

APPENDIX B

PUBLIC NOTICE FOR DEVELOPMENT OF 2006 FTIP & TRIBAL GOVERNMENT CONSULTATION



Shasta County

**Regional Transportation
Planning Agency**

1855 Placer Street • Redding, CA 96001 • (530) 225-5661 • FAX (530) 225-5667
E-Mail shasroad@snowcrest.net • HOME PAGE www.scrtpa.org

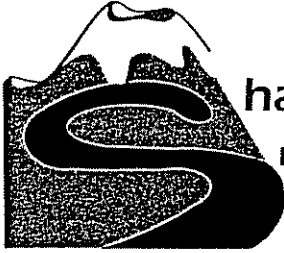
Daniel S. Little, Executive Officer

PUBLIC NOTICE

**2006 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM REVIEW AND COMMENT
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY**

The Shasta County Regional Transportation Planning Agency (SCRTPA) is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the Metropolitan Planning Organization (MPO) for Shasta County and its incorporated cities. As the MPO, SCRTPA is required to prepare a Federal Transportation Improvement Program (FTIP) every two years. The purpose of the FTIP is to identify all transportation projects that require federal funding or other approvals by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP indicates the area's three-year plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system. The SCRTPA is soliciting input early in the planning process and the public is encouraged to provide comments on the FTIP and learn more about transportation funding in Shasta County. The draft FTIP will be available for review on the Internet at www.scrtpa.org and at each of the Shasta County public libraries. Comments and questions can be directed to Mr. Thomas Hays, Senior Planner for the Shasta County Regional Transportation Planning Agency at 1855 Placer Street, Redding, CA 96001, by phone at 530-225-5112, or by email at thays@co.shasta.ca.us. The comment period begins June 26, 2006 and ends July 25, 2006. A public hearing will be held July 25, 2006, at approximately 4:00 p.m., Shasta County Board Chambers, 1450 Court Street, Suite 263, Redding, CA.

DANIEL S. LITTLE
Executive Officer
Shasta County Regional
Transportation Planning Agency
1855 Placer Street
Redding, CA 96001
(530) 225-5654



Shasta County

Regional Transportation
Planning Agency

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Daniel S. Little, Executive Officer

June 23, 2006

RPP 010018

Angel Winn

Pit River Tribe Tribal Council

~~37014 Main Street~~ 37118 State Hwy. 299 E.
Burney, CA 96013-4128

Subject: 2006 Shasta County Regional Transportation Plan Update (RTP)
2006 Federal Transportation Improvement Program (FTIP)

Dear Mr. Hayward:

The Shasta County Regional Transportation Planning Agency (SCRTPA) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Shasta County. SCRTPA is responsible for developing all state and federal transportation plans and programming documents.

Shasta County RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Shasta County region. In the past, SCRTPA extended an invitation to your Tribe to attend our Technical Advisory committee (TAC), which meets approximately every two months. The purpose of the TAC is to review and discuss SCRTPA's transportation planning activities and issues.

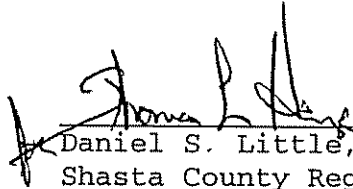
Shasta County staff will be developing the long-range "Regional Transportation Plan" for Shasta County before year-end. The purpose of this document is to identify Shasta County's long-term (20-25 years) transportation needs for all travel modes.

In addition, SCRTPA staff is also developing the short-range "Federal Transportation Improvement Program" for Shasta County. This document identifies the programming of federal transportation dollars over the next three years.

We have enclosed for your records a public notice that will be placed in the local newspaper informing the public of the FTIP. We welcome any input you may have. If you prefer, I can provide your Tribe with a workshop. All material will be posted on the Internet at SCRTPA's website at www.scrtpa.org as it is developed.

