

Shasta County Regional Transportation Planning Agency

2007-2008 Overall Work Program for Shasta County



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RESOLUTION NO. 07-03

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

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

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

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

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

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

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

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

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

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


Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

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INTRODUCTION

PURPOSE

The Overall Work Program (OWP) is designed to meet the comprehensive planning requirements of the U.S. Department of Transportation (USDOT), and the California Department of Transportation (DOT). It is required of Metropolitan Planning Organizations (MPO) such as the Shasta County Regional Transportation Planning Agency (SCRTPA) in order to receive federal and state planning funds.



The three basic parts of this document are:

- A prospectus, which describes the organization and functions of the SCRTPA, the transportation planning process, issues, and planning emphasis areas. For detailed information refer to the current Shasta County Regional Transportation Plan (RTP) on the Shasta County RTPA website at: www.scrtpa.org.
- A breakdown of the comprehensive planning program for the fiscal year, detailing services and programmed expenditures by work element (WE) and identifying responsible agencies, work completed and in progress, tasks, and products.
- A financial summary section that provides financial and product summaries by WE, funding source and amount, and responsible agency.

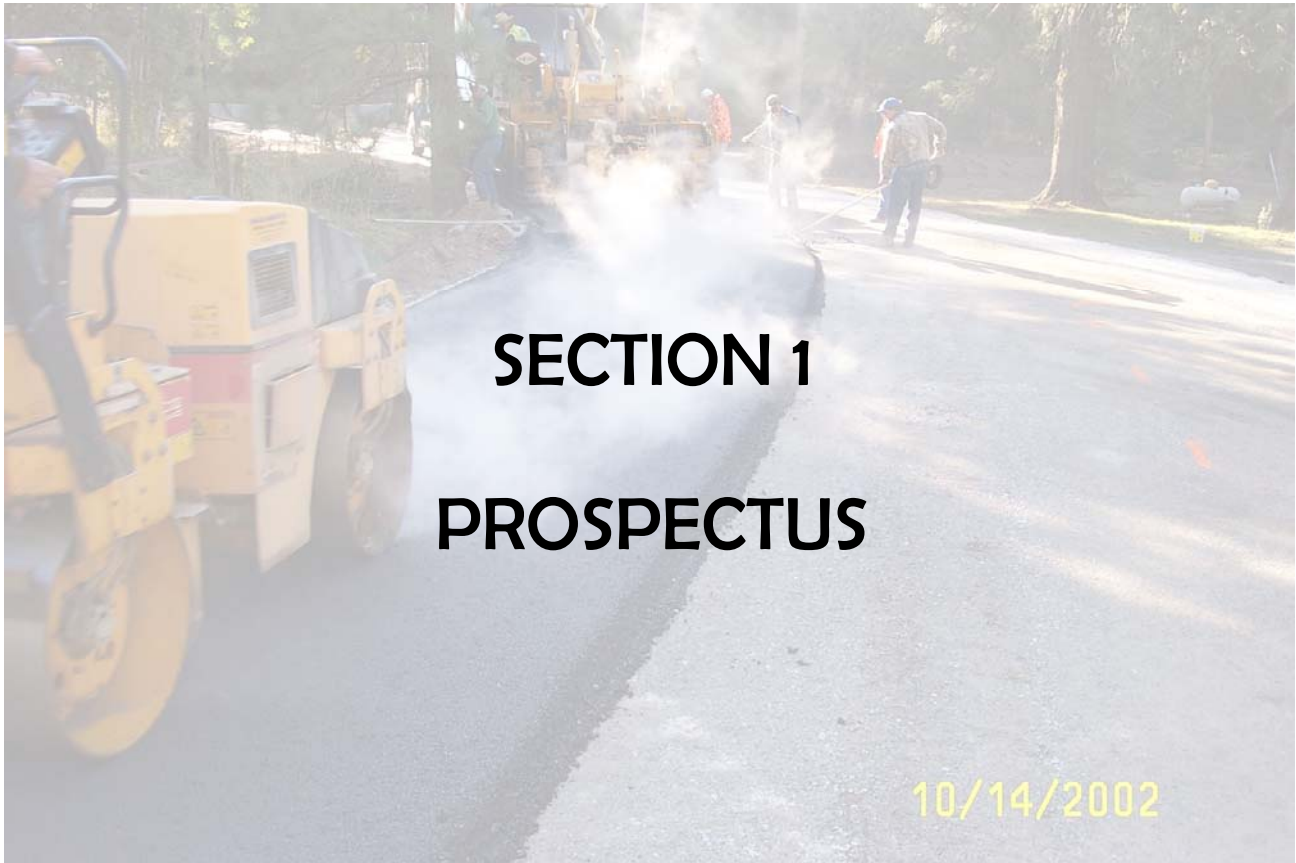
INTERAGENCY REVIEW

The OWP 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 OWP and indicate conditions for their acceptance. The SCRTPA must address these concerns and make the necessary modifications.

COST ALLOCATION

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

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SECTION 1 - PROSPECTUS

THE REGION

Shasta County is the geographical center and transportation crossroads of California north of Sacramento. Shasta County lies at the north end of the Sacramento Valley, 100 miles south of the Oregon border and 150 miles north of Sacramento.

Redding, the county seat, is located along the Sacramento River and supports goods movement into and out of the region by way of:

- Interstate 5 - the state's major north-south highway
- Union Pacific Railroad - the state's major north-south railroad
- State Route 299 - Pacific Ocean to Nevada
- State Route 44 - Redding to Susanville



*Sacramento River at the
Diestelhorst Bridge*

The Redding Municipal Airport, located southeast of the city, is the largest airport in California north of Sacramento. Amtrak's Coast Starlight train connects Los Angeles to Seattle with a stop in Redding once daily. Four daily round-trip Amtrak feeder buses provide service to and from Redding to the state-supported San Joaquin passenger rail service between Sacramento-Stockton-Bakersfield, and to the Capitol Corridor service between Sacramento-Oakland-San Francisco-San Jose.

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

Redding is surrounded on the east, north, and west by mountains and forested areas that contain a multitude of streams, creeks, rivers, 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.

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

The U.S. Department of Finance has estimated the January 2006 county population at 178,197. Redding's population was estimated at 89,973; Shasta Lake's at 10,325; and Anderson's at 10,677. The remaining 70,508 in population reside in the unincorporated portion of the county. Shasta County's population is projected to reach 222,000 by the year 2020. 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 Shasta 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) 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 an MPO and as an eligible recipient of Federal Metropolitan Planning (FHWA) funds and Federal Transit Administration (FTA) Section 5303 funds. In November of 1981, the Governor designated the SCRTPA as the Shasta County MPO.

MEMORANDUM OF UNDERSTANDING / MASTER FUND TRANSFER AGREEMENT

In 1981, the SCRTPA, the cities of Anderson, Redding, and Shasta Lake, the Redding Area Bus Authority (RABA), Shasta County, and Caltrans approved a Memorandum of Understanding (MOU) outlining legal foundations of the MPO's planning process, obligations and responsibilities, organizational makeup, and the funding process. The MOU also establishes the responsibilities of all parties regarding civil rights and disadvantaged business enterprises (DBE). All participants currently have approved DBE programs. The organization structure of the SCRTPA is depicted on the chart at the end of this section. The MOU has been revised by SCRTPA and Caltrans to incorporate statutory changes since 1981. The most recent version was executed on April 26, 2005. SCRTPA adopted the most recent Master Fund Transfer Agreement with the state on February 22, 2005. The SCRTPA has also entered into a Fund Transfer Agreement for the Interstate 5 Fee Program Study, now called the "Fix 5 Partnership", on December 27, 2006.

SCRTPA RELATIONSHIP WITH FEDERAL, STATE, AND LOCAL PLANNING EFFORTS



The SCRTPA 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 SCRTPA, Caltrans, and the Federal Department of Transportation (FDOT). This responsibility includes development and adoption of transportation policy direction, review and coordination of transportation planning, preparation and endorsement of an OWP, RTP, and a Regional Transportation Improvement Program (RTIP) for the area.

PLANNING CERTIFICATION

SCRTPA staff annually review all applicable federal regulations and state planning certification procedures. SCRTPA staff has consulted with Caltrans District 2 (CD2) and Division of Transportation Planning (DOTP) staff in this evaluation. The required documentation is on file at CD2 and DOTP. Certification of private sector participation in the development of transit projects is included in the RTIP in accordance with FTA Circular 7005.1.

CD2 works closely with SCRTPA throughout the year. Should CD2 identify any concerns regarding adequacy of the planning process, the SCRTPA will be immediately informed both verbally and in writing. Corrective action will be mutually agreed upon and implemented during the year. The SCRTPA 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 SCRTPA 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 DBE 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 (ADA) of 1990 (PUB L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

CD2 recommends acceptance and approval of the OWP document annually to the FHWA and FTA.

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.

REGIONAL TRANSPORTATION PLAN

The RTP is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. SCRTPA meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movements throughout the region.

The purpose of the RTP is to provide strategic direction for transportation capital investments by assessing regional growth and economic trends. Thus, the RTP helps transportation planner's link transportation investments to provide a cohesive, balanced and multimodal transportation system that will help relieve traffic congestion.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Biennially, the California Transportation Commission (CTC) adopts the STIP. The STIP is based on the SCRTPA's RTIP and statewide priorities in the Interregional Transportation Improvement Program (ITIP). The STIP was last adopted in April 2006. The next update is due April 1, 2008.



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The SCRTPA is responsible for preparing, adopting and submitting a RTIP to the CTC every two years. The purpose of the RTIP is to identify the region's transportation improvement priorities that are eligible for funding through the STIP. By December 15 of each odd-numbered year, the SCRTPA is required by the state to adopt and submit an RTIP (California Government Code 65080).

Caltrans, Shasta County, RABA, the cities of Anderson, Redding, and Shasta Lake, tribal governments, and 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

The FTIP is a comprehensive listing of surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. The SCRTPA prepares and adopts the FTIP every two years. According to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the most recent federal surface transportation act, the FTIP will now be prepared and adopted at least once every four years.

The FTIP covers a four-year period and contains a priority list of projects grouped by year. Furthermore, the FTIP must be financially constrained by year, meaning that the amount of dollars committed to the project (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The FTIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the FTIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to FTIP approval.

OVERALL WORK PROGRAM

Each year the SCRTPA develops an OWP. This work program describes proposed transportation planning activities for the upcoming fiscal year. The OWP also includes those transportation planning activities and studies required by federal and state law. These related planning studies address the overall social, economic and environmental effects of transportation decisions in the region.

The OWP serves as the documentation for federal and state planning grants that finance the SCRTPA's administrative and planning program.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.

Each year the SCRTPA must allocate to the cities, county, and RABA funds made available under TDA. The SCRTPA must first evaluate transit needs and alternative public transportation measures before funds can be used for other purposes. Funding for transit is only provided to those needs determined to be reasonable to meet.

COORDINATED HUMAN TRANSPORTATION PLAN (CHTP)



The SCRTPA is the lead agency for the development of a CHTP. Under the direction of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Federal Transit Administration (FTA) requires all projects involving federal funds be included in a locally developed plan. The SCRTPA anticipates adopting the CHTP in April 2007. The CHTP provides strategies for meeting local needs in public and private transportation. It prioritizes transportation services for funding and implementation, with an emphasis on transportation needs of individuals with disabilities, older-adults, and people with low incomes. The update of this plan will follow the RTP cycle.

INTER-JURISDICTIONAL COORDINATION

The SCRTPA 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. State highways, while serving as the major traffic movers of the county, may receive spot overloads from newly built traffic generators.

The need for inter-jurisdictional circulation planning is met in part by the SCRTPA using the RTIP and RTP hearings as vehicles for identifying and resolving potential conflicts. The SCRTPA's existing authority to withhold project approval, and thus federal and state aid, provides it with the leverage to act as an arbitrator in transportation conflicts.

The Fix 5 Partnership includes participation of local regional planning agencies, city councils, board of supervisors, city managers, and county administrative officers of the jurisdictions along I-5 in Shasta and Tehama counties. This regional study will look at capacity improvements along I-5, and develop a fair-share revenue program.

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

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 (AQMD) plans and programs.

CONGESTION AND AIR QUALITY

The SCRTPA coordinates transportation system performance monitoring and maintains the Shasta County Travel Demand Forecasting Model. The model 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 all National Ambient Air Quality Standards (NAAQS).



Tribal governments will be consulted regarding congestion and air quality issues.

PUBLIC INVOLVEMENT

SCRTPA has developed and implemented a proactive public involvement process, in accordance with Federal Metropolitan Planning Regulations (23 CFR 450.316). This practice was updated in 2003 and is evaluated and monitored on an ongoing basis. The plan is being updated to become a Public Participation Plan, as required by SAFETEA-LU.

