

STAFF REPORT



MEETING DATE: June 25, 2019
SUBJECT: Correspondence
AGENDA ITEM: 5-5
STAFF CONTACT: Amy Lindsey, Executive Assistant

Attached and summarized below is correspondence determined to be of interest to the board of directors.

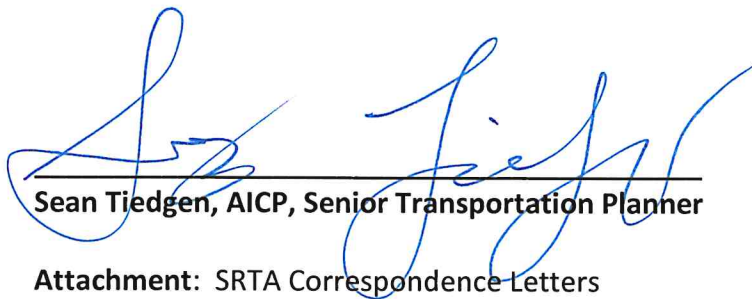
INCOMING CORRESPONDENCE

Date	From	Subject
4/24/19	Bruce De Terra, Chief, Department of Transportation, Division of Transportation Programming	Approval recommendation to US DOT for Amendment #5 to SRTA's 2018/19 – 2021/22 Federal Transportation Improvement Program (FTIP)
5/14/19	Kathy Grah, Chief, Office of Community and Regional Planning, California Department of Transportation	Letter of approval for SRTA's FY 19-20 Overall Work Program and Overall Work Program Agreement
5/17/19	Erin Thompson, Chief, Office of Regional Planning, California Department of Transportation	Grant award letter for the ShastaReady Extreme Climate Event Mobility and Adaptation Plan
5/21/19	Kathy Grah, Chief, Office of Community and Regional Planning, California Department of Transportation	Letter of approval for Amendment #5 to SRTA's FY 2018/19 Overall Work Program (OWP)
5/24/19	Tashia J. Clemons, Director, Planning & Environment, Federal Highway Administration	Letter of Approval for SRTA's 2019 FTIP Formal Amendment #5, on behalf of both FHWA and FTA
6/3/19	Josh Pulverman, Chief of the Integration and Network Planning Branch of Caltrans, Division of Rail and Mass Transportation	Letter confirming submittal of SRTA's unmet transit needs documentation for fiscal year 2019-20
6/14/19	Bill Higgins, Executive Director, California Association of Councils of Governments	Letter regarding significant concern regarding potential transportation impacts resulting from the proposed NHTSA/U.S. EPA's Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026

OUTGOING CORRESPONDENCE

Date	To	Subject
4/23/19	Bruce De Terra, Chief, Department of Transportation, Division of Transportation Programming	Letter of local approval for Formal Amendment #5 to the Shasta 2019 Federal Transportation Improvement Program (FTIP)

4/23/19	• The Honorable Jim Beall, California State Senator, Capitol Office • The Honorable Brian Dahle, California State Assembly, Capitol Office • The Honorable Cottie Petrie-Norris, California State Assembly, Capitol Office	Letters of concern regarding proposed changes to California's Active Transportation Program
4/30/19	Debbie Pedersen, Executive Director, Modoc Transportation Agency/Sage Stage	Letter of support for Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program
5/1/19	Jessica Riske-Gomez, Transportation Manager, Tehama County Transportation Commission	Provided input on the Tehama County Regional Transportation Plan 2019
5/1/19	Jim Graham, Interim Director of Planning, Plumas County	Provided input on the Plumas County Regional Transportation Plan 2019
5/14/19	Caltrans, Division of Rail and Mass Transportation Low Carbon Transit Operations Program (LCTOP)	Low Carbon Transit Operation Program Semi-Annual Report – Expansion of Express Services
5/14/19	Caltrans, Division of Rail and Mass Transportation Low Carbon Transit Operations Program (LCTOP)	Low Carbon Transit Operation Program Semi-Annual Report – Sunday Transit Service Demonstration Project
6/7/19	Jerome Wiggins, Federal Transit Administration, Region 9	Letter of Concurrence for FTA 5307 Application Number 1629-2019-1
6/17/19	Chad Broussard, Bureau of Indian Affairs	Letter providing comments regarding the Redding Rancheria Fee to Trust and Casino Project DEIS



