

STAFF REPORT



MEETING DATE:	6/30/15
SUBJECT:	Correspondence
AGENDA ITEM:	5-4
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- April 30, 2015, letter from SRTA to California Department of Transportation (Caltrans) regarding Formal Amendment No. 3 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- May 4, 2015, letter from California Department of Transportation (Caltrans) to Federal Highway Administration and Federal Transit Administration regarding Formal Amendment No. 3 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- June 4, 2015, letter from United States Department of Transportation (USDOT-FHWA/FTA) regarding Formal Amendment No. 3 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- May 14, 2015, letter from SRTA to California Department of Transportation (Caltrans) regarding the Shasta County Active Transportation Project Proposal for the Junction School Project, located in Palo Cedro
- May 14, 2015, letter from SRTA to California Department of Transportation (Caltrans) regarding the Shasta County Active Transportation Project Proposal for non-motorized improvements at Shasta College entrance
- SRTA GoShasta Active Transportation Plan Grant Application Support Letters:
 - City of Shasta Lake
 - Shasta County Department of Public Works
 - Shasta County Health and Human Services Agency
 - Healthy Shasta
 - Shasta Living Streets
 - North State Super Region
 - Assemblyman, First District, Brian Dahle
 - City of Redding
 - City of Anderson
 - Shasta College
- May 29, 2015, letter from SRTA to city of Redding in support of the city of Redding's Active Transportation Plan application for Diestelhorst to Downtown Non-Motorized Improvement Project
- May 29, 2015, letter from SRTA to city of Redding in support of the city of Redding's Active Transportation Plan application for Quartz Hill Road Corridor Improvement Project

- June 2, 2015, letter from SRTA to city of Redding in support of the city of Redding's 2015 Transportation Appropriation Request (TIGER grant application) – Interstate 5/Oasis Road Interchange Improvement Project
- TIGER grant submittal cover sheet
- June 1, 2015, letter from Department of Transportation (Caltrans) Headquarters in support of SRTA/city of Anderson TIGER grant application
- June 3, 2015, letter from Department of Transportation (Caltrans) District 2 in support of SRTA/city of Anderson TIGER grant application
- June 17, 2015, letter from SRTA to Gabriel Corley, Caltrans California Transportation Plan (CTP) Project Manager, in regard to the CTP.



Daniel S. Little, AICP, Executive Director



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

April 30, 2015

Mr. Muhaned Aljabiry, Chief
Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 3 to the Shasta County 2015 Federal Transportation
Improvement Program (FTIP)

Dear Mr. Aljabiry:

At their meeting of April 28, 2015 the Shasta Regional Transportation Agency (SRTA) Board of Directors (per attached SRTA Resolution #15-08), approved Formal Amendment No. 3 to the 2015 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2015 FTIP is financially constrained and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment complied with SRTA's adopted Public Participation Plan, with review running from Thursday, April 16, 2015, through Wednesday, April 29, 2015. SRTA's approval action on April 28, 2015 included authorization to make minor adjustments/corrections to the amendment, if needed, in response to Caltrans, federal and public review. There were no public comments received on the amendment.

Advertising of this amendment included notification that the public review would satisfy the Redding Area Bus Authority's (RABA's) Program of Projects (POP) requirements for the use of FTA Sections 5307 and 5339 funding.

Formal Amendment #3 modifies the Shasta County 2015 FTIP as follows:

- **RABA Capital Vehicles, CTIPS ID (211-0000-0059):** Accelerates use of \$1.112 million FTA Section 5307 funding to Fiscal Year (FY) 2014/15 for RABA vehicles, and grant administration. Vehicles consist of three buses and three paratransit vans, all matched with Proposition 1B funding. In FYs 2016/17 and 2017/18, RABA will purchase three paratransit vehicles each fiscal year with FTA 5307 funding and Proposition 1B match.