Public participation includes the members of the Social Services Transportation Advisory Council (SSTAC) as outlined in the provisions of PUC Section 99238. The SSTAC assists in the determination of transportation needs of the elderly, disabled, and those of limited means. The SSTAC was an active partner in the development of the CHTP.

In addition, the SCRTPA assembles ad hoc committees for special high visibility projects, such as the next update of the RTP. Committees to discuss performance measures, census impacts, Intelligent Transportation System (ITS) implementation, and the CHTP are also considered in this OWP.

To maintain coordination and communication with the local agencies within the county, a Technical Advisory Committee (TAC) is utilized. This committee is made up of representatives from each of the three cities, the

county, Caltrans, the CTSA, and RABA. This group reviews and advises the SCRTPA on all transportation planning policies and issues.

The SCRTPA publishes a quarterly newsletter, the *TransPorter*. The newsletter is posted on the SCRTPA website located at www.scrpta.org. The website contains information on transportation providers within Shasta County, and links to the cities, county, and other items of transportation interest. Public notices, meeting dates, and SCRTPA agendas and minutes are available on the website.

ELDERLY AND DISABLED TRANSPORTATION

Special Transportation Systems

The needs of the elderly and disabled are addressed by specialized services provided through local private non-profit organizations. Transportation planning efforts such as the CHTP are aimed at improving the efficiency of these agencies and ensuring safe and convenient modes of transportation for the elderly and disabled population.

Shasta Senior Nutrition Programs (SSNP) is the designated Consolidated Transportation Services Agency (CTSA) within Shasta County. This non-profit organization provides specialized transportation services to those who cannot use conventional transit services, such as the elderly or mobility-impaired. SSNP also provides Lifeline services to the disabled in the rural areas of the county.

Redding Area Bus Authority

RABA has been in operation since 1981. RABA is a Joint Powers Authority, with Shasta County and the cities of Anderson, Redding, and Shasta Lake participating. The system operates both fixed-route and complementary paratransit services for the mobility-impaired required by ADA.

TECHNICAL ACTIVITIES

Among the technical activities, either planned or ongoing, are:

- Land-use studies (Blueprint planning).
- Corridor improvement studies and regional TIF programs (Fix 5 Partnership).
- Road system condition studies.
- Performance measure documentation.
- Studies for development of zones of benefit and traffic impact fees (Ox Yoke/Riverside).
- Traffic inventories and analysis.
- Implementation of technological solutions, such as micro simulation, to analyze and manage the transportation system.
- Application and coordination to receive other state or federal transportation grants.

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

TRANSPORTATION ISSUES

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

- The cities of Anderson, Redding, and Shasta Lake contain more than 60 percent of the county population and are projected to have the greatest growth rate. 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 provide infrastructure for and encourage use of non-motorized modes.
- Conformity of the RTP to federal air quality standards must be demonstrated, or funding for capacity-increasing projects will be delayed when Shasta County is determined to be “non-attainment”.
- Programs to reverse the deterioration of air quality in Shasta County need to be developed and implemented to prevent the county from becoming a federal non-attainment 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.
- Encroachment from incompatible land-uses around airports is the single most important issue in aviation planning. Developing airport compatible zoning around airports will enhance safety for both on- and-off airport uses, protect the long-term growth potential of the airport, and maximize the airport's economic contribution to the community.

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 funding currently available, these planning priorities are addressed in the WE indicated.

RESPOND TO FEDERAL, STATE, AND LOCAL MANDATES

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

WE 701 Administration of the Regional Transportation Plan generates the RTP. In addition to activities described above, an ad hoc committee was formed and has been valuable during the process of the RTP update. The next RTP update is due September 1, 2009, and will implement SAFETEA-LU requirements related to regional planning.

Local Native American tribal representatives were invited to participate in a working group, which was formed to provide input to the 2004 RTP. It was anticipated that this involvement would help ensure that Native American transportation projects will be included in any SCRTA plans and/or programs. The RTP for the Pit River Nation has been incorporated in SCRTA planning documents. Additionally, local Native Americans are involved with coordinating specialized transit services with other non-profit organizations within the county through the efforts of the CTSA and SSNP.

WE 706 Administration, Project Monitoring, and Financial Planning of TIPS is directed at tasks related to Transportation Improvement Programs (TIPs) in the region. The 2006 RTIP was adopted locally by the SCRTA in April 2006. The next update is due in April 2008.

WE 709 OWP Development, Interagency Coordination, and MPO Planning includes public involvement, agency coordination, and implementation of the CHTP. The SCRTA's Public Involvement Policy was updated in 2003 and is continuously monitored. This policy meets all statutory public involvement requirements. The policy will be updated in this OWP cycle to include SAFETEA-LU requirements.

WE 709 also provides funding for the SCRTPA newsletter, the *TransPorter*, and the SCRTPA website. The *TransPorter* debuted in January 1998. 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 SCRTPA activities, processes, and programs. The *TransPorter* is distributed electronically to other local agencies including social service agencies, schools, businesses, and other regional agencies. The *TransPorter* is also posted on the SCRTPA website.

ESTABLISH REGIONAL GOALS AND OBJECTIVES, ASSESS REGIONAL TRANSPORTATION NEEDS, AND PROPOSE SOLUTIONS

WE 701 Administration of the Regional Transportation Plan contains the costs associated with administering the RTP and RTIP. The 2006 STIP represents a five-year funding program. Current programming is estimated to be \$47 million. The SCRTPA will actively monitor projects submitted with emphasis on SAFETEA-LU requirements. The next RTP will be updated in July 2009.

Updates of the Travel Demand Model are also included in WE 701.

The Air Quality Management District (AQMD) initially adopted the Shasta County Air Quality Attainment Plan (AQAP) in 1991 pursuant to the California Clean Air Act. The AQAP was revised in 2003 as part of a required 3-year update. The 2004 RTP long-range plan for air quality will continue to refine the Shasta County Travel Demand Model to produce projections that can be used in analyzing the impact of transportation projects on air quality.

WE 703 Transit System Management and 709 OWP Development, Interagency Coordination, and Financial Planning of TIPS contain human transportation projects that will be incorporated in the 2009 RTP. These projects include review and implementation of the CHTP and RABA's *Short- and Long-Range Transit Plan update*.

WE 710 Special Projects and Studies includes special projects such as, traffic impact fees and interchange studies, ITS architecture, GIS development, demographic analysis, and other special transportation projects.

WE 720 Regional Growth Strategies. These strategies include the regional Blueprint plan called *ShastaFORWARD>>* and the Fix 5 Partnership. The Fix 5 Partnership study will be developed with a grant awarded to CD2 from the State Planning & Research Program. SCRTPA will be the lead agency in the development of this study.

The goals and objectives of the RTP continue to be critically reviewed and reaffirmed or amended by the stakeholders. It is extremely important there is agreement on a vision for Shasta County's transportation system. Performance measures were developed and adopted for the region for system reliability, safety and security, mobility and accessibility, and sustainability and system preservation of the transportation network. A task within the current document provides for monitoring these measures for the region.

CREATE EFFECTIVE PARTNERSHIPS

The SCRTPA is involved in partnerships with local agencies, Caltrans, tribal governments, and neighboring counties to implement regional transportation projects. These agencies sponsor the projects programmed in the RTIP and FTIP.

One of the SCRTPA's key roles is to identify common issues/goals and provides a forum for regional problem solving. The SCRTPA is involved in partnerships with the agencies of Shasta County as well as Caltrans and other north state counties and RTPAs and tribal governments. Examples of such projects being undertaken in the current fiscal year include:

- **ShastaFORWARD>>** is the SCRTPA's regional visioning project designed to integrate long-range planning for transportation, land-use, housing, environmental resources, and infrastructure. Funded

through the California Regional Blueprint Program, this project will employ GIS-based growth modeling software to facilitate regional decision-making. This program is intended to better inform regional and local decision-making through pro-active engagement of the general public and regional stakeholders, including elected officials, policymakers, and community leaders. The ultimate goal of Blueprint planning is to facilitate consensus around a regional vision and preferred land use scenario that will enable a region to accommodate future growth while minimizing adverse impacts.

Through this project, SCRTPA will reach out to many new, non-traditional partners, including those that represent interests in housing, economic development, the environment, etc. Performance measures will be established so that partnership benefits can be measured over time.

- **Fix 5 Partnership** is the alliance of all cities, counties, RTPAs, and Caltrans, from Corning to the City of Shasta Lake, organized to manage mainline mobility on I-5 via a comprehensive corridor approach. A State Planning & Research Program grant was awarded to Caltrans District 2 in order to complete an Interstate 5 Fee Program Study, of which the SCRTPA is lead agency. Through this partnership, the SCRTPA will work to:



Interstate 5 near Red Bluff

- Streamline and coordinate CEQA reviews for development with I-5 impacts
- Develop a long-range improvement and financing plan
- Provide traffic data, design details, and funding information for use in various local planning processes
- Facilitate development of new local revenue sources needed for the leveraging of state and federal match funds
- Encourage updates to development review processes designed to better reflect current development trends and practices

The Shasta Model Users Group (SMUG) was formed in 2003 prior to starting the regional traffic model update project. The users group is composed of representatives from Caltrans, SCRTPA, and local agencies. The purpose of this group is to provide data sets that are acceptable for use in the traffic model. This model is the starting point for assessing the impacts of future development as well as mitigation. Therefore, it is advantageous to have representatives from local agencies involved early and often in the update process.

The SCRTPA works closely with SSNP, which is the CTSA for Shasta County. This non-profit agency is involved in coordinating transportation services within the county. Projects currently underway include pooling resources for maintenance, sharing vehicles to provide backup for other non-profit transportation providers, and implementation of strategies addressed in the CHTP. SSNP also provides facility support for meetings.

ENVIRONMENTAL JUSTICE / TITLE VI

SCRTPA staff currently participates with Caltrans on development of Transportation Concept Reports (TCRs) for SR 151, SR 273, and I-5. This process has identified areas that currently have a transportation barrier. Responses are developed to address the various transportation barriers in these key corridors.

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

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 anticipated to bridge the gap between those involved in the process and the general public. Adopted performance measure objectives are a by-product of the RTP process. These objectives include mobility, accessibility, system reliability, and safety performance.

This effort is intended to guide future efforts toward meeting the needs of an ever-changing population. The ability to gain additional data mining from both U.S. Census and Traffic Model Traffic Analysis Zones will assist in this process.

TRIBAL GOVERNMENTS IN SHASTA COUNTY

Shasta County is home to two federally recognized Native American tribes: the Pit River Tribal Council and Redding Rancheria. The following describes the current status of consultation with the two Native American communities in Shasta County.

The Redding Rancheria has a current enrollment of 217 members. Tribal lands are situated near SR 273, south of Redding. SCRTPA and the Redding Rancheria have begun to establish relationships. Activities to establish government-to-government relations and formal consultation to initiate dialog on transportation issues between agencies will continue.

The Pit River Tribal Council has tribal lands situated near SR 299, northeast of Redding. SCRTPA and the Pit River Tribe continue to develop a relationship. A presentation to the Pit River Tribe was made in late 2004 to discuss the transportation planning process. Each tribe's RTP was reviewed in order to incorporate data into the 2004 RTP. SCRTPA will continue efforts to establish government-to-government relations and plans to progress to formal consultation between the tribes and SCRTPA. Formal consultation activities between the SCRTPA and both tribes will be continued within this OWP in WE 709.

California Planning Emphasis Areas

FINANCIAL PLANNING / FISCAL CONSTRAINT

Management of financial planning and fiscal constraint is accomplished in the FTIP and RTP under their respective tasks. The FTIP has a financial summary of transportation expenditures and revenue for Shasta County. Based on the program revenue and expenditures for the applicable FTIP funding programs, Shasta County's anticipated federal fund expenditures match the anticipated revenues and thus satisfy the requirement for the FTIP to be financially constrained. Where required, local matching funds are identified and included in the total cost of the program. The RTP financial tables are also used to define funding streams and define financial elements related to providing both federal and state funding flows to projects identified within the document.

The 2006 Shasta County FTIP is based on reasonable anticipated revenue sources. These sources include:

- State Transportation Improvement Program (STIP)
- State Highway Operations and Protection Program (SHOPP)
- Caltrans Emergency Repair Program (ER)
- Federal Transit Administration (FTA)
- Highway Bridge Repair and Replacement Program (HBRR)
- Dedicated Traffic Fees
- Transportation Development Act Funds (TDA)
- Regional Surface Transportation Program (RSTP)
- Transportation Congestion Relief Program (TCRP)



Bridge Replacement-Wildcat Road

Federal appropriations are conducted annually as is California's budget. Figures in the 2006 FTIP represent the best available information as of June 2007. The FTIP is a document that can be amended at any time. This flexibility is essential for the ability to deliver projects in a timely manor, or to modify projects as necessary while keeping the public informed of these actions.

