

2008-2009 OVERALL WORK PROGRAM FOR SHASTA COUNTY

FEDERAL TRANSIT FUNDS



FEDERAL HIGHWAY FUNDS



STATE PLANNING & RESEARCH FUNDS

Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Phone: 530-225-5654

FAX: 530-225-5657

Email: scrtpa@snowcrest.net

This Page Blank

TABLE OF CONTENTS

INTRODUCTION	1
PURPOSE.....	1
<i>OWP Content</i>	1
<i>Interagency Review</i>	1
<i>Cost Allocation</i>	1
SECTION 1 - PROSPECTUS	3
THE REGION	3
HISTORY	3
MEMORANDUM OF UNDERSTANDING AND MASTER FUND TRANSFER AGREEMENT	4
PLANNING CERTIFICATION	4
INTER-JURISDICTIONAL COORDINATION	4
TRIBAL GOVERNMENTS IN SHASTA COUNTY.....	5
CONGESTION AND AIR QUALITY	5
SCRTPA PLANNING RESPONSIBILITIES	5
<i>Regional Transportation Plan (RTP)</i>	5
<i>State Transportation Improvement Program (STIP)</i>	6
<i>Regional Transportation Improvement Program (RTIP)</i>	6
<i>Federal Transportation Improvement Program (FTIP)</i>	6
<i>Overall Work Program (OWP)</i>	6
<i>Transportation Development Act (TDA)</i>	6
<i>Coordinated Human Transportation Plan (CHTP)</i>	7
PUBLIC PARTICIPATION	7
SPECIALIZED TRANSPORTATION SYSTEMS	7
TECHNICAL ACTIVITIES	8
TRANSPORTATION ISSUES.....	8
CALIFORNIA PLANNING EMPHASIS AREAS	9
THE EIGHT PLANNING FACTORS FOR SAFETEA-LU	10
ORGANIZATIONAL CHART	11
SECTION II – WORK ELEMENTS.....	13
701 DEVELOPMENT OF THE REGIONAL TRANSPORTATION PLAN	13
702 TRANSPORTATION SYSTEM SAFETY	17
703 PUBLIC TRANSIT SYSTEM COORDINATION & PLANNING	19
704 MANAGEMENT OF BICYCLE AND PEDESTRIAN FACILITIES.....	21
706 PROGRAMMING AND FINANCIAL PLANNING OF TIPS	23
707 MANAGEMENT OF TRANSPORTATION DEVELOPMENT ACT FUNDS	25
709 OWP DEVELOPMENT, INTERGOVERNMENTAL COORDINATION & INFORMATION DISTRIBUTION	27
720 CORRIDOR STUDIES, FUNDING PLANS, AND REGIONAL GROWTH STRATEGIES	29
INFORMATION ELEMENT	31
SECTION III. FINANCIAL AND STAFF REQUIREMENT SUMMARIES	33
APPENDICES.....	37
APPENDIX A - FHWA METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION.....	37
APPENDIX B - FTA CERTIFICATIONS AND ASSURANCES.....	38
APPENDIX C - DEBARMENT	41
APPENDIX D - LIST OF FREQUENTLY USED ACRONYMS.....	43
APPENDIX E –OWP BUDGET BY TASK	45

This Page Blank

ADOPTING THE 2008/09 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 provisions 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 2008/09; and

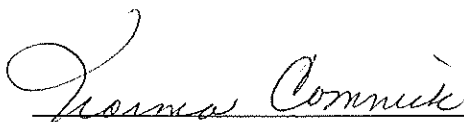
WHEREAS, the draft Overall Work Program was submitted to state and federal funding agencies for review, comment, and recommendations; and

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

NOW, THEREFORE, BE IT RESOLVED that the Overall Work Program for 2008/09 is approved and adopted.

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

PASSED AND ADOPTED this 22nd day of April, 2008, by the Shasta County Regional Transportation Planning Agency.


Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

This Page Blank

INTRODUCTION

Purpose

The Overall Work Program (OWP) is designed to meet the comprehensive planning requirements of the U.S. Department of Transportation, and the California Department of Transportation (Caltrans). 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.

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 Section II.

The three basic parts of this document are:

- A prospectus, which describes the organization and functions of the SCRTPA, transportation planning process, issues, and planning emphasis areas. Detailed information on the current Shasta County Regional Transportation Plan (RTP) is available on the SCRTPA website at www.scrtpa.org.
- A breakdown of the comprehensive planning program for the fiscal year, which details services and programmed expenditures by work element and identifies responsible agencies, work completed and in progress, tasks, and products. A breakdown of staff hours, consultant and fixed asset costs are included as Appendix E.
- A financial summary section that provides financial and product summaries by work

element, 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 modifications, if recommended. In order to assure timely review of OWPs, MPOs should provide all Intermodal Planning (IPG) Group partners a draft of the work programs at least 30 days in advance of the scheduled IPG visit to the MPO (April 3, 2008).

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 2008/09 OWP may be done using FHWA planning funds (PL) after June 30, 2009.

The final OWP must be available by May of each year in order to provide sufficient time to authorize funding of the MPO planning program by July 1.

Cost Allocation

The costs depicted in this OWP represent the salaries and benefits of the personnel performing the tasks described. 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.

This Page Blank

SECTION 1 - PROSPECTUS

The Region

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

The Redding Municipal Airport 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 County's urban area also contains the cities of Anderson and Shasta Lake.

The U.S. Department of Finance population estimate is used to estimate the annual County population. These figures are available in January of each year. The following table reflects the

estimated County population in January 2007. Shasta County's population is projected to reach 222,000 by the year 2020.

COUNTY POPULATION	
Anderson	10,594
Redding	90,045
Shasta Lake	10,293
Unincorporated Area	70,469
TOTAL POPULATION	181,401

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 Volcanic National Park.

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

History

Until October 1981, the Shasta County Local Transportation Commission coordinated transportation planning 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 Highway Administration (FHWA) PL and Federal Transit Administration (FTA) Section 5303 funds. In November of 1981, the Governor designated the SCRTPA as the MPO for Shasta County.

Memorandum of Understanding and Master Fund Transfer Agreement

In 1981, the SCRTPA, the cities of Anderson, Redding, and Shasta Lake, the Redding Area Bus Authority (RABA), the County of Shasta, and Caltrans approved a Memorandum of Understanding (MOU) outlining legal foundations of the MPO's planning process, obligations and responsibilities, organizational structure, 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 present 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."

Planning Certification

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

Caltrans works closely with SCRTPA throughout the year. Should Caltrans identify any concerns regarding adequacy of the planning process, or require additional documents, the SCRTPA will be immediately informed both verbally and in writing. Corrective action will be mutually agreed upon and implemented during the year.

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 FHWA and FTA-funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
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)

Caltrans 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 the Code of Federal Regulations (Section 49, Part 18). Appropriate approvals will be obtained prior to any equipment acquisition or contract award under this work program.

Inter-jurisdictional Coordination

The SCRTPA also has a role in fostering regional cooperation. The transportation systems of the County and cities are interconnected, serving each other's as well as their own citizens. State highways, while serving as the major traffic movers of the county, may receive spot overloads from newly built traffic generators.

The Fix 5 Partnership includes participation of local regional planning agencies, city councils, supervisors, city managers, county administrative officers, tribal governments, and federal land management agencies 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 coordination with federal, state, and local transportation agencies, the SCRTPA coordinates on an as-required basis with other agencies such as the U.S. Forest Service, National Park Service, Bureau of Land Management, Bureau of Reclamation, tribal governments, and federal land management agencies.

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

Tribal Governments in Shasta County

Shasta County is home to two federally-recognized Native American tribes: the Pit River Tribal Council and Redding Rancheria.

As prescribed by CFR 23 450.104, SCRTPA has consulted with the region's two tribes. Every effort has been made to include each of the tribal government community's transportation planning and programming needs.

Each tribe's RTP was reviewed and data incorporated into the 2004 RTP. Tribal transportation plans will be included in the 2009 RTP. SCRTPA will continue efforts to establish government-to-government relations and plans to progress to formal consultation between the tribes and SCRTPA.

The Redding Rancheria has a current enrollment of 217 members. Tribal lands are situated near SR 273, south of Redding.

Formal consultation activities between the SCRTPA and both tribes will be continued within this OWP. The tribes are participating in implementation strategies addressed in the CHTP, and have participated in Fix 5 and Shasta*Forward*>> presentations.

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.

Tribal governments and federal land management agencies will be consulted regarding congestion and air quality issues.

SCRTPA Planning Responsibilities

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

Regional Transportation Plan (RTP)

The RTP is a long-range (20-year) transportation plan that covers all transportation modes in Shasta County. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning.

The purpose of the RTP is to provide strategic direction for transportation capital investments by assessing regional growth and economic trends. 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 adopts the STIP. The STIP is based on the SCRTPA's RTIP and statewide priorities in the Interregional Transportation Improvement Program. The STIP was last adopted in April 2006. The next update is due April 1, 2008.

