding Area Bus Authority (1)
Redding Airports (1)
Caltrans (1)

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL- (SSTAC)

Eight members representing the elderly,
handicapped, and low-income populations, and
the Consolidated Transportation Service Agency
(CTSA)

STAFF

(Shasta County DPW)

TECHNICAL (Part-time RTPA)

Assistant Director
Traffic Engineer
Public Works Planner
Senior Public Works Planner (2)

ADMINISTRATIVE

Deputy Public Works Director - Adm.
Accountant Auditor II
Accounting Technician
Administrative Secretary II

SHASTA COUNTY RTPA - ORGANIZATION FOR PLANNING

DECISION LEVEL	DECISION ELEMENTS	FUNCTIONS
Policy	RTPA Governing Board	Policy Formulation, Director
	Executive Officer	Policy advisory
	Social Service Transportation Advisory Council	Transit/paratransit needs review, evaluation, policy recommendations
Program	Technical Advisory Committee	Program/project review and evaluation
Project	Technical Staff	Program/project development and monitoring
	Administrative Staff	Program/project accounting and reporting
Operational	Shasta County	Project implementation, monitoring and reporting
	City of Redding	Project implementation, monitoring and reporting
	City of Shasta Lake	Project implementation, monitoring and reporting
	City of Anderson	Project implementation, monitoring and reporting
	Redding Area Bus Authority	Project implementation, monitoring and reporting

SECTION II
OVERALL WORK PROGRAM

FISCAL YEAR:

2003-2004

April 2003

DRAFT

REVISION DATES

**701.00 PREPARATION AND ADMINISTRATION OF THE REGIONAL
TRANSPORTATION PLAN (RTP)**

Purpose

The Regional Transportation Plan is intended to guide the achievement of a coordinated and balanced regional transportation system including mass transportation, highway, railroad and aviation facilities and services, and the potential of Intelligent Transportation Systems (ITS). The RTP is to be action-oriented and pragmatic, considering both the short and long-term future, and must present clear, concise policy guidance to local and state officials. Additional work tasks to comply with state and federal mandates concerning air quality conformity requirements and administering a new source of funding for Shasta County (CMAQ).

The RTP must consider the potential effects of all transportation decisions and projects, including social, economic, energy and environmental effects, and should provide for RTPA participation in the NEPA/Clean Water Act Section 404 process. Because Shasta County may not conform to the new federal 8-hour ozone standard, the RTPA may be modeled for a conformity finding made prior to July 2004.

The RTP must also provide for early consultation and cooperation with state and federal agencies on major metropolitan transportation investments analysis in accordance with federal regulations (23 CFR 450.318).

Funding in this element supports Planning Emphasis Areas (PEA) #5: Enhancing the technical capacity of planning processes in task 701.09 (see below). PEA #3: Consideration of management and operations within the plan in task 701.02 (see below).

Previous and Ongoing Work

- 2001 Regional Transportation Plan update (previous).
- 2004 RTP draft (ongoing).
- Participate on the Regional Team for the COATS ITS Study. (ongoing).
- Update Shasta County Traffic Model. This update will be guided by the Technical Advisory Committee or designated subcommittee to ensure that the model is valid for all users (ongoing).
- Performance Measures
- Listing of Projects

<u>Task</u>		<u>Description/Estimated Completion</u>
701.01	40,447	Update RTPA traffic model. Prepare model runs and related evaluations of inputs and outputs.-/Continuing.
701.02	21,274	Development of draft 2004 Regional Transportation Plan, including a constrained financial element,

incorporating State funding priorities, comments and recommendations pertaining to the 2001 RTP update, and results of the public involvement process; RTP EIR./ongoing.

701.03	6,130	Review and evaluate comments made on the 2001 RTP update by Caltrans, FHWA, local entities and other interested parties in order to incorporate the necessary revisions in the next RTP/June 2003.
701.04	4,202	Develop and administer CMAQ process/Continuing
701.05	37,014	Administer contract with air quality and traffic model consultants for air quality conformity activities. In support of RTP update/June 2004
701.06	18,802	Maintain a working group to better coordinate the regional transportation plan update
701.07	3,680	City of Anderson - Review of City General Plan to insure consistency with RTP/June 2004.
701.08	4,260	City of Redding - Review of City General Plan to insure consistency with RTP/June 2004.
701.09	<u>10,014</u>	Training on Traffic Modeling and CMAQ and/or Air Quality Conformity Analysis.
TOTAL		145,822

Products/Completion Target Dates

- 2004 Draft Regional Transportation Plan. (June/2004.)
- Regional Transportation Plan Working Group. (Ongoing)
- Administer CEQA review of the RTP. (February/2004)
- Administer Air Quality Conformity Analysis and Finding for 2004 RTP Amendment./ (June 2004)
- Administer CMAQ Program. (Ongoing)
- Integrate ITS projects in the RTP based on COATS study. (Ongoing)
- Revised Project list with relative prioritization (June/2004)
- Support for traffic impact/circulation analysis (Ongoing)
- Model runs in support of jurisdictional requests (Ongoing)