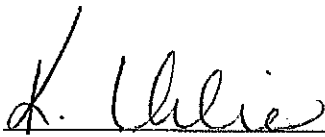
This listing also adds a new source of funding: FTA Section 5339 (\$336,369), with an \$84,000 Proposition 1B match, for another bus purchase in FY 2014/15.
- **RABA Transit Capital, CTIPS ID (211-0000-0060):** Accelerates the use of FTA 5307 funds to earlier years of the FTIP for non-vehicular capital purchases, like farebox equipment, and computer hardware upgrades.
- **Grouped Projects for Bridge Rehabilitation and Reconstruction – SHOPP Program, CTIPS ID (211-0000-0074):** Adds \$12.605 million of State Highway Operation and Protection Program (SHOPP) funding in FY 2017/18 to replace the Interstate 5 Pit River Bridge deck overlay, and rehabilitate the bridge catwalk. Additionally, Caltrans has increased a project in the bridge program by \$2.320 million in FY 2014/15 due to updated estimates.
- **Grouped Projects for Safety Improvements (SHOPP-Collision Reduction Program), CTIPS ID (211-0000-0075):** Increases FY 2014/15 and FY 2015/16 funding by \$1.544 million and \$1.577 million, respectively, due to updated estimates.
- **Grouped Projects for Bridge Rehabilitation and Reconstruction – Highway Bridge Program (HBP), CTIPS ID (211-0000-0083):** Adds \$116,000 bridge preventative maintenance work on Pine Grove Avenue Bridge over Churn Creek in FYs 2015/16 (\$36,000) and 2017/18 (\$80,000), and makes minor adjustments to other bridge projects region-wide.
- **Grouped Projects for Safety Improvements – Highway Safety Improvement Program (HSIP), CTIPS ID (211-0000-0093):** Adds \$550,000 total federal funding to two projects in the city of Redding in FY 2016/17 and two in Shasta County in FY 2015/16.
- **Social Service Transit Vehicles and Equipment, CTIPS ID (211-0000-0118):** Adds FTA Section 5310 awards of \$126,068 and \$72,832 in FY 2014/15 to Golden Umbrella for the Foster Grandparent and Senior Companion Programs, respectively, in a new CTIPS listing.

- **Grouped Projects for Safety Improvements – SHOPP (Mobility Program), CTIPS ID (211-0000-0119):** Adds \$2.4 million of SHOPP Mobility Program funding in FY 2016/17 for the Stillwater/State Route 44 operational improvements project, in a new CTIPS listing.

With this transmittal, SRTA 2015 FTIP Formal Amendment No. 3 is being provided directly to Caltrans. An electronic copy will be transmitted to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,



for Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Attachments: SRTA Resolution Number 15-08: Formal Amendment #3 to the 2015 FTIP for Shasta County
Summary of Changes
Financial Tables
RABA FTA Sections 5307 and 5339 POPs
Current and Prior Programming Pages
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division
Hymie Luden – FTA, Region 9
SRTA Board of Directors
Scott Wahl – County of Shasta
Chuck Aukland – City of Redding

Jeff Tedder – City of Shasta Lake
Tina Brown, Golden Umbrella
Wendy Lonnberg – Caltrans, District 2
Rick Somers – Caltrans, District 2
Jan Meyer – Caltrans, District 2

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
1120 N STREET M.S.82
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4013
FAX (916) 654-2738
TTY 711



*Serious drought
Help Save Water!*

May 4, 2014

Mr. Vincent P. Mammiano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105

Attention: Mr. Jermaine Hannon

Attention: Mr. Ray Sukys

Dear Mr. Hannon and Mr. Sukys:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2014/15 - 2017/18 Federal Transportation Improvement Program (FTIP):

<u>No.</u>	<u>Description</u>
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3	State, Local and Transit Elements
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- This amendment modifies and programs projects in the SRTA region. It includes projects with funding from the State Highway Operation and Protection Program, Highway Bridge Program, Highway Safety Improvement Program, and various Federal Transit Administration (FTA) programs.

See enclosure.