Regional Transportation Improvement Program (RTIP)

The SCRTPA is responsible for preparing, adopting and submitting an RTIP to the California Transportation Commission 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, federal land management agencies, 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 (FTIP)

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. The most recent federal surface transportation act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires the FTIP 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 (also referred to as "programmed") committed to the project 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 (OWP)

This annual work program describes proposed transportation planning activities for the upcoming fiscal year. The OWP also includes 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 and the State Transit Assistance fund. 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 allocates funds made available under TDA to the cities, County, RABA, and the Consolidated Transportation Services Agency (CTSA). 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)

Under the direction of the Safe, Accountable, Flexible, Efficient Transportation



Equity Act: A Legacy for Users (SAFETEA-LU), the FTA requires all projects involving federal funds be included in a locally developed plan. The SCRTA was the lead agency for the development of Shasta County's CHTP. The CHTP was adopted 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 persons with disabilities, older-adults, and individuals with low income. The update of this plan will follow the RTP cycle.

Public Participation

SCRTA has developed and implemented a proactive public involvement process. The plan is being updated to become a Public Participation Plan and is scheduled to be adopted by the SCRTA Board in April 2008.

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 older-adults, persons with disabilities, and those of limited means. The SSTAC is an active partner in the development and implementation of the CHTP.

In addition, the SCRTA 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 SCRTA on all transportation planning policies and issues.

The SCRTA publishes a quarterly newsletter, the *TransPorter*. The newsletter is posted on the SCRTA website located at www.scrpta.org. The website contains information on public notices, meeting dates, agendas and minutes, and other items of transportation interest.

Specialized Transportation Systems

The needs of older-adults and persons with disabilities are addressed by specialized services provided through local private and 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 older-adults and persons with disabilities.

Shasta Senior Nutrition Programs (SSNP)

This non-profit organization provides specialized transportation services to those who cannot use conventional transit services, such as older-adults or persons with disabilities who are over the age of 60. SSNP also provides Lifeline service to persons with disabilities in the rural areas of the county outside of the RABA service area.

SSNP is also the designated Consolidated Transportation Services Agency (CTSA) within Shasta County, and therefore eligible for 5% of Local Transportation Development Act (LTF) funds. The CTSA links intercommunity destinations outside of the RABA service areas. The CTSA is responsible for coordination of social and human transportation services within Shasta County, and provides legislative updates to such agencies.

Redding Area Bus Authority (RABA)

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 persons with disabilities as required by the Americans with Disabilities Act.

Technical Activities

The following are technical activities performed by the SCRTPA:

▪ Scenario planning and visioning (Shasta>> <i>Forward</i>)
▪ Corridor circulation planning and funding programs (Fix 5 Partnership)
▪ Road system condition studies
▪ Performance measure documentation
▪ Traffic inventories and analysis
▪ Implementation of technology 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 other planning agencies.

Transportation Issues

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

- Revenue is not keeping pace with increased travel demand and congestion-relief project needs. Innovative new funding sources and partnerships are needed along with land-use solutions that reduce vehicle miles of travel.
- Interregional goods movement, particularly on I-5, needs to be considered in conjunction with local mobility needs.
- 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 to 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 should Shasta County reach "non-attainment".
- Programs to reverse the deterioration of air quality 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 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.

CALIFORNIA PLANNING EMPHASIS AREAS

The following four California Planning Emphasis Areas are required to be addressed in SCRTPA's 2008/09 Overall Work Program:

CALIFORNIA PLANNING EMPHASIS AREAS	RELATED SCRTPA WORK ELEMENT
1. Financial Planning	701 702 703 704 706 707 709 720
2. Project Monitoring	701 702 706 709
3. Regional Congestion Partnership	701 702 703 709 720
4. SAFETEA-LU Implementation	701 703 704 706 709 720

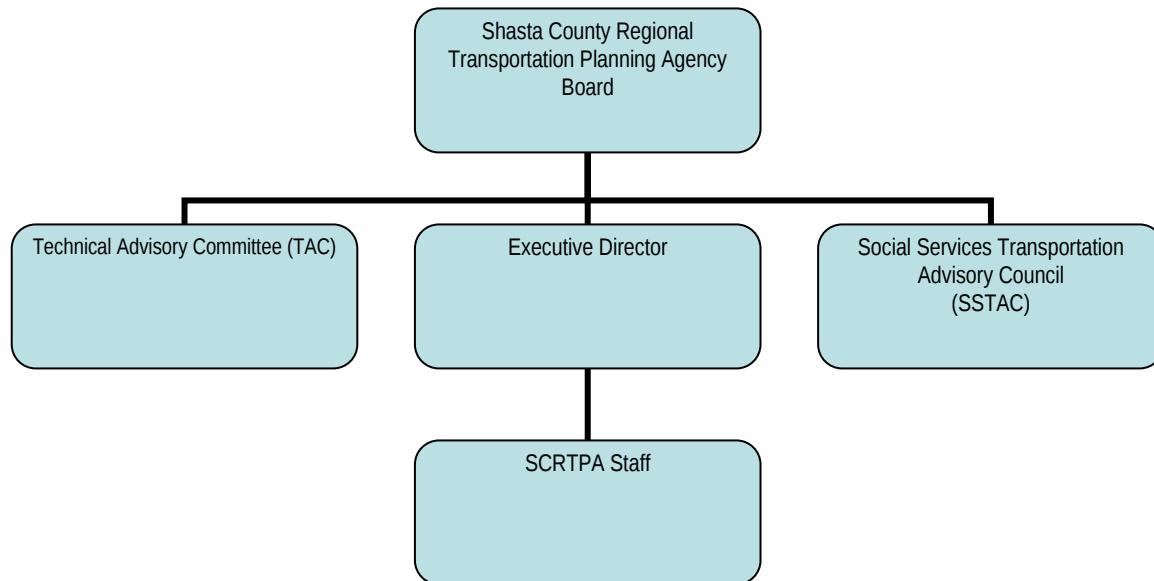
THE EIGHT PLANNING FACTORS FOR SAFETEA-LU

The Federal Planning Factors in Title 23 of the USC 134(f) revised in SAFETEA-LU emphasize planning factors from a national perspective. MPO's must consider these planning factors in developing projects and strategies for metropolitan planning. The following table identifies these eight planning factors and the work elements in SCRTPA's 2008/09 OWP that addresses them:

SAFETEA-LU PLANNING FACTORS	RELATED SCRTPA WORK ELEMENT
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	706 720
2. Increase the safety of the transportation system for motorized and non-motorized users	701 702 703 706
3. Increase the security of the transportation system for motorized and non-motorized users;	706 720
4. Increase the accessibility and mobility options available to people and for freight	703 704 707 709 720
5. Protect and enhance the environment, promote energy conservation, and improve quality of life	703 720
6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight	706 707 709 720
7. Promote efficient system management and operation	702 703 706 720
8. Emphasize the preservation of the existing transportation system	701 702 703 706 720

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 Director (1)
Senior Planner (4)
Accountant Auditor III (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)

This committee includes nine members representing older adults, persons with disabilities, those of limited means, and the CTSA.

This Page Blank

SECTION II – WORK ELEMENTS

701 Development of the Regional Transportation Plan



Objective: There are three objectives within work element 701:

- 1) Prepare the 2009 Regional Transportation Plan (RTP) for Shasta County
- 2) Maintain the Regional Traffic Model in support of the RTP and all TIPs
- 3) Maintain Intelligent Transportation System (ITS) Architecture

Description:

701.01 The RTP serves as a guide for transportation planning and activities in Shasta County. It establishes transportation goals, objectives, and policies for transportation systems within Shasta County. The scope of the RTP planning process supports the eight planning factors in SAFETEA-LU (23 CFR 23 450.306 (a)). The RTP considers both short- (10-year) and long-range (20-year) funding requirements.

701.02 The SCRTPA Regional Traffic Model supports the development of state and federal transportation plans. It serves as a tool to analyze existing and future traffic conditions on local roads and other roadways. Traffic counts are updated and incorporated into the traffic model to keep the model current. These forecasts increase the safety of the transportation system (23 CFR 450.306(a) (2)). All proposed work and resulting products in this sub-work elements is necessary and reasonable to develop the RTP and FTIP as authorized by 23 USC 134.

Shasta County is currently in attainment with federal air quality requirements. SCRTPA must monitor air quality conformity should Shasta County reach non-attainment. Air quality goals related to transportation planning are to protect and enhance the environment and promote energy conservation (CFR 23 450.306 (a) (5)). The RTPA continues to refine the traffic model to produce projections that can be used in analyzing the impact of transportation projects on air quality, cost benefit analysis, and relative ranking of projects.

701.03 On February 28, 2006, SCRPTA adopted the federally required ITS Regional Architecture for Shasta County. This sub-work element provides for monitoring of local ITS projects and updates (23 CFR part 940) for incorporation into the RTP.