FUNDING SOURCES 2003/04								
WORK ELEMENT #701								
RESPONSIBLE AGENCY		NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County		1	82,228			10,654		92,882
	Consultant	2	39,839			5,162		45,000
Redding			3,771			489		4,260
	Consultant							
Shasta Lake								
	Consultant							
Anderson			3,258			422		3,680
	Consultant							
RABA								
Caltrans								
TOTALS:			129,096	0	0	16,726	0	145,822

NOTE:

- 1) 79,882 SUPPORT FOR RTPA FUNCTIONS
- 2) 58,000 CONSULTANT/FIXED ASSET SUPPORT FOR RTPA FUNCTIONS

Staff Costs	80,808
Consultant Costs	45,000
Fixed Assets	10,000
- Computers w Software	
Training Costs	10,014
Other Costs	
Total Costs	145,822

Purpose

To continuously evaluate the changing needs in the surface transportation system based on existing and projected land development within the County.

System condition and performance monitoring is essential in determining the effectiveness of current highway, street and road programs, possible modification needed to such programs, need for new programs, and the most efficient and practical use of financial resources by analysis of system management alternatives. System planning and development must consider, among other things, the need for improved ground access to regional airports, such as Redding Municipal. Planning activities conducted under this element must also consider the preservation and most efficient use of existing facilities in addition to ensuring system continuity and connectivity.

The necessary funding agency approvals will be obtained prior to any equipment acquisition or consultant contract. Procurement, management and disposal of equipment or other fixed assets, purchased with federal funds must in accordance with the common rule (49CFR, Part 18).

The Planning Emphasis Areas are supported in this element. Specifically, PEA #1: Safety and Security in tasks 702.01, .09 and .11 (see below), and PEA #5: Enhancing the Technical Capacity of the Planning Process in task 702.10 (see below).

Previous and Ongoing Work

- Ongoing review and evaluation of traffic impacts and mitigation requirements for planned developments, update yearly, traffic census flow map
- Continuing development and management of traffic monitoring program, level of service analysis, accident reduction studies.
- Continuing review and monitoring of computerized traffic control device (TCD) inventory.
- Road system photo-log.
- Review the implementation of ITS projects to ensure coordination and cooperation between agencies. Ongoing
- Traffic model inputs for use in planning and CMAQ studies.
- Surveillance trailer & vehicle

<u>Task</u>	<u>Description/Estimated Completion</u>
702.01 11,960	Road and Accident Surveillance/ Inventories, Risk Mgt Reports, Inputs to Fed/State Reports, road system photo-log and photo-mapping; railroad grade

crossing safety, evaluate system performance. This program will benefit the RTP by using Redding and Shasta County's expertise. (Continuous.)

702.02	41,635	Traffic Volume Study. (Continuous.)
702.03	33,340	Traffic Control Device Inventory, Database updates, Safety Studies related to Signage/Signals, City of Shasta Lake traffic planning document. This program will benefit Anderson, Redding and Shasta Lake. (March/2004)
702.04	6,838	Vehicle Speed Zone Studies - Speed Survey for Police/County Traffic Count. This program will benefit the RTP by using Redding, Shasta Lake and Shasta County's expertise. (Continuous.)
702.05	4,808	Develop annual input to Highway Performance Monitoring System (HPMS). This program will benefit all agencies. March/2004.
702.06	6,600	Update City of Redding Traffic Model (Annually.)
702.08	16,546	Deficiency and Needs Study - Inputs to special studies for planning purposes. This program will benefit the RTP by using the City of Redding's expertise. (Continuous.)
702.09	5,860	Safety management of the road network with officials. This program will benefit Redding. (Continuous.)
702.10	22,349	Traffic & Safety Management Training and Conferences. This task benefits the RTP by using Redding, Anderson and Shasta Lake City's expertise. (Continuous.)
702.11	<u>42,000</u>	Purchase video detection unit-trailer mounted-for the region and dedicated traffic vehicle for Shasta County Traffic Department.

