

STAFF REPORT



MEETING DATE:	April 25, 2017
SUBJECT:	Correspondence
AGENDA ITEM:	5-4
STAFF CONTACT:	Amy Lindsey, Executive Assistant

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

- March 1, 2017, letter from Shasta Regional Transportation Agency (SRTA) to Golden Umbrella, regarding Enhanced Mobility of Seniors and Individuals with Disabilities Application
- March 1, 2017, letter from Shasta Regional Transportation Agency (SRTA) to Shasta Senior Nutrition Program, regarding Enhanced Mobility of Seniors and Individuals with Disabilities Application
- March 1, 2017, letter from Shasta Regional Transportation Agency (SRTA) to Paratransit Services, regarding Enhanced Mobility of Seniors and Individuals with Disabilities Application
- March 3, 2017, letter from Shasta Regional Transportation Agency (SRTA) to the California Department of Transportation, regarding Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)
- March 8, 2017, letter from the California Department of Transportation to the Federal Highway Administration and Federal Transit Administration, regarding Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)
- March 21, 2017, letter from the U.S. Department of Transportation Federal Highway Administration to the California Department of Transportation, regarding Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)
- March 22, 2017, letter from Shasta Regional Transportation Agency (SRTA) to the Sustainable Communities Policy and Planning Section, California Air Resources Board, regarding Revised Greenhouse Gas Emission Reduction Target Recommendation
- April 14, 2017, letter from Shasta Regional Transportation Agency (SRTA) to the California Strategic Growth Council, regarding Comments on Draft 2017 AHSC Program Guidelines

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Daniel S. Little, AICP, Executive Director



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189

E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

March 1, 2017

Tina Brown
Golden Umbrella
200 Mercy Oaks Drive
Redding, CA 96003

Subject: **Enhanced Mobility of Seniors and Individuals with Disabilities Application**

Dear Ms. ^{Tina}Brown:

The Shasta Regional Transportation Agency supports Golden Umbrella's application for Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Transit Administration Section 5310 funding. Their Senior Mobility and Rural Transportation (SMART) Volunteer Driver Program provides transportation to seniors and adults with disabilities that live in the more rural areas of Shasta County and surrounding areas. SMART drivers provide rides to medical and other necessary appointments; deliver meals to homebound clients; and mentor special needs children in public schools. Golden Umbrella is requesting funds for volunteer mileage reimbursement, volunteer background checks, and third party liability insurance, supplies, advertisement and administration/personnel.

The SMART Volunteer Driver Program is consistent with the 2015 Regional Transportation Plan (RTP) and the 2017 Shasta Coordinated Transportation Plan. Priority Strategy 1 in the coordinated plan is to "Evaluate, Strengthen and Maintain Existing Transportation Services/Projects" and furthermore describes support and funding is needed for alternative forms of transportation, specifically operating assistance for volunteer driver programs. Additionally, volunteer drive programs address objective 3.1 of the RTP, to develop an integrated, context-appropriate range of local transportation choices. SRTA supports this project for funding. Please contact Jennifer Pollom at (530) 262-6195 or jpollom@srta.ca.gov if you have questions.

Sincerely,

A handwritten signature in blue ink, which appears to read "Jennifer Pollom", is written over a horizontal line.

Jennifer Pollom, MS, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

March 1, 2017

Jennifer Powell
Shasta Senior Nutrition Program
100 Mercy Oaks Drive
Redding, CA 96003

Subject: **Enhanced Mobility of Seniors and Individuals with Disabilities Application**

Jennifer
Dear Ms. Powell:

The Shasta Regional Transportation Agency supports Shasta Senior Nutrition Program's (SSNP) application for Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Transit Administration Section 5310 funding to purchase three replacement busses. SSNP acts as the Consolidated Transportation Services Agency (CTSA) transportation provider for seniors and adults with disabilities that live in the more rural areas of Shasta County and surrounding areas. SSNP provides door to door transportation services, and last year, they provided 19,582 one-way trips for clients 60+ years of age and/or mobility impaired individuals 18+ years of age. Three buses in the fleet have reached the end of their useful life and need replacement before potentially-critical mechanical expenses are incurred.