Products/Completion Target Dates

- 701.01 - 2009 Regional Transportation Plan for Shasta County (Sept 2009)
- 701.01 - Utilize SCRTPA traffic model for project prioritization and cost/benefit of regional projects (June 2009)
- 701.02 – Coordinate with partners for CMAQ Program applicability (June 2009)
- 701.02 - Data collection for HPMS updates regional filing (June 2009)
- 701.03 – Maintain SCRPTA ITS plan (June 2009)

Work Element	Deliverable	Budget	Task/Estimated Completion Date
701.01	Development of 2009 RTP – RTPA Staff	\$ 72,292	▪ Update of 2004 RTP. ▪ Conduct public participation sessions to gather input for development of the 2009 RTP (23 CFR 450.316 (b)(1)). ▪ Address legislative changes and requirements since the 2004 RTP. ▪ Consult with tribal governments and federal land management agencies (23 CFR 134 & 135 (e)) ▪ Reflect accomplishments since the 2004 RTP. ▪ Include revised short and long-range goals by modes.
	City of Anderson	\$ 4,431	▪ Review city general plan for consistency with the RTP
701.02	Regional Traffic Model and Air Quality Planning – RTPA Staff	\$ 54,239	▪ Maintain and use the traffic model to monitor traffic circulation and determine improvement needs on key road segments. ▪ Document model runs and related evaluation of inputs and outputs. ▪ Provide member jurisdictions with traffic model analysis and coordinate traffic model updates for the RTP regional project screening process, ranking process, and cost benefit analysis. ▪ Provide Caltrans with updated Highway Pavement System (HPMS) updates. ▪ Participation in Shasta Model Users Group. ▪ GIS development of attributes, development of data layers, and further traffic model integration. ▪ Consult with tribal governments and federal land management agencies. ▪ Coordinate with regional air quality planning authorities and monitor for CMAQ program applicability to enhance coordination efforts, partnerships, and consultation process. ▪
701.03	ITS Updates – RTPA Staff	\$ 6,047	▪ Maintain regional ITS Architecture and maintenance plan. ▪ Monitor transportation metrics/ITS architecture compliance. ▪ Review and document performance measures. ▪ Coordinate ITS projects.
TOTAL ELEMENT REQUEST		\$ 137,009	

This Page Blank

702 Transportation System Safety



Objective: RTP policy requires a continuous data review of demands and safety performance to properly evaluate the needs of the transportation system. Improving the safety of the road network is a core-planning goal in the RTP. The “Streets and Highways” section of the RTP provides an assessment of the current road network, relative usage, and safety of the transportation system for motorized and non-motorized users (23 CFR 450.306 (a) (2)). All proposed work and resulting products in the work element and sub-work elements are necessary and reasonable to develop the RTP and FTIP as authorized by 23 USC 134.

Description: Improving the safety of the road network is a core-planning goal. Performance measures account for indicators to be tracked to assist with planning priorities. Tasks described in sub-work element 702.02 are necessary to quantify the safety benefits of proposed projects for incorporation into the STIP. Data collection is essential in the development of projects that could reduce traffic delays, congestion, improve safety, and improve mobility of the overall traveling public on both the state highway and local roads in Shasta County. The RTP includes the incorporation of local agency’s programs and special transportation projects. This information is input into the Shasta County Regional Traffic Model and utilized for Caltrans benefit cost model. Highway Performance Monitoring Systems (HPMS) data must be provided to the state that support the FHWA’s responsibility to Congress (23 CFR 420.105 (b)). The region’s performance measures account for indicators to be tracked to assist with planning priorities. Estimated accident cost reductions are calculated for each proposed project prioritized for STIP funding.

Products/Target Completion Dates

- 702.01 - Photo-log inventory of streets, roads, and railroad crossings (June 2009)
- 702.01 - Current road system database including railroad crossings (June 2009)
- 702.01 - Updated traffic - circulation data and traffic simulation modeling capabilities (June 2009)
- 702.01 - HPMS data and reports (April 2009)
- 702.01 - Screenline counts and validation for Travel Model Update (June 2009)
- 702.02 - Integrate database and mapping system for spatial analysis of traffic collisions (June 2009)
- 702.02 - Anderson –accident data collection for incorporation into GIS system (June 2009)

Work Element	Deliverable	Budget	Task/Estimated Completion Date
702.01	System Preservation	See below	▪ Incorporate projects and programs from local agency planning documents into the RTP, STIP, and FTIP. ▪ Traffic volume studies for validation of traffic model screenlines for RTP prioritization process. ▪ Development of needed infrastructure for the network in support of the RTP. ▪ Develop annual input to HPMS. ▪ Inputs to special studies for corridor studies and RTP prioritization.
	City of Redding	\$ 87,075	
	County of Shasta	\$ 44,261	
702.02	Traffic and safety monitoring	See below	▪ 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, and support RTP analysis, policies, and performance measures. ▪ Traffic control device inventory, database updates, safety studies related to signage/signal in support of performance measures of the RTP. ▪ Support updates of Travel Demand Model for the cities of Anderson, Redding, and Shasta Lake to calculate cost benefit and ranking of RTP project priorities. ▪ Conduct interagency meetings to investigate methods to improve vehicle safety, to expand and enhance safety, and to enhance travel services for year to year documentation of RTP safety and performance measures.
	City of Anderson	\$ 13,958	
	City of Redding	\$ 73,695	
	City of Shasta Lake	\$ 13,550	
	County of Shasta	\$ 8,532	
TOTAL ELEMENT REQUEST		\$ 241,071	

FUNDING SOURCES 2008/09 WORK ELEMENT #702									
RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	TOTAL		
SCRTPA	Staff		\$	-			\$	-	
	Consultant/FA		\$	-	\$	-			
Redding	Staff	1,3	\$	117,099	\$	5,184	\$	9,988	\$ 132,270
	Consultant/FA	2	\$	25,231	\$	3,269	\$	-	\$ 28,500
Shasta Lake	Staff								
	Consultant/FA	5	\$	11,996	\$	1,554	\$	-	\$ 13,550
Anderson	Staff		\$	7,045	\$	913		\$	7,958
	Consultant	4	\$	5,312	\$	688		\$	6,000
Shasta County	Staff		\$	46,738	\$	979	\$	5,077	\$ 52,793
	FA		\$	-	\$	-			
Rounding adjustment					\$	(1)			
TOTALS:			\$	213,420	\$	-	\$	12,587	\$ 15,064 \$ 241,071
NOTE:									
1)	\$	27,000	EXPENSES FOR REDDING			4) ANDERSON - CONSULTANT GIS INPUT			
2)	\$	1,500	TRAFFIC MODEL SOFTWARE			5) TRAFFIC COUNTS			
3)	\$	-	TRAINING COSTS						
Staff Costs		\$	193,021	Staff Cost Summary					
Consultant Costs		\$	19,550	County of Shasta		\$	52,793		
Fixed Assets				Less Consultant, Fixed Assets, Training, & Other		\$	(48,050)		
- Traffic Counter Batteries, tubs		\$	28,500	City of Redding		\$	132,270		
Training Costs		\$	-	City of Anderson		\$	13,958		
Other Costs				City of Shasta Lake		\$	13,550		
Total Costs		\$	241,071	Equals Total Staff Costs		\$	164,521		
PL CARRYOVER FUNDING IN ABOVE :									
0									

703 Public Transit System Coordination & Planning



Objective: To coordinate the required transit planning activities in developing a statewide transportation plan that will serve the mobility needs of people within and between the states urbanized areas (23 CFR 450.306 (a)(4). This element is supported by 49 USC 5305, and is used in the Transit and Paratransit section of the RTP.

Description: The Redding Area Bus Authority (RABA) provides public transit service in and between the urban and rural areas of Shasta County. This work element contains three sub-work elements related to local public transportation and the transportation planning processes as specified in 23 USC Section 134 (h) and Section 135 (d) that increase the accessibility and mobility of people and freight.

Product/Target Completion Date

- 703.01 - Monitor transit performance (June 2009)
- 703.01 - Coordination assistance to transit providers (June 2009)
- 703.01 - Transit needs review (June 2009)
- 703.01 - Review and implementation of transit plan recommendations (June 2009)
- 703.01 - Participate in strategies addressed in the Coordinated Human Transportation Plan (CHTP) (June 2009)
- 703.02 - Purchase and install Automated Vehicle Location (AVL) systems to provide for efficient delivery of people (June 2009)

Work Element	Deliverable	Budget	Task/Estimated Completion Date
703.01	Public Transit System Coordination and Planning – RABA Staff	\$ 72,126	▪ Attend workshops, conferences, training sessions, CTSA, SSTAC, and SCRTA meetings throughout the year ▪ Collection, review, and analysis of system performance data. ▪ Review land-use development plans to coordinate transit-ready environments. ▪ Submit grant applications and reports for state and federal funding. ▪ Review and implementation of Short- and Long-Range Transit Plan updates. ▪ Participate in implementation of the CHTP.
703.02	Special Projects – AVL Acquisition RABA Staff	\$ 47,000	▪ Purchase and install AVL systems, in accordance with the Shasta County ITS Architecture and Deployment Plan.
TOTAL ELEMENT REQUEST		\$ 119,126	

**FUNDING SOURCES 2008/09
WORK ELEMENT # 703**

RESPONSIBLE AGENCY	NOTES	FHWA PL	FTA SEC 5303	INKIND	TDA	STATE	TOTAL
RABA	Staff		\$ 43,270	\$ 5,606			\$ 48,876
	AVL equipment	1	\$ 41,609	\$ 5,391			\$ 47,000
	Training & Supplies		\$ 20,583	\$ 2,667			\$ 23,250
TOTALS:		\$ -	\$ 105,462	\$ 13,664	\$ -	\$ -	\$ 119,126

NOTE:

1) AVL Hardware and Software

Staff Costs	\$ 48,876
Consultant Costs	\$ -
Fixed Assets	\$ 47,000
Training Costs	\$ 23,250
Other Costs	
Total Costs	\$ 119,126
FTA CARRYOVER FUNDING IN ABOVE :	
	\$ 48,201

Staff Cost Summary	
RABA	\$ 119,126
Consultant Costs	\$ -
Less Fixed Assets, Training, & Other Costs	\$ (70,250)
Equals Total Staff Costs	\$ 48,876

704 Management of Bicycle and Pedestrian Facilities

Objective: Provide for the development and integrated management and operation of transportation systems and facilities, including accessible pedestrian walkways and bicycle transportation (23 CFR 450.306 (a)(3)). All proposed work and resulting products in the work element and sub-work elements are necessary and reasonable to develop the RTP and FTIP as authorized by 23 USC 134.