Sean Tiedgen, AICP, Senior Transportation Planner

Attachment: SRTA Correspondence Letters

DEPARTMENT OF TRANSPORTATION**DIVISION OF BUDGETS**

P.O. BOX 942873, MS-24

SACRAMENTO, CA 94273-0001

PHONE (916) 654-7287

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

April 24, 2019

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

Mr. Edward Carranza, Jr.
Regional Administrator
Federal Transit Administration, TRO-9
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Attention: Ms. Tashia Clemons

Attention: Mr. Ted Matley

Dear Ms. Clemons and Mr. Matley:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2018/19 – 2021/22 Federal Transportation Improvement Program (FTIP):

<u>No.</u>	<u>Description</u>
5	Local and State Transportation Systems This amendment modifies projects that include funding from the Highway Bridge Program, Highway Safety Improvement Program, and the State Highway Operation and Protection Program.

See enclosure.

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

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment Number 5. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2019 Federal Statewide Transportation Improvement Program (FSTIP). Projects included in this FTIP, in fiscal years beyond the four-year cycle of the current FSTIP, are not approved as part of this FTIP amendment and are for information only. Approval of this amendment does not constitute an eligibility determination of projects for federal funding.

Mr. Vincent Mammano/ Mr. Edward Carranza, Jr.

April 24, 2019

Page 2

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Bruce De Terra".

BRUCE DE TERRA

Chief

Division of Transportation Programming

Enclosures

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

DEPARTMENT OF TRANSPORTATION

1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530)
FAX (530)
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

May 14, 2019

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

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of our recommended approval of the Shasta Regional Transportation Agency's (SRTA) FY 19-20 Overall Work Program and Overall Work Program Agreement. Original documents have been forwarded to Caltrans Office of Regional Planning.

We look forward to the continued coordination with SRTA Board and staff. If you have any questions or concerns, please feel free to contact your regional planning liaison, Mr. Aaron Casas at (530) 225-4732 or by email at Aaron.casas@dot.ca.gov

Sincerely,

A handwritten signature in blue ink that reads "Kathy Grah".

KATHY GRAH
CHIEF, Office of Community and Regional Planning

c: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Tom Balkow, District Deputy Director Planning and Local Assistance
Gilbert Valencia, Associate Transportation planner, Office of Regional Planning
Jackie Karhs, Branch Chief, Office of Regional Planning

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING

P.O. BOX 942874, MS-32

SACRAMENTO, CA 94274-0001

PHONE (916) 654-2596

FAX (916) 653-0001

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

May 17, 2019

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

Dear Mr. Little:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, I am pleased to offer my congratulations to the Shasta Regional Transportation Agency for the recent award of the following transportation planning grant:

Public Transportation Account - Adaptation Planning	
Grant Fiscal Year (FY)	2019-20
Grant Title	ShastaReady Extreme Climate Event Mobility and Adaptation Plan
Grantee	Shasta Regional Transportation Agency
Sub-Recipient	
Grant Award	\$289,850
Local Match	\$48,700
Total Project Amount	\$338,550
Grant Expiration	February 28, 2022 - time extensions are not allowed
Final Invoice Due	April 28, 2022

Conditions of Grant Acceptance

Grant work cannot begin until all Conditions of Grant Acceptance have been satisfied. To assist with this process, Caltrans District staff will schedule a teleconference with your agency to discuss the conditions below, as well as other project revisions that may be necessary to accept grant funding. Please submit the following items to Caltrans District 2 no later than November 1, 2019. Failure to satisfy these conditions will result in the forfeiture of grant funds.

1. Coordinate with Caltrans District Planning staff to make necessary revisions to the Grant Application Cover Sheet, Scope of Work, and Project Timeline. An initial review of these documents will require the following revisions:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

- Revise the Grant Application Cover Sheet and Project Timeline so the Total Project Cost equals the Grant Funds Requested plus Local Match.
- 2. If requesting reimbursement for indirect costs, these costs must be included in the grant Scope of Work and Project Timeline. An Indirect Cost Allocation Plan (ICAP) must be submitted to Caltrans Audits and Investigations. Instructions for submitting an ICAP are available at the following webpage: <http://dot.ca.gov/audits/>
- 3. If utilizing third-party in-kind contributions to satisfy the minimum local match requirement, a Third-Party In-kind Valuation Plan must be completed. These contributions consist of goods and services donated from outside the grantee's agency (examples: donated printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). A Third-Party In-kind Valuation Plan Checklist and sample can be found at the following webpage: <http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>
- 4. Submit a formal Amendment for the current Fiscal Year (FY) Overall Work Program (OWP) and OWP Agreement (OWPA). The OWP/OWPA formal amendment must include the OWPA, OWP Budget Summary and a standalone Work Element. These three items must show consistent funding information for the grant project and include the full grant and local match amounts. The Work Element name and number must remain the same until the project is completed.