The updated programming is for projects in air quality attainment area that is exempt from the conformity determination requirement. SRTA has certified that this FTIP amendment is financially constrained, and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 3. I also recommend that the Federal Highway Administration and FTA approve this FTIP amendment for inclusion into California's 2015 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent P. Mammano/Mr. Leslie T. Rogers
May 4, 2015
Page 2

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,



BRUCE DE TERRA
Acting Chief
Division of Transportation Programming

Enclosures

- c: Karina OConnor - EPA Office of Air Planning (w/enclosure)
- Daniel S. Little - Shasta County Regional Transportation Agency
- Kathy Urlie - Shasta County Regional Transportation Agency



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 4, 2015

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008

In Reply Refer To:
HAD-CA

Mr. Bruce de Terra
Acting Chief, Division of Transportation Programming
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2015 FTIP/FSTIP AMENDMENT NO. 3

Dear Mr. de Terra:

We have completed our review of Amendment No. 3 to the Shasta Regional Transportation Agency (SRTA) 2015 Federal Transportation Improvement Program (FTIP) that was submitted by your letter dated May 4, 2015. Amendment No. 3 to the SRTA 2015 FTIP was approved by the SRTA Board of Directors on April 28, 2015, by Resolution #15-08. This SRTA FTIP amendment proposes: the addition of a new grouped project listing for SHOPP safety improvements and a new individually listed project for social service transit vehicles and equipment; and the modification of four grouped project listings and one individually listed project that were previously approved for inclusion in the 2015 Federal Statewide Transportation Improvement Program (FSTIP).

Pursuant to the *December 15, 2014, Memorandum of Understanding between the Federal Highway Administration (FHWA), California Division, and the Federal Transit Administration (FTA), Region IX*, we accept the proposed modifications to the 2015 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning that was published in the February 14, 2007, Federal Register. We find that the SRTA MPO's 2015 FTIP, including Amendment No.3, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 112-141, the "*Moving Ahead for Progress in the 21st Century Act*" (MAP-21).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air

Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov; or Hymie Luden of the FTA Region IX office at (415) 744-2732, or by email at Hymie.Luden@dot.gov.

Sincerely,

/s/ *Leslie T. Rogers*

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

A handwritten signature in black ink, appearing to read 'Vincent P. Mammano', written over a horizontal line.

For: Vincent P. Mammano
Division Administrator
Federal Highway Administration



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 14, 2015

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Shasta County Active Transportation Project Proposal for the Junction School Project

To Whom It May Concern:

As Executive Director of Shasta Regional Transportation Agency (SRTA), I would like to express strong support for Shasta County's Active Transportation Program (ATP) application for the Junction School Project. The project is consistent with SRTA's Regional Transportation Plan and will close a significant gap in bike routes to the school and surroundings. Encouraging active transportation will also help SRTA and the county meet air quality and greenhouse gas reduction goals set by the California Air Resources Board and the region's sustainable communities strategy.

In an effort to encourage active transportation and support state and federal match needs, SRTA has funding available through two separate sources: The Rural Bike Lanes and Sidewalks to Transit Program and or the 2% Transportation Development Act set-aside. The project would be a likely candidate to receive 20% matching funds under either program because sufficient funds are available and the project strongly aligns with our program criteria.

SRTA supports ATP funding for the Junction School Project without reservation. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/jac



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 14, 2015

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Shasta County Active Transportation Project Proposal for Non-Motorized Improvements
at Shasta College Entrance

To Whom It May Concern:

As Executive Director of Shasta Regional Transportation Agency (SRTA), I would like to express strong support for Shasta County's Active Transportation Program (ATP) application for the Shasta College/Old Oregon Trail Project. The project is consistent with SRTA's Regional Transportation Plan and will close a significant gap in SRTA-funded bike routes to the college. Encouraging active transportation will also help SRTA and the county meet air quality and greenhouse gas reduction goals set by the California Air Resources Board and the region's sustainable communities strategy.

In an effort to encourage active transportation and support state and federal match needs, SRTA has funding available through two separate sources: The Rural Bike Lanes and Sidewalks to Transit Program and or the 2% Transportation Development Act set-aside. The project would be a likely candidate for SRTA to help achieve the 20% in matching funds in cooperation with Shasta College. Sufficient funds are available in both programs and the project strongly aligns with our program criteria.