Description: The Non-Motorized segment of the RTP encourages each city and the county to maintain an updated bikeway plan for incorporation into the Shasta County Regional Bikeway Plan. Shasta County strives to provide an interconnected bicycle/pedestrian network throughout the County. The Regional Bikeway Plan serves as a tool to encourage the inclusion of bike lanes and pedestrian facilities in road construction and improvement projects where appropriate. Widened shoulders, bike paths, or lanes that serve non-motorized transportation should be included in all street and highway improvements where appropriate. Automated projects include automatic walk signals and traffic signal detectors. Projects should comply with ADA requirements.

Products/Target Completion Dates

- 704.01 - Evaluation of Transportation Enhancement projects for programming in the RTIP (June 2009)
- 704.01 - Review accessible pedestrian walkways for inclusion in transportation improvement programs (June 2009)
- 704.02 - Updates of local agency bike and pedestrian plans (June 2009)

Work Element	Deliverable	Budget	Task/Estimated Completion Date
704.01	Non-motorized planning	\$3,662	▪ Review updates of local agencies and tribal government bike plans for incorporation into the RTP. ▪ Review Transportation Enhancement Projects for programming in the RTIP.
704.02	Bicycle and Pedestrian Facilities	See below	
	City of Redding Pedestrian Crosswalk Inventory	\$30,505	City crosswalks will be evaluated to provide safety enhancements to existing pedestrian crosswalks so that vehicle traffic will be alerted that pedestrians are entering the crosswalk. Crosswalks requiring safety improvements will receive enhanced striping, signage, and illumination.
	City of Anderson- Bike Plan Update	\$ 14,407	Review of developer and city construction plans for consistency with the Regional Bikeway Plan, including mapping existing trails, sidewalks, and bike lanes. Data will be integrated into the Regional Bikeway Plan and RTP.
	City of Shasta Lake – Bike Plan Update	\$15,000	
TOTAL ELEMENT REQUEST		\$63,574	

**FUNDING SOURCES 2008/09
WORK ELEMENT #704**

RESPONSIBLE AGENCY		NOTES	FHWA PL		INKIND	TDA	STATE	TOTAL
SCRTPA	Staff		\$ 3,242		\$ -	\$ 420		\$ 3,662
	Consultant							
Redding	Staff	2	\$ 16,382		\$ 2,123			\$ 18,505
	Consultant		\$ 10,624		\$ 1,376			\$ 12,000
Shasta Lake	Staff		\$ -		\$ -			\$ -
	Consultant	3	\$ 13,280		\$ 1,721			\$ 15,000
Anderson	Staff		\$ 8,328		\$ 1,079			\$ 9,407
	Consultant	1	\$ 4,427		\$ 574			\$ 5,000
TOTALS:			\$ 56,282	\$ -	\$ 6,872	\$ 420	\$ -	\$ 63,574

1) Anderson- Bikeway GIS layer
2) ADA Pedestrian walkways

3) Shasta Lake - Update Bike Plan

Staff Costs	\$ 31,574
Consultant Costs	\$ 32,000
Fixed Assets	\$ -
Training Costs	\$ -
Other Costs	\$ -
Total Costs	\$ 63,574

Staff Cost Summary	
RTPA	\$ 3,662
Consultant	\$ 32,000
City of Redding	\$ 18,505
City of Anderson	\$ 9,407
Equals Total Staff Costs	\$ 63,574

706 Programming and Financial Planning of TIPS

Objective: The MPO, in cooperation with the state and any affected transportation operator, must identify the region's transportation programming recommendation for federal, state, and local transportation improvement programs (23 USC Sec. 134(c) and (j), 49 USC 5303(j), and (23 CFR 450.324). All proposed work and resulting products in the work element and sub-work elements are necessary and reasonable to develop the RTP and FTIP as authorized by 23 USC 134.



Description: The SCRTPA is responsible for preparing, adopting and submitting a RTIP to the California Transportation Commission (CTC) every two years. The purpose of a RTIP is to identify the region's transportation improvement priorities that are eligible for funding through the STIP. Projects that are identified will be consistent with a RTP and FTIP. The MPO shall administer amendments to these programs if required.

A 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 develops and adopts a FTIP every four years.

Products/Target Completion Dates

- 706.01 - Develop 2009 RTIP (June 2009)
- 706.01 - Develop 2009 FTIP (June 2009)
- 706.01 - Identify projects for inclusion in the 2009 STIP for adoption by the California Transportation Commission (CTC) (June 2009)
- 706.01 - Update California Transportation Improvement Program System (CTIPS) (June 2009)
- 706.01 - Assist local agencies and Caltrans with FTIP/STIP amendments (June 2009)

Work Element	Deliverable	Budget	Task/Estimated Completion Date
706.01	Programming of TIPS – RTPA Staff	\$ 87,395	▪ Develop region's updated financial plan. ▪ Work with local agencies and Caltrans to identify projects and funding for the RTIP/STIP/ FTIP. ▪ Process amendments to the RTIP/STIP/FTIP. ▪ Maintain and update CTIP. ▪ Attend RTIP/STIP/FTIP project and programming meetings. ▪ Coordinate with tribal governments and federal land management agencies.
	City of Anderson	\$ 837	▪ Identify projects and funding for inclusion in the RTIP/STIP/ FTIP.
	City of Redding	\$ 4,290	
TOTAL ELEMENT REQUEST		\$ 92,522	

**FUNDING SOURCES 2008/09
WORK ELEMENT #706**

RESPONSIBLE AGENCY	NOTES	FHWA PL	INKIND	TDA	STATE	TOTAL
SCRTPA Staff	1	\$ 62,321		\$ 8,074		\$ 70,395
Consultant		\$ 15,050		\$ 1,950		\$ 17,000
Redding Staff		\$ 3,798		\$ 492		\$ 4,290
Consultant						
Shasta Lake Staff		\$ -		\$ -		
Consultant						
Anderson Staff		\$ 741		\$ 96		\$ 837
Consultant						
Shasta County Staff		\$ -		\$ -		\$ -
				\$ -		
TOTALS:		\$ 81,910	\$ -	\$ -	\$ 10,612	\$ 92,522

NOTE:

1) \$ 17,000 SUPPORT FOR RTPA TRAVEL FOR TRAINING AND MEETINGS

Staff Costs	\$ 75,522
Consultant Costs	
Fixed Assets	
Training Costs	\$ 2,000
Other Costs	\$ 15,000
Total Costs	\$ 92,522

Staff Cost Summary	
RTPA	\$ 87,395
Less Fixed Assets, Training, & Other Costs	\$ (17,000)
City of Redding	\$ 4,290
City of Anderson	\$ 837
Shasta County	\$ -
City of S Lake	\$ -
Equals Total Staff Costs	\$ 75,522

707 Management of Transportation Development Act Funds

Objective: To manage the allocation of monies from the Local Transportation Fund (LTF) and State Transit Assistance Fund (STA) to member agencies, and to prepare the annual Unmet Transit Needs Assessment. **This work element is not eligible for FHWA PL funds.**

Description: LTF and STA funds help fund transit and road projects within Shasta County. SCRTPA is responsible for the allocation and distribution of these funds, assuring compliance with the Transportation Development Act (TDA). Coordination activities are performed throughout the year. SCRTPA reviews public transit data for TDA compliance.

PUC Section 99401.5 requires an annual Unmet Transit Needs process. The Social Services Transportation Advisory Council (SSTAC) assists in the annual unmet needs recommendation. It is the SCRTPA's responsibility to analyze these recommendations as being "reasonable to meet." The SCRTPA must determine that all transit needs that are "reasonable to meet" are being met before TDA funds can be used for non-transit purposes.

The CTSA is designated by the RTPA to implement local human service transportation coordination plans, and provide transportation legislation updates to local agencies. The CTSA receives 5% of LTF funds annually for this service.