TOTAL 191,936

Products/Target Completion Dates

- Current photo-log inventory library for streets, roads, and railroad crossings./Continuous.
- Current road system database including railroad crossings./Continuous.
- Updated traffic - circulation data and traffic simulation modeling capabilities./Continuous.
- HPMS data and reports./April 2003

- Video of vehicle, pedestrian and train movements at select locations over a 24-hour period./Continuous
- Dedicated vehicle with specialty equipment to aid in investigation and planning for improvements in the network within the County./Continuous
- Traffic planning document for City of Shasta Lake./June 2004

FUNDING SOURCES 2003/04 WORK ELEMENT #702								
RESPONSIBLE AGENCY		NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE PPP	TOTAL
Shasta County			18,267		2,367			20,634
	Consultant/F A	1	15,050		1,950			17,000
Redding			86,663		11,099			96,762
	Consultant/F A	2	25,674		3,326			29,000
Shasta Lake			18,193		2,357			20,550
	Consultant/F A							
Anderson			7,074		916			7,990
	Consultant							
RABA								
Caltrans								
TOTALS:			169,921	0	22,015	0	0	191,936
NOTE:								
1)	17,000	FIXED ASSETS FOR COUNTY						
2)	25,000	FIXED ASSETS/ EXPENSES FOR REDDING						

Staff Costs	104,612
Consultant Costs	21,550
Fixed Assets	
- Traffic Surveillance Vehicle	17,000
- Traffic Surveillance Trailer	25,000
- Traffic Counter Batteries, tubs	4,000
Training Costs	19,774
Other Costs	0
Total Costs	191,936
PL CARRYOVER FUNDING IN ABOVE:	46,357

703.00 PUBLIC TRANSPORTATION

Purpose

To promote and maintain a public transit system that is safe, efficient, cost-effective, and responsive to the needs of the residents of Shasta County, particularly those who are transportation-disadvantaged. This planning process will include public and interest group participation and will also ensure compliance with the provisions of the Americans with Disabilities Act (ADA).

Local agencies will ensure that national emphasis areas as disseminated by FTA are considered in the development and implementation of all transit plans and programs. For instance, the Planning Emphasis Areas are supported in this element. Specifically, PEA #1: Safety and Security in tasks 703.01 (see below), and PEA #5: Enhancing the Technical Capacity of the Planning Process in task 703.02. Planning activities conducted under this element must also consider the preservation and most efficient use of existing facilities.

Previous and Ongoing Work

- Monitor transit performance.
- Ongoing coordination assistance to paratransit providers.
- Ongoing transit needs review.

Products/Target Completion Dates

703.01	25,930	Conduct ridership data collection; review system performance indicators. June/2004.
703.02	5,000	Review Development Plans to ensure on-site internal circulation for buses where appropriate. Monthly.
703.03	14,100	Attend workshops/conferences/training sessions. June./2004.
703.04	3,200	Attend RTPA workshops/TAC Meeting/Board Meetings Committee Meeting. June/2004.
703.05	6,516	Submit grant applications and reports as required for Federal funding. June/2004.
703.06	<u>10,532</u>	Obtain funding for development of Phase II of Intermodal Passenger Transfer Facility. June/2004.
TOTAL	65,278	

**FUNDING SOURCES 2003/04
WORK ELEMENT #703**

RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County	1						
Consultant							
Redding							
Consultant							
Shasta Lake							
Consultant							
Anderson							
Consultant							
RABA	2		45,308	5,503	367		51,178
Consultant	3						
Training			12,483	1,617			14,100
TOTALS:		0	57,791	7,120	367	0	65,278

NOTE:

- 1) SUPPORT FOR
ORTPA
FUNCTIONS
- 2) FTA SECTION
57,791 5303 (SEC 8)
FUNDS
- 3) CONSULTANT/
0 FIXED ASSET
SUPPORT FOR
RABA

Staff Costs	51,178
Consultant Costs	
Fixed Assets	
Training Costs	14,100
Other Costs	
Total Costs	65,278
FTA CARRYOVER FUNDING IN ABOVE:	10,057

704.00 NONMOTORIZED TRANSPORTATION

Purpose

To provide bicycle and pedestrian facilities for the residents of Shasta County. Planned bikeway facilities should serve to enhance safety and convenience for bicycle commuters, and should consider intermodal connectivity where that is appropriate and feasible.

The Planning Emphasis Areas are supported in this element. Specifically, PEA #1, Safety and Security in tasks 704.03 (see below).

Previous and Ongoing Work

- Continued coordination with city, county and interest groups.
- Monitor interagency coordination and implementation of Regional Bikeway Plan for Shasta County.
- Evaluation of Transportation Enhancement Activities (TEA) program candidate projects.
- Approved bikeway projects.

<u>Task</u>		<u>Description/Estimated Completion</u>
704.01	1,487	Implement non-motorized element of the RTP.
704.02	2,151	Continue bikeway/TEA project review and development.
704.03	2,515	Continue sidewalk and bikeway safety review program.
704.04	<u>14,919</u>	Member agencies Bikeway and Non-Motorized Development Plans.
TOTAL	21,073	

Products/Target Completion Dates

- Monitor implementation of non-motorized element of the RTP./June 2004; ongoing.
- Nonmotorized/TEA project evaluations - June 2004.
- RTIP programming of TEA projects./Sept. 2003.
- Nonmotorized facilities safety data./Jun 2004 ongoing.
- Approved nonmotorized facilities hazard elimination projects./June 2004.