If you have any questions, please contact Thomas Hays at 225-5112. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Very truly yours,

A handwritten signature in black ink, appearing to read "Daniel S. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/TLH/jac

Enclosure: FTIP Public Notice



Shasta County

Regional Transportation
Planning Agency

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Daniel S. Little, Executive Officer

June 23, 2006

RPP 010018

Mac Hayward
Public Works Director
Redding Rancheria
2000 Redding Rancheria Road
Redding, CA 96001

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2006 Federal Transportation Improvement Program (FTIP)

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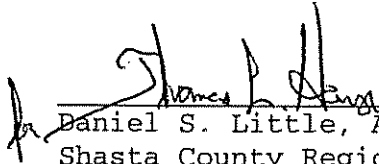
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If you have any questions, please contact Thomas Hays at 225-5112. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Very truly yours,



Daniel S. Little, AICP, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/TLH/jac

Enclosure: FTIP Public Notice

APPENDIX C

STIP PROJECT SELECTION CRITERIA

STIP PROJECT PRIORITIZATION

Adopted 10/24/00

The process to distribute and prioritize the list of projects for the Regional Transportation Plan is outlined below. Local street and road maintenance/rehabilitation and state highway maintenance/rehabilitation projects using STIP funding are selected, proposed or sponsored by the agency within which the project occurs. State funded road and highway projects and local agency proposed public transit and non-motorized projects are independently prioritized.

Funds Available for Planning --For planning purposes, the following funds are projected for the years shown below:

<i>Years</i>	<i>Funds</i>	<i>Planning Period</i>
2000-2004	\$ 50,000,000	First
2005-2009	50,000,000	Second
2010-2014	50,000,000	Third
2015-2020	50,000,000	Fourth
2021-2025	50,000,000	Fifth
<i>Total</i>	\$250,000,000	

Distribution of Funds – Funds shall be distributed as follows:

Minimum Agency Funding -- In each planning period, 10.8 percent of the funds shall be set aside to provide each agency the minimum amount of funding shown below. These funds shall be used for eligible activities that the agency determines to be of local importance. These funds can be used for projects, design, environmental review, road maintenance, or State highway construction that the local agency sponsors.

Distribution of Funds Over Planning Period						
<i>Agency</i>	<i>First</i>	<i>Second</i>	<i>Third</i>	<i>Fourth</i>	<i>Total</i>	<i>Percent</i>
Anderson	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	9.25
Redding	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000	46.30
Shasta	1,900,000	1,900,000	1,900,000	1,900,000	7,600,000	35.20
Shasta Lake	500,000	500,000	500,000	500,000	2,000,000	9.25
<i>Total</i>	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$21,600,000	

The distribution of minimum funding shall be reevaluated every five years in the event there are major population percentage shifts. The percentages above reflect the

distribution of funds in case the amount of funds available changes, not the percentage of population of each agency.

Focus Area -- The STIP funds may be spent for projects anywhere within Shasta County.

Street and Road Maintenance and Rehabilitation -- These are high priority projects use of discretionary funds and up to 10.8% of the STIP is dedicated for rehabilitation/minor projects. Any road rehabilitation utilizing STIP funds will come from the minimum funding given to each agency as noted above. All other STIP funds shall be used for Street, Road, and Highway Projects as noted below.

State Highway Maintenance and Rehabilitation -- Caltrans has a statewide SHOPP program to address these needs.

Street, Road, and Highway Projects -- These are high priority projects accounting for 89.2 percent of the STIP funding making up the primary source of funding available in the region. Projects will be prioritized on a competitive basis using the following methodology. (Total 100 points)

1. **Travel Time and Safety** -- Caltrans Benefit/Cost Analysis - Projects will be run through the model and ranked sequentially from high to low -- a maximum of 30 points possible as follows:
 - a. Top quartile 30 points
 - b. Second quartile 21 points
 - c. Third quartile 14 points
 - d. Bottom quartile 7 points
2. **Congestion Relief** -- Projects will be evaluated on their impact and improvement of the level of service (LOS) -- up to 30 points from the following to categories:
 - a. Projected LOS for streets and intersections without project (in the year that the project will be implemented):