The SSTAC and CTSA assist in the implementation strategies addressed in the Coordinated Human Transportation Plan, and ranks and recommends Federal Transit Administration grants for funding.

SCRTPA administrative functions that are ineligible for federal funding are included in this work element. These functions include: attendance at various human and social service meetings, fiscal and FTA grant management, and all other administrative support for the daily operations of the SCRTPA.

Products/Target Completion Dates

- 2007/08 Annual California State Controller's Report (December 2008)
- 2007/08 Transportation Development Act Fiscal and Compliance Audits (December 2008)
- 2009/10 Transit Needs Assessment (February 2009)
- 2009/10 LTF and STA Findings and Apportionment (April 2009)
- 2007/08 FTA 5310/5316/5317 Priority List (August 2009)

Sub-Work Element	Deliverable	Budget	Task / Estimated Completion Date
707.01	SSTAC/ CTSA Meetings - RTPA Staff	\$ 6,792	• Prepare for and attend bi-monthly SSTAC meetings related to unmet needs findings and Shasta County Coordinated Human Transportation Plan. • Liaison with the CTSA – attend monthly CTSA meetings.
707.02	Fiscal and grant Management – RTPA Staff	\$ 37,359	• Develop LTF and STA apportionments for adoption by the RTPA Board. • Monthly accounting as required for payment of TDA allocations. • Prepare fiscal and triennial performance audits as required by TDA. • Prepare annual State Controller Report as required by the State of California. • Prepare annual LTF and STA allocations.

			• Oversee and prepare FTA funding applications and program of projects.
707.03	Unmet Needs Process – RTPA Staff	\$ 5,907	• Conduct the annual Unmet Needs Process. • Prepare Transit Needs Assessment.
707.04	Public Transit Review – RTPA Staff	\$ 2,481	• Review statutes, rules, and legislation pertinent to transit and transit funding. • Coordinate transit plan update with the RTP.
707.05	TDA Administration – RTPA Staff	\$ 116,772	• Coordination and support for TDA. • Legal counsel for RTPA matters.
TOTAL ELEMENT REQUEST		\$ 169,311	

**FUNDING SOURCES 2008/09
WORK ELEMENT #707**

RESPONSIBLE AGENCY	NOTES	FHWA PL	INKIND	TDA	PPM	TOTAL
SCRTPA Staff	1	\$ -		\$ 129,311		\$ 129,311
Legal and Audits Consultant	1			\$ 20,000		\$ 20,000
Other		\$ -		\$ 20,000		\$ 20,000
TOTALS:		\$ -	\$ -	\$ -	\$ 169,311	\$ - \$ 169,311

NOTE:

1) \$ 149,311 SUPPORT FOR TDA ADMINISTRATION
THIS INCLUDES \$40,000 FOR FIXED ASSETS, LEGAL AND AUDIT SERVICES

Staff Costs	\$ 149,311
Consultant, Legal, Audit Costs	\$ 20,000
	\$ -
Training Costs	\$ -
Other Costs (copies, office expenses)	\$ 20,000
Total Costs	\$ 169,311

Staff Cost Summary	
RTPA	\$ 169,311
Less Fixed Assets, Training, & Other Costs	\$ (20,000)
Less Legal and Audits	\$ (20,000)
Equals Total Staff Costs	\$ 129,311

PL Carryover Funding

709 OWP Development, Intergovernmental Coordination & Information Distribution

Objective: This element includes staff time for meetings, information distribution, and advisory roles related to transportation issues and intergovernmental coordination for metropolitan planning activities (23 CFR 450.300). It also provides for the development and management of the annual Overall Work Program (23 CFR 450.308). All proposed work and resulting products in the work element and sub-work elements are necessary and reasonable to develop the RTP and FTIP as authorized by 23 USC 134.

Description: There are three sub-work elements for this work element.

709.01 To implement the necessary administrative tasks associated with the 2008/09 Overall Work Program, and develop the 2009/10 Overall Work Program (23 CFR 450.308).

709.02 Provide transportation information and data to member agencies and the public through the SCRTPA newsletter and website. Review and updates of the SCRTPA Public Participation Plan is included in this sub-element (23 CFR 450.316 (a) (1) (x)).

709.03 The RTPA's responsibility is to implement a comprehensive and continuous regional transportation planning program. During the year various transportation issues arise that require staff coordination with local, state, federal, and tribal governments, and other federal land management agencies. These issues are not identified in the Overall Work Program elements.

Products/Target Completion Dates

- 709.01 - Administration of the 2008/09 Overall Work Program and Budget – June 2009
- 709.01 - Adoption of the 2009/10 Overall Work Program – April 2009
- 709.02 - Review and update Public Participation Plan – as needed
- 709.02 - Produce SCRTPA newsletter – quarterly
- 709.02 - Maintain SCRTPA website – as needed
- 709.03 - Review and update Coordinated Human Transportation Plan for Shasta County – as needed
- 709.03 – RTPA and TAC Meetings and agendas – Quarterly
- 709.03 - Participation in meetings/conference on transportation issues – as needed
- 709.03 - DBE Reporting – as needed

Work Element	Deliverable	Budget	Task/Estimated Completion Date
709.01	Development of the Overall Work Program – RTPA Staff	\$ 17,357	▪ Prepare 2009/10 OWP. ▪ Prepare amendments to the OWP. ▪ Maintain OWP and budget files, correspondence, and data files. ▪ Administer OWP revenues. ▪ Submit quarterly work progress reports to Caltrans. ▪ Coordinate and consult with tribal governments and federal land management agencies.
709.02	Information Distribution – RTPA Staff	\$ 17,492	▪ Distribute transportation and legislative updates to agencies and other local governments. ▪ Provide local newspapers with informational notices and public notices on major transportation programs and projects. ▪ Communicate planning activities and transportation information through the SCRTPA newsletter and website.

			- Conduct outreach activities to involve under-represented groups, tribal governments, and federal land management agencies. - Review and updates of the public participation plan.
709.03	Intergovernmental Coordination Efforts – RTPA Staff	\$ 90,442	- Provide staff time throughout the year that requires intergovernmental coordination. This sub element also provides for RTPA staff support for the following: RTPA, TAC, and other meetings on transportation issues. Prepare staff reports, agendas and meeting notices. Provide staff time to attend CTC, CalCOG, and other advisory committees including bicycle and airport committees. - Implement and update the Coordinated Human Transportation Plan. - Prioritize 5310, 5316, and 5317 projects for funding. - Annual DBE review, development of goals, and documentation of process in support of filings.
	City of Anderson	\$ 2,778	Provides for agency staff to attend RTPA core-planning function meetings.
	City of Redding	\$ 4,580	
	City of Shasta Lake	\$ 1,450	
	County of Shasta	\$ 7,129	
TOTAL ELEMENT REQUEST		\$ 141,228	

FUNDING SOURCES 2008/09 WORK ELEMENT # 709							
RESPONSIBLE AGENCY	NOTES	FHWA PL		INKIND	TDA	STATE	TOTAL
SCRTPA Staff	1,2	\$ 97,641			\$ 12,650		\$ 110,291
Consultant		\$ 13,280			\$ 1,721		\$ 15,000
Redding Staff		\$ 4,055			\$ 525		\$ 4,580
Consultant							
Shasta Lake Staff		\$ 1,284			\$ 166		\$ 1,450
Consultant							
Anderson Staff		\$ 2,459			\$ 319		\$ 2,778
Consultant							
Shasta County Staff		\$ 6,311			\$ 818		\$ 7,129
Consultant							
TOTALS:		\$ 125,029	\$ -	\$ -	\$ 16,199	\$ -	\$ 141,228
NOTE:							
1)	\$ 1,000 Fixed Assets - DBE Reporting						
2)	\$ 109,291 SUPPORT FOR RTPA FUNCTIONS						

Staff Costs	\$ 126,228
Consultant Costs	
Fixed Assets	
Training Costs	
Other Costs	\$ 15,000
Total Costs	\$ 141,228

Staff Cost Summary	
RTPA	\$ 125,291
Less Fixed Assets, Training, & Other Costs	\$ (15,000)
City of Redding	\$ 4,580
City of Anderson	\$ 2,778
Shasta County	\$ 7,129
City of S Lake	\$ 1,450
Equals Total Staff Costs	\$ 126,228

720 Corridor Studies, Funding Plans, and Regional Growth Strategies

Work element 720 contains projects related to corridor studies, regional growth strategies, and funding plans. Each sub-work element will be discussed individually by project.

720.01/02 ShastaForward>> (SF)

Objective: To develop preferred alternatives for future land use and development that improves transportation investment decisions. **No FHWA PL funds are used for this project.**



Description: ShastaForward>> is Shasta County's blueprint plan. No FHWA PL funds this project. SF is an integrated transportation and land-use planning process that brings together a broad range of jurisdictions, including local tribal governments and federal land management agencies, private stakeholders, and the general public, to identify a preferred scenario or visioning for future land-use and development that supports future transportation investment decisions. The end product will assist local general plan updates in Shasta County.