**FUNDING SOURCES 200304
WORK ELEMENT #704**

RESPONSIBLE AGENCY		NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County		1	5,448			706		6,154
	Consultant							
Redding			8,432		1,093			9,525
	Consultant							
Shasta Lake								
	Consultant							
Anderson			4,775		619			5,394
	Consultant							
RABA								
Caltrans								
TOTALS:			18,656	0	1,711	706	0	21,073

NOTE:

1)

SUPPORT
6,154 FOR RTPA
FUNCTIONS

Staff Costs	21,073
Consultant Costs	0
Fixed Assets	0
Training Costs	0
Other Costs	0
Total Costs	21,073

705.00 AVIATION

Purpose

To assist in airport planning and development studies leading toward maintaining and/or upgrading existing air service to accommodate area growth and demand for general and commercial aviation facilities, and to ensure that airport development plans provide for adequate ground access and intermodal connections. Planning activities conducted under this element must also consider the preservation and most efficient use of existing facilities.

Airport capital improvement programs should reflect the development priorities included in the Regional Transportation Plan (RTP), which in turn should be based on approved Airport Master Plans. This will also support their incorporation into the California Aviation System Plan (CASP).

Previous and Ongoing Work

- Ongoing review of airport improvement requirements
- Previous and ongoing work on Phase I of the Interregional California Aviation System Plan (ICASP)
- Work on Phase II of the (ICASP) Plan including Policy Element and Action Plan

Task

Description/Estimated Completion

705.01	5,099	Review and coordinate airport development plans and capital improvements programs as appropriate. /June 2004.
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Products/Target Completion Dates

- Airport development program evaluations; CIP
- Attendance at RTPA Cal Aeronautic Quarterly Meeting
- Identification of priority issues for all airports, such as incompatible land use, safety, and economic benefits of airports.

RESPONSIBLE AGENCY		NOTES	<u>FHWA PL</u>	<u>FTA SEC 5303</u>	<u>INKIND</u>	<u>TDA</u>	<u>FAA GRANT</u>	<u>TOTAL</u>
Shasta County			4,514			585		5,099
	Consultant							
Redding								
	Consultant							
Shasta Lake								
	Consultant							
Anderson								
	Consultant							
RABA								
Caltrans								
TOTALS:			4,514	0	0	585	0	5,099

Staff Costs	5,099
Consultant Costs	
Fixed Assets	
Training Costs	
Other Costs	
Total Costs	5,099

**706.00 PREPARATION AND ADMINISTRATION OF THE REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND THE FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

Purpose

To develop a program of projects which includes life-cycle cost considerations in the development of transportation projects, and which represents the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program for Shasta County, in order to coordinate and prioritize improvements in the Regional Transportation System. Ensure delivery of programmed project on time and within budget.

The Planning Emphasis Areas are supported in this element. Specifically, PEA #2: Integrated Planning and Environmental Process in task 706.04 (see below), PEA #3: Consideration of Management and Operations within the Management process in task 706.04, and PEA #5: Enhancing the Technical Capacity of the Planning Process in task 706.06.

Previous and Ongoing Work

- Complete 2004 FTIP.
- Continue to identify projects for inclusion in the 2004 STIP
- Administer the 2002 RTIP approved locally in December 2001 to ensure projects are delivered on time and within budget.
- Assist local agencies and Caltrans with STIP/FTIP amendments and allocations.

Task

Description/Estimated Completion

706.01	8,299	Management of RTIP activities - Local agencies lists of all candidate capital improvement transportation projects on other than State highways, including transit and airports within their jurisdiction. June/2004.
706.02	9,256	Management of FTIP activities - FTIP update from State and local lists of projects; update capital improvement program from the Regional Transportation Improvement Program (RTIP); update constrained financial plan; prioritize projects by programming year. June/2004.
706.03	12,980	Management of CTIP activities - Review and evaluate Caltrans' list of candidate State highway projects that are scheduled for Shasta County. Develop STIP Projects for local agencies. June/2004.
706.04	7,003	Monitor project development, advise local sponsors, and track legislative changes regarding programming of transportation funds. Update constrained financial plan; prioritize projects by programming year; conduct public hearing; review and revise as necessary./Ongoing

706.05 33,036 Participate in local and Statewide Planning meetings, CTC, Calcog, RTPA. (Includes Redding)

706.06 7,202 Technical RTIP/STIP/FTIP Training and Working Group Coordination./Ongoing

TOTAL 77,776

Products/Target Completion Dates

- RTIP Administration. Continuous.
- FTIP amendments as necessary./Ongoing.
- CTC, CALCOG, RTPA attendance for Shasta County.
- Official consultation with Tribal Governments.