SSNP's CTSA service is consistent with the 2015 Regional Transportation Plan (RTP) and the 2017 Shasta Coordinated Transportation Plan. Priority Strategy 1 in the coordinated plan is to "Evaluate, Strengthen and Maintain Existing Transportation Services/Projects" and furthermore describes that consistency in available transport services allows transit-dependent individuals to have access to services and resources that can improve their quality of life. Additionally, SSNP's request addresses objective 3.1 of the RTP, to develop an integrated, context-appropriate range of local transportation choices. SRTA supports this project for funding. Please contact Jennifer Pollom at (530) 262-6195 or jpollom@srta.ca.gov if you have questions.

Sincerely,

A handwritten signature in blue ink, which appears to read "Jennifer Pollom". The signature is written in a cursive, flowing style.

Jennifer Pollom, MS, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

March 1, 2017

Sharon Young
Paratransit Services
1509 Schwab Street
Red Bluff, CA 96080

Subject: Enhanced Mobility of Seniors and Individuals with Disabilities Application

Dear Ms. ^{Sharon}Young:

The Shasta Regional Transportation Agency supports Paratransit Services' application for Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Transit Administration Section 5310 funding. Paratransit Services has been under contract with the Far Northern Regional Center (FNRC) for over 13 years to provide transportation to FNRC clients, who are persons with development disabilities. FNRC clients are unable to navigate large buses associated with traditional public transportation, nor are the clients able to wait for long periods of time for pick up or drop off.

FNRC's transportation program improves the quality of life for the clients. By transporting them to day activity programs, the clients are able to interact with their peers for up to 6 hours per day. Paratransit Services is requesting funds to replace two medium-sized busses that have exceeded their useful life. Reliable vehicles are needed to continue the transportation of up to 35 FNRC clients, attending programs 250 days per year.

Paratransit Services' request is consistent with the 2015 Regional Transportation Plan (RTP) and the 2017 Shasta Coordinated Transportation Plan. Priority Strategy 1 in the coordinated plan is to "Evaluate, Strengthen and Maintain Existing Transportation Services/Projects" and furthermore describes that consistency in available transport services allows transit-dependent individuals to have access to services and resources that can improve the quality of life. Additionally, Paratransit Services' request addresses objective 3.1 of the RTP, to develop an integrated, context-appropriate range of local transportation choices. SRTA supports this project for funding. Please contact Jennifer Pollom at (530) 262-6195 or jpollom@srta.ca.gov if you have questions.

Sincerely,

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

Jennifer Pollom, MS, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)



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E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

March 3, 2017

Mr. Muhaned Aljabiry
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2017 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2015 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted Public Participation Plan. The public review period ran from February 17, 2017, through March 2, 2017, meeting the requisite 14-day review period. Please note that this formal amendment and public review satisfy the Program of Projects (POP) public review requirement for the Redding Area Bus Authority's use of Federal Transit Administration (FTA) Section 5307 funding.

This amendment updates three grouped project listings revised since preparation of the 2017 FTIP, as well as one individual project listing:

Grouped Projects for Operating Assistance to Transit Operators (CTIPS ID No. 211-0000-0057) – Adds Redding Area Bus Authority Fiscal Year (FY) 2015/16 Federal Transit Administration (FTA) Section 5307 operating assistance into FY 2016/17 as FTA did not approve RABA's application prior to the 2015 FTIP lapsing. Also, adds a new FY 2017/18 FTA Section 5311(f) apportionment for the county of Shasta's Burney Express service.

Formal Amendment No. 2 to the Shasta 2017 Federal Transportation Improvement Program

March 3, 2017

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RABA Capital Vehicles (CTIPS ID No. 211-0000-0059) – Transfers FTA Section 5339 programming from “prior” years of FTIP to active years, and moves out existing FY 2016/17 programming. Increases nonfederal match for FY 2016/17 to make a requisite match for both FTA Sections 5307 and 5339 use.

Grouped Projects for Bridge Rehabilitation and Reconstruction (HBP Program) (CTIPS ID No. 211-0000-0083) – Updates existing HBP projects to Caltrans, Division of Local Assistance October 26, 2016, approved revisions. The update does not include any new projects; however, there are many revisions to existing projects. Please refer to the grouped project listing for specific project revisions.