Product/Target Completion Date

- Develop 'Preferred Growth Incentive Plan' (June 2009)
- Produce final project summary and implementation plan (June 2009)

720.03 Corridor Studies and funding plans

Objective: To prepare future investment plans and strategies for the Interstate 5 corridor within Shasta County (23 CFR 450 450.318). Funding is requested for 2008/09 for project development.

Description: The purpose of this sub-work element is to develop community supported studies that address safety, circulation, pedestrian, and aesthetic deficiencies within the I-5 corridor (June 2009)

720.11 – Fix 5 Partnership

Objective: To develop a funding program for capacity improvements along I-5. **No FHWA PL funds are used for this project**



Description: Caltrans District 2 received a \$585,000 grant from the State Planning and Research Program to fund this study. SCRTPA is the lead agency for the project.

Product/Target Completion Date

Fix Five Partnership Nexus Report, Fee Program, and Support Documents

Work Element	Deliverable	Budget	Task/Estimated Completion Date
720.01	Shasta <i>FORWARD</i> >> Consultant Fees	\$ 150,913	▪ Blueprint planning process.
720.02	Shasta <i>FORWARD</i> >> Coordination – RTPA Staff	\$ 137,312	▪ Blueprint planning process.
720.03	Corridor Studies – RTPA Staff	\$ 42,061	▪ Review and update regional corridor study programs and funding programs.
720.10	Fix 5 – Consultant	251,312	▪ I-5 funding program.
720.11	Fix 5 Admin. - RTPA Staff	\$ 25,991	▪ Administer I-5 funding program.
TOTAL ELEMENT REQUEST		\$ 607,589	

FUNDING SOURCES 2008/09 WORK ELEMENT #720						
RESPONSIBLE AGENCY		SPR	FHWA	TDA	PPM	TOTAL
SCRTPA Fix 5 Partnership	Staff		\$ -	\$ 25,991		\$ 25,991
	Consultant	\$ 251,312				\$ 251,312
SCRTPA ShastaForward	Staff	\$ 109,850		\$ 27,462		\$ 137,312
	Consultant	\$ 120,730		\$ 30,183		\$ 150,913
Funding Programs	Staff		\$ 15,104	\$ 1,957		\$ 17,061
	Consultant		\$ 22,133	\$ 2,868		\$ 25,000
						\$ -
		\$ 481,892	\$ 37,237	\$ 88,460	\$ -	\$ 607,589
NOTE:						
Staff Costs	\$ 180,364					
Consultant Costs	\$ 366,312					
Fixed Assets & other expense	\$ 60,913					
Training Costs						
Other Costs						
Total Costs	\$ 607,589					
PL CARRYOVER FUNDING IN ABOVE :						
		37,237				

INFORMATION ELEMENT

Caltrans' Overall Work Program Element Fiscal Year 2008/09

Activity Description	Product	Funding Source	Due Date
Coordinate with Shasta RTC staff on update of Regional Transportation Plan (RTP)	Shasta County RTP	State & Federal Funds	Ongoing
Assist RTPA staff with programming documents for their RTIP amendments	Shasta County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Shasta Blueprint Various Transit grants	State & Federal Funds	Ongoing
System Management	• SR 273 TCR update • CTIS database • ITMS database	State & Federal Funds	FY 08/09
Shasta County Intelligent Transportation System (ITS) Architecture	Shasta County ITS Architecture Plan updates and amendments	State & Federal Funds	FY 08/09 and ongoing
Assist Shasta RTPA Staff in outreach and participation by Native American Tribal Governments	Participation by Tribes in the Transportation Planning Process	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	• Aeronautics • Bicycle Plan • Transit Planning • Pedestrian • ADA Accessibility	State & Federal Funds	FY 08/09
Coordination with staff on miscellaneous transportation related issues	• Public Participation • Greenhouse Gas/ Air Quality • Intergovernmental Review	State & Federal Funds	FY 08/09

This Page Blank

Section III. FINANCIAL AND STAFF REQUIREMENT SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
2008 - 2009 OVERALL WORK PROGRAM
Available Revenue by Source**

Sources of Revenue:	Amount
Federal Highway Administration (FHWA) PL Funds 2008/2009 Allocation	\$ 593,221
Federal Highway Administration (FHWA) PL Funds - Carryover from Prior Years	\$ 41,950
Federal Transit Administration (FTA) Planning (Section 5303) Funds 2008/2009 allocation	\$ 57,261
Federal Transit Administration (FTA) Section 5303 - Carryover from Prior Years	\$ 48,201
Transportation Development Act Funds (TDA)	\$ 315,782
Local Match (Inkind)	\$ 33,122
State Planning Partnership Carryover Funds	\$ 230,580
Fix 5 SPR 2008-09	\$ 120,000
Fix 5 - Carryover Funds	\$ 131,313
Programming, Planning and Monitoring (PPM) 2007/08 Allocation	\$ 70,000
Less PPM Reserved	\$ (70,000)
Prior Year Carryover = \$ 46,696	
Total Resources:	\$ 1,571,430
Total Expenses in OWP:	\$ 1,571,430
Difference between Revenues and Expenses	\$ -

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY LOCAL AGENCY
2008 - 2009 OVERALL WORK PROGRAM**

Work Element and Description		Funding Sources	A G E N C I E S						TOTAL
			RTPA	COUNTY	REDDING	SHASTA LAKE	ANDERSON	RABA	
701	Development of the Regional Transportation Plan	FHWA PL	\$ 117,371				\$ 3,923		\$ 121,294
		FTA 5303							\$ -
		INKIND					\$ -		\$ -
		TDA	\$ 15,207				\$ 508		\$ 15,715
		STATE							\$ -
701	Subtotal:		\$ 132,578	\$ -	\$ -		\$ 4,431		\$ 137,009
702	Transportation System Safety	FHWA PL		\$ 46,738	\$ 142,330	\$ 11,996	\$ 12,357		\$ 213,420
		FTA 5303							\$ -
		INKIND		\$ 979	\$ 8,453	\$ 1,554	\$ 1,601		\$ 12,587
		TDA		\$ 5,077	\$ 9,988	\$ -	\$ -		\$ 15,064
		STATE							\$ -
702	Subtotal:		\$ -	\$ 52,793	\$ 160,770	\$ 13,550	\$ 13,958		\$ 241,071
703	Public Transit System Coordination and Planning	FHWA PL						\$ -	\$ -
		FTA 5303						\$ 105,462	\$ 105,462
		INKIND						\$ 13,664	\$ 13,664
		TDA	\$ -					\$ -	\$ -
		STATE							\$ -
703	Subtotal:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,126	\$ 119,126
704	Management of Bicycle and Pedestrian Facilities	FHWA PL	\$ 3,242		\$ 27,006	\$ 13,280	\$ 12,755		\$ 56,282
		FTA 5303							\$ -
		INKIND			\$ 3,499	\$ 1,721	\$ 1,652		\$ 6,872
		TDA	\$ 420						\$ 420
		STATE							\$ -
704	Subtotal:		\$ 3,662	\$ -	\$ 30,505	\$ 15,000	\$ 14,407	\$ -	\$ 63,574
706	Programming & Financial Planning of TIPS	FHWA PL	\$ 77,371	\$ -	\$ 3,798		\$ 741		\$ 81,910
		FTA 5303							\$ -
		INKIND							\$ -
		TDA	\$ 10,024	\$ -	\$ 492		\$ 96		\$ 10,612
		STATE							\$ -
706	Subtotal:		\$ 87,395	\$ -	\$ 4,290	\$ -	\$ 837	\$ -	\$ 92,522
707	Management of the Transportation Development Act	FHWA PL	\$ -						\$ -
		FTA 5303							\$ -
		INKIND	\$ -						\$ -
		TDA	\$ 169,311						\$ 169,311
		STATE							\$ -
707	Subtotal:		\$ 169,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,311
709	OWP Development, Intergovernmental Coordination, & Information Distribution	FHWA PL	\$ 110,920	\$ 6,311	\$ 4,055	\$ 1,284	\$ 2,459		\$ 125,029
		FTA 5303							\$ -
		INKIND	\$ -						\$ -
		TDA	\$ 14,371	\$ 818	\$ 525	\$ 166	\$ 319		\$ 16,199
		STATE							\$ -
709	Subtotal:		\$ 125,291	\$ 7,129	\$ 4,580	\$ 1,450	\$ 2,778	\$ -	\$ 141,228
720	Special Planning Studies	SPR-Fix 5	\$ 251,312						\$ 251,312
		SPR-BP	\$ 230,580						\$ 230,580
		FHWA PL	\$ 37,237						\$ 37,237
		TDA	\$ 88,460						\$ 88,460
		PPM	\$ -						\$ -
720	Subtotal:		\$ 607,589						\$ 607,589
OWP Work Element Totals:		FHWA PL	\$ 346,140	\$ 53,049	\$ 177,188	\$ 26,559	\$ 32,235	\$ -	\$ 635,171
		FTA 5303						\$ 105,462	\$ 105,462
		INKIND	\$ -	\$ 979	\$ 11,952	\$ 3,275	\$ 3,253	\$ 13,664	\$ 33,122
		TDA	\$ 297,793	\$ 5,894	\$ 11,005	\$ 166	\$ 923	\$ -	\$ 315,782
		SPR	\$ 230,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,580
		Fix 5	\$ 251,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,312
OWP Work Element Totals:			\$ 1,125,826	\$ 59,922	\$ 200,145	\$ 30,000	\$ 36,411	\$ 119,126	\$ 1,571,430