FUNDING SOURCES 2003/04 WORK ELEMENT #706							
RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County	1	66,543			8,621		75,164
Consultant							
Redding		2,312			300		2,612
Consultant							
Shasta Lake							
Consultant							
Anderson							
Consultant							
RABA							
Caltrans							
TOTALS:		68,855	0	0	8,921	0	77,776

NOTE:

1) 75,164 SUPPORT FOR RTPA FUNCTIONS

Staff Costs	58,274
Consultant Costs	
Fixed Assets	
Training Costs	7,202
Other Costs-Expenses	12,300
Total Costs	77,776

707.00 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

Purpose

To maintain and administer the Transportation Development Act (TDA) funding made available to Shasta County.

As the Regional Transportation Planning Agency (RTPA) for the region, SCRTPA provides an efficient review and approval process of claims for authorized purposes submitted by the cities and county. This process enables transit providers, cities and counties to receive transit revenues.

To ensure that all responsibilities of the Shasta County Regional Transportation Planning Agency are discharged efficiently and in compliance with all applicable laws and regulations.

The Planning Emphasis Areas are supported in this element. Specifically, PEA #3: Consideration of Management and Operations within the Management Process in task 707.12 (see below), PEA #5: Enhancing the Technical Capacity of the Planning Process in task 707.16 (see below).

Previous and Ongoing Work

- Ongoing administration of the Transportation Development Act
- Selection of audit firm and completion of fiscal, compliance and performance audits
- Processing of records, reports and correspondence necessary for smooth operation of RTPA

<u>Task</u>		<u>Description/Estimated Completion</u>
707.01	7,764	Carry out administrative support and general and staff work necessary for administration of the SSTAC./Continuous.
707.02	13,130	Prepare TDA work papers, develop apportionments, prepare necessary reports, approve claims, and conduct necessary meetings.
707.03	8,707	Conduct Unmet Needs Process-Hearing, reporting and notices, Transit Needs Assessment documents.
707.04	8,471	Respond to Unmet Needs comments.
707.05	987	RABA budget analysis, Productivity factor, documentation and analysis.
707.07	2,551	5310/5311 and all other Grant Applications.
707.09	47,116	Administrative support for TDA.
707.10	10,000	Legal Counsel for RTPA matters.

707.11	23,536	Conduct and manage RTPA meetings, participate in CTSA and other interest group meetings, attend workshop meetings as needed.
707.12	20,705	RTPA & Agency Audits, including performance.
707.13	3,480	RTPA Policy manual-Policies and Procedures.
707.14	5,172	Manage and attend TAC meetings.
707.15	3,099	Manage and attend Policy meetings.
707.16	<u>7,664</u>	Technical Training for Auditing/Administration activities.

TOTAL 162,383

Products/Target Completion Dates

- Annual report of transit service claimants. Jan/2004.
- Reports and records of RTPA activities. June/2004 Ongoing.
- Audits, Performance, Compliance, - January 2004.
- Unmet Needs Process - January 2004.
- Consider current access and potential for access to medical care in the Comprehensive Access plans related to airports.

**FUNDING SOURCES 2003/04
WORK ELEMENT #707**

RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County	1	6,786			127,597		134,383
Consultant					28,000		28,000
Redding							
Consultant							
Shasta Lake							
Consultant							
Anderson							
Consultant							
RABA							
Caltrans							
TOTALS:		6,786	0	0	155,597	0	162,383

NOTE:

1) 162,383 SUPPORT
FOR TDA
ADMINISTR
ATION
THIS
INCLUDES
\$46,000
FOR FIXED
ASSETS,
LEGAL AND
AUDIT
SERVICES

Staff Costs	96,718
Consultant, Legal, Audit Costs	28,000
Fixed Assets	
Training Costs	7,665
Other Costs (copies, pub notice, etc)	30,000
Total Costs	162,383

709.00 OWP DEVELOPMENT/INTERAGENCY COORDINATION

Purpose

To provide a uniform transportation planning process for the region through the development of an Overall Work Program; to coordinate transportation planning activities in the County with the various State and Federal agencies, as well as within the County; and to facilitate a coordinated and orderly review of transportation programs and projects by appropriate government agencies, advisory bodies, and public participation. This element includes implementation of the proactive public involvement program required by federal metropolitan planning regulations (23 CFR 450.312(i)). This element anticipates meetings with Tribal representatives from the Pit River Tribal Council and Redding Rancheria Tribal Governments.

The Planning Emphasis Areas are supported in this element. Specifically, PEA #4: Consultation with Officials in task 709.03 (see below).

Previous and Ongoing Work

- Previous and ongoing coordination between governmental agencies.
- Develop 2003/2004 OWP.
- Update and continue to implement the enhanced public participation program.