SAFETEA-LU GOALS: SCRTPA will make every effort to comply with SAFETEA-LU requirements for financial planning. The 2009 RTP and 2008 FTIP will provide estimates of both costs and revenue

sources to adequately operate and maintain highways and public transportation. Project cost estimates will be updated with the latest information, including inflation rates. Projects requesting Advance Construction authorization will be included in these updates.

PROJECT MONITORING

Today's environment is focused on project delivery, timely use of funds, and fiscal constraint. The SCRTPA has increased its project-monitoring role. In addition to providing programming assistance the SCRTPA holds regular meetings to discuss the cost, schedule, and other issues related to regionally selected projects. Staff also provides project status reports to the Agency twice each year. SCRTPA staff works closely with Caltrans Local Assistance and local agencies to ensure fiscal constraint in the FTIP, timely requests for obligation of federal funds, and to prepare annual listings of project obligations.

SAFETEA-LU GOALS: The annual listing of obligated projects shall be published by December 31. SCRTPA and public transit operators shall be included in the development of the RTP and FTIP. Obligated projects will include pedestrian walkways and bicycle transportation facilities. This list must include the amount of federal funds programmed in the FTIP, federal funds obligated in the preceding year, and the available federal funding remaining for subsequent years. All projects will be updated regularly to reflect the latest available information.

IMPLEMENTATION OF THE EIGHT PLANNING FACTORS FOR SAFETEA-LU

This OWP was developed considering the planning factors to promote priority themes for consideration in transportation planning processes. These eight planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

A summary of how SCRTPA has incorporated these planning factors is described below:

1. **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.** This factor is addressed in several WEs of the OWP, including:
 - A. **WE 706 Programming, Delivery and Financial Management** – Adopt and maintain a 2006 FTIP consistent with state guidelines and coordinate with CD2 on projects funded in the Interregional Transportation Improvement Program. In order to remain competitive in the global economy, a continuous investment in the transportation infrastructure is critical.
 - B. **WE 707 Transportation Development Act Administration** – These tasks include conducting an unmet transit needs hearing, evaluating the requests, and implementing any transit services found to be an unmet need. The funding is subsequently used to operate buses and maintain streets and roads, thereby enabling an efficient transportation system.
 - C. **WE 709 Public Participation and Intergovernmental Support** – Produce newsletters, population projections, and other socio-demographic data; incorporate ITS considerations into regional transportation planning, programming, and project prioritization criteria; and promote projects

consistent with the ITS Strategic Plan. In order to be productive, transportation decisions must be made with significant public involvement. This element ensures public participation, and includes implementation of the CHTP.

- D. WE 720 Regional Growth Strategies – This element will document and identify growth trends and future projections on truck and auto travel on streets, roads, and highways.

2. Increase the safety of the transportation system for motorized and non-motorized users. This factor is addressed in the following WEs of the OWP as follows:

- A. WE 701 Administration of the Regional Transportation Plan – The 2009 RTP will include current safety goals, objectives, performance measure, and strategies to monitor the transportation plan. Transit system safety plans, emergency relief and disaster preparedness plans, and policies supporting homeland security and safeguard will be incorporated into the 2009 RTP.
- B. WE 702 Circulation and Transportation System Monitoring – Road and accident surveillance for the rural and urban network in order to plan for improvements; development of accident reduction studies; GIS mapping of SWITERS data into Crossroads system.
- B. WE 706 Administration, Project Monitoring, and Financial Planning of TIPS – TIPS will be prioritized for projects that will increase safety of the transportation system for motorized and non-motorized users. FTIP development procedures will be reviewed to ensure coordination and consistency with other transit or transportation security programs and projects.

3. Increase the security of the transportation system for motorized and non-motorized users. This emphasis area is explicitly addressed in several WEs of the OWP, as described previously on the discussion in the FTA/FHWA Planning Emphasis Area No. 1.

4. Increase the accessibility and mobility options available to people and for freight. This planning factor is addressed in several WEs of the OWP as follows:

- A. Transit Planning, Coordination, and Programming – Provide technical assistance for transit operators to increase the usability and efficiency, security and safety of transit services, and to comply with ADA-regulations and resolve ADA-related issues. Review and implement the CHTP.
- B. WE 703 Transit System Management – Tasks include analysis of ridership, internal circulation studies, assistance with grant applications, analysis of the most recent short- and long-range transit studies, and related monitoring of performance measures. Transit operators will be included in the review of tasks created in the CHTP. Training to allow for exposure to best practices in accessibility and mobility options for people will be undertaken.
- C. WE 704 Non-Motorized Transportation Planning – Work with jurisdictions to ensure coordination in the development of bikeways; and coordinate with CD2, local agencies, and transit agencies to ensure that planning efforts consider bicycle and pedestrian links to highways and transit facilities.
- D. WE 709 OWP Development, Interagency Coordination, MPO Planning – Provide an opportunity for regional stakeholders to identify projects that increase mobility options for programming into the 2008 STIP/RTIP.
- E. WE 720 Regional Growth Strategies – Study the region using UPLAN and other software/GIS tools to produce various scenarios towards a balanced transportation system improvement strategy, emphasizing system efficiency, inter-modal connectivity, traffic reduction strategies, and community and environmental sensitivity. Monitor the surface transportation system to

identify existing conditions, identify existing and projected deficiencies, changes in traffic volume, road condition, safety and other applicable measures in the performance of the system. Assess and advocate livable community (Smart Growth) concepts (opportunities for increasing walk-ability, mixed land use, pedestrian-friendly street designs, interlinked transportation options, innovative street and road design, innovative materials selections, and enhanced quality of life) and context sensitive design opportunities.

5. Protect and enhance the environment, promote energy conservation, and improve quality of life. This factor is addressed in several WEs of the OWP as follows:

- A. WE 703 Transit System Management – Provide technical assistance for transit operators to increase the usability, efficiency, security and safety, and enhancing seamless services through consolidation, integration, and coordination of transit functions and services.
- B. WE 707 Transportation Development Act Administration – Tasks include conducting an unmet transit needs hearing, evaluating the requests, and implementing any transit services found to be an unmet need.
- C. WE 710 Special Projects and Studies – Maintain ITS plans; develop Traffic Impact Fee support studies; improve data sets within the Regional Traffic Model to be used as a tool to evaluate alternative land use and infrastructure development scenarios to protect the environment and promote energy conservation.
- D. WE 720 Regional Growth Strategies – Use GIS capability to assess coordination of development scenario planning for the region taking into consideration numerous environmental and growth options. Start the process to assess and advocate livable community (Smart Growth) concepts (opportunities for increasing walk-ability, mixed land use, pedestrian-friendly street designs, interlinked transportation options, innovative street and road design, innovative materials selection, and enhanced quality of life) and context sensitive design opportunities; coordinate with member agencies and advocate for livable communities (Smart Growth).

6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight. This planning factor is addressed in several WEs of the OWP as follows:

- A. WE 706 Administration, Project Monitoring, and Financial Planning of TIPS – This element is focused on conducting a comprehensive process of allocating and administering funding to assure preservation and enhancement of all components of the transportation system. The objectives of this element and its programs are designed to assure that enhanced integration and connectivity of the system is achieved.
- B. WE 707 Administration of the Transportation Development Act – Provide technical assistance for transit operators to increase the usability, effectiveness, and efficiency of transit services and provide for user mobility safety and security. Continue reduction of administrative costs and enhance seamless services through consolidation, integration, and coordination of transit functions and services
- C. WE 709 OWP Development, Interagency Coordination, MPO Planning – Provide an opportunity for regional stakeholders to identify projects that increase mobility options for programming into the 2008 STIP/RTIP/FTIP. This element allows for the implementation of a comprehensive set of actions to assure that the general public, Caltrans, member agencies, and interested organizations have the maximum opportunity to access information about, and provide



feedback on, SCRTPA plans, programs, and policies. The objectives of this element are specifically designed to facilitate comprehensive and integrated participation by the general public and local agencies through a wide range of means.

- D. WE 720 Regional Growth Strategies – Use GIS capability to assess coordination of development scenario planning for the region taking into consideration numerous environmental and growth options. Start the process to assess and advocate livable community (Smart Growth) concepts (opportunities for increasing walk-ability, mixed land use, pedestrian-friendly street designs, interlinked transportation options, innovative street and road design, innovative materials selection, and enhanced quality of life) and context sensitive design opportunities; coordinates with member agencies and advocate for livable communities (Smart Growth).

7. Promote efficient system management and operation. This emphasis area is addressed in several WEs of the OWP as follows:

- A. WE 702 Circulation and Transportation System Monitoring – Road and accident surveillance for the rural and urban network in order to plan for improvements; development of accident reduction studies; GIS mapping of SWITERS data into Crossroads system.
- B. WE 703 Transit System Management – Provide technical assistance for transit operators to increase the usability, efficiency, security and safety, and enhancing seamless services through consolidation, integration, and coordination of transit functions and services.
- C. WE 706 Administration, Project Monitoring, and Financial Planning of TIPS – Participate in project development teams and monitor projects implementation with local jurisdictions and Caltrans to assure timely project completion.
- D. WE 707 Administration of the Transportation Development Act – Tasks include conducting an unmet transit needs hearing, evaluating the requests, and implementing any transit services found to be an unmet need.
- E. WE 720 Regional Growth Strategies – Pursue integration and implementation of approved Route Corridor Plans, Concept Plans, and Fix 5 route improvement plans. Assess the inter-modal feasibility of proposed transportation projects, strategies and actions, integrate applicable ITS provisions, and assure projects are designed to be sensitive to community and environmental concerns.



8. Emphasize the preservation of the existing transportation system. This emphasis area is addressed in several WEs of the OWP as follows:

- A. WE 701 Administration of the Regional Transportation Plan– Monitor objectives and performance measures to assist the region stakeholders in identifying opportunities and strategies to preserve the system; identify needed improvements; identify funding to finance the development of new park and ride lots, and upgrade existing lots.
- B. WE 702 Circulation and Transportation System Monitoring – Update State Highway Performance Monitoring System (HPMS) Report and Countywide Pavement Management Report by coordinating collection of current data on conditions of selected streets and roads including pavement conditions, traffic volumes, and improvements. Fund updates to the street and road maintenance assessment study. Use the Regional Traffic Model Study as a tool to evaluate alternative land use and infrastructure development scenarios to assist in developing methods to preserve the existing transportation system.

- C. WE 703 Transit System Management – Provide technical assistance for transit operators to increase the usability, efficiency, security and safety, and enhance seamless services through consolidation, integration, and coordination of transit functions and services. Implementing recommendations from the Short Range Transit Plans will assist in improving transit service.
- D. WE 706 Administration, Project Monitoring, and Financial Planning of TIPS – Participate in project development teams and monitor project implementation with local jurisdictions and Caltrans to assure timely project completion of programmed maintenance projects.
- E. WE 707 Administration of the Transportation Development Act – Tasks include conducting an unmet transit needs hearing, evaluating the requests, and implementing any transit services found to be an unmet need. The regular investment of these funds preserves the transportation system.

OWP DOCUMENT AND REPORTS

SCHEDULE OF OWP SUBMITTAL

In order to assure timely review of 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 2007 in order to provide sufficient time to authorize funding of the MPO planning program by July 1, 2007. A written response to FHWA/FTA comments on the draft OWP should accompany the final OWP. This response should explain where and how the comments were incorporated into the final document. No work on the 2007/08 OWP may be done after June 30, 2008 with FHWA PL funds. The draft 2007/08 OWP is submitted in March and the IPG meeting is scheduled for April 4, 2007. The final OWP and response to comments will be submitted in accordance with FHWA/FTA guidance.

OWP CONTENT

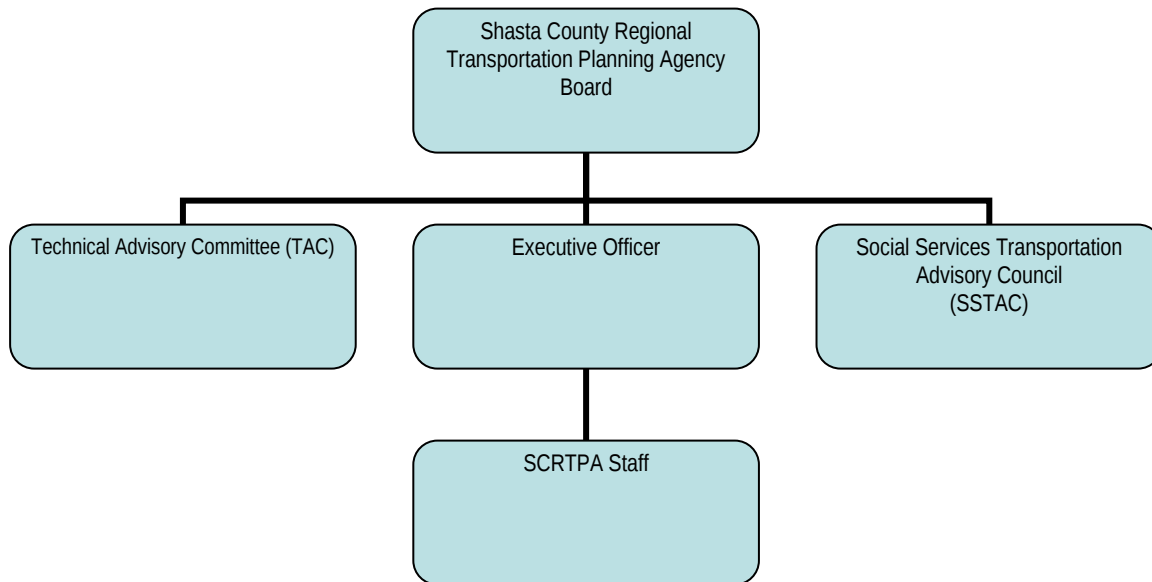
The OWP should discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning. It should include all relevant planning activities regardless of funding source to ensure that the OWP is consistent with other planning activities in the region. State planning and research-funded activities related to the metropolitan planning process should also be included. 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. SCRTPA does not charge indirect costs.