SRTA supports ATP funding for the Shasta College/Old Oregon Trail Project without reservation. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/jac



May 22, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, the City of Shasta Lake will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. City of Shasta Lake looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's.) and with the countywide unemployment rate at 9.7%, the City of Shasta Lake understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Shasta Lake looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "John N. Duckett, Jr.", is written over a horizontal line.

John N. Duckett, Jr.
City Manager



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

May 22, 2015

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little: *Dan,*

Shasta County supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, Shasta County will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. Shasta County looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, Shasta County understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

Shasta County looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,

Patrick J. Minturn, Director
Shasta County Department of Public Works

PJM//ldr



Health and Human Services Agency

Donnell Ewert, MPH, Director

2650 Breslauer Way
Redding, CA 96001-4246

Phone: (530) 225-5899

Fax: (530) 225-5903

CA Relay Service: (800) 735-2922

May 22, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The Shasta County Health and Human Services Agency (HHSA) would like to express our support for the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned non-motorized projects in the region eligible for future grant funding.

HHSA understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk or bicycle for their health and well-being. HHSA knows that the built environment influences health behaviors, and thus has a huge impact on injury prevention, health outcomes, and equitable access to destinations. If awarded funds, HHSA will work with SRTA on a plan to improve safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. HHSA staff, with expertise in Safe Routes to School, is available to ensure safe routes to and from local schools are incorporated into the plan.

HHSA looks forward to working with SRTA on GoShasta and Safe Routes to Schools projects. We wish you the best of luck on the grant application. Please let us know if we can help in any way.

Sincerely,

Donnell Ewert, MPH
HHSA Director
(530) 245-6269
dewert@co.shasta.ca.us

"Healthy people in thriving and safe communities"

www.shastahhsa.net



Anderson Partnership for
Healthy Children

May 26, 2015

City of Anderson

Daniel S. Little

City of Redding

Executive Director

City of Shasta Lake

Shasta Regional Transportation Agency

County of Shasta

1255 East Street, Suite 202

Redding, CA 96001

First 5 Shasta

Subject: GoShasta Active Transportation Plan

Mercy Medical
Center

Dear Mr. Little:

Redding Rancheria

Redding School
District

Shasta College

Shasta County Office
of Education

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) proposal to develop the GoShasta Active Transportation Plan. The GoShasta Active Transportation Plan is an important step in creating a community that is safe and convenient for walking and bicycling. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned non-motorized projects in the region eligible for future grant funding.

Shasta Regional
Transportation Agency

Shasta Family
YMCA

Shasta Head Start

Simpson University

Healthy Shasta understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk or bike for their well-being. Healthy Shasta knows that the built environment influences health behaviors, and has a huge impact on injury prevention, health outcomes and equitable access to destinations. Shasta County has an employment rate of 9.7% and the median household income of Shasta is 73% of the statewide median household income.

The McConnell
Foundation

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Healthy Shasta is a partnership of multiple organizations formed to address growing rates of obesity and chronic disease in our community. Our vision is to create a community where the healthy choice is the easy choice, especially around physical activity and nutrition. If awarded, Healthy Shasta will work with SRTA on a plan to improve safety and bikeway-walkway-transit connectivity for the residents of Shasta County.

Viva Downtown

Please contact me at 229-8428 with any questions or to future discuss how Healthy Shasta can contribute to and support development of the GoShasta Active Transportation Plan.

Whiskeytown
National
Recreation Area

Sincerely,

A handwritten signature in cursive script that reads "Shellisa Moore".

Shellisa Moore

Healthy Shasta Coordinator

Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

May 26, 2015

Dan Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Re: Enthusiastic Support for GoShasta Plan

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's efforts to develop and administer a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County. This project will make a significant difference for people and transportation in the communities throughout Shasta County.

Shasta Living Streets vision and mission is a regional one because we recognize the vital importance of coordinated and comprehensive plans for bicycle and pedestrian facilities, transit and sustainable development in our region. Our individual, family and business members live, work and play in the various cities, towns and unincorporated areas of our county. They often share and discuss the challenges and opportunities for coordinated non-motorized transportation across the region.