<u>Task</u>		<u>Description/Estimated Completion</u>
709.01	10,094	Interagency coordination, development and preparation of the Overall Work Program for 2004/2005. Feb/2004.
709.02	12,490	Publish and distribute a quarterly newsletter to the RTPA member agencies, committee members and interested public. Continuous.
709.03	30,724	Update and implement enhanced public involvement program with an emphasis to search out all interested stakeholders; local agency, advisory group and public participation in RTPA meetings, compilation and distribution of agenda materials. The public participation program shall include annual analysis and evaluation of programs to enhance public participation. Conduct consultation with Tribal Governments as needed. Continuous.
709.04	3,673	Preparation of quarterly progress reports. Jan 30, Apr 30, Jul 30, Oct 30.
709.05	<u>11,779</u>	Member agency only - participation in various meetings
TOTAL	68,760	

Products/Target Completion Dates

- Quarterly progress reports to Federal funding agencies. Oct, Jan, April & July.
- Public Participation Program including a quarterly newsletter and meeting with special group representatives. Continuous.
- Overall Work Program for FY 2003/2004 Feb 2004 (draft); April/2004 (final).
- Review and comments on applications for proposed Federal-Aid projects. Continuous.
- Internet Homepage maintenance. Continuous.
- Implement public involvement strategies. Continuous.

FUNDING SOURCES 2003/04 WORK ELEMENT #709							
RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
Shasta County	1	57,346			7,430		64,776
Consultant							
Redding							
Consultant							
Shasta Lake							
Consultant							
Anderson		3,527			457		3,984
Consultant							
RABA							
Caltrans							
TOTALS:		60,873	0	0	7,887	0	68,760
NOTE:							
1) 0 FIXED ASSETS FOR RTPA							
2) 64,776 SUPPORT FOR RTPA FUNCTIONS							

Staff Costs	62,760
Consultant Costs	
Fixed Assets	
Training Costs	
Other Costs	6,000
Total Costs	68,760

710.00 SPECIAL PROJECTS

Purpose

To establish and provide for the continuous development of the plans and procedures necessary to monitor traffic congestion within Shasta County, and to participate in related air quality planning activities carried out by local jurisdictions and agencies including the Air Quality Management District. This includes monitoring the performance of the transportation system using the performance measures developed for the RTP and the maintenance and operation of the countywide travel demand model.

Previous Ongoing Work

- Report on DBE activities
- Maintain a program to monitor the transportation system performance
- Analysis of census demographics and urban area impacts
- Maintain the Shasta County Travel Demand Model
- Traffic Study for Shasta Lake area
- Support ITS projects for the region
- Develop GIS base files for the region

<u>Task</u>		<u>Description/Estimated Completion</u>
710.01	5,037	Monitor Transportation Metrics/ITS architecture compliance - Review and documentation of Performance Measures, ITS project coordination. (Continuous)
710.02	22,824	GIS development of attributes, development of data layers, Traffic model integration. (Consultant cost of \$20,000), this task supports TAZ zone improvements for the traffic model. (June/2004)
710.03	2,441	Census data mining, urban/rural, demographic research in support of planning studies, development plans and better assessment of interregional mobility and access needs. (June/2004)
710.04	3,752	ITS review and development of goals and documentation of process. (June/2004)
710.05	18,187	City of Anderson GIS Base Mapping (Consultant cost of \$18,187). (June/2004)
710.06	6,461	DBE review and development of goals and documentation of process in support of annual filings. (April/2004)
710.07	19,450	Shasta Lake - Aerial Survey/Phase III (Consultant cost of \$19,450). (June/2004)

710.08	158,567	Traffic Impact Fee Study (Consultant cost of \$150,000). This task will inventory existing conditions of interchanges, ramps, road networks, etc. and suggest a menu of solutions. (June/2004)
710.09	<u>100,000</u>	Transportation Planning Study - Southern Region (consultant cost of \$100,000). (June 2004)
TOTAL	336,719	

Products/Target Completion Dates

- Maintain and implement transportation system Performance measures and utilize output in transportation planning decision process. Jun/2004.
- City of Shasta Lake Aerial Survey, Phase III (June/2004)
- City of Anderson GIS Base Mapping, Phase I (June/2004)
- GIS output for graphical display of the network, model integration, etc. (June/2004)
- Census output and analysis of long form in region (June/2004)
- Draft performance measures - total system view (June/2004)
- DBE reporting (April/2004)
- Develop Traffic Impact Fee analysis documents (June/2004)
- Develop transportation planning study for southern region. Identify and document facilities required to meet regional mobility needs. (June/2004)

**FUNDING SOURCES 2003/04
WORK ELEMENT #710**

RESPONSIBLE AGENCY		NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE PPP	TOTAL
Shasta County		1	25,746			3,336		29,082
	Consultant	2	239,031			30,969		270,000
Redding								
	Consultant	3						
Shasta Lake								
	Consultant	4	17,219		2,231			19,450
Anderson								
	Consultant	5	16,101		2,086			18,187
RABA								
Caltrans								
TOTALS:			298,097	0	4,317	34,305	0	336,719