ORGANIZATIONAL CHART

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY



SCRTPA BOARD

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

STAFF

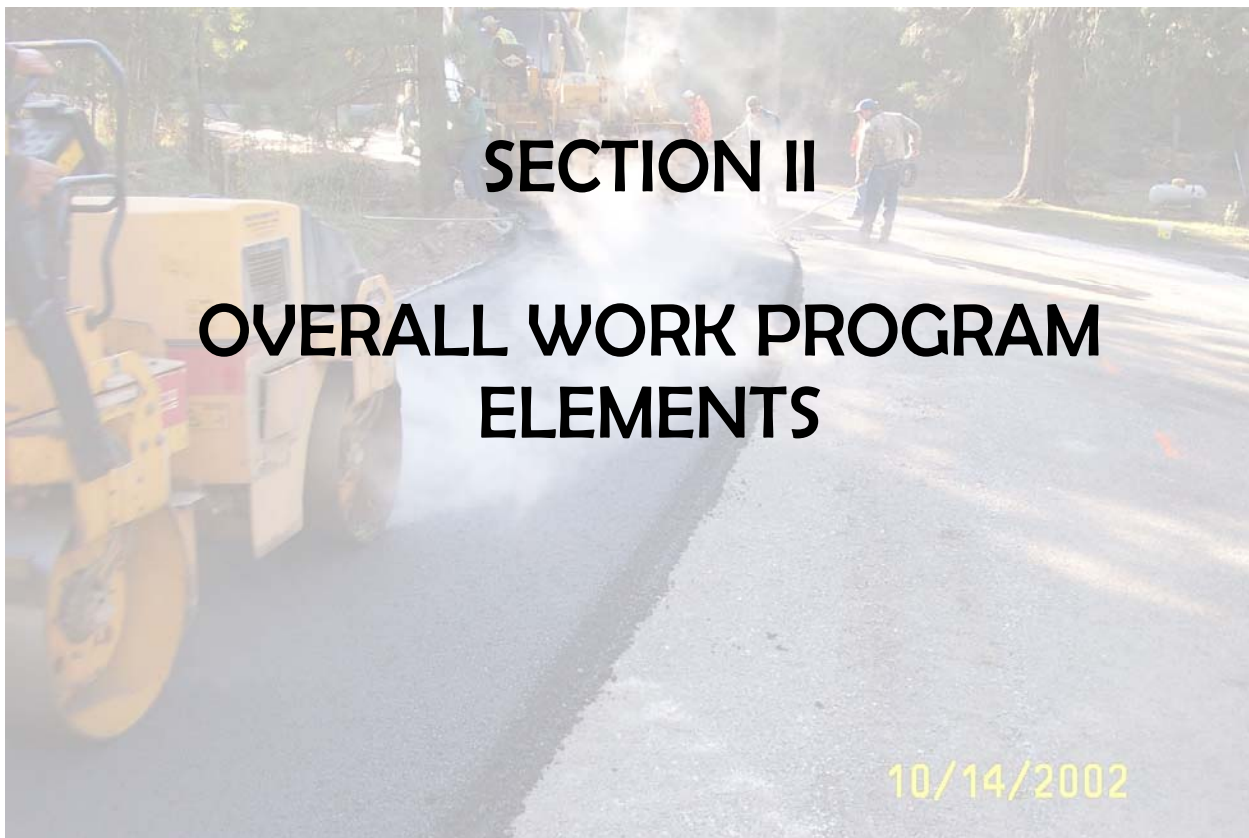
Executive Officer (1)
Senior Planner (4)
Accountant Auditor II (1)
Administrative Secretary II (1)

TECHNICAL ADVISORY COMMITTEE

Air Quality Management District
Caltrans
Consolidated Transportation Services
Agency (CTSA)
City of Anderson staff
City of Redding staff
City of Shasta Lake staff
County of Shasta staff
Redding Area Bus Authority
Redding Airports

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Nine members representing the elderly,
disabled, and low-income populations, and
the CTSA.



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701.00 PREPARATION AND ADMINISTRATION OF THE REGIONAL TRANSPORTATION PLAN



Purpose

The RTP is intended to guide the achievement of a coordinated and balanced regional transportation system, including mass transportation, highway, railroad, aviation facilities and services, and ITS.

The RTP is action-oriented and pragmatic, considering both the short- and long-term future, and presents clear, concise policy guidance to local and state officials. Additional work tasks will be added to comply with state and federal mandates concerning air quality conformity requirements and

preparing, if eligible, for a new source of funding for Shasta County (CMAQ).

The RTP considers the potential effects of all transportation decisions and projects, including social, economic, energy, environmental effects, and provides for SCRTPA participation in the NEPA/Clean Water Act Section 404 process. At present, Shasta County is in compliance.

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

Previous and Ongoing Work

- 2004 and 2009 RTP - monitoring for objectives and policies. (Ongoing)
- 2004 and 2009 RTP - inputs for, and special studies of, current conditions. (Ongoing)
- Participate on the regional team for the maintenance of ITS Architecture and ITS Maintenance Plan. (Ongoing)
- Continuing education and data acquisition for the traffic model to ensure that the model is applicable for all users. Updates and training will be guided by both SMUG and TAC. (Ongoing)
- Listing of Projects – both short- and long-range to be considered for STIP and/or other funding sources. Financial plans will include an inflation rate to reflect the year of expenditure dollars.(Ongoing)

Task	Budget	Description/Estimated Completion Date
701.01 Calibrate & tune traffic model	\$ 75,566	Provide SCRTPA traffic model outputs and key forecasts by arterial collectors, highways, and major local roads. Prepare model runs and related evaluations of inputs and outputs. /Continuing.
701.02 Development of 2009 RTP & SAFETEA-LU implementation	9,613	Development of draft 2009 RTP, including SAFETEA-LU requirements for the RTP, incorporating state funding priorities, comments and recommendations pertaining to the 2004 RTP update, performance measure monitoring, Ground Access Improvement Program (GAIP), results of the public involvement process, RTP, and environmental review (including consultation with federal state, tribal wildlife, land management, and other regulatory agencies. /Ongoing.
701.03 Management of air quality & traffic model	3,105	Review and evaluate comments made by interested parties in order to incorporate the necessary revisions into the next RTP. /June 2008.

701.04 RTP & SMUG working group	9,513	Maintain a working group to better coordinate the RTP update and model updates. /Quarterly.
701.05 RTP/Traffic model training	8,099	Training on model, land-use validation, calibration, air quality, etc. /Continuous.
701.07 Agencies Only- Development of RTP	4,441	To assure consistency with regional plans. Anderson. /June 2008.
TOTAL	\$110,337	

Products/Completion Target Dates

- 2009 RTP – monitoring of policies and objectives, including safety and security of the transportation system as defined in SAFETEA-LU. (Sept/2009)
- RTP, Working and Model User Groups. (Ongoing)
- Incorporate Transit System Safety Plans, emergency relief and disaster preparedness plans, and policies that support homeland security into the 2009 RTP. (Sept/2009)
- Consultations with Indian Tribal Governments and federal land management agencies in the development of the RTP. (Sept/2009)
- Documentation of the roles, responsibilities, and key decision points for consulting with Indian Tribal Governments and federal land management agencies. (Sept/2009)
- Monitor for CMAQ Program applicability. (Ongoing)
- Integrate ITS projects in the RTP based on COATS study. (Ongoing)
- Revised project list with relative prioritization. (June/2008)
- Support for traffic impact/circulation analysis. (Ongoing)
- Model runs in support of jurisdictional requests. (Ongoing)
- Performance measures monitoring and documentation. (Ongoing)
- Travel Demand Forecasting Model network and land-use documentation, and coordination of travel demand inputs and outputs. (June/2008)

FUNDING SOURCES 2007/08 WORK ELEMENT #701							
RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	STATE TOTAL
SCRTPA	Staff		\$ 49,485			\$ 6,411	\$ 55,896
	Consultant	1	\$ 44,265			\$ 5,735	\$ 50,000
Redding	Staff						
	Consultant						
Shasta Lake	Staff						
	Consultant						
Anderson	Staff		\$ 3,932			\$ 509	\$ 4,441
	Consultant						
Rounding adjustment						\$ (1)	
TOTALS:			\$ 97,682	\$ -	\$ -	\$ 12,655	\$ - \$ 110,337
NOTE:							
1) RTPA Traffic Model Consultant							

Staff Costs (Incl. Cities)	\$ 47,337
Consultant Costs	\$ 50,000
Fixed Assets	\$ 13,000
- Computers w Software	
Training Costs	
Other Costs	
Total Costs	\$ 110,337
PL CARRYOVER FUNDING IN ABOVE :	0

Staff Cost Summary	
RTPA	\$ 105,896
Less Consultant, Fixed Assets, Training, & Other	\$ (63,000)
City of Redding	\$ -
City of Anderson	\$ 4,441
Equals Total Staff Costs	\$ 47,337

702.00 TRAFFIC, CIRCULATION, and TRANSPORTATION SAFETY MONITORING

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 modifications needed to such programs, need for new programs, and the most efficient and practical use of financial resources. System planning and development must address, among other things, the need for improved ground access to regional airports, such as Redding Municipal Airport. Planning activities conducted under this element must also address 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 be in accordance with the common rule (49CFR, Part 18).

Previous and Ongoing Work

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

Task	Budget	Description / Estimated Completion
702.01 Road and accident surveillance	\$ 34,739	Road and accident surveillance/inventories, risk management reports, inputs to federal and state reports, road system photo-log and photo-mapping, railroad grade crossing safety, evaluate system performance, and GIS mapping for input to SWITRS. This program will benefit the RTP by using Redding and Shasta County's expertise. /Continuous.
702.02 Traffic volume studies	63,737	Traffic Volume Study for calibration and validation of screenlines and development of needed infrastructure. /Continuous.
702.03 Traffic control device inventories	22,523	Traffic control device inventory, database updates, safety studies related to signage/signals. April/2008.
702.04 HPMS reports	2,340	Develop annual input to HPMS. This program will benefit all agencies. March/2008.
702.05 Calibration of traffic model	9,460	Support calibration of Travel Demand Model for City of Redding and City of Shasta Lake. June/2008.
702.06 Deficiency and needs study	12,680	Deficiency and Needs Study - inputs to special studies for planning purposes. This program will benefit the RTP by using the City of

702.07 Safety management system	5,120	Redding's expertise. /Continuous.
702.08 Training	10,716	Conduct interagency meetings to investigate methods to improve vehicle safety, to expand and enhance safety, and to enhance travel services. This program will benefit City of Redding. /Continuous.
		Traffic & Safety Management Training and conferences. This task benefits the RTP by using Anderson, Redding, and Shasta Lake's expertise. /Continuous.
TOTAL	\$ 161,315	

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 2008)
- Screenline counts and validation for Travel Model Update. (June 2008)
- Integrate database and mapping system for spatial analysis of traffic collisions. (June 2008)
- Anderson – accident data collection incorporated into GIS system. (June 2008)

FUNDING SOURCES 2007/08 WORK ELEMENT # 702							
RESPONSIBLE AGENCY	NOTES	FHWA PL		INKIND	TDA	STATE PPP	TOTAL
SCRTPA	Staff						
	Consultant/FA	\$	-	\$	-		
Redding	Staff	1,3	\$ 86,706	\$ 6,795	\$ 4,439		\$ 97,940
	Consultant/FA	2	\$ 1,328	\$ 172			\$ 1,500
Shasta Lake	Staff						
	Consultant/FA		\$ -	\$ -			
Anderson	Staff		\$ 6,790	\$ 195	\$ 685		\$ 7,670
	Consultant	4	\$ 5,312		\$ 688		\$ 6,000
Shasta County	Staff		\$ 42,676	\$ 3,762	\$ 1,767		\$ 48,205
	FA		\$ -				
Rounding adjustment				\$ (1)			
TOTALS:		\$	142,812	\$ -	\$ 10,924	\$ 7,579	\$ - \$ 161,315
NOTE:							
1)	\$ 13,000	EXPENSES FOR REDDING		4) ANDERSON - CONSULTANT GIS INPUT			
2)	\$ 1,500	TRAFFIC MODEL SOFTWARE					
3)	\$ 3,000	TRAINING COSTS					

Staff Costs	\$ 130,100
Consultant Costs	\$ 7,500
Fixed Assets	
- Traffic Counter Batteries, tubs	\$ 13,000
Training Costs	\$ 10,715
Other Costs	
Total Costs	\$ 161,315

Staff Cost Summary	
County of Shasta	\$ 48,205
Less Consultant, Fixed Assets, Training, & Other	\$ (31,215)
City of Redding	\$ 99,440
City of Anderson	\$ 13,670
City of Shasta Lake	\$ -
Equals Total Staff Costs	\$ 130,100

PL CARRYOVER FUNDING IN ABOVE :	0
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703.00 TRANSIT SYSTEM MANAGEMENT

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 transit dependent. This planning process will include public and interest group participation and will ensure compliance with the provisions of ADA. Assistance in the review and implementation of strategies addressed in the Coordinated Human Transportation Plan as related to transit.