Thus, we look forward to having a coordinated plan between the four jurisdictions in Shasta County and administered by SRTA. We expect GoShasta to be a transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding. Our organization will work closely with SRTA and the chosen consultant to develop a plan that will focus on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. We see a strong need for it, and we will assist development of a comprehensive and effective plan. And further, we will support adoption and implementation of the facilities outlined in the plan.

Strong interest in our community

Shasta Living Streets has a number of methods for gathering comments and input from people in our community about transportation issues. In the past month we conducted a survey of people who self-selected as experienced and interested in riding in Shasta County.

Top locations where I have safety concerns while riding a bike.

- **50%+ of responses from across the county are in places where more than one agency (City/County/Caltrans) is involved, and/or where a route crosses multiple agency jurisdictions.**

As further evidence, last summer Caltrans was flooded with hundreds of letters of support for downtown street improvements that included a lane reduction to calm traffic and make crossing streets safer, with an addition of bike lanes. The public meeting saw an unprecedented number of people (150) crowd into the room to support the transportation improvements to benefit people walking and bicycling downtown.

Great need in our community

We are also well aware of the need for improved non-motorized options to help families and individuals as indicated by local measures of wellbeing.

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment: Shasta county's median household income is 73% of the state's, the countywide unemployment rate is 9.7%,

High rates of negative health outcomes. Shasta County is ranked at number 50 of 57 in the state of California, for both health outcomes and health determinants. We are well aware of the research that has shown more active living and daily movement is key to addressing these health issues. (countyhealthrankings.org)

County Health Rankings Measures and Data for Shasta County

<i>Measure</i>	<i>Year</i>	<i>Shasta Co</i>	<i>State of CA</i>	<i>Difference</i>
Adult obesity	2011	27%	23%	+4
Adult diabetes	2011	11%	8%	+3
Adult physical inactivity	2011	19 %	17%	+2
Access to exercise opportunities	2010-13	79%	93%	-14
Park access within 1 mi	2013	8%	58%	- 50
Drive alone to work	2012-14	81%	73%	+8
Long commute - driving alone	2014	15%	37%	-22
Motor vehicle crash deaths	2006-12	14	9	+5
Alcohol impaired driving deaths	2009-13	38%	31%	+7

High cost of transportation. The lack of bicycle and pedestrian options in our community creates a real burden for families and individuals in cost and time commitment. Recently we heard from a mother who described the family burden created by a typical day of driving her children on daily errands - 60 miles by car in one day. She wants improved facilities so her family could make some of those trips without her driving; they would do so - if they had safe and convenient bicycling and walking facilities, which she feels they currently do not.

Regional transportation thinking and planning is essential in Shasta County

Our region has three cities and many small towns and homes spread out in the county area. People's lives in these places are tied together in many ways. Homes, businesses and attractions are spread out – few people live, work and play exclusively in one city. Agency staff however, are understandably focused within their particular boundaries. And the small cities and towns have very few staff able to devote time to active transportation planning.

Thus a regional transportation plan is essential to bring cohesive and comprehensive project implementation to the region – to help families and individuals, business and economy – grow and thrive in this area. Thank you for improving the health and wellbeing of individuals, families and businesses in our community by developing the regional GoShasta Plan.



Anne Wallach Thomas
Executive Director, Shasta Living Streets



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 262-6190 nssr16@gmail.com
www.superregion.org
Tamera Leighton, Chair

Jon Clark

Butte County Assn. of Governments

James Bell

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

John Linhart

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co./City Area Planning Council

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

May 27, 2015

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

Please accept this letter of support from the North State Super Region (NSSR) for Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. The NSSR is a compilation of sixteen Metropolitan Planning Organizations and Regional Transportation Planning Agencies in northern California working together to make the California North State a better place to live.

GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned bicycle and pedestrian projects in the Shasta region eligible for future grant funding.

As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, NSSR understands the importance of having transportation options for north state residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

Please feel free to contact me if you require any assistance with this effort.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Davey-Bates".