	<u>Points</u>
LOS A	0
LOS B	2
LOS C	4
LOS D	6
LOS E	8
LOS F	10

- b. Current level of traffic on street as expressed in average daily traffic (ADT):

ADT			Points
Under 2,000			0
2,000	to	5,000	1
5,001	to	10,000	2
10,001	to	15,000	3
15,001	to	20,000	4
20,001	to	25,000	5
25,001	to	30,000	6
30,001	to	35,000	7
35,001	to	40,000	8
40,001	to	45,000	9
Over 45,001			10

- c. Traffic projected to be diverted from an existing street by project as expressed in average daily traffic (ADT):

ADT			Points
Under 5,000			2
5,001	to	8,000	4
8,001	to	12,000	6
12,001	to	16,000	8
Over 16,001			10

3. Community Benefit (Factors must be addressed by specific project purpose) -- 20 points possible as follows:

- a. Improves access to work (additive points) **Points** (0 to 4)

Eliminates sight distance problems or adds turn lane	1
Eliminates accident history problem	1
Provides controlled pedestrian access	1
Constructs traffic signal or improves freeway ramp	1

- b. Leverages non-STIP funds (select one only) **Points** (0 to 4)

Project funding is 5 to 15% non-STIP funding	1
Project funding is 16 to 25% non-STIP funding	2
Project funding is 26 to 49% non-STIP funding	3
Project funding is 50% or more non-STIP funding	4

- c. Includes provisions for public transit (select one only) **Points** (0 to 4)

Provides right-of-way for bus stop	1
Constructs bus turnout	2
Installs a bus turnout and a passenger bench	3
Installs a bus turnout and a passenger shelter	4

- d. Creates new jobs (select one only) **Points** (0 to 4)
 Project allows construction of facilities that employs/creates:
- | | |
|----------------|---|
| 0 - 50 jobs | 0 |
| 51 - 150 jobs | 1 |
| 151 - 250 jobs | 2 |
| 251 - 400 jobs | 3 |
| 401 + | 4 |

- e. Joint agency road project where each participant has at least 5% of the total project within their jurisdiction (select one only) **Points** (0 to 4)
- | | |
|------------------------------|---|
| Single agency project | 0 |
| Two agency project | 2 |
| Three or more agency project | 4 |

4. **Regional Significance** -- Based on functional classification of the road; 15 points possible as follows: **Points**
- | | |
|---|----|
| a. Principal arterial and local arterials | 15 |
| b. Collectors | 10 |
| c. Local streets | 5 |

5. **Air Quality** -- Maximum of 5 points possible as follows: **Points**

- a. Class II bike lanes 1

While a roadway may be constructed with a paved shoulder that could accommodate bicycle travel, to receive points under this section, the facility would require signing and markings in conformance with Caltrans standards.

- b. Sidewalk facilities on both sides (urban) or 4 foot paved shoulder on both sides (rural) 1

- c. Improves Air Quality 3

Benefit will be measured in total project cost per pound emission reduction. Calculations will be according to the latest edition of "Methods to Find Cost-Effectiveness of Funding Air Quality Projects". The median cost per pound for each project shall be taken among all projects. Points shall be awarded as follows:

Cost less than 50% of median cost	3
Cost less than 75% of median cost	2
Cost more than 75% of median cost	1

Barriers to Pedestrian, Bicycle and Disabled Usage -- For the purpose of evaluating projects, it is assumed that all projects will incorporate ADA requirements, pedestrian and bicycle routes and safe route to school considerations where applicable.

Public Transit -- The methodology for selecting transit projects will be based on the transit study when it is completed later in the fall.

Non-motorized Projects -- The methodology for selecting standalone projects is primarily based on the funding program, Congestion Mitigation Air Quality, Recreational Trails Program, or Transportation Enhancement.