Grouped Projects for Safety Improvements (HSIP)(CTIPS ID No. 211-0000-0093) – Updates three HSIP projects and adds a new Shasta Lake City HSIP project for upgrading guardrails at various locations. Please refer to the HSIP grouped project listing table for specific projects revisions.

With this transmittal, Shasta 2017 FTIP Formal Amendment No. 2 is being provided directly to Caltrans. An electronic copy will be transmitted by email to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for federal approval.

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

Sincerely,



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

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
RABA FTA 5307 and 5339 Program of Projects
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Original Programming Pages for FTIP Projects
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division
Jerome Wiggins – FTA, Region 9
SRTA Board of Directors
Chuck Aukland – City of Redding
Jeff Tedder – City of Shasta Lake
Al Cathey – County of Shasta
Rick Somers – Caltrans, District 2
Jan Meyer – Caltrans, District 2

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



*Serious drought
Help Save Water!*

March 8, 2017

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

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Attention: Ms. Tashia Clemons

Attention: Mr. Ray Sukys

Dear Ms. Clemons and Mr. Sukys:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2016/17 - 2019/20 Federal Transportation Improvement Program (FTIP):

- | <u>No.</u> | <u>Description</u> |
|------------|---|
| 2 | Local and Transit Systems <ul style="list-style-type: none">This amendment modifies projects from the SRTA region. It includes projects with funding from the Highway Bridge Program, Highway Safety Improvement Program, and various Federal Transit Administration (FTA) programs. |
- See enclosure.

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

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 2. I also recommend that the Federal Highway Administration and FTA approve this FTIP amendment for inclusion into California's 2017 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent P. Mammano/Mr. Leslie T. Rogers
March 8, 2017
Page 2

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce De Terra", with a stylized flourish at the end.

BRUCE DE TERRA
Chief
Division of Transportation Programming

Enclosures

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



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

California Division

March 21, 2017

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

In Reply Refer To:
HDA-CA

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

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 2

Dear Mr. de Terra:

We have completed our review of Amendment No. 2 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated March 8, 2017. Amendment No. 2 to the SRTA 2017 FTIP was approved on March 3, 2017 by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment modifies the individual project listing for RABA Capital Vehicles, and modifies grouped project listings for: Operating Assistance to Transit Operators, Highway Bridge Rehabilitation and Reconstruction Program, and the Highway Safety Improvement Program.

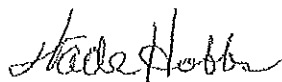
Pursuant to the *December 15, 2014, Memorandum of Understanding between the Federal Highway Administration (FHWA), California Division, and the Federal Transit Administration (FTA), Region IX*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No.2, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "*Fixing America's Surface Transportation Act*" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to

determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Jerome Wiggins of the FTA Region IX Office at (415) 734- 9575, or by email at Jerome.Wiggins@dot.gov; or Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Wade Hobbs", written in a cursive style.

For: Vincent P. Mammano
Division Administrator



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

Daniel S. Little, Executive Director

March 22, 2017

Lezlie Kimura Szeto, Manager
Sustainable Communities Policy & Planning Section
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: Revised Greenhouse Gas Emission Reduction Target Recommendation

Ms. Kimura Szeto,

On June 28, 2016, the Shasta Regional Transportation Agency (SRTA) Board of Directors formally recommended a -6% change in per capita greenhouse gas emissions for the year 2035. This recommendation was based on various strategies, some of which would result in the reduction of non-SB 375 eligible vehicle miles travelled. This was intentional. Our analyses of SB 375 eligible strategies indicate a point of diminishing return-on-investment for conventional strategies. Other, non-SB375 eligible strategies were found to be: 1) more cost effective; 2) more practical to implement; 3) more widely supported by the community and elected officials; and 4) more likely to result in collateral benefits such as economic development. We hope to partner with the state on a broader range of projects for these reasons. Doing so will help to meet overarching state targets while acknowledging the limited practical options of small MPO regions.

In the absence of these other strategies, it is necessary for SRTA to amend its target recommendation from -6% to -3.5%. The new recommendation reflects those strategies resulting in SB 375 eligible vehicle miles traveled. We look forward to ongoing consultation and coordination with the Air Resources Board. Please contact me with any questions.