Lisa Davey-Bates, Chair
North State Super Region

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Assembly California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR: ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
VICE CHAIR: NATURAL RESOURCES
AGRICULTURE
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

May 28, 2015

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Little,

I strongly support the Shasta Regional Transportation Agency's request to receive an Active Transportation Program grant from the California Transportation Commission to promote the GoShasta regional non-motorized plan. This grant would enable the Agency to collect data and coordinate local agencies' needs to plan, prioritize and implement bike and pedestrian projects throughout the region. A well-developed plan will allow the Shasta Regional Transportation Agency to enact the top priority projects, effectively compete for funds, and ensure that projects are done in a timely manner.

It is a startling fact that Shasta County has the fifth highest rate of pedestrian fatalities in the state and the highest fatality rate in the northern counties. If awarded the funding, the Shasta Regional Transportation Agency's goal would be to drastically decrease these numbers. As the community develops its thriving system of trails and bike lanes and encourages citizens to bike, run or walk to their destinations, grants such as this are essential in properly integrating goals and funding sources to ensure the best results. I appreciate your work to ensure that walkers and cyclists are safe when travelling and that the number of fatalities is decreased.

Thank you again for your work on the GoShasta plan. The community will be a better, safer place if it succeeds.

Sincerely,

A handwritten signature in blue ink that reads "Brian Dahle".

BRIAN DAHLE
Assemblyman, 1st District



CITY OF REDDING

PUBLIC WORKS - ENGINEERING

777 Cypress Avenue, Redding, CA 96001-2718

P.O. Box 496071, Redding, CA 96049-6071

530.225.4170 FAX 530.245.7024

May 28, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. The GoShasta Plan will include an individual non-motorized transportation plan for the City of Redding that will be incorporated into a larger, regional non-motorized plan. The GoShasta Plan will make the City's and all other planned non-motorized projects in the region viable for future grant funding that may be combined with local sources for implementation.

If awarded funds, the City of Redding will work closely with SRTA and the chosen consultant to develop a Regional and City plan that focuses on improving safety and bikeway-walkway-transit connectivity for the City's and Region's pedestrians and cyclists. The City of Redding looks forward to working with SRTA's consultant in establishing inventories of existing bicycle and pedestrian facilities; leading a comprehensive local public involvement process, identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, the City of Redding understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Redding looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Crane", is written over the typed name and title.

Brian Crane, Director of Public Works
City of Redding



May 28, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, the City of Anderson will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. The City of Anderson looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 72% of the State's) and with the countywide unemployment rate at 10.9%, the City of Anderson understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Anderson looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,



Jeff Kiser
City Manager



Shasta College

Shasta-Tehama-Trinity Joint Community College District
11555 Old Oregon Trail • P.O. Box 496006 • Redding, CA 96049-6006
Phone: (530) 242-7500 • Fax: (530) 225-4990
www.shastacollege.edu

May 29, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

Shasta College would like to express its support for the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan – a coordinated regional non-motorized transportation plan administered by SRTA. Shasta College's GIS Program has collaborated with SRTA on a number of projects in recent years, including the collection of non-motorized transportation data. We look forward to continuing to work with SRTA on this project that provides benefits to students and the community.

If SRTA is awarded grant funds, Shasta College will work with SRTA on a plan to improve safety and connectivity for pedestrians, cyclists, and transit riders arriving and departing from the campus and satellite locations. Last year, Shasta College GIS students implemented a project to collect GIS data on existing walkways and bikeways in downtown Redding. They collected information on such things as street lights, bike racks and benches which express the level of service of the bikeways and walkways. We plan to continue giving students practical GIS experience working on projects in support of SRTA's regional active transportation efforts.

Shasta College understands the importance of having transportation options for its students, both for those that do not have the option to drive and for those that make the choice to walk or bicycle for their health and well-being. Shasta College's GIS Program looks forward to working with SRTA on GoShasta. We wish you the best of luck on the grant application. Please let us know if we can help in any way.

Sincerely,

Dr. Joe Wyse
Superintendent/President

JW:tm

Governing Board Members

Rhonda E. Nehr McArthur	Dr. Rob Lydon Red Bluff	Duane K. Miller Anderson	Kendall S. Pierson Redding	Rayola B. Pratt Shasta	Robert M. Steinacher Corning	Scott J. Swendiman Redding
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Superintendent/President
Joe Wyse, Ed.D.