Agency-to-Agency Advances -- In order to facilitate projects, agency's may advance one another funding it receives and reschedule projects in order to get a project constructed before it might otherwise occur. The agency advancing the funds shall be reimbursed by the agency receiving the funds. Advances shall also be approved by the RTPA.

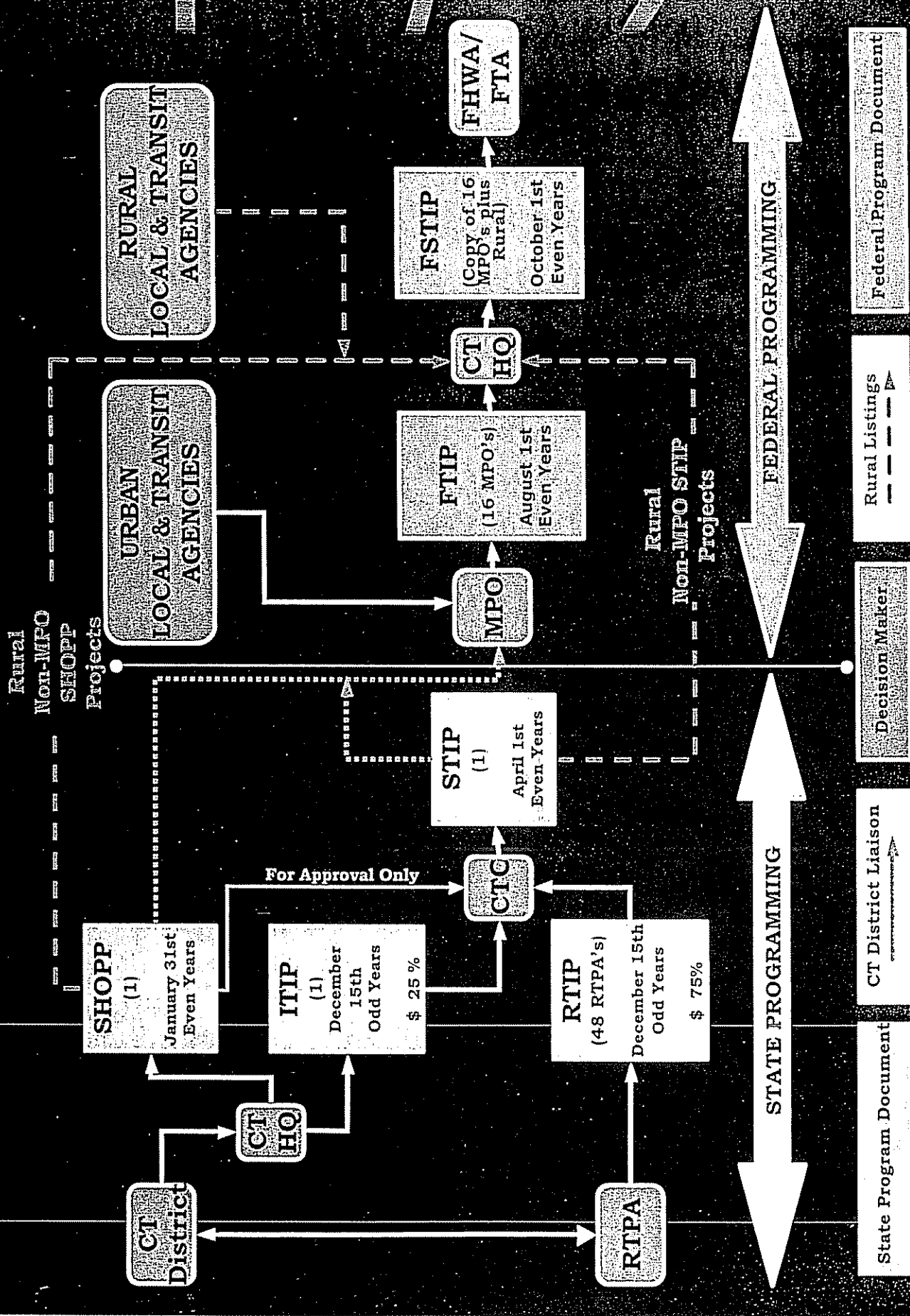
APPENDIX D

FTIP/FSTIP AGENCY CONTACTS & STATE/FEDERAL PROGRAMMING PROCESS

FTIP & FSTIP Agency Contacts By Metropolitan Planning Organization

<u>Agency</u>	<u>Contact</u>	<u>Telephone</u>	<u>FAX</u>	<u>e-mail</u>
SHASTA COUNTY				
Shasta County Metropolitan Planning Organization 1855 Placer Street Redding, CA 96001	Dan Little Thomas Hays	530-245-6819 530-225-5112	530-225-5667 530-225-5667	dlittle@co.shasta.ca.us thays@co.shasta.ca.us
Federal Highway Administration 650 Capitol Mall, Suite 4-100 Sacramento, CA 95814	Leigh Levine	916-498-5034	916-498-5008	leigh.levine@fhwa.dot.gov
Federal Transit Administration 201 Mission Street, Suite 2210 San Francisco, CA 94105	Paul Page	415-744-2734	415-744-2726	paul.page@fta.dot.gov
Environmental Protection Agency	Steven Barhite	415-972-3980	415-947-3579	barhite.steven@epa.gov
<u>Caltrans</u> District 2-Program Management HQ Budgets - Federal Aid Branch HQ Local Programs HQ Federal Programs CMAQ/RSTP	Wendy Lonnberg Alan Nakatsuka Winton Emmett Abhijit Bagde Cathy Gomes	530-225-3416 916-654-5604 916-654-6018 916-654-3638 916-654-3271	530-225-2750 916-654-4375 916-653-7621 916-654-2738 916-654-2738	wendy_lonnberg@dot.ca.gov alan_nakatsuka@dot.ca.gov winton_emmett@dot.ca.gov abhijit_bagde@dot.ca.gov cathy_gomes@dot.ca.gov

STATE / FEDERAL PROJECT PROGRAMMING APPROVAL PROCESS



APPENDIX E

2006 FTIP COMMENTS

Caltrans' COMMENTS
ShastaRTPA Draft 2007 FTIP

- a) Table of Contents, Section 2, "Priorities established for the 2002 (s/b 2006?) FTIP?
- b) EPSP? Page 7, third bullet, note: if Shasta has approved EPSP, administrative amendment not required to advance project from year two or three. Please include EPSP, or reference to project selection procedures, in FTIP.
- c) Page 8, first paragraph, line 4,
 - 1) "deleting projects will be in accordance with Caltrans guidelines". Change Caltrans to FHWA/FTA (the FSTIP modification procedures are imposed by FHWA/FTA, not Caltrans). Same comment, same page, 2nd bullet