Next Steps

Once the District has approved all items required to fulfill the Conditions of Grant Acceptance, the following steps will need to occur:

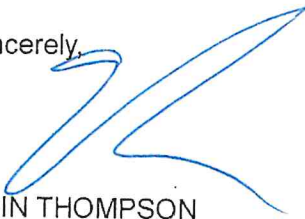
- Once the OWP/OWPA formal amendment is processed, Caltrans District staff will send a Notice to Proceed letter. Grant work cannot begin until this letter is received by the grantee.
- Caltrans District staff will schedule a grant kick-off meeting with Caltrans staff and the grantee.
- Grant administrative requirements:
 - Quarterly Progress Reports (a brief narrative of completed project activities)
 - Request for Reimbursements/invoices (RFRs) submitted at least quarterly, but no more than monthly.
 - Local match commitments in the amount shown above, including any local match amount above the minimum amount that is required with every RFR/invoice.
 - All work must be completed by February 28, 2022.
 - Final RFR/invoice and final product due no later than April 28, 2022. The final RFR/invoice will not be processed by Caltrans until the final product is submitted.

Mr. Daniel S. Little
May 17, 2019
Page 3

- o For your convenience, a toolbox to aid you during this process is located at the following webpage: <http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>

If you have questions concerning the Grant Program requirements or these funds, please contact, Aaron Casas, Caltrans District 2 Liaison at 530-225-4732 or Gilbert Valencia, Caltrans Headquarters Liaison at (916) 653-3076.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional Planning

c: Michael Kuker, Assistant Transportation Planner, Shasta Regional Transportation Agency

Kathy Grah, Senior Transportation Planner, Caltrans District 2
Aaron Casas, Associate Transportation Planner, Caltrans District 2
Gilbert Valencia, Transportation Planner, Caltrans Headquarters

DEPARTMENT OF TRANSPORTATION

1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530)
FAX (530)
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

May 21, 2019

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

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of its recommendation for approval of the Shasta Regional Transportation Agency's (SRTA) FY 2018/2019 Overall Work Program (OWP) Amendment #5.

We look forward to working with SRTA and continuing the great working relationship between your agency and Caltrans. This approval will ensure that SRTA has their OWP finalized and in place, so we can properly reimburse SRTA for all planning work associated with the OWP and its Work Elements.

If you have any questions or comments regarding this matter, please feel free to contact your Regional Planner Aaron Casas, at (530) 225-4732.

Sincerely,

A handwritten signature in cursive script that reads "Kathy Grah".

KATHY GRAH
CHIEF, Office of Community and Regional Planning

c: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Tom Balkow, District Deputy Director Planning and Local Assistance
Gilbert Valencia, Associate Transportation planner, Office of Regional Planning
Jackie Karhs, Branch Chief, Office of Regional Planning



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

California Division

May 24, 2019

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

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra
Chief, Division of Transportation Programming
California Department of Transportation, MS 82
1120 N Street
Sacramento, CA 95814

Attn: Muhaned Aljabiry

SUBJECT: Shasta Regional Transportation Agency (SRTA) FY 2019 FTIP Amendment # 5

Dear Mr. De Terra:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of Amendment # 5 to the Shasta Regional Transportation Agency (SRTA) FY 2019 Transportation Improvement Program (FTIP) that was submitted by your letter dated April 24, 2019. SRTA adopted Amendment # 5 on April 23, 2019. This amendment to SRTA's FTIP:

- o Modifies projects in the SRTA region. Funding sources Highway Bridge Program, Highway Safety Improvement Program and State Highway Operation and Protection Program.

Pursuant to the February 14, 2018, *Memorandum of Agreement between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, we accept the modifications to the FY 2019 Federal Statewide Transportation Improvement Program (FSTIP) for the SRTA region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning published in the May 27, 2016 Federal Register.

We find that the SRTA's FTIP, through Amendment # 5, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation Act (FAST).