SECTION III
FINANCIAL SUMMARIES

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY FUNDING SOURCE
2008 - 2009 OVERALL WORK PROGRAM**

		FUNDING SOURCES					
Work Element and Description		FHWA	FTA SEC 5303	IN KIND	TDA	SPR	Fix 5
							ELEMENT SUB-TOTALS
701 Development of the Regional Transportation Plan		\$ 121,294					
			\$ -				
				\$ -			
					\$ 15,715		
701 Subtotal:		\$ 121,294	\$ -	\$ -	\$ 15,715		\$ 137,009
702 Transportation System Safe		\$ 213,420					
			\$ -				
				\$ 12,587			
					\$ 15,064		
702 Subtotal:		\$ 213,420	\$ -	\$ 12,587	\$ 15,064		\$ 241,071
703 Public Transit System Coordination and Planning		\$ -					
			\$ 105,462				
				\$ 13,664			
					\$ -		
703 Subtotal:		\$ -	\$ 105,462	\$ 13,664	\$ -		\$ 119,126
704 Management of Bicycle and Pedestrian Facilities		\$ 56,282					
			\$ -				
				\$ 6,872			
					\$ 420		
704 Subtotal:		\$ 56,282	\$ -	\$ 6,872	\$ 420		\$ 63,574
706 Programming & Financial Planning of TIPS		\$ 81,910					
			\$ -				
				\$ -			
					\$ 10,612		
706 Subtotal:		\$ 81,910	\$ -	\$ -	\$ 10,612		\$ 92,522
707 Management of the Transportation Development Act		\$ -					
			\$ -				
					\$ 169,311		
707 Subtotal:		\$ -	\$ -	\$ -	\$ 169,311		\$ 169,311
709 OWP Development, Intergovernmental Coordination, & Information Distribution		\$ 125,029					
			\$ -				
				\$ -			
					\$ 16,199		
709 Subtotal:		\$ 125,029	\$ -	\$ -	\$ 16,199		\$ 141,228
720 Special Planning Studies						\$ 251,312	\$ 251,312
						\$ 230,580	
		\$ 37,237			\$ 88,460		
						\$ -	
720 Subtotal:		\$ 37,237	\$ -	\$ -	\$ 88,460	\$ 230,580	\$ 607,589
		\$ 635,171					\$ 635,171
			\$ 105,462				\$ 105,462
				\$ 33,122			\$ 33,122
					\$ 315,782		\$ 315,782
						\$ 230,580	\$ 230,580
						\$ 251,312	\$ 251,312
TOTAL FUNDING		\$ 635,171	\$ 105,462	\$ 33,122	\$ 315,782	\$ 230,580	\$ 1,571,430

OWP RY 2008-2009

This Page Blank

APPENDICES

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).

Nanna Connick
MPO Authorizing Signature
RTPA Chair
Title
5-7-08
Date

David Moore for Tim Huckabay
Caltrans District Approval Signature
DEPUTY DISTRICT DIRECTOR, PLANNING
Title *& LOCAL ASSISTANCE, DISTRICT 2*
5-21-08
Date

APPENDIX B - FTA Certifications and Assurances

FEDERAL FISCAL YEAR 2008 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 provisions of Categories 01 – 24. X

<u>Category</u>	<u>Description</u>
1.	Assurances Required For Each Applicant.
2.	Lobbying.
3.	Procurement Compliance.
4.	Protections for Private Providers of Public Transportation.
5.	Public Hearing.
6.	Acquisition of Rolling Stock for Use in Revenue Service.
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 for States.
19.	Job Access and Reverse Commute Program.
20.	New Freedom Program.
21.	Alternative Transportation in Parks and Public Lands Program.
22.	Tribal Transit Program.
23.	Infrastructure Finance Projects.
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.

FEDERAL FISCAL YEAR 2008 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**

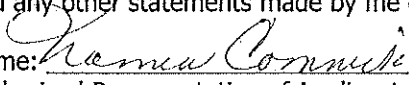
Name and Relationship of Authorized Representative: **Norma Connick, Chair**

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, and with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2008.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in 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 2008.

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 Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and 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: 5-7-08

AFFIRMATION OF APPLICANT'S ATTORNEY

For:

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

Date: 4-28-08

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 D - List of Frequently Used Acronyms

ADA	<u>Americans with Disabilities Act.</u>
CALTRANS	<u>Caltrans District 2.</u>
CFR	The <u>Code of Federal Regulations</u> (CFR) is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. Each volume of the CFR is updated once each calendar year and is issued on a quarterly basis
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.
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 review 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 persons with disabilities, 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.

APPENDIX C - Debarment

California Department of Transportation Debarment and Suspension Certification for Fiscal Year 2008/2009

*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 2008/2009 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 *Norma Connick* Date: 5-7-08

Printed Name: NORMA CONNICK

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 *Elizabeth W. Johnson*
Date 4/28/08

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

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.
PL	<u>Planning Funds.</u> Transportation planning funds are used for activities associated with the Metropolitan planning process.
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 Program.</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>
SF	<u>ShastaForward>>.</u> Shasta County's regional blueprint plan. The plan develops planning tools which make possible the forecast and mapping of growth and development.
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).
TIPs	<u>Transportation Improvement Programs.</u> TIPs refer to a number of transportation improvement programs. Work element 706 contains work tasks for the development and coordination of these programs, primarily the RTIP, STIP, and FTIP (see definition above.)

Shasta County Regional Transportation Planning Agency																							
2008/2009 OWP Input				Total Element	Labor	Consultant	Fixed Assets	Staff Hours	\$70.79	\$67.11	\$64.79	\$59.49	\$56.57	\$33.92	\$47.17	\$29.57	\$50.77	\$0.00					
Element	Task	Description of Task	Deliverable/Product	Budget	Budget	Budget	Budget	Budget	Little	Hays	Ramsdell	Strahan	Wayne	Coffman	Crowe	Rose	Ken	Extra	Anderson	Redding	Shasta Lake	County	
701 REGIONAL TRANSPORTATION PLANNING						ok	ok																
701.01	Regional Traffic Model and Air Quality Planning	Model runs and evaluations, model training	Anderson	\$ 54,239.10	\$ 19,239.10	\$ 25,000.00	\$ 10,000.00	290	40	235		5		10									
701.02	Development of the 2009 RTP	All functions related to RTP		\$ 76,722.27	\$ 76,722.27			1,170	175	400		415	100	80					\$ 4,431.07				
701.03	ITS updates	Maintain regional ITS architecture		\$ 6,047.20	\$ 6,047.20	\$ -		100		80				20									
Total Element =				\$ 137,008.57	\$ 102,008.57	\$ 25,000.00	\$ 10,000.00	1560	215	715	0	420	100	110	0	0	-	-	\$ 4,431.07	\$ -	\$ -	\$ -	
702 TRANSPORTATION SYSTEM SAFETY																							
702.01	System Preservation	Traffic Volume inventories, HPMS, Deficiency & Needs		\$ 131,336.00	\$ 107,286.00	\$ 13,550.00	\$ 10,500.00				\$ -									\$ 87,075.00	\$ -	\$ 44,261.00	
702.02	Traffic Safety & Monitoring	Accident surveillance, traffic device control & inventories, traffic model calibration, training needs		\$ 109,734.95	\$ 85,734.95	\$ 6,000.00	\$ 18,000.00												\$ 13,957.95	\$ 73,695.00	\$ 13,550.00	\$ 8,532.00	
Total Element =				\$ 241,070.95	\$ 193,020.95	\$ 19,550.00	\$ 28,500.00	\$ -	\$ -	\$ -	\$ -								\$ 13,957.95	\$ 160,770.00	\$ 13,550.00	\$ 52,793.00	
703 PUBLIC TRANSIT SYSTEM COORDINATION AND PLANNING																							
703.01	Public Transit System Coordination & Planning	RTPA Meetings, training, workshops		\$ 72,126.00	\$ 48,876.00		\$ 23,250.00																
703.02	Special Projects	AVL Locators		\$ 47,000.00	\$ -		\$ 47,000.00																
Total Element =				\$ 119,126.00	\$ 48,876.00	\$ -	\$ 70,250.00	0	0	0	0	0	0	0	0								
704 MANAGEMENT OF BICYCLE AND PEDESTRIAN FACILITIES																							
704.01	Non-Motorized Planning	Maintain Regional Bikeway Plan, TE Project Review, Safety Issues		\$ 3,662.35	\$ 3,662.35			55	40			10			5								
704.02	Bicycle & Pedestrian Facilities			\$ 59,912.20	\$ 27,912.20	\$ 32,000.00			\$ -	\$ -		10	-	-	5	-	-	-	\$ 14,407.20	\$ 30,505.00	\$ 15,000.00		
Total Element =				\$ 63,574.55	\$ 31,574.55	\$ 32,000.00	\$ -	55	40	-	-	10	-	-	5	-	-	-	\$ 14,407.20	\$ 30,505.00	\$ 15,000.00	\$ -	
706 PROGRAMMING & FINANCIAL PLANNING OF TIPS																							
706.01	Programming of TIPS	Mgmt of all TIPS and state & federal required grants		\$ 92,522.85	\$ 75,522.85		\$ 17,000.00	1090	470	300		240		80					\$ 837.35	\$ 4,290.00			
Total Element =				\$ 92,522.85	\$ 75,522.85	\$ -	\$ 17,000.00	1090	470	300	0	240	0	80	0	0	0	0	\$ 837.35	\$ 4,290.00	\$ -	\$ -	