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.

Previous and Ongoing Work

- Monitor transit performance.
- Ongoing coordination assistance to paratransit providers.
- Ongoing transit needs review.
- Review and implementation of transit plan recommendations.

Task	Budget	Description / Estimated Completion
703.01 Analysis of ridership	\$ 22,820	Collection, review, and analysis of system performance. /June 2008.
703.02 Internal circulation planning	5,440	Review development plans to coordinate with all development and SAFETEA-LU. /Monthly.
703.03 Training and meetings	21,715	Attend workshops, conferences, training sessions, and SCRTPA meetings, as needed, throughout the year. /June 2008.
703.04 Grant applications	10,672	Submit grant applications and reports, as required, for state and federal funding. /June 2008.
703.05 Transit study	47,450	Review and implementation of Short- and Long-Range Transit Plan update. /June 2008.
TOTAL	\$ 108,097	

**FUNDING SOURCES 2007/08
WORK ELEMENT #703**

RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
RABA Staff			\$ 44,130	\$ 5,717			\$ 49,847
Consultant	1		\$ 30,986	\$ 4,015			\$ 35,000
Training & Supplies			\$ 20,583	\$ 2,667			\$ 23,250
TOTALS:		\$ -	\$ 95,698	\$ 12,399	\$ -	\$ -	\$ 108,097

NOTE:

1) Advertising for Short and Long Range Transit Plan implementation

Staff Costs	\$ 49,847
Consultant Costs	\$ 35,000
Fixed Assets	\$ -
Training Costs	\$ 23,250
Other Costs	
Total Costs	\$ 108,097
FTA CARRYOVER FUNDING IN ABOVE :	
\$	38,437

Staff Cost Summary	
RABA	\$ 108,097
Consultant Costs	\$ (35,000)
Less Fixed Assets, Training, & Other Costs	\$ (23,250)
Equals Total Staff Costs	\$ 49,847

704.00 NON-MOTORIZED TRANSPORTATION

Purpose

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 appropriate and feasible.

Previous and Ongoing Work

- Continued coordination with cities, county, tribal governments, and interest groups with a focus on ensuring that funding is sought from all available sources.
- Monitor interagency coordination and implementation of Regional Bikeway Plan for Shasta County by reviewing applications for consistency and tracking approved projects.
- Evaluation of Transportation Enhancement (TE) program candidate projects.
- Review bikeway projects to ensure incorporation of transportation facilities and pedestrian walkways in plans and programs where appropriate and feasible.



Task	Budget	Description/Estimated Completion
704.01 Non-motorized planning	\$ 2,694	Maintain regional bikeway plan, TE project review, and safety issues. /Ongoing.
704.02 Agency non- motorized	14,248	Develop non-motorized GIS layer – City of Anderson. /June 2008.
704.03 ADA-compliance	19,760	Phase 2 – City of Redding ADA sidewalk inventory and hazard elimination plan. /June 2008.
TOTAL	\$ 36,702	

Products/Target Completion Dates

- Monitor implementation of non-motorized element of the RTP. (June/2008; Ongoing)
- Non-motorized/TE project evaluations. (June/2008)
- RTIP programming of TE projects. (Sept/2008)
- Non-motorized facilities safety data. (June/2008; Ongoing)
- Approved non-motorized facilities hazard elimination projects. (June/2008)
- City of Redding - Phase 2 of ADA sidewalk and curb ramp inventory to verify ADA compliance. (June/2008)
- City of Anderson – develop non-motorized GIS layer. (June/2008)
- Tribal government to government relations. (Ongoing)

**FUNDING SOURCES 2007/08
WORK ELEMENT #704**

RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	STATE	TOTAL
SCRTPA	Staff		\$ 2,385		\$ -	\$ 309		\$ 2,694
	Consultant							
Redding	Staff		\$ 17,494		\$ 2,266			\$ 19,760
	Consultant							
Shasta Lake	Staff		\$ -		\$ -			\$ -
	Consultant		\$ -		\$ -			
Anderson	Staff		\$ 1,990		\$ 258			\$ 2,248
	Consultant	1	\$ 10,624		\$ 1,376			\$ 12,000
TOTALS:			\$ 32,492	\$ -	\$ 3,901	\$ 309	\$ -	\$ 36,702

1) Anderson- Develop non-motorized GIS layer

Staff Costs	\$ 24,702
Consultant Costs	\$ 12,000
Fixed Assets	\$ -
Training Costs	\$ -
Other Costs	\$ -
Total Costs	\$ 36,702

Staff Cost Summary	
RTPA	\$ 2,694
Consultant Anderson	\$ (12,000)
City of Redding	\$ 19,760
City of Anderson	\$ 14,248
Equals Total Staff Costs	\$ 24,702

705.00 AVIATION

Purpose

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



*Fall River Mills Airport
Runway Expansion*

Airport capital improvement programs should reflect the development priorities included in the RTP, which in turn should be based on approved airport master plans. These plans will be incorporated into the California Aviation System Plan (CASP).

Previous and Ongoing Work

- Ongoing review of airport improvement requirements as they relate to ground transportation governed by Government Code 65081.1.

Task	Budget	Description/Estimated Completion
705.01 Aviation	\$ 2,454	Review and coordinate airport development plans and capital improvements programs as they relate to ground transportation issues. /June 2008.

Products/Target Completion Dates

- Airport development program evaluations and CIP meetings. (Annually)
- Attendance at RTPA Cal Aeronautic Quarterly Meeting. (Quarterly)
- Identification and analysis of priority issues for all airports such as ground transportation issues, incompatible land-use, safety, and economic benefits of airports. (Quarterly)
- Attend ALUC meetings. (Biannually)

FUNDING SOURCES 2007/08	
WORK ELEMENT #705	
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RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	FAA GRANT	TOTAL
SCRTPA	Staff	1	\$ 2,173			\$ 281		\$ 2,454
	Consultant							
Redding	Staff						\$ -	\$ -
	Consultant							
Shasta Lake	Staff							
	Consultant							
Anderson	Staff							
	Consultant							
TOTALS:			\$ 2,173	\$ -	\$ -	\$ 281	\$ -	\$ 2,454

NOTE 1)

SUPPORT OF RTPA FUNCTIONS

Staff Costs	\$ 2,454
Consultant Costs	\$ -
Fixed Assets	
Training Costs	
Other Costs	
Total Costs	\$ 2,454

Staff Cost Summary	
RTPA	\$ 2,454
Less Fixed Assets, Training, & Other Costs	\$ -
City of Redding	\$ -
City of Anderson	\$ -
Equals Total Staff Costs	\$ 2,454

706.00 ADMINISTRATION, PROJECT MONITORING, and FINANCIAL PLANNING OF TIPS

Purpose

1. To develop a program of projects, which includes life-cycle cost considerations in the development of transportation projects, and represents the RTIP and FTIP for Shasta County; and
2. Prioritize and coordinate improvements in the regional transportation system. Ensure delivery of programmed project on time and within budget.



Previous and Ongoing Work

- Complete 2008 FTIP.
- Continue to identify projects for inclusion in the 2008 STIP. Efforts will include a review of the regional screening process, ranking process, and programming guidelines.
- Administer the 2008 RTIP to be approved in February 2008, to ensure projects are delivered on time and within budget.
- Assist local agencies and Caltrans with STIP/FTIP amendments and monitor allocations.
- Monitor legislative changes and state and federal programming guidance.
- Participate with regional, local, and state agencies, general public, and private sector to identify and plan policies, strategies, programs, and actions that maximize the regional transportation infrastructure.
- Conduct planning and project activities to identify and develop candidate projects for the 2008 FTIP.
- Monitor and demonstrate financial constraint.

Task	Budget	Description/Estimated Completion
706.01 Administration of RTIP/STIP	\$ 13,626	Management of RTIP/STIP activities – local agencies' lists of all candidate capital improvement transportation projects on other than state highways, including transit and airports within their jurisdiction. /June 2008.
706.02 Administration of FTIP	6,467	Management of FTIP/CTIPS activities - FTIP update from state and local lists of projects, update capital improvement program from the RTIP, update constrained financial plan, and prioritize projects by programming year. Consultation with federal state, tribal wildlife, land management, and other regulatory agencies as defined by SAFETEA-LU. /June 2008.
706.03 State & Federal Capital Grants	20,071	Research, monitoring, and administration of state and federal capital grant programs, such as CMIA or similar programs. /June 2008.
706.04 Project review and implementation	6,400	Monitor project delivery for timely use of funds, advise local sponsors, and track legislative changes regarding programming of transportation funds. Update constrained financial plan, prioritize projects by programming year, conduct public hearing, and review and revise, as necessary. /Ongoing.
706.05 Attend planning and policy mtgs.	29,252	Participate in local and statewide planning meetings, CTC, CCRL, and SCRTPA. /Ongoing.
706.07 Agency TIPS	9,539	Prioritize, coordinate, and evaluate candidate project for STIP coordination with cities of Anderson, Redding, and Shasta Lake. /Ongoing.
TOTAL	\$85,355	

Products/Target Completion Dates

- RTIP approval and administration. (Continuous)
- FTIP approval and administration. (Continuous)
- CTC, CALCOG (travel only), SCRTPA, CFPG attendance for Shasta County. (Monthly)
- Research, application, monitoring of federal and state capital grant programs. (Continuous)
- Ongoing consideration and documentation of cost/benefit analysis of all project types. (Continuous)
- Consultations with Indian Tribal Governments and federal land management agencies in the development of the RTP. (Sept/2009)
- Documentation of the roles, responsibilities, and key decision points for consulting with Indian Tribal Governments and federal land management agencies. (Sept/2009)

FUNDING SOURCES 2007/08 WORK ELEMENT #706							
RESPONSIBLE AGENCY	NOTES	FHWA PL	IN	INKIND	TDA	STATE	TOTAL
SCRTPA Staff	1	\$ 67,120			\$ 8,696		\$ 75,816
Consultant		\$ -			\$ -		\$ -
Redding Staff		\$ 3,435			\$ 445		\$ 3,880
Consultant							
Shasta Lake Staff		\$ -			\$ -		
Consultant							
Anderson Staff		\$ 695			\$ 90		\$ 785
Consultant							
Shasta County Staff		\$ 4,315			\$ 559		\$ 4,874
					\$ -		
TOTALS:		\$ 75,565	\$ -	\$ -	\$ 9,790	\$ -	\$ 85,355
NOTE:							
1) \$ 17,000 SUPPORT FOR RTPA TRAVEL FOR TRAINING AND MEETINGS							

Staff Costs	\$ 68,355
Consultant Costs	
Fixed Assets	
Training Costs	\$ 2,000
Other Costs	\$ 15,000
Total Costs	\$ 85,355

Staff Cost Summary	
RTPA	\$ 75,816
Less Fixed Assets, Training, & Other Costs	\$ (17,000)
City of Redding	\$ 3,880
City of Anderson	\$ 785
Shasta County	\$ 4,874
City of S Lake	\$ -
Equals Total Staff Costs	\$ 68,355

707.00 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

Purpose



To maintain and administer TDA funding made available to Shasta County.

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 the county to receive transit revenues.

The responsibilities of the SCRTPA are discharged efficiently and in compliance with all applicable laws and regulations.

Previous and Ongoing Work

- Ongoing administration of the Transportation Development Act.
- Fiscal, compliance, and performance audits.
- Processing of records, reports, and correspondence necessary for operation of SCRTPA.
- Linkage to transit-related RTP updates and Short- and Long-Range Transit Plans.
- Conduct transit needs assessment, programming, and review of FTA grant applications.
- Participation in CTSA and SSTAC Meetings.