We have determined that this program modification is exempt from the regional emissions analysis requirements pursuant to the transportation conformity provisions found in 40 CFR Part 93. This finding has been coordinated with Region 9 of the Environmental Protection Agency

(EPA) in accordance with the procedures outlined in the *National Memorandum of Understanding between DOT and EPA on Transportation Conformity*, dated April 25, 2000. Therefore, we find that the FTIP continues to conform to the applicable State Implementation Plan (SIP).

This approval is provided with the understanding that the FTA funding approval on the individual projects contained in the FSTIP are subject to grantees meeting all necessary FTA administrative requirements, and that approval of this programming action does not provide a federal eligibility determination for CMAQ projects or any other project funding source included in this amendment.

If you have questions or need additional information concerning our approval for this SRTA FSTIP amendment, please contact Scott Carson (scott.carson@dot.gov) of the FHWA California Division office at (916) 498-5029.

Sincerely,

A handwritten signature in black ink, appearing to read "Tashia J. Clemons". The signature is fluid and cursive, with the first name "Tashia" being more prominent.

Tashia J. Clemons
Director, Planning & Environment
Federal Highway Administration

DEPARTMENT OF TRANSPORTATION

DIVISION OF RAIL AND MASS TRANSPORTATION

P.O. BOX 942873, MS-39

SACRAMENTO, CA 94273-0001

PHONE (916) 654-8811

FAX (916) 653-4565

TTY 711

www.dot.ca.gov



Making Conservation
a California Way of Life.

June 3, 2019

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

Dear Mr. Little:

Thank you for submitting your agency's unmet transit needs documentation for fiscal year 2019-20. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act, and find the documentation to be complete and in accordance with current statutes.

Please continue to work with Marcelino Gonzalez, telephone number (530) 225-3369, at the local California Department of Transportation District 2 office to help identify solutions in meeting your region's transit needs.

If you have any questions, please contact me at (916) 657-3863

Sincerely,

Chief
Planning & Network Planning Branch

- c: Marcelino Gonzalez, Department of Transportation
Kathy Urlie, Shasta Regional Transportation Agency

RECEIVED
JUN 11 2019
SHASTA REGIONAL
TRANSPORTATION AGENCY



California Association of
Councils of Governments
Effective Regions Through Partnership

June 14, 2019

The Honorable Elaine L. Chao
United States Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

The Honorable Andrew Wheeler
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

RE: Significant concern regarding potential transportation impacts resulting from the Proposed NHTSA/U.S. EPA's Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026

Dear Secretary Chao and Administrator Wheeler:

CALCOG is an association of Councils of Governments (COGs), Congestion Management Agencies (CMAs) and Regional Transportation Planning Agencies (RTPAs) and includes all eighteen Metropolitan Planning Organizations (MPOs) that are responsible for the development and implementation of the regional transportation plan and transportation conformity. The California Air Resources Board previously provided comments on the environmental, public health, and equity concerns raised by the rule. This letter highlights potential transportation impacts identified since the close of the rulemaking comment period.

The proposed SAFE Vehicles Rule, which would roll back national fuel-efficiency standards, hampers the ability of California's transportation agencies to deliver approximately 2,000 projects totaling more than \$130 billion. These projects support a robust state economy and create important middle-class jobs. In addition, the proposed rule would interfere with California's ability to deliver improved goods movement infrastructure that serves the entire nation. Other important goals—such as congestion relief, transportation system reliability, public health, housing, environmental sustainability, and equity—also would be significantly compromised for as much as 93 percent of the state's population.

A list of potential projects affected by the Rule by Metropolitan Planning Organizations (MPOs) and rural non-attainment region is attached to this letter.



1107 9th Street, Suite 810
Sacramento, CA 95814



www.calcog.org



(916) 557-1170

To prevent these impacts, we request U.S. DOT in coordination with U.S. EPA reconsider the proposed rule to account for impacts it would have on critical infrastructure project delivery. In particular, we ask that appropriate measures be taken to ensure that, consistent with the federal transportation conformity rule, current planning and programming documents and those under development using EMFAC2014 (California's air quality emissions model), remain valid irrespective of the final rule.

How does the proposed rule impact non-attainment MPO and non-attainment rural areas' ability to complete conformity determinations?