NOTE:

- 1) SUPPORT FOR
29,082 RTPA
FUNCTIONS
- 2) CONSULTANT
250,501 SUPPORT FOR
RTPA
- 3) CONSULTANT
0 SUPPORT FOR
REDDING
- 4) CONSULTANT
19,450 SUPPORT FOR
SHASTA LAKE
- 5) CONSULTANT
18,187 SUPPORT FOR
ANDERSON

Staff Costs	27,582
Consultant Costs	307,637
Fixed Assets	
Training Costs	
Other Costs	1,500
Total Costs	336,719
PL CARRYOVER FUNDING IN ABOVE :	298,097

**OTHER PLANNING ACTIVITIES WITHIN SHASTA COUNTY
INFORMATION ELEMENT
2003-04 SHASTA COUNTY OWP**

ACTIVITY DESCRIPTION	FUND TYPE	WORK PERFORMED BY	PRODUCTS	DUE DATE	FSTIP PROGRAMMING REQUIRED(Y/N)	SIP RELATED ACTIVITY (Y/N)
REGIONAL PLANNING	STATE	CT, RTPA	RTP, RTIP, OWP	06/30/2004	YES	YES
FTA GRANT PROCESSING FTA 5307, 5310, 5311	FTA	CT, Local Agencies, RTPA	Subsidized Transit	06/30/2004	YES	YES
NEPA 404 PROCESS	STATE	CT, RTPA	Early Project Review	Ongoing	Project Based	YES
BUCKHORN EIR	STATE	CT, 3 RTPAs	Environmental Impact Report	06/30/2006	YES	YES
SYSTEM PLANNING	STATE	CT	20 Yr. System Mgmt Plan Transportation Concept Rpts.	Ongoing	NO	NO
SYSTEM MANAGEMENT	STATE	CT, Local Agencies, RTPA	ITMS Database	Ongoing	NO	YES
STATEWIDE DATA BASE	STATE	CT	Database	06/30/2003	NO	NO
PROJECT STUDY REPORTS	STATE/ LOCAL	CT, Local Agencies, RTPA	Completed PSRs	06/30/2004	NO	NO
ENVIRONMENTAL PLANNING	STATE	CT, Local Agencies, RTPA	EIR, NEG DEC, Other Environmental Documents	06/30/2003	NO	YES
PROGRAMMING	STATE	CT, RTPA	STIP, RTIP, FTIP	06/30/2003	N/A	N/A

The purpose of this chart is to identify other planning activities in Shasta County that are not funded through this OWP.

SECTION III
FINANCIAL SUMMARIES

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY FOR 2003 - 2004 BY FUNDING SOURCE AND LOCAL AGENCY
2003 - 2004 OVERALL WORK PROGRAM

A G E N C I E S

F U N D I N G S O U R C E S

Work Element and Description		Funding Sources	SHASTA CO	REDDING	SHASTA LAKE	ANDERSON	RABA	FHWA PL	FTA SEC 5303	IN KIND	TDA	ELEMENT SUB-TOTALS
701	Preparation and Administration of the Regional Transportation Plan	FHWA PL	122,067	3,771		3,258		129,096				
		FTA 5303							0			
		INKIND		0		0				0		
		TDA	15,815	489		422					16,726	
		STATE										
701	Subtotal:		137,882	4,260		3,680		129,096	0	0	16,726	145,822
702	Traffic Circulation Systems	FHWA PL	33,317	111,337	18,193	7,074		169,921				
		FTA 5303							0			
		INKIND	4,317	14,425	2,357	916				22,015		
		TDA	0	0							0	
		STATE										
702	Subtotal:		37,634	125,762	20,550	7,990		169,921	0	22,015	0	191,936
703	Public Transportation	FHWA PL						0				
		FTA 5303					57,791		57,791			
		INKIND					7,120			7,120		
		TDA	0				367				367	
		STATE										
703	Subtotal:		0	0	0	0	65,278	0	57,791	7,120	367	65,278
704	Non-motorized	FHWA PL	5,448	8,432	0	4,775		18,656				
		FTA 5303							0			
		INKIND		1,093	0	619				1,711		
		TDA	706								706	
		STATE										
704	Subtotal:		6,154	9,525	0	5,394	0	18,656	0	1,711	706	21,073
705	Aviation	FHWA PL	4,514					4,514				
		FTA 5303							0			
		INKIND								0		
		TDA	585								585	
		FAA	0	0								
705	Subtotal:		5,099	0	0	0	0	4,514	0	0	585	5,099
706	Preparation and Administration of the Regional Transportation Improvement Plan	FHWA PL	68,543	2,312	0	0		68,855				
		FTA 5303							0			
		INKIND								0		
		TDA	8,621	300	0	0					8,921	
		STATE										
706	Subtotal:		75,164	2,612	0	0	0	68,855	0	0	8,921	77,776
707	Administration of the Transportation Development Act	FHWA PL	6,786		0			6,786				
		FTA 5303							0			
		INKIND								0		
		TDA	155,597		0						155,597	
		STATE										
707	Subtotal:		162,383	0	0	0	0	6,786	0	0	155,597	162,383
709	Interagency Coordination and Development of the Overall Work Program	FHWA PL	57,346	0	0	3,527		60,873				
		FTA 5303							0			
		INKIND	0		0					0		
		TDA	7,430	0	0	457					7,887	
		STATE										
709	Subtotal:		64,776	0	0	3,984	0	60,873	0	0	7,887	69,760
710	Special Studies	FHWA PL	264,777	0	17,219	16,101		298,097				
		FTA 5303							0			
		INKIND		0	2,231	2,086				4,317		
		TDA	34,305								34,305	
710	Subtotal:		299,082	0	19,450	18,187	0	298,097	0	4,317	34,305	336,719
OWP Work Element Totals:		FHWA PL	560,799	125,853	35,412	34,735	0	756,799				
		FTA 5303	0	0	0	0	57,791		57,791			
		INKIND	4,317	15,517	4,588	3,621	7,120			35,164		
		TDA	223,059	788	0	879	367				225,093	
OWP Work Element Totals:			788,174	142,159	40,000	39,235	65,278	756,799	57,791	35,164	225,093	1,074,846