Task	Budget	Description/Estimated Completion
707.01 Attend SSTAC and CTSA meetings	\$ 8,921	Provide staff support necessary for administration of SSTAC. Attend monthly CTSA meetings. /Ongoing.
707.02 Accounting for TDA	26,981	Prepare TDA work papers, develop apportionments, prepare necessary reports, approve claims, California State Controllers Reports, fiscal and compliance audits, and conduct necessary meetings. /Ongoing.
707.03 Unmet needs process	5,078	Conduct unmet needs process - hearing, reporting and notices, Transit Needs Assessment documents. /Ongoing.
707.04 Analysis of RABA service	1,948	Analysis of RABA performance. /Ongoing.
707.05 Grants	3,431	Administer FTA grants. /Ongoing.
707.06 Admin. support	84,720	Administrative support for TDA. /Ongoing.
707.07 Legal counsel	10,000	Legal counsel for RTPA matters. /Ongoing.
707.08 RTPA meetings	28,999	Conduct and manage SCRTPA meetings, participate in CTSA and other interest group meetings, attend workshop meetings, as needed. /Ongoing.
707.09	8,826	Manage and attend TAC meetings. /Ongoing.

TAC Meetings		
707.15 Admin Office	100,000	Administrative office remodel – furniture & fixtures. /Fall 07
707.16 Technical training	18,315	Technical training for auditing/administration activities (funded with FHWA PL). /Ongoing.
TOTAL	\$297,219	

Products/Target Completion Dates

- Annual report of transit service claimants. (Jan/2008)
- Reports and records of SCRTPA activities. (June/2008; Ongoing)
- Performance and Compliance Audits. (January 2008)
- Provide support to SSTAC and CTSA. (Continuous)
- Administration of FTA grants applications and programming. (Continuous)
- Implementation of recommendations coming out of the performance audits and transit development plans. (Continuous)
- CalAct conference. (Fall 2007/Spring 2008.
- Remodel of administration area. Shasta County Department of Pubic works will incur costs of remodel. SCRTPA to purchase workstations for SCRTPA staff.
- Tribal government to government relations. (Ongoing)

FUNDING SOURCES 2007/08								
WORK ELEMENT #707								
RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	PPM	TOTAL
SCRTPA	Staff	1	\$ 104,744			\$ 172,475		\$ 277,219
Legal and Audits	Consultant	1				\$ 20,000		\$ 20,000
		TOTALS:	\$ 104,744	\$ -	\$ -	\$ 192,475	\$ -	\$ 297,219
NOTE:								
1)	\$ 297,219	SUPPORT FOR TDA ADMINISTRATION						
		THIS INCLUDES \$157,000 FOR FIXED ASSETS, LEGAL AND AUDIT SERVICES						
Staff Costs	\$ 140,219		Staff Cost Summary					
Consultant, Legal, Audit Costs	\$ 20,000		RTPA		\$ 297,219			
	\$ -		Less Fixed Assets, Training, & Other Costs		\$ (137,000)			
			Less Legal and Audits		\$ (20,000)			
			Equals Total Staff Costs					
					\$ 140,219			
Training Costs	\$ 2,000							
Other Costs (copies, pub notice, etc)	\$ 135,000							
Total Costs	\$ 297,219							
PL Carryover Funding:	\$ 100,000							

709.00 OWP DEVELOPMENT, INTERAGENCY COORDINATION, and MPO PLANNING



Purpose

1. Provide a uniform transportation planning process for the region through the development of an OWP; and
2. Coordinate transportation planning activities in the county with the various state and federal agencies, tribal governments, as well as within the county; and
3. 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 public involvement program required by federal metropolitan planning regulations, and implementation of the Coordinated Human Transportation Plan. This element anticipates meetings with tribal representatives from the Pit River Tribal Council and Redding Rancheria tribal governments to conduct formal consultation between SCRTPA and tribes.

Previous and Ongoing Work

- Previous and ongoing coordination between governmental agencies.
- Develop 2008/2009 OWP.
- Update and continue to implement the enhanced public participation program as defined by SAFETEA-LU guidelines.
- Review and implementation of the Coordinated Human Transportation Plan.

Task	Budget	Description/Estimated Completion
709.01 Develop OWP	\$ 8,646	Interagency coordination and development and preparation of the OWP for 2008/2009. /Feb 2008.
709.02 Newsletter	27,143	Publish and distribute quarterly newsletter to the SCRTPA member agencies, committee members, and interested public. /Continuous.
709.03 Agency Coordination Efforts	36,880	Compilation and distribution of agenda materials. Public participation update as needed. Conduct consultation with tribal governments as needed. RTPA staff time to update website with current data, review and implementation of the Coordinated Human Transportation Plan. Purchase all-in-one printer device. /Continuous.
709.04 Accounting for Subrecipient Requests	6,593	Preparation of quarterly progress reports. /Jan 30, Apr 30, Jul 30, Oct 30.
709.05 Agency – attend RTPA required meetings	13,537	Member agency only - participation in various RTPA meetings and working groups. /Continuous.
TOTAL	\$ 92,799	

Products/Target Completion Dates

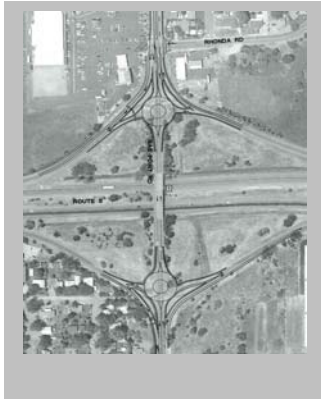
- Quarterly progress reports to federal funding agencies. (Oct, Jan, April & July)
- Public Participation Program, including a quarterly newsletter and meeting with special group representatives. (Continuous)
- Overall Work Program for FY 2008/2009. (Draft - Feb 2008; Final – April 2008)
- Review and comment on applications for proposed federal-aid projects. (Continuous)
- Webpage updates. (Continuous)
- Implement public involvement strategies. (Continuous)
- Official consultation with tribal governments. (June/2008)
- Improve tribal government involvement in transportation planning and programming by developing and executing a procedure and protocol for communication, coordination, and consultation with federally recognized tribal governments within the MPO boundary. (June/2008)
- Prepare documentation of the performance measures included in the current Public Participation Program adopted April 2003 and evaluate the need for additional measures and line items to improve the program. (June/2008)
- Participation as a stakeholder in the state-sponsored intercity rail service between Sacramento and Redding. (June/2008)
- Review and implement the Coordinated Human Transportation Plan. (Ongoing)
- Tribal government to government relations. (Ongoing)

FUNDING SOURCES 2007/08 WORK ELEMENT #709								
RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	STATE	TOTAL
SCRTPA	Staff	1,2	\$ 70,171			\$ 9,091		\$ 79,263
	Consultant		\$ -			\$ -		\$ -
Redding	Staff		\$ 2,567			\$ 333		\$ 2,900
	Consultant							
Shasta Lake	Staff		\$ 1,094			\$ 142		\$ 1,236
	Consultant							
Anderson	Staff		\$ 2,304			\$ 299		\$ 2,603
	Consultant							
Shasta County	Staff		\$ 6,018			\$ 780		\$ 6,798
	Consultant							
TOTALS:			\$ 82,155	\$ -	\$ -	\$ 10,644	\$ -	\$ 92,800
NOTE:								
1)		\$ 15,000 FIXED ASSETS FOR RTPA						
2)		\$ 64,263 SUPPORT FOR RTPA FUNCTIONS						

Staff Costs	\$ 74,800
Consultant Costs	
Fixed Assets	\$ 15,000
Training Costs	
Other Costs	\$ 3,000
Total Costs	\$ 92,800

Staff Cost Summary	
RTPA	\$ 79,263
Less Fixed Assets, Training, & Other Costs	\$ (18,000)
City of Redding	\$ 2,900
City of Anderson	\$ 2,603
Shasta County	\$ 6,798
City of S Lake	\$ 1,236
Equals Total Staff Costs	\$ 74,800

710.00 SPECIAL PROJECTS AND STUDIES



Purpose

1. To establish and provide for the continuous development of plans and procedures necessary to monitor traffic congestion within Shasta County; and
2. To participate in related air quality planning activities carried out by local jurisdictions and agencies including AQMD. This includes monitoring the performance of the transportation system using the performance measures developed for the RTP, and improvement of the operation of the countywide travel demand model by acquiring GIS layers.

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 for corridor preservation and assessment of system continuity between regions.
- Maintain and support ITS Regional Architecture and Strategic Deployment Plan and promote the integration of ITS solutions into future projects, as appropriate, for the region.
- Develop GIS base files for the region to improve visualization techniques.
- City of Redding – analysis of traffic signal timing.

Task	Budget	Description/Estimated Completion
710.01 ITS	\$ 4,128	Monitor transportation metrics/ITS architecture compliance. Review and documentation of performance measures, ITS project coordination. /Continuous.
710.02 GIS	6,865	GIS development of attributes, development of data layers, and further traffic model integration. /June 2008.
710.03 Census	5,329	Census data mining, urban/rural, demographic research in support of planning studies, development plans, and better assessment of interregional mobility and access needs. /June 2008.
710.04 DBE	4,129	DBE review and development of goals and documentation of process in support of annual filings. /April 2008.
710.07 Reflectivity Study	28,746	City of Shasta Lake – Traffic sign inventory and reflectivity analysis for safety considerations. /June 2008.
710.08 Traffic Signal Timing	77,875	City of Redding – analysis of traffic signal timing and coordination opportunities of arterial street segments. /June 2008.
TOTAL	\$ 127,072	

Products/Target Completion Dates

- Maintain and implement transportation system performance measures and utilize output in transportation planning decision process. (June/2008)
- GIS output for graphical display of layers of the network, model integration, and improved visualization. (June/2008)
- GIS development will include airport locations, ground access improvements to Redding Airport, and boundary lines for the airport influence areas around all airports in the county. (June/2008)
- Census output and analysis of long form in region. (June/2008)
- Documentation of performance measures - total system view. (June/2008)
- DBE reporting. (April/2008)
- Utilize Census Transportation Planning Package 2000 (CTIP 2000) to cross-tabulate by race, ethnicity, income, and travel flow data to help determine where new transportation systems/facilities can best serve low-income and minority communities. (June/2008)
- Shasta Lake – Inventory and reflectivity analysis to allow the City of Shasta to prioritize and consider replacement of old signage for increased safety. (June/2008)
- Redding – report outlining traffic signal timing plans. (June/2008)

FUNDING SOURCES 2007/08 WORK ELEMENT #710								
RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	PPM	TOTAL
SCRTPA	Staff	1	\$ 18,105			\$ 2,346		\$ 20,451
Redding	Staff		\$ 13,611		\$ 1,764			\$ 15,375
	Consultant	3	\$ 55,331		\$ 7,169			\$ 62,500
Anderson	Staff							
	Consultant							
Shasta Lake	Staff							
	Consultant	2	\$ 25,449		\$ 3,297			\$ 28,746
Shasta County								
TOTALS:			\$ 112,497	\$ -	\$ 12,229	\$ 2,346	\$ -	\$ 127,072
NOTE:								
1)	\$ 20,451	SUPPORT FOR RTPA FUNCTIONS						
2)	\$ 28,746	CONSULTANT SUPPORT FOR REFLECTIVITY STUDY - SHASTA LAKE						
3)	\$ 62,500	CONSULTANT SUPPORT FOR TRAFFIC SIGNAL STUDY - REDDING						

Staff Costs	\$ 34,826
Consultant Costs	\$ 91,246
Fixed Assets	
Training Costs	
Other Costs (RTPA)	\$ 1,000
Total Costs	\$ 127,072
PL CARRYOVER FUNDING IN ABOVE :	
	\$ 41,627

Staff Cost Summary	
RTPA	\$ 20,451
Less Consultant	\$ (91,246)
Less Fixed Assets, Training, & Other Costs	\$ (1,000)
City of Redding	\$ 77,875
City of Anderson	\$ 28,746
City of Shasta Lake	\$ -
Equals Total Staff Costs	\$ 34,826

720.00 REGIONAL GROWTH STRATEGY

Project 1 (720.01) ShastaFORWARD>> (Blueprint Planning)

Purpose

1. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) protects valuable habitat, productive farmland, and air quality, (d) and supports natural resource sustainability.
2. Improve California's economic competitiveness and quality of life.
3. Reduce costs and time needed to deliver transportation projects through streamlined environmental review as well as early, coordinated public and resource agency involvement.
4. With the aid of innovative computer models and public involvement activities, secure local government and community support (including that of under-represented groups) necessary to arrive at a shared comprehensive growth vision.
5. Establish a replicable planning and public and stakeholder engagement process needed for ongoing refinements and corrections to the vision. Stakeholders will include a regionally represented list of participants including cities, counties, Caltrans, tribal governments, and other interested parties.



Previous Work

- OWP Amendment #1 which established this program in December 2006.
- Solicit stakeholder support, preparatory meetings and trainings, consensus building.
- Develop and submit Shasta Area Regional Blueprint Grant Application.