Finalization of the proposed rule invalidates California's air quality emissions model (EMFAC2014), which is used to make transportation conformity determinations. As a result, non-attainment MPOs and rural areas would be required to wait for a new, federally-approved model before completing the required transportation conformity determination. This puts strict limitations on the completion of transportation projects throughout the state. We anticipate updating the air quality emissions model and associated air quality planning work may take three years to complete. In the meantime, it is important that existing programming and planning documents continue to be considered valid.

We estimate a minimum three-year transition period would be needed in order to avoid any project delays. If the final rule does not include a sufficient transition period, projects subject to transportation conformity, like the State Route (SR) 49 Widening project in Nevada county, SR 55 Congestion Relief Project from I-5 to SR 91 in Orange County, I-5/SR 91 Express Lanes Connector in Riverside County, San Bernardino's West Valley Connector, and three projects in San Diego County, (1) Carlsbad Village Double Track in San Diego County, (2) Del Mar Bluffs Design and Installation of Bluff Stabilization Measures, and (3) Palomar Grade Separation (all currently in project delivery), will be unable to complete the NEPA process until a new emissions model is approved by U.S. EPA. For these projects, project delivery delays may occur immediately. In addition, without a transition period, adoption of regional transportation plans in the following areas would be at risk: San Diego Association of Governments (2020), Sacramento Area Council of Governments (2020), Southern California Association of Governments (2020), Butte County Association of Governments (2020), and the Metropolitan Transportation Commission (2021). For these MPO regions, the absence of a three-year transition period may force them to enter the 12-month lapse grace-period, putting strict limitations on the delivery of transportation projects within these regions.

What types of action does the Rule affect?

The proposed rule threatens the ability of 14¹ of the state's 18 MPOs and eight² rural non-attainment counties' to obtain federal approval for any of the following actions: (1) adoption of a new Regional Transportation Plan (RTP), (2) adoption of a new Federal State Transportation Improvement Program (FSTIP); (3) amendments to projects listed in the RTP or FSTIP not exempt from transportation conformity; and, (4) NEPA approval for projects not exempt from transportation conformity. California's rural non-attainment areas may also face project delivery delays. Under federal law, each federal approval for the actions listed above requires a new transportation conformity determination.

A map of the impacted regions is included with this letter.

To prevent delays in the delivery of California's transportation system that will be felt nationwide, we request U.S. DOT coordinate with U.S. EPA and the California Air Resources Board to reconsider the proposed rule. Should you have any questions please contact Tanisha Taylor. She can be reached by email at taylor@calcog.org.

Sincerely,



BILL HIGGINS
Executive Director

Attachments (2)

¹ Butte County Association of Governments; Fresno Council of Governments; Kern Council of Governments; Kings County Association of Governments; Madera County Transportation Commission; Merced County Association of Governments; Metropolitan Transportation Commission/Association of Bay Area Governments; Sacramento Area Council of Governments; San Diego Association of Governments; San Luis Obispo Council of Governments; Southern California Association of Governments; Stanislaus Council of Government; San Joaquin Council of Governments; Tulare County Association of Governments

² Amador, Calaveras, Tuolumne, Mariposa, Mono, Tehama, Plumas, and Nevada



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

Daniel S. Little, Executive Director

April 23, 2019

Mr. Bruce De Terra, Chief
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 5 to the Shasta 2019 Federal Transportation Improvement Program (FTIP)

Dear Mr. De Terra:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 5 to the Shasta 2019 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2019 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2016 Participation and Partnership Plan (Title VI). The public and interagency review period ran from April 8 through April 22, 2019, meeting the requisite 14-day review period.

This amendment updates the grouped project listings bulleted below. Additionally, \$647,726 of Federal Fiscal Year 2019 Highway Infrastructure Program funding has been added to regional revenue, but not yet programmed.

- **Grouped Projects for Safety Improvements – State Highway Operation and Protection Program (SHOPP) Collision Reduction Program (CTIPS ID No. 211-0000-0075)** – Updates the listing by adding a new \$11.935 million curve improvement project on State Route (SR) 299 in Fiscal Years (FYs) 2018/19, 2020/21, and 2021/22 near Ingot from 2.7 miles east of Seamans Gulch Road to 1.2 miles west of Du Bois Road.