Regards,

A handwritten signature in blue ink that reads "Daniel Wayne". The signature is fluid and cursive, with the first name "Daniel" being more prominent than the last name "Wayne".

Daniel Wayne, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)

dw/al



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

Daniel S. Little, Executive Director

April 14, 2017

California Strategic Growth Council
Attention: Randall Winston, Executive Director
1400 Tenth Street
Sacramento, CA 95814

Subject: Comments on Draft 2017 AHSC Program Guidelines

Mr. Winston,

Thank you for the opportunity to comment on the draft 2017 AHSC Program Guidelines. We greatly appreciate the SGC's extraordinary efforts to reach out and provide technical support to partners in the North State. I offer the following feedback for your consideration as you wrap up the new program guidelines:

- 1) Narrative-based policy scoring – Thank you for adding this element to the draft guidelines. As you know, there is much more to a project than numbers. A great deal of collaboration, strategizing, and coordination go into a successful project. These elements were hard to fit into our prior Cycle II application and we're glad to see this addressed.
- 2) Minimum thresholds for 'urban' setting – Although current building heights and transit frequency in Downtown Redding do not meet program thresholds, the area is heading in that direction and exemplifies 'urban' in all other aspects. Downtown Redding has a jobs/housing ratio of 8.13 to 1 and is currently zoned for unlimited heights. There's an urban grid style street pattern with minimal building setbacks. Parking requirements are waived for new development. Transit services and service frequency are highest in the region, with all routes pulsing out of the adjacent central transit center that includes intercity bus and Amtrak service. Though not comparable to Downtown San Francisco, the project site functions in every way as 'urban' and serves as a destination for employment, healthcare, professional services, education, entertainment, and other trip purposes for both residents of the Shasta Region and surrounding rural county populations.

- 3) Low-Income Housing Tax Credits – In areas where median income is significantly lower than the state average, there is an expanded feasibility gap related to 4% Low-Income Housing Tax Credit projects. There is very little cash flow to support traditional or bond debt, and construction costs are substantially the same as state averages. These markets are likewise unable to address the affordable housing gap with a blend of market rate rents, given that there is a feasibility gap for these units as well. To close this gap, the maximum loan amount per housing unit should be reconsidered. We propose a figure in the range of \$130K for the Shasta Region.
- 4) Recognition of GHG benefits for Class IV protected cycle tracks – It's my understanding that this issue has already been addressed, but we mention it again for the record. Class IV bicycle facilities have a large influence on both actual and perceived comfort and safety, and are therefore essential to achieving mode shift. Such trails offer new users, recreational users, children, and other would-be cyclists a low-stress alternative to the automobile. SRTA recently hosted a cycling tour of such facilities in the City of Davis. Over 25 residents and local agency staff experienced these facilities first hand and will be helping develop new Class IV projects in the Shasta Region. Properly recognizing the mode shift potential of Class IV facilities in the scoring will help expedite these much-needed facilities.
- 5) Recognition of disadvantaged communities – Although the number of individuals and specific factors vary from place to place, we can agree that all regions have disadvantaged communities. As part of the 2015 Regional Transportation Plan and Sustainable Communities Strategy for the Shasta Region, a detailed disadvantaged communities analysis was performed. Areas were identified that registered high among 13 different factors, ranging from minority status to housing cost burden. We observe that v3.0 of CalEEMod now also recognizes these areas. We ask that v3.0 be used (as noted in the draft guidelines) in conjunction with local analysis when awarding points to project applications.

In addition to the above comments, it is recommended that the SGC run innovative test projects through the draft program guidelines and scoring criteria to determine where the new policies succeed and fail to recognize projects that are aligned with overarching program objectives and outcomes. SRTA is able and willing to provide a project for this purpose.

Thank you again for the opportunity to comment. Please don't hesitate to contact me directly with any follow-up questions you might have.

A handwritten signature in blue ink that reads "Daniel Wayne". The signature is fluid and cursive, with the first name "Daniel" and last name "Wayne" clearly distinguishable.

Daniel Wayne, Senior Planner
Shasta Regional Transportation Agency (MPO)

DW/acl