- d) Page 11, SHOPP program reflected as \$53,886,000 and HBRR (s/b HBP) program reflected as \$269,267,000. It appears SHOPP funds for Bridge Preservation reflected as HBP. SHOPP is actually \$331,545,000 and HBP is \$70,824(?).
- e) Page 12, last paragraph, "the following spreadsheet was developed by Caltrans Headquarters, Programming to..." sounds like Caltrans developed Shasta's Revenue(?), but Caltrans' only developed the format not the content.
- f) Financial Summary page:
 - 1) Reflect SHOPP as SHOPP AC (see comment g below)
 - 2) What is the (\$16,605) next to STIP Prior? Reflect \$4,201 STIP prior from PPNO 2037?
- g) Per email from Abhijit Bagde, July 11, when programming 2006 SHOPP in FTIP, program as 88.53% "SHOPP Advance Construction (AC)" and 11.47% "State Cash". Be sure to make change for all SHOPP lump sum and project specific entries. Revise financial summaries pages as necessary.
- h) Individual Project FTIP entries:
 - 1) CT-MIN-LU, minor funds are provided on an annual basis, should not reflect funding beyond 6/7(?).
 - 2) CT-STILLW, funding identified for 09/10 is not part of triennial element and therefore will not be part of approved FSTIP. However, I don't see IIP, RIP, or state cash funding available for 09/10. See comment, version 1, in CTIPS: what "Federal Earmark"? Also, how does this project relate to SHA00-06?
 - 3) SHA00-06 (Stillwater), it appears IIP, state cash, is programmed as match for HPP funds, but IIP funds are not identified or approved by CT/CTC; identify other matching funds(?). STIP reflects unfunded ROW need of \$4,136, is the \$1,200 ROW funding in SHA00-06 a fully-funded, complete phase? STIP also reflects unfunded Construction Need of \$30,888. Refer to Rachel's "Critical FTIP submittal reminders" email 7/11/06, #3, note that "only project for which construction and operating funds can reasonably be expected may be included" in the TIP. CFR 450.324(e). Please confirm full funding plan for project. Please include HPP # (2158?) in comment section.
 - 4) AIRPORTBR, the TCRP list indicates \$2,803 (\$225 ROW and \$2,578 Construction) in 2006/2007. Modify project listing and financial summary information, if necessary.
 - 5) TE-LUMP (PPNO 2400), please split TE funds as 88.57% RIP TE and 11.43% state cash.
 - 6) DANA-DT-B, same as #5 above (split TE funds Fed/State).