- **Grouped Projects for Bridge Rehabilitation and Reconstruction (CTIPS ID No. 211-0000-0083)**
- Updates the listing of Highway Bridge Program (HBP) projects to the one Caltrans, Headquarters issued on March 26, 2019. There are five adjustments to existing projects.
- **Grouped Projects for Safety Improvements – Highway Safety Improvement Program (HSIP) (CTIPS ID No. 211-0000-0093)** – Increases federal funding \$503,810 for the city of Redding Old Oregon Trail between Midland Drive and Bear Mountain Road bridge project for FY 2021/22. Decreases local share \$128,110. Total estimated project cost is now \$2,264,000.

With this transmittal, Shasta 2019 FTIP Formal Amendment No. 5 is being provided directly to Caltrans. An electronic copy will be transmitted by email to Caltrans, FHWA, and FTA. The approved amendment is posted to the SRTA website at <https://www.srta.ca.gov/156/Federal-Transportation-Improvement-Progr>. Please recommend this formal amendment for federal approval.

For questions, do not hesitate to contact Senior Transportation Planner Kathy Urlie at (530) 262-6194 or kurlie@srta.ca.gov.

Sincerely,


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

DSL/KKU/al

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

C: Scott Carson, FHWA CA Division
Ted Matley, FTA Region 9
SRTA Board of Directors
John Abshier, Redding
Al Cathey, Shasta County
Rick Somers, Caltrans, District 2
Nicole Fortner, Caltrans, District 2
Wendy Lonnberg, Caltrans, District 2



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

Daniel S. Little, Executive Director

April 23, 2019

The Honorable Jim Beall
California State Senator
Capitol Office
State Capitol Room 2082
Sacramento CA 95814

Subject: Proposed Changes to California's Active Transportation Program

Dear Senator Beall,

Thank you for your leadership in active transportation and striving to improve the Active Transportation Program (ATP). The ATP's perennial oversubscription is a testament to strong demand the program is addressing. We like the ATP and are impressed with the evolution it has undergone. The ATP has brought active transportation dollars to our region, and we are invested in securing much more. Consequently, we have some concerns regarding the changes to the ATP, proposed through Senate Bill (SB) 152, which present an alternative allocation of funding.

From a rural/small urban perspective, the proposed changes diminish local efforts, including in Shasta County, to build complete active transportation networks. They also discourage competition which is generating higher quality projects. As in many communities across the state, the Shasta Region relies predominantly on grant funding to expand its bicycle and pedestrian network or build safer, higher quality facilities. Lowering the ATP's statewide portion from 50% to 10% reduces funding opportunities for most California regions to relative insignificance.

All regions could use additional funding, but the ATP application and selection process is working well and improving with each cycle. Changing the funding allocation could disrupt much of the progress already achieved. Currently, broad stakeholder input makes the process fair and serves the public. Iterative program changes have created an application eliciting projects that clearly respond to public input, address collision history, and improve public health and mobility. The rigors of the application foster a more transparent planning process and lead to transformative projects. The program's standard scoring rubric, by project type, screens out less transformative projects that otherwise may have been selected through a less competitive, smaller pool of local applications.

The Shasta Regional Transportation Agency (SRTA) is invested in an ATP with its current competitive funding allocation. SRTA staff has served on the ATP Technical Advisory Committee, educated the public on the ATP funding opportunity, and worked hand-in-hand with local agencies to develop projects that will compete well. The Shasta Region's efforts, along with the efforts of other agencies across the state, support and facilitate higher quality applications. Better applications move the ATP and California closer toward their active transportation goals, and particularly better than a formula program. We support the California Transportation Commission's hard work with agencies across the state that molded the ATP into its current form.

Thank you for reviewing our concerns, and we look forward to working with you more closely on maintaining an ATP that serves all of California. If you have any questions, please do not hesitate to contact me.

Sincerely,



Daniel S. Little, AICP, Executive Director



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

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

Daniel S. Little, Executive Director

April 23, 2019

The Honorable Brian Dahle
Capitol Office
State Capitol Room 3104
Sacramento CA 95814

Subject: Proposed Changes to California's Active Transportation Program

Dear Assembly Member Dahle,

I am writing to request your support of California's successful Active Transportation Program (ATP). The ATP's perennial oversubscription is a testament to strong demand the program is addressing. We like the ATP and are impressed with the evolution it has undergone. The ATP has brought active transportation dollars to our region, and we are invested in securing much more. Consequently, we have some concerns regarding the changes to the ATP, proposed through Assembly Bill (AB) 1402, which present an alternative allocation of funding.