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 29, 2015

Chuck Aukland, P.E.
Assistant Director
Public Works Department
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Support for city of Redding's ATP Application for Diestelhorst to Downtown Non-Motorized Improvement Project

Dear Mr. Aukland:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Diestelhorst to Downtown project and strongly encourages its selection for Active Transportation Program (ATP) funding. Construction of the proposed connections would create a safe and seamless non-motorized path between the Sacramento River Trail at Diestelhorst Bridge and downtown Redding. The project would help accomplish Regional Transportation Plan objectives, including:

- Eliminate barriers to bicycle and pedestrian traffic;
- Increase bicycle/pedestrian network interconnectivity throughout the county; and
- Encourage public use of non-motorized transportation facilities.

The improvements also support the draft 2015 Regional Transportation Plan and Sustainable Communities Strategy objectives, including:

- Develop an integrated, context appropriate range of local transportation choices; and
- Enhance community health, safety and well-being.

A regional match of \$400,000 has been approved by the SRTA Board of Directors and the California Transportation Commission with Regional Transportation Improvement Program funds. An ATP award would complete our long-standing goal of connecting the Sacramento River Trail to downtown Redding which is the centerpiece of the region's Sustainable Communities Strategy.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KW/jac



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 29, 2015

Chuck Aukland, P.E.
Assistant Director
Public Works Department
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Support for city of Redding's ATP Application for Quartz Hill Road Corridor Improvement Project

Dear Mr. Aukland:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Quartz Hill Road corridor project and strongly encourages its selection for Active Transportation Program funding. The proposed improvements would greatly increase pedestrian and cyclist safety along the corridor and fill gaps in the existing non-motorized network. The project would help accomplish Regional Transportation Plan objectives, including:

- Eliminate barriers to bicycle and pedestrian traffic;
- Increase bicycle/pedestrian network interconnectivity throughout the county; and
- Encourage public use of non-motorized transportation facilities.

The improvements also support the draft 2015 Regional Transportation Plan and Sustainable Communities Strategy objectives, including:

- Develop an integrated, context appropriate range of local transportation choices; and
- Enhance community health, safety and well-being.

SRTA will provide in-kind technical support upon request and integrate improvements into the regional facilities inventory.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KW/jac



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

June 2, 2015

Kurt Starman, City Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001

**Subject: Support for City of Redding 2015 Transportation Appropriation Request
Interstate 5/Oasis Road Interchange Improvement Project**

Dear Kurt:

Please accept this letter of support for the city of Redding's 2015 transportation appropriation request for improvements at the Interstate 5/Oasis Road interchange. The Oasis Interchange Improvement Project is included in the Shasta County Regional Transportation Plan and is a critical component within a larger set of planned regional improvements.

The Interstate 5 corridor has long been the highest priority of the Shasta Regional Transportation Agency. The South Redding Six Lane Project was completed in 2012 in our continued efforts to create a six-lane facility along the Interstate 5 mainline within our urbanized area. Our board of directors also approved a Metropolitan Improvement Program to address corresponding interchange needs within the corridor. The Oasis Interchange Improvement Project is a key component because it would improve connectivity between the cities of Redding and Shasta Lake where planned growth would address regional economic needs.

This project will enhance access and mobility for our struggling economy and enjoys our full support for consideration of TIGER funds.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/jac



Interstate 5/Union Pacific "Disconnect"



Shasta County, Northern California, Congressional District 1
Highway, Bridge and Rail Capital Project: Rural Area
TIGER Request: \$12,760,000
June 2015

Primary Contact:
Daniel S. Little
Executive Director
Shasta Regional Transportation
Agency (MPO)

1255 East Street, Suite 202 Redding,
CA 96001
(530)262-6191
dlittle@srta.ca.gov



Alternate Contact: Jeff Kiser
City Manager
City of Anderson
(Local Government)

1887 Howard Street
Anderson, CA 96007
(530)378-6636
jkiser@ci.anderson.ca.us



DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

June 1, 2015

The Honorable Anthony Foxx
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The California Department of Transportation (Caltrans) supports the application of the City of Anderson and the Shasta Regional Transportation Agency to the United States Department of Transportation's (USDOT) Transportation Investment Generating Economic Recovery (TIGER 2015) competitive grant program for the replacement of the Interstate 5 (I-5) South Anderson Union Pacific Railroad (UPRR) Overhead (overhead).