- 7) SHA00-07 (Buckhorn Grade), HPP is available at 20% per year, therefore funding up through 07/08 is limited to 80% (100% of HPP funds becomes available in 08/09); either move project out to 08/09 or fund in 07/08 as 80% HPP and 20% Local AC; provide 20% match. SHOPP, Collision Reduction, funding is provided in 07/08 (none in 06/07); move funding to 07/08 and split as 88.57% SHOPP AC and 11.43% state cash. Adjust financial summary sheets as necessary. STIP reflects unfunded ROW need of \$401, is the \$401 ROW funding in SHA00-07 a fully-funded, complete phase? STIP also reflects unfunded Construction Need of \$112,270. Refer to Rachel's "Critical FTIP submittal reminders" email 7/11/06, #3, note that "only project for which construction and operating funds can reasonably be expected may be included" in the TIP. CFR 450.324(e). Please confirm full funding plan for project. Please include HPP # (2080?) in comment section. Project description says "(environmental only)" yet funding is programmed for construction, please clarify.
- 8) Create project entries for Bridge Preventative Maintenance Program and the Statewide Scour Plan as per the 2007 FTIP/FSTIP Assumptions & Guidance.
- 9) Does Shasta need to carryover the Indian Reservation Road project, 211-0000-0046?
- 10) Please financial summaries electronically
- 11) Provide back-up listings for grouped projects (lump sum listings)

APPENDIX F

RTP WORKING GROUP PARTICIPANTS AND MEETING DATES

APPENDIX F

RTP WORKING GROUP PARTICIPANTS & MEETING DATES

H. Douglas Latimer, CAO
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Redding, CA 96001

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Phil Perry, Asst. City Mngr.
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Anderson, CA 96007

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Mineral, CA 96063

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Shasta Lake, CA 96019

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Shasta Lake, CA 96089-5002

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Sacramento, CA 94274-0001

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RTP WORKING GROUP MEETING DATES
and
PUBLIC WORKSHOPS FOR THE INTERSTATE 5/SR 273/SR 137
TRANSPORTATION CONCEPT REPORT

	<u>DATE</u>	<u>TOPIC</u>	<u>PLACE</u>
1.	December 18, 2003	Kickoff Meeting	City of Redding
2.	January 21, 2004	Streets and Highways	City of Redding
3.	March 10, 2004	Streets and Highways	City of Redding
4.	March 10, 2004	Transit and Paratransit	City of Redding
5.	April 1, 2004	Air Quality	City of Redding
6.	April 1, 2004	Land Use	City of Redding
7.	April 1, 2004	Non-Motorized	City of Redding
8.	April 1, 2004	Passenger Rail	City of Redding
9.	April 14, 2004	Goods Movement	City of Redding
10.	April 14, 2004	Aviation	City of Redding
11.	May 27, 2004	Public Workshop	City of Redding