Products/Target Completion Dates

Development of draft FY 07/08 Shasta Area Regional Blueprint Plan Work Element, including the following tasks:

- Project management, administration, and reporting.
- Validate output of traffic model.
- Generate countywide general plan GIS map layer and develop relationship matrix and nexus analysis.
- Develop marketing plan.
- Carryout advertising and communications campaign.
- Acquire modeling software and training.
- Construct GIS-based growth scenario tool.
- Develop cumulative impact and suitability assessment program.
- Design and administer public engagement process.
- Develop and administer public opinion assessment tool.
- Develop 'Preferred Growth Incentive Plan'.
- Produce final project summary and implementation plan.
- Assimilation of project recommendations into local planning processes.

Project 2 (702.03): TIF Ox Yoke/Riverside Avenue

Purpose:

Traffic impact fee and interchange study for South County and Ox Yoke/Riverside Ave. (June/2008)

Products/Target Completion Dates

- Prepare and present interim impact fee program
- Administration including travel and meetings
- Public engagement related activities

Project 3 (720.10,11): The Fix 5 Partnership

Purpose

To determine necessary capacity improvements along I-5 and to develop a fair-share revenue program in response to emerging and forecasted traffic demand attributed to new development. The SCRTPA has agreed to be the lead agency on this project.

Products/Target Completion Dates

- Prepare and present interim I-5 impact fee program
- Administration including travel and meetings
- Public engagement related activities

Task	Budget	Description/Estimated Completion
720.01 Shasta <i>FORWARD>></i>	\$ 205,574	Blueprint planning process and public involvement process. /Dec 2008.
720.02 CTPP	2,100	Census transportation planning package. /June 2008.
720.03 Ox-Yoke/Riverside	99,734	Traffic impact fee and interchange study for South County and Ox Yoke/Riverside Ave./ June 2008.
710.10 Fix 5	460,000	Begin I-5 impact fee program – consultant fees. /Dec 2008.
710.11 Fix 5-Admin	85,569	Begin I-5 impact fee program – administration fees. /Dec 2008.
TOTAL	\$ 852,977	

**FUNDING SOURCES 2007/08
WORK ELEMENT #720**

RESPONSIBLE AGENCY		NOTES	SPR(Fix 5)	SPR	FHWA	TDA	PPM	TOTAL
SCRTPA Fix 5 Partnership	Staff	1			\$ 25,000	\$ 60,569		\$ 85,569
	Consultant	1	\$ 460,000					\$ 460,000
SCRTPA Blueprint	Staff			\$ 100,459		\$ 25,115		\$ 125,574
	Consultant			\$ 64,000		\$ 16,000		\$ 80,000
SCRTPA Census Program	Consultant							
Ox Yoke Riverside Interchange	Staff				\$ 21,897	\$ 2,837		\$ 24,734
	Consultant				\$ 5,311	\$ 689	\$ 69,000	\$ 75,000
					\$ 2,100			\$ 2,100
TOTALS:			\$ 460,000	\$ 164,459	\$ 54,308	\$ 105,210	\$ 69,000	\$ 852,977

NOTE:

Staff Costs	\$ 205,877
Consultant Costs	\$ 615,000
Fixed Assets	\$ 32,100
Training Costs	
Other Costs	
Total Costs	\$ 852,977

PL CARRYOVER FUNDING IN ABOVE :

0

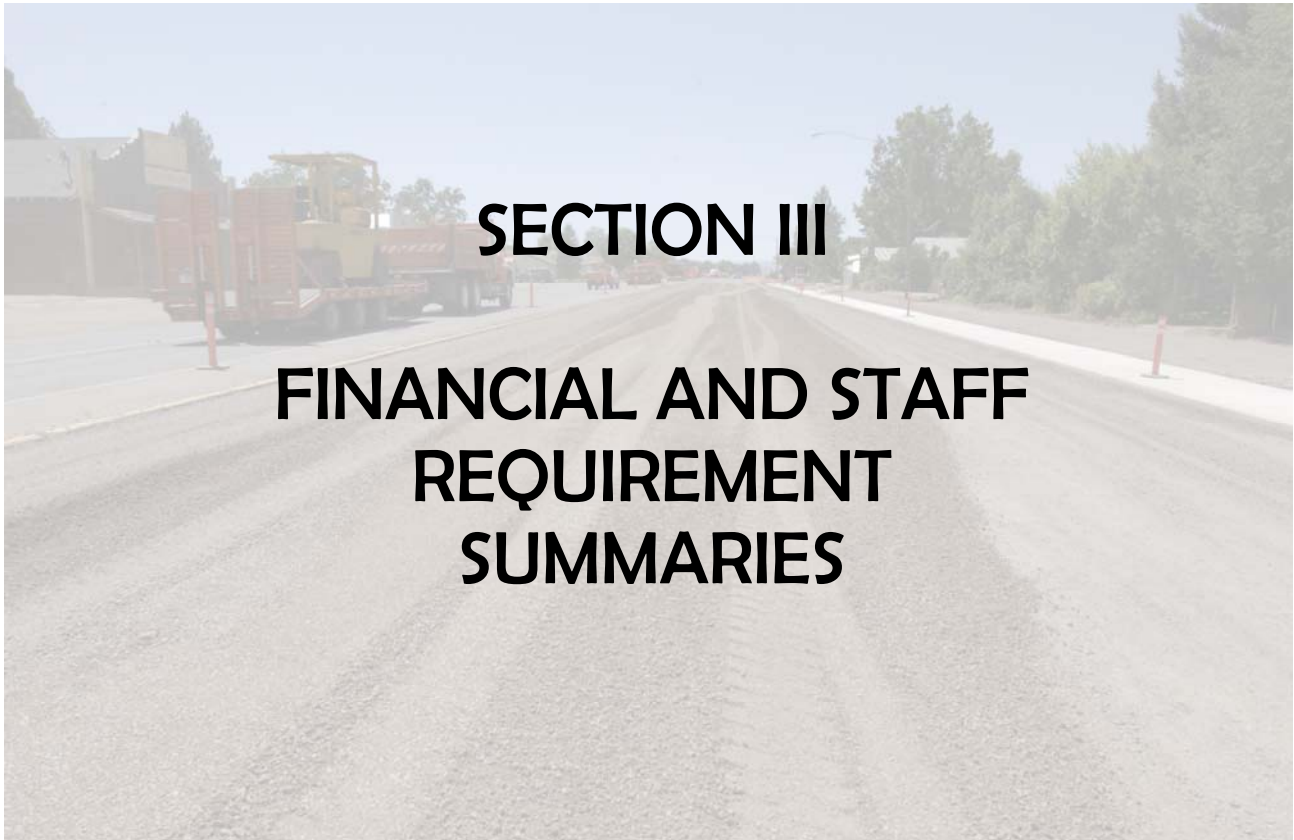
Staff Cost Summary	
RTPA	\$ 205,877

INFORMATION ELEMENT

2007/2008 SHASTA COUNTY OWP OTHER PLANNING ACTIVITIES WITHIN SHASTA COUNTY

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	Various	YES	YES
FTA GRANT PROCESSING	FTA	CT, Local Agencies, RTPA	Subsidized Transit	Various	YES	YES
NEPA 404 PROCESS	STATE	CT, RTPA	Early Project Review	Ongoing	Project Based	YES
BUCKHORN EIR	STATE	CT, 3 RTPAs	Environmental Impact Report	8/1/2008	YES	YES
SYSTEM PLANNING	STATE	CT	Transportation Concept Rpts. I-5, SRs 44, 273, 299 Urban Area Study - Modeling ITS Architecture & Maint Plans	Ongoing Ongoing Ongoing	NO	NO
FIX 5 PARTNERSHIP	FHWA	CT, Local Agencies, RTPA's	Traffic Impact Fee Program	6/30/2008		
SYSTEM MANAGEMENT	STATE	CT, Local Agencies, RTPA	ITMS Database CTIS Database	Ongoing	NO	YES
BLUEPRINT PLANNING STUDY	FHWA	CT, Local Agencies, RTPA's	Preferred Growth Scenario	3/1/09		
STATEWIDE DATA BASE	STATE	CT	Database	Ongoing	NO	NO
PROJECT STUDY REPORTS	STATE/ LOCAL	CT, Local Agencies, RTPA	Completed PSRs	Various Ongoing	NO	NO
ENVIRONMENTAL PLANNING LOCAL DEVELOPMENT REVIEW	STATE	CT, Local Agencies, RTPA	EIR, NEG DEC, Other Environmental Documents	Various and Continuous	NO	YES
PROGRAMMING	STATE	CT, RTPA	STIP, RTIP, FTIP	Ongoing	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. Shasta is designated as attainment for air quality standards and is not subject to SIP requirements



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SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
2007 - 2008 OVERALL WORK PROGRAM
Available Revenue by Source

Sources of Revenue:	Amount
Federal Highway Administration (FHWA) PL Funds 2007/2008 Allocation	\$ 562,801
Federal Highway Administration (FHWA) PL Funds - Carryover from Prior Years	\$ 141,627
Federal Transit Administration (FTA) Planning (Section 5303) Funds 2007/2008 allocation	\$ 57,261
Federal Transit Administration (FTA) Section 5303 - Carryover from Prior Years	\$ 38,437
Transportation Development Act Funds (TDA)	\$ 341,289
Local In-Kind Match (Inkind)	\$ 39,453
State Planning Partnership (SPR) Blueprint	\$ 164,459
State Planning Partnership (SPR) Fix 5	\$ 460,000
Programming, Planning and Monitoring (PPM) 2007/08 Allocation	\$ 69,000
Total Resources:	\$ 1,874,327
Total Expenses in OWP:	\$ 1,874,327

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY FUNDING SOURCE
2007 - 2008 OVERALL WORK PROGRAM**

		FUNDING SOURCES							
		FHWA	FTA SEC 5303	IN KIND	TDA	SPR-Fix 5	SPR	PPM	ELEMENT SUB-TOTALS
701	Preparation and Administration of the Regional Transportation Plan	\$ 97,682							
			\$ -						
				\$ -					
					\$ 12,656				
701	Subtotal:	\$ 97,682	\$ -	\$ -	\$ 12,656				\$ 110,337
702	Traffic, Circulation, and Transportation Safety Monitoring	\$ 142,812							
			\$ -						
				\$ 10,924					
					\$ 7,579				
702	Subtotal:	\$ 142,812	\$ -	\$ 10,924	\$ 7,579				\$ 161,315
703	Transit System Manageme	\$ -							
			\$ 95,698						
				\$ 12,399					
					\$ -				
703	Subtotal:	\$ -	\$ 95,698	\$ 12,399	\$ -				\$ 108,097
704	Non-motorized	\$ 32,492							
			\$ -						
				\$ 3,901					
					\$ 309				
704	Subtotal:	\$ 32,492	\$ -	\$ 3,901	\$ 309				\$ 36,702
705	Aviation	\$ 2,173							
			\$ -						
				\$ -					
					\$ 281				
705	Subtotal:	\$ 2,173	\$ -	\$ -	\$ 281				\$ 2,454
706	Administration, Project Monitoring, and Financial Planning of TIPS	\$ 75,565							
			\$ -						
				\$ -					
					\$ 9,790				
706	Subtotal:	\$ 75,565	\$ -	\$ -	\$ 9,790				\$ 85,355
707	Administration of the Transportation Development Act	\$ 104,744							
			\$ -						
					\$ 192,474				
707	Subtotal:	\$ 104,744	\$ -	\$ -	\$ 192,474			\$ -	\$ 297,219
709	Interagency Coordination, Development of the Overall Work Program, and MPO Planning	\$ 82,155							
			\$ -						
				\$ -					
					\$ 10,644				
709	Subtotal:	\$ 82,155	\$ -	\$ -	\$ 10,644			\$ -	\$ 92,800
710	Special Projects & Studies	\$ 112,497							
				\$ 12,229				\$ -	
					\$ 2,346				
					\$ 2,346				
710	Subtotal:	\$ 112,497	\$ -	\$ 12,229	\$ 2,346			\$ -	\$ 127,072
720	Regional Growth Strategies					\$ 460,000			
							\$ 164,459		
		\$ 54,308			\$ 105,210				
								\$ 69,000	
720	Subtotal:	\$ 54,308	\$ -	\$ -	\$ 105,210	\$ 460,000	\$ 164,459	\$ 69,000	\$ 852,977
TOTAL FUNDING		\$ 704,428							\$ 704,428
			\$ 95,698						\$ 95,698
				\$ 39,453					\$ 39,453
					\$ 341,289				\$ 341,289
						\$ 460,000			\$ 460,000
							\$ 164,459		\$ 164,459
								\$ 69,000	\$ 69,000
		\$ 704,428	\$ 95,698	\$ 39,453	\$ 341,289	\$ 460,000	\$ 164,459	\$ 69,000	\$ 1,874,327