From a rural/small urban perspective, the proposed changes diminish local efforts, including in Shasta County, to build complete active transportation networks. They also discourage competition which is generating higher quality projects. As in many communities across the state, the Shasta Region relies predominantly on grant funding to expand its bicycle and pedestrian network or build safer, higher quality facilities. Lowering the ATP's statewide portion from 50% to 10% reduces funding opportunities for most California regions to relative insignificance.

All regions could use additional funding, but the ATP application and selection process is working well and improving with each cycle. Changing the funding allocation could disrupt much of the progress already achieved. Currently, broad stakeholder input makes the process fair and serves the public. Iterative program changes have created an application eliciting projects that clearly respond to public input, address collision history, and improve public health and mobility. The rigors of the application foster a more transparent planning process and lead to transformative projects. The program's standard scoring rubric, by project type, screens out less transformative projects that otherwise may have been selected through a less competitive, smaller pool of local applications.

The Shasta Regional Transportation Agency (SRTA) is invested in an ATP with its current competitive funding allocation. SRTA staff has served on the ATP Technical Advisory Committee, educated the public on the ATP funding opportunity, and worked hand-in-hand with local agencies to develop projects that will compete well. The Shasta Region's efforts, along with the efforts of other agencies across the state, support and facilitate higher quality applications. Better applications move the ATP and California closer toward their active transportation goals, and particularly better than a formula program. We support the California Transportation Commission's hard work with agencies across the state that molded the ATP into its current form.

Thank you for reviewing our concerns, and please do not hesitate to contact me if you wish to discuss this further.

Sincerely,

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

Daniel S. Little, AICP, Executive Director



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

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

Daniel S. Little, Executive Director

April 23, 2019

The Honorable Cottie Petrie-Norris
State Capitol
Sacramento CA 95814

Subject: Proposed Changes to California's Active Transportation Program

Dear Assembly Member Petrie-Norris,

Thank you for your leadership in active transportation and striving to improve the Active Transportation Program (ATP). The ATP's perennial oversubscription is a testament to strong demand the program is addressing. We like the ATP and are impressed with the evolution it has undergone. The ATP has brought active transportation dollars to our region, and we are invested in securing much more. Consequently, we have some concerns regarding the changes to the ATP, proposed through Assembly Bill (AB) 1402, which present an alternative allocation of funding.

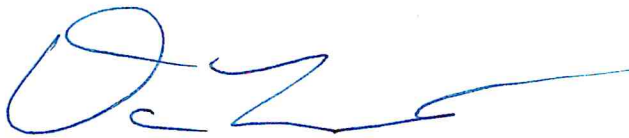
From a rural/small urban perspective, the proposed changes diminish local efforts, including in Shasta County, to build complete active transportation networks. They also discourage competition which is generating higher quality projects. As in many communities across the state, the Shasta Region relies predominantly on grant funding to expand its bicycle and pedestrian network or build safer, higher quality facilities. Lowering the ATP's statewide portion from 50% to 10% reduces funding opportunities for most California regions to relative insignificance.

All regions could use additional funding, but the ATP application and selection process is working well and improving with each cycle. Changing the funding allocation could disrupt much of the progress already achieved. Currently, broad stakeholder input makes the process fair and serves the public. Iterative program changes have created an application eliciting projects that clearly respond to public input, address collision history, and improve public health and mobility. The rigors of the application foster a more transparent planning process and lead to transformative projects. The program's standard scoring rubric, by project type, screens out less transformative projects that otherwise may have been selected through a less competitive, smaller pool of local applications.

The Shasta Regional Transportation Agency (SRTA) is invested in an ATP with its current competitive funding allocation. SRTA staff has served on the ATP Technical Advisory Committee, educated the public on the ATP funding opportunity, and worked hand-in-hand with local agencies to develop projects that will compete well. The Shasta Region's efforts, along with the efforts of other agencies across the state, support and facilitate higher quality applications. Better applications move the ATP and California closer toward their active transportation goals, and particularly better than a formula program. We support the California Transportation Commission's hard work with agencies across the state that molded the ATP into its current form.

Thank you for reviewing our concerns, and we look forward to working with you more closely on maintaining an ATP that serves all of California. If you have any questions, please do not hesitate to contact me.