AVAILABLE REVENUES BY SOURCE

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
2003 - 2004 OVERALL WORK PROGRAM
Available Revenue by Source

Sources of Revenue:	Amount
Federal Highway Administration (FHWA) PL Funds 2003/2004 Allocation	412,344
Federal Highway Administration (FHWA) PL Funds - Carryover from Prior Years	344,455
Federal Transit Administration (FTA) Planning (Section 5303) Funds 2003/2004 Allocation	47,734
Federal Transit Administration (FTA) Section 5303 - Carryover from Prior Years	10,057
Transportation Development Act Funds Allocated for Administration and Planning	225,093
Local In-Kind Match	35,164
Federal Aviation Administration	0
State Planning Partnership	0
State Subvention	0
Match (Caltrans)	0
Total Resources:	1,074,846
Total Expenses in OWP:	1,074,846
Difference between Revenues and Expenses	0

SECTION 4.
Federal Certifications

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, and the Transportation Equity Act for the 21st Century, Caltrans and the Shasta County Regional Transportation Planning Agency, Metropolitan Planning Organization for the Shasta County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 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).

MPO Authorizing Signature

Caltrans District Director Signature

Title

Title

Date

Date

FTA Certifications and Assurances

Name of Applicant: Shasta County Regional Transportation Planning Agency

The Applicant agrees to comply with applicable requirements of Categories 1- 16.
(The Applicant may make this selection in lieu of individual selections below.)

OR

The Applicant agrees to comply with the applicable requirements of the following
Categories it has selected:

- ☒ 1. Certifications and Assurances Required of Each Applicant.
- ☒ 2. Lobbying Certification.
- ☐ 3. Certification Pertaining to Effects on Private Mass Transportation Companies.
- ☐ 4. Public Hearing Certification for a Project with Substantial Impacts.
- ☐ 5. Certification for the Purchase of Rolling Stock.
- ☐ 6. Bus Testing Certification.
- ☐ 7. Charter Service Agreement.
- ☐ 8. School Transportation Agreement.
- ☐ 9. Certification for Demand Responsive Service.
- ☐ 10. Prevention of Alcohol Misuse and Prohibited Drug Use Certification.
- ☐ 11. Certification Required for Interest and Other Financing Costs.
- ☐ 12. Intelligent Transportation Systems Program Assurance.
- ☐ 13. Certifications and Assurances for the Urbanized Area Formula Program, the Job Access and Reverse Commute Program, and the Clean Fuels Formula Program.
- ☐ 14. Certifications and Assurances for the Elderly and Persons with Disabilities Program.
- ☐ 15. Certifications and Assurances for the Nonurbanized Area Formula Program.
- ☐ 16. Certifications and Assurances for the State Infrastructure Bank (SIB) Program.

Name of Applicant: Shasta County Regional Transportation Planning Agency

Name and Relationship of Authorized Representative: Pat Kight, Chairman

BY SIGNING BELOW I, Pat Kight, on behalf of the Applicant, declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2003.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2003.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C FR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature: _____

Date: _____

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Jim Underwood (Name of Applicant)

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature: _____ Date: _____

Name: _____