This project will address the current design of the overhead, which does not meet the minimum safety standards for both vertical and horizontal clearances. A train incident at this structure has the potential to simultaneously close both I-5 and UPRR, two critical modal links in the national freight network. This project's safety improvements have become even more urgent following the release of the California Energy Commission's estimate of a 100-fold increase of crude oil shipments to California from the Bakken shale formation in North Dakota through 2016. The USDOT recognizes the urgent need to address the safety of these shipments nationwide.

I-5 and the UPRR are crucial assets to the nation's multimodal freight network. Caltrans also recognizes the importance of I-5 to the economy of California. Ensuring the safe operation of these two components of the nation's transportation system is of vital importance to the region, the State, and the nation. Caltrans looks forward to continuing to partner on this highly important rural project.

Sincerely,

A blue ink signature of Malcolm Dougherty, written in a cursive style.

MALCOLM DOUGHERTY
Director

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DISTRICT 2 DIRECTOR

1657 RIVERSIDE DRIVE

REDDING, CA 96001

PHONE (530) 225-3270

FAX (530) 225-2459

TTY 711

www.dot.ca.gov/dist2/*Serious Drought.
Help save water!*

June 3, 2015

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Foxx:

Caltrans District 2 supports the City of Anderson and the Shasta Regional Transportation Agency (SRTA) application for a Transportation Investments Generating Economic Recovery (TIGER) grant for a project to replace an Interstate 5 (I-5) overcrossing of the Union Pacific Railroad (UPRR).

The SRTA I-5/Union Pacific TIGER grant proposal addresses safety deficiencies of the railroad overcrossing that **does not meet the minimum safety standards**, for both vertical and horizontal clearances from the fast moving trains below, and particularly train derailments. The area has also been the subject of increase in commodity rail shipments of Crude Oil, Flammable Materials from the Bakken shale formation in North Dakota. These shipments are estimated to increase 100-fold in California from 2012 to 2016 (as estimated by the California Energy Commission).

The TIGER grant's approval importance to I-5, the most significant interstate of both north and south travel of the primary freight network in the Western United States. Caltrans jointly along with the City of Anderson, County of Shasta, and SRTA have combined efforts to provide project **funding needed to fix this critical rural area issue** along with assistance of the TIGER grant funding.

Thank you again for your consideration of this important project that will increase the reliability of the nation's freight network. If you require any additional information, please contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Moore".

DAVID E. MOORE
Caltrans Acting District 2 Director



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

June 17, 2015

Gabriel Corley, CTP Project Manager
Caltrans, Division of Transportation Planning MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Mr. Corley:

Thank you for accepting additional California Transportation Plan (CTP) comments. Caltrans and stakeholders are to be commended in their efforts to make the CTP responsive to greenhouse gas emissions reduction strategies; however, the stated plan strategy to "avoid funding projects that add road capacity and increase maintenance costs," and the statement "any transportation projects on the State Highway System or on local streets that are capacity increasing should not be supported for funding" should be removed.

Although this language does not prohibit projects that provide additional road capacity, it broad-brushes capacity projects as universally negative which is not always the case when balancing all transportation needs. The plan should support projects that, when weighed against their alternatives, produce the most effective solution to transporting people and goods in the state. The best projects will often be inconsistent with a policy to "avoid funding projects that add road capacity..." This strategy, therefore, is not warranted in the CTP which should objectively address the entire system—balancing environmental goals with safety, economic, mobility, and goods movement needs.

SRTA staff appreciates the opportunity to provide this clarification. Please do not hesitate to contact me, at either 530-262-6191 or dlittle@srta.ca.gov, if you would like to discuss this further.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

C: Jerry Barton, California Rural Counties Task Force Chair
Lisa Davey-Bates, North State Super Region
Randall Echevarria, Rural Counties Representatives of California
Dave Moore, Caltrans District 2 Interim Director