Sincerely,



Daniel S. Little, AICP, Executive Director



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

Daniel S. Little, Executive Director

April 30, 2019

Debbie Pedersen, Executive Director
Modoc Transportation Agency/ Sage Stage
108 S. Main Street
Alturas, CA 96101

Subject: Supporting Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program

Dear Ms. Pedersen:

Shasta Regional Transportation Agency (SRTA) endorses and supports continuing efforts by the Modoc Transportation Agency (MTA) and Sage Stage to provide public transportation that connects Modoc County with other northstate regions. These connections provide access to much needed services in our region, as well as offers the opportunity for travelers to piece services together to enabling travel elsewhere within the United States and abroad.

SRTA is pleased to coordinate regularly with Modoc Sage Stage to help people access needed transportation in nearby urbanized areas. SRTA understands that many northstate residents depend and rely upon the Sage Stage services to access general and specialized medical services that are only remotely available, and to connect to Redding for medical services and appointments. Connecting with RABA, Greyhound, Amtrak, and Trinity Transit are much needed services.

SRTA supports efforts to obtain critical funding to sustain intercity transportation bus services, such as the FTA 5311(f) Intercity Bus Program, and we look forward to continued services to meet our regional needs.

Sincerely,

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

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency

From: Julie McFall <jmcfall@srta.ca.gov>
Sent: Wednesday, May 1, 2019 4:20 PM
To: Jim Graham <jimgraham@countyofplumas.com>
Cc: Amy Lindsey <alindsey@srta.ca.gov>
Subject: PCTC RTP Update

Hi Jim,

In response to your letter dated 3/28/19 (Plumas County Regional Transportation Plan 2020) SRTA would like to offer the following input:

- SRTA is planning to implement the Salmon Runner, an intercity bus that will run between Redding and Sacramento, in late 2019-early 2020. We would like to encourage existing services to connect to the Salmon Runner and encourage agencies to apply for new funding for feeder routes to the Salmon Runner. Additional information can be found here: <https://gosalmonrunner.com>
- SRTA recently applied for a grant through Caltrans, ShastaReady, to study the region's emergency preparedness and potential emergency impacts to regional facilities (Level of Service, roadway operations and maintenance, etc.). If we are awarded the grant, we would like to reach out to our regional partners to gather information.
- SRTA's 2018 RTP Update is located here <https://www.srta.ca.gov/300/2018-RTP>, and includes information related to additional projects in the region, goals, and objectives.

We appreciate you reaching out with regard to PCTC's RTP, and we are happy to discuss further as needed.

Thank you,
Julie

Julie McFall, MA
Associate Transportation Planner
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
530-262-6188
jmcfall@srta.ca.gov



From: Julie McFall <jmcfall@srta.ca.gov>
Sent: Wednesday, May 1, 2019 4:24 PM
To: Jessica Riske-Gomez <jriskegomez@tcpw.ca.gov>
Cc: Amy Lindsey <alindsey@srta.ca.gov>
Subject: TCTC RTP Update

Hi Jessica,

In response to your letter dated 2/5/19 (Tehama County Regional Transportation Plan 2019) SRTA would like to offer the following input:

- SRTA is planning to implement the Salmon Runner, an intercity bus that will run between Redding and Sacramento, in late 2019-early 2020. We would like to encourage existing services to connect to the Salmon Runner and encourage agencies to apply for new funding for feeder routes to the Salmon Runner. Additional information can be found here: <https://gosalmonrunner.com>
- SRTA recently applied for a grant through Caltrans, ShastaReady, to study the region's emergency preparedness and potential emergency impacts to regional facilities (Level of Service, roadway operations and maintenance, etc.). If we are awarded the grant, we would like to reach out to our regional partners to gather information.
- SRTA's 2018 RTP Update is located here <https://www.srta.ca.gov/300/2018-RTP>, and includes information related to additional projects in the region, goals, and objectives.

We appreciate you reaching out with regard to TCTC's RTP, and we are happy to discuss further as needed.

Thank you,
Julie

Julie McFall, MA
Associate Transportation Planner
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
530-262-6188
jmcfall@srta.ca.gov



From: Julie McFall <jmcfall@srta.ca.gov>

Sent: Tuesday, May 14, 2019 2:29 PM

To: lctopcomments@dot.ca.gov

Cc: Amy Lindsey <alindsey@srta.ca.gov>; Julie McFall <jmcfall@srta.ca.gov>; Sean Tiedgen <stiedgen@srta.ca.gov>

Subject: Semi-Annual Report: SRTA 17-18-D02-012 May 2019

LCTOP,

I