	<u>DATE</u>	<u>TOPIC</u>	<u>PLACE</u>
1.	September 25, 2003	SR 273/I-5 - TCR	Anderson
2.	October 1, 2003	SR 151/I-5 – TCR	Shasta Lake City
3.	November 5, 2003	SR 273/I-5 – TCR	Redding
4.	November 6, 2003	I-5 – TCR	Cottonwood

TCR Working Group meets approximately every two weeks at the Regional Planning Conference Room, Caltrans District 2, Redding, California, starting April 3, 2002.

APPENDIX G

ADMINISTRATIVE AMENDMENT GUIDELINES

PROCEDURES FOR FEDERAL STATEWIDE TRANSPORTATION PROGRAM (FSTIP) MODIFICATIONS

The following procedures are applicable for processing modifications to the Federal Statewide Transportation Improvement Program (FSTIP). In accordance with the provisions of 23 CFR 450, transportation improvement programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the FSTIP and as such, these procedures are also applicable to TIP modifications.

In accordance with 23 CFR 450.216(c), projects in any of the first three years of the FSTIP may be moved to any other of the first three years of the FSTIP subject to the project selection requirements of 23 CFR 450.222. Such modifications do not require approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.332 and the required interagency consultation or coordination is accomplished and documented.

1) DEFINITIONS:

A) Administrative Actions or administrative amendments are minor changes to the FSTIP/ TIP that:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Revise the funding amount listed for a project's phases. Additional funding is limited to the **lesser of** 20 percent of the project cost or \$2 million;
3. Change the source of funds;
4. Change a project lead agency;
5. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
6. Changes required information for grouped project (lump sum) listings; or,
7. Adding or deleting projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.

Administrative amendments can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (TCMs), **and**
2. It does not impact financial constraint.

B) Amendments or formal amendments are all other modifications to FSTIP/TIP that are not Administrative Actions.

2) PROCEDURES:

A) Administrative Actions (Administrative Amendments)

Each MPO-approved administrative action will be forwarded to Caltrans Headquarters, Division of Transportation Programming for approval on behalf of the Governor. The MPO Board may delegate approval of Administrative Actions to the MPO's Executive Director. If the MPO Board delegates approval of Administrative Actions to the Executive Director, the MPO will need to provide copies of the delegation to Caltrans, FHWA, and FTA.

Once approved by Caltrans, on behalf of the Governor, the Administrative Action will be incorporated into California's FSTIP and no Federal action will be required. Caltrans will notify the MPO, FHWA, and FTA of the approved administrative action.

B) Amendments (Formal Amendments)

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the Federal agencies in accordance with 23 CFR 450.220. Each approved MPO TIP amendment will be forwarded to Caltrans Headquarters, Division of Transportation Programming for approval on behalf of the Governor. (To expedite processing, the MPO will also forward a copy of the amendment to FHWA and FTA at the same time the amendment is sent to Caltrans) Once approved by Caltrans, on behalf of the Governor, Caltrans will forward the amendment to FHWA and FTA for Federal approval. Once approved by FHWA and FTA the amendment will be incorporated into California's FSTIP. The FHWA and FTA approval will be addressed to Caltrans, with copies to the MPO.

3) DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an administrative action (amendment), Caltrans, the MPO, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an administrative action (amendment), the final decision rests with the FTA for transit projects and FHWA for highway projects.

APPENDIX H

EXPEDITED PROJECT SELECTION PROCEDURES

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



*Flex your power!
Be energy efficient!*

March 25, 2005

Daniel J. Kovacich
Executive Officer, SCRTPA
1855 Placer Street
Redding, CA 96001

Dear Mr. Kovacich:

Subject: Expedited Project Selection Procedures

The California Department of Transportation (Caltrans) has found that the enclosed Expedited Project Selection Procedures (EPSP) meet the requirements of the Federal Regulations, 23 Code of Federal Regulations (CFR) Part 450 and title 23 of the United States Code. Therefore, all projects listed in the Shasta County Regional Transportation Planning Agency's (SCRTPA) 2004/05-2006/07 Federal Transportation Improvement Program (FTIP) are now considered selected and may be advanced within the triennial period of the California's 2004/05-2006/07 Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions set by EPSP.

SCRTPA shall continue to ensure that its FTIP is financially constrained by year when projects are advanced within the triennial period of the FSTIP.

For future FTIP/FSTIP cycles the EPSP should be included as part of SCRTPA's FTIP submitted to Caltrans.

Please contact Rachel Falsetti, at (916) 654-2983 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross A. Chittenden", with a long horizontal flourish extending to the right.

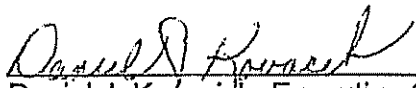
ROSS A. CHITTENDEN, Chief
Division of Transportation Programming

Enclosures

c: Sue Kiser - Federal Highway Administration
Ray Sukys - Federal Transit Administration
Rachel Falsetti - Caltrans
Abhijit Bagde - Caltrans
Susan Harrington - Caltrans

Caltrans Division of Local Assistance has implemented a project selection process for the Highway Bridge Replacement and Rehabilitation Program (HBRRP) and Hazard Elimination Safety (HES) program to produce the triennial FTIP listing of projects. This process was developed in cooperation with the implementing agencies, the Federal Highway Administration (FHWA), the MPO, and HBRRP Advisory Committee. SCRTPA and Caltrans agree that the Caltrans Division of Local Assistance may move projects within the HBRR and HES list within the triennial cycle without amending the FTIP/FSTIP subject to consultation with the implementing agencies and SCRTPA.

The SCRTPA signature below acknowledges that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.



Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

3/14/2005
Date

DJK/DSL/jac

cc: Wendy Lonnberg, Caltrans District 2
Tim Huckabay, Caltrans District 2



Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530) 225-5661 • FAX (530) 225-5667
E-Mail shasroad@snowcrest.net • HOME PAGE www.scrtpa.org

Daniel J. Kovacich, Executive Officer

RECEIVED

MAR 16 2005

RPP 010016

DIRECTOR'S OFFICE

March 15, 2005

Will Kempton
Director, Caltrans
P.O. Box 942873
Sacramento, CA 94273-001

Attention: Ross Chittenden, Chief, Division of Transportation Programming
Subject: Expedited Project Selection Procedures

Dear Mr. Chittenden:

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allow for the movement of projects within the triennial element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed to by the cooperating parties. This letter is to certify that the Shasta County Regional Transportation Planning Agency (SCRTPA), as the Metropolitan Planning Organization (MPO), has in place a formal project selection process agreed to by all of the region's partners.

SCRTPA and the California Department of Transportation (Caltrans) have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined in the attached table. The SCRTPA and State have selected all of the projects in the first three years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by SCRTPA and Caltrans per 23 CFR 450.332 that the projects within the first three years of the FTIP may be advanced within the triennial period of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to amendments approved by the California Transportation Commission (CTC) to the STIP. SCRTPA and Caltrans agree that the Caltrans State Highway Operation Protection Program (SHOPP) program manager may move projects within the adopted SHOPP document subject to notification to the SCRTPA.

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/cooperating Agency
MPO: SCRTPA	Projects funded with Title 23 and Federal Transit Act funds – except: projects on the NHS, and HBRR, IM and FLHP funded projects	MPO	Consultation	State and SCRTPA
	Projects on the NHS, and projects funded under the HBRR and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

Also, see "Advancement and Selection Procedures" in the adopted FTIP for additional information.