Shasta County Regional Transportation Planning Agency																							
2008/2009 OWP Input																							
Element	Task	Description of Task	Deliverable/Product	Total Element Budget	Labor Budget	Consultant Budget	Fixed Assets and Expenses Budget	Staff Hours Budget	\$70.79 Little	\$67.11 Hays	\$64.79 Ramsdell	\$59.49 Strahan	\$56.57 Wayne	\$33.92 Coffman	\$47.17 Crowe	\$29.57 Rose	\$50.77 Ken	\$0.00 Extra	Anderson	Redding	Shasta Lake	County	
707 MANAGEMENT OF TRANSPORTATION DEVELOPMENT ACT																							
	707.01	Meetings - CTSA & SSTAC		\$ 6,792.25	\$ 6,792.25			145	10	0		20	0	40	75								
	707.02	Fiscal and Grant Management	Audits, TDA claims, TDA accounting, grant management	\$ 37,359.20	\$ 25,359.20	\$ 12,000.00		560	0						500	60							
	707.03	Unmet Needs Process	Annual unmet needs process	\$ 5,906.80	\$ 5,906.80			120	0			20			100								
	707.04	Public transit reviews	Public transit review	\$ 2,481.70	\$ 2,481.70			50	0			10			40								
	707.05	Administration	Admin Support	\$ 116,771.90	\$ 66,771.90	\$ 10,000.00	\$ 40,000.00	1510	280	10		60	40	940	160		20						
			Total Element =	\$ 169,311.85	\$ 107,311.85	\$ 22,000.00	\$ 40,000.00	2,385	290	10	-	110	40	980	875	60	20	-		0	0	0	0
709 OWP DEVELOPMENT, INTERGOVERN. COORDINATION, INFORMATION DIST																							
	709.01	Development of OWP		\$ 17,357.25	\$ 17,357.25			345	10	15		40	20	10	250								
	709.02	Information Distribution	Produce Quarterly Newsletter	\$ 17,492.00	\$ 12,492.00		\$5,000.00	260	0			40		20	200								
		Intergovernmental Coordination	Public Involvement and participation, coordination of plans, website, etc. Implementation of elements in the Coordinated Human Trans. Plan, db																				
	709.03			\$ 106,378.95	\$ 96,378.95		\$ 10,000.00	1495	145	240		300	240	320	250				\$ 2,777.90	\$ 4,580.00	\$ 1,450.00	\$7,129.40	
			Total Element =	\$ 141,228.20	\$ 126,228.20	\$ -	\$ 15,000.00	2,100	155	255	-	380	260	350	700	0	0		\$ 2,777.90	\$ 4,580.00	\$ 1,450.00	\$ 7,129.40	
720 SPECIAL PLANNING STUDIES																							
	720.01	Shasta Blueprint Plan	Consultant (20% TDA match)	\$ 150,913.00	\$ -	\$ 100,000.00	\$ 50,913.00	0	0														
	720.02	Shasta Fwd Admin	Staff (20% TDA match)	\$ 137,312.20	\$ 137,312.20				280	240	240	400	1080		20								
			Traffic impact fees, monitoring updates, continuation, coordination	\$ 42,061.00	\$ 17,061.00	\$ 25,000.00		300	20	80	80	40		80									
	720.10	Corridor studies		\$ 251,312.00	\$ 251,312.00	\$ 251,312.00																	
	720.11	Fix 5 Partnership		\$ 25,991.10	\$ 15,991.10		\$ 10,000.00	250	130	0	0	0	120										
		Fix 5 Admin.	100% TDA																				
			Total Element =	\$ 607,589.30	\$ 421,676.30	\$ 376,312.00	\$ 60,913.00	550	430	320	320	440	1200	80	20	0	0	0	0	0	0	0	

Shasta County Regional Transportation Planning Agency																						
2008/2009 OWP Input																						
Element	Task	Description of Task	Deliverable/Product	Total Element Budget	Labor Budget	Consultant Budget	Fixed Assets and Expenses Budget	Staff Hours Budget	\$70.79 Little	\$67.11 Hays	\$64.79 Ramsdell	\$59.49 Strahan	\$56.57 Wayne	\$33.92 Coffman	\$47.17 Crowe	\$29.57 Rose	\$50.77 Ken	\$0.00 Extra	Anderson	Redding	Shasta Lake	County
				\$ 1,571,432.27	\$ 1,106,219.27	\$ 474,862.00	\$ 241,663.00												\$ 36,411.47	\$ 200,145.00	\$ 30,000.00	\$ 59,922.40
								Staff Hours -1600 TOTAL PER EMPLOYEE														
		Equals Consolidated Budget times 88.53% FHWA Funding		Consolidated Total Budget	Total Labor	Consultant	Expenses and Fixed Assets	Budget	Little	Hays	Ramsdell	Strahan	Wayne	Coffman	Crowe	AP	Cristobal	Extra				
		\$ 121,293.69	701	\$ 137,009	\$ 102,009	\$ 25,000	\$ 10,000	1,560	215	715	-	420	100	110	-	-	-	-				
		\$ 213,420.11	702	\$ 241,071	\$ 193,021	\$ 19,550	\$ 28,500		-	-	-	-	-	-	-	-	-	-				
		\$ 105,462.25	703 (FTA funded)	\$ 119,126	\$ 48,876	\$ -	\$ 70,250	-	-	-	-	-	-	-	-	-	-	-				
		\$ 56,282.55	704	\$ 63,575	\$ 31,575	\$ 32,000	\$ -	55	40	-	-	10	-	-	5	-	-	-				
		\$ 81,910.48	706	\$ 92,523	\$ 75,523	\$ -	\$ 17,000	1,090	470	300	-	240	-	80	-	-	-	-				
		\$ 125,029.33	709	\$ 169,312	\$ 107,312	\$ 22,000	\$ 40,000	2,385	290	10	-	110	40	980	875	60	20	-				
		\$ 37,236.60	720.03 only	\$ 141,228	\$ 126,228	\$ -	\$ 15,000	2,100	155	255	-	380	260	350	700	-	-	-				
			Remainder 720- SPR & TDA	\$ 607,589	\$ 421,676	\$ 376,312	\$ 60,913	550	430	320	320	440	1,200	80	20		-					
		\$ 740,635.00	Less 703 FTA	\$ 1,571,432	\$ 1,106,219	\$ 474,862	\$ 241,663	7,740	1,600	1,600	320	1,600	1,600	1,600	1,600	60	20	-				
		\$ 635,172.76	FHWA																			
		Summary by Funding Element		Agency Proof		RTPA Proof	RTPA TDA Proof	RESOURCES AVAILABLE														
		FHWA	\$ 635,172.76	Anderson	\$ 36,411.47	701	\$ 132,577.50	\$ 15,206.64	Estimated Carryover at 6-30-08		\$ 489,738	\$ 45,697		\$ 193,859	\$ 48,415							
		FTA	\$ 105,462.25	RABA	\$ 119,126.00	702	\$ -		08/09 Allocation		\$ 593,221	\$ 70,000		\$ 150,000	\$ 57,261							
		RTPA TDA Match	\$ 297,794.23	Redding	\$ 200,145.00	703	\$ 0		Total Available Funds		\$ 1,082,959	\$ 115,697	\$ 315,783	\$ 343,859	\$ 105,676							
		TDA-Agency	\$ 17,988.60	County	\$ 59,922.40	704	\$ 3,662.35	\$ 420.07	Budgeted Expenses 08-09		\$ (635,173)	\$ (69,000)	\$ (315,783)	\$ (230,580)	\$ (105,462)							
		INKIND - Agency	\$ 33,122.28	Shasta Lake	\$ 30,000.00			\$ -	Remaining Available Funds at 6-30-08		\$ 447,786	\$ 46,697	\$ -	\$ 113,279	\$ 214							
		Fix 5	\$ 251,312.00	Agency Total	\$ 445,604.87	706	\$ 87,395.50	\$ 10,024.26														
		BLUEPRINT	\$ 230,580.16			707	\$ 169,311.85	\$ 169,311.85														
						709	\$ 125,290.90	\$ 14,370.87														
		TOTAL BY FUNDING	\$ 1,571,432.27																			
		Total TDA	\$ 315,782.83			720	\$ 607,589.30	\$ 88,460.54														
				TOTAL BUDGET	\$ 1,571,432.27	RTPA Total	\$ 1,125,827.40	\$ 297,794.23														