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY LOCAL AGENCY
2007 - 2008 OVERALL WORK PROGRAM**

		A G E N C I E S						
Work Element and Description	Funding Sources	RTPA	COUNTY	REDDING	SHASTA LAKE	ANDERSON	RABA	TOTAL
701 Preparation and Administration of the Regional Transportation Plan	FHWA PL	\$ 93,750				\$ 3,932		\$ 97,682
	FTA 5303							\$ -
	INKIND					\$ -		\$ -
	TDA	\$ 12,146				\$ 509		\$ 12,656
	STATE							\$ -
701 Subtotal:		\$ 105,896	\$ -	\$ -		\$ 4,441		\$ 110,337
702 Traffic, Circulation, and Transportation Safety Monitoring	FHWA PL		\$ 42,676	\$ 88,034		\$ 12,102		\$ 142,812
	FTA 5303							\$ -
	INKIND		\$ 3,762	\$ 6,967		\$ 195		\$ 10,924
	TDA		\$ 1,767	\$ 4,439		\$ 1,373		\$ 7,579
	STATE							\$ -
702 Subtotal:		\$ -	\$ 48,205	\$ 99,440	\$ -	\$ 13,669		\$ 161,315
703 Transit System Management	FHWA PL						\$ -	\$ -
	FTA 5303						\$ 95,698	\$ 95,698
	INKIND						\$ 12,399	\$ 12,399
	TDA	\$ -					\$ -	\$ -
	STATE							\$ -
703 Subtotal:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,097	\$ 108,097
704 Non-motorized	FHWA PL	\$ 2,385		\$ 17,494		\$ 12,614		\$ 32,492
	FTA 5303							\$ -
	INKIND			\$ 2,266		\$ 1,634		\$ 3,901
	TDA	\$ 309						\$ 309
	STATE							\$ -
704 Subtotal:		\$ 2,694	\$ -	\$ 19,760	\$ -	\$ 14,248	\$ -	\$ 36,702
705 Aviation	FHWA PL	\$ 2,173						\$ 2,173
	FTA 5303							\$ -
	INKIND							\$ -
	TDA	\$ 281						\$ 281
	FAA							\$ -
705 Subtotal:		\$ 2,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,454
706 Administration, Project Monitoring, and Financial Planning of TIPS	FHWA PL	\$ 67,120	\$ 4,315	\$ 3,435		\$ 695		\$ 75,565
	FTA 5303							\$ -
	INKIND							\$ -
	TDA	\$ 8,696	\$ 559	\$ 445		\$ 90		\$ 9,790
	STATE							\$ -
706 Subtotal:		\$ 75,816	\$ 4,874	\$ 3,880	\$ -	\$ 785	\$ -	\$ 85,355
707 Administration of the Transportation Development Act	FHWA PL	\$ 104,744						\$ 104,744
	FTA 5303							\$ -
	INKIND	\$ -						\$ -
	TDA	\$ 192,474						\$ 192,474
	STATE							\$ -
707 Subtotal:		\$ 297,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,219
709 Interagency Coordination, Development of the Overall Work Program, and MPO Planning	FHWA PL	\$ 70,171	\$ 6,018	\$ 2,567	\$ 1,094	\$ 2,304		\$ 82,155
	FTA 5303							\$ -
	INKIND	\$ -						\$ -
	TDA	\$ 9,091	\$ 780	\$ 333	\$ 142	\$ 299		\$ 10,644
	STATE							\$ -
709 Subtotal:		\$ 79,263	\$ 6,798	\$ 2,900	\$ 1,236	\$ 2,603	\$ -	\$ 92,800
710 Special Projects & Studies	FHWA PL	\$ 18,105		\$ 68,943	\$ 25,449			\$ 112,497
	PPM							\$ -
	INKIND			\$ 8,932	\$ 3,297			\$ 12,229
	TDA	\$ 2,346						\$ 2,346
710 Subtotal:		\$ 20,451	\$ -	\$ 77,875	\$ 28,746	\$ -	\$ -	\$ 127,072
720 Regional Growth Strategies	SPR-Fix 5	\$ 460,000						\$ 460,000
	SPR-BP	\$ 164,459						\$ 164,459
	FHWA PL	\$ 54,308						\$ 54,308
	TDA	\$ 105,210						\$ 105,210
	PPM	\$ 69,000						\$ 69,000
720 Subtotal:		\$ 852,977						\$ 852,977
OWP Work Element Totals:	FHWA PL	\$ 412,756	\$ 53,009	\$ 180,473	\$ 26,543	\$ 31,647	\$ -	\$ 704,428
	FTA 5303						\$ 95,698	\$ 95,698
	INKIND		\$ 3,762	\$ 18,166	\$ 3,297	\$ 1,829	\$ 12,399	\$ 39,453
	TDA	\$ 330,554	\$ 3,106	\$ 5,217	\$ 142	\$ 2,271	\$ -	\$ 341,289
	SPR-Fix 5	\$ 460,000						\$ 460,000
	SPR- BP	\$ 164,459						\$ 164,459
	PPM	\$ 69,000						\$ 69,000
OWP Work Element Totals:		\$ 1,436,769	\$ 59,877	\$ 203,855	\$ 29,982	\$ 35,747	\$ 108,097	\$ 1,874,327

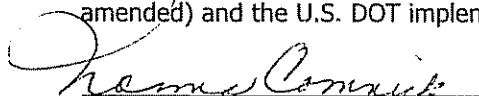
APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, 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); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- 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. 105-178 112 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,
RTPA Chair

Title
4-17-07

Date



Caltrans District Approval Signature
Deputy District Director

Title
4-19-07

Date

Appendix B
FTA Certifications and Assurances

**FEDERAL FISCAL YEAR 2007 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: Shasta County Regional Transportation Planning Agency

The Applicant agrees to comply with applicable requirements of Categories 01 - 23

Category Description

1. For Each Applicant.
2. Lobbying.
3. Procurement Compliance.
4. Private Providers of Public Transportation.
5. Public Hearing.
6. Acquisition of Rolling Stock.
7. Acquisition of Capital Assets by Lease.
8. Bus Testing.
9. Charter Service Agreement.
10. School Transportation Agreement.
11. Demand Responsive Service.
12. Alcohol Misuse and Prohibited Drug Use.
13. Interest and Other Financing Costs.
14. Intelligent Transportation Systems.
15. Urbanized Area Formula Program.
16. Clean Fuels Grant Program.
17. Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.
18. Nonurbanized Area Formula Program.
19. Job Access and Reverse Commute Program.
20. New Freedom Program.
21. Alternative Transportation in Parks and Public Lands Program.
22. Infrastructure Finance Projects.
23. Deposits of Federal Financial Assistance to State Infrastructure Banks.

FEDERAL FISCAL YEAR 2007 FTA CERTIFICATIONS AND ASSURANCES
SIGNATURE PAGE

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Shasta County Regional Transportation Planning Agency

Name and Relationship of Authorized Representative:

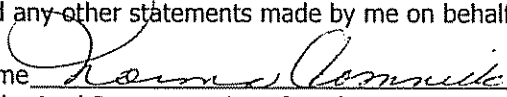
BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2007.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2007.

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 implementing U.S. DOT regulations, "Program

Fraud Civil Remedies," 49 CFR 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 a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute.

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.

Name: 
Authorized Representative of Applicant

Date: 4-17-07

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant):

Shasta County Regional Transportation Planning Agency

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: Elizabeth W. Johnson
Date: 4/17/07

Name Elizabeth W. Johnson
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

APPENDIX C
California Department of Transportation
Debarment and Suspension Certification for Fiscal Year 2007/2008

*As required by U.S. DOT regulations on governmentwide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:*

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2007/2008
SIGNATURE PAGE**

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: 4-17-07

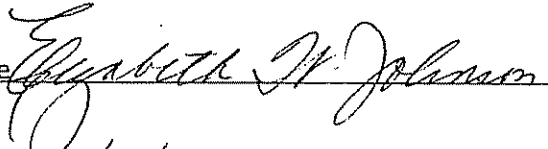
Printed Name: NORMA CORNICK

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the 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, these certifications and assurances have been legally made and constitute legal and binding obligations of 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 described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Shasta County Regional Transportation Planning Agency (Name of Applicant)

Signature 
Date 4/17/07

Printed Name of Applicant's Attorney: Elizabeth W. Johnson

Appendix D- LIST OF FREQUENTLY USED ACRONYMS

ADA	<u>Americans with Disabilities Act.</u>
CD2	<u>Caltrans District 2.</u>
CHTP	<u>Coordinated Human Transportation Plan</u> is a coordinated public-transit human-service transportation plan providing strategies for local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults, and people with low incomes.
COATS	<u>California Oregon Advanced Transportation System</u> is a multi-year, rurally focused research project that seeks to provide information that may improve the performance of existing intelligent transportation systems (ITS) elements, and to provide data to justify, support or direct future deployment of ITS in northern California and southern Oregon.
CTC	<u>California Transportation Commission.</u> The state commission that adopts projects and allocates funds for the State Transportation Improvement Program (STIP).
CTSA	<u>Consolidated Transportation Services Agency.</u> A local agency designated by the Regional Transportation Planning Agency to implement local social service transportation coordination plans.
DBE	<u>Disadvantaged Business Enterprise.</u> A policy to ensure non-discrimination in the award and administration of DOT contracts.
DOT	<u>Department of Transportation.</u>
FHWA	<u>Federal Highway Administration.</u> One of the modal administrations of the U.S. Department of Transportation. Among other things, responsible for the administration of FHWA planning funds program.
FTA	<u>Federal Transit Administration.</u> Federal Funds to provide transportation for elderly and/or disabled, and to aid in the development of transit systems in both urbanized and non-urbanized areas.
FTIP	<u>Federal Transportation Improvement Program.</u> A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding.
HPMS	<u>Highway Performance Monitoring System.</u> The HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the nation's highways. In general, the HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. Limited information on travel and paved miles is included in summary form for the lowest functional systems.

IPG	<u>Intermodal Planning Group.</u> A group comprising regional representatives of the modal administrations of the U.S. Department of Transportation. This group reviews and approves the MPO work programs and monitors MPO performance in achieving program objectives.
ITS	<u>Intelligent Transportation System.</u> Is the application of advances in sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system.
MOU	<u>Memorandum of Understanding.</u> A legal instrument representing an agreement between governmental entities.
MPO	<u>Metropolitan Planning Organization.</u> An organization created by intergovernmental agreement to carry out regional transportation planning responsibilities in urbanized areas (with a population over 50,000) through an Overall Work Program (OWP). These responsibilities are mandated by the U.S. Department of Transportation as a condition to receive federal planning funds.
OWP	<u>Overall Work Program.</u> An annual program of planning projects required to be accomplished by each MPO. The OWP specifies the scope of each planning element, which party to the MOU is responsible, and funding sources and amounts. The OWP must be reviewed and approved by the IPG. See also IPG, MOU, MPO.
RABA	<u>Redding Area Bus Authority.</u> A public transit authority governed by a board of elected officials from the county and City of Redding. RABA derives its authority from a Joint Powers Agreement between the city and county and from a ballot measure passed in the November 1977 general election.
RTIP	<u>Regional Transportation Improvement Plan.</u> This is a phased, multi-year program of planned transportation improvement projects arranged by priority, describing each project, funding amounts and sources, and time frame. Projects nominated for funding are approved by the CTC. The RTIP is used at the state and federal levels to compile their STIP and FTIP and assign relative priorities.
RTP	<u>Regional Transportation Plan.</u> A coordinated planning effort of local agencies that identifies and attempts to resolve regional transportation issues. State law requires each RTPA to prepare, adopt and submit a Regional Transportation Plan every five years.
SCRTPA	<u>Shasta County Regional Transportation Planning Agency.</u>
SMUG	<u>Shasta Model Users Group.</u> A group composed of representatives from Caltrans, Shasta County Regional Transportation Planning Agency (SCRTPA) and the local agencies. The purpose of this group is to provide data for use in the Shasta County Travel Demand model.
SSNP	<u>Shasta Senior Nutrition Programs.</u> Designated as the counties Consolidated Transportation Services Agency (CTSA), this non-profit agency provides senior transportation to the elderly population of Shasta County.
SSTAC	<u>Social Services Transportation Advisory Council.</u> As outlined in the California Public Utilities Code Section 99238, this group advised the SCRTPA on other major transit issues, including the coordination of specialized transit services and implementation of the American with Disabilities Act.

STIP	<u>State Transportation Improvement Program.</u> A seven-year program identifying all transportation improvement projects for which the CTC has committed funding.
TDA	<u>Transportation Development Act.</u> Senate Bill 325 created Regional Transportation Planning Agencies (RTPA) funded by ¼ cent of retail sales tax extended to include tax on gasoline through the Local Transportation Fund (LTF).
WE	Work element. Identifies specific planning work or tasks to be completed during the term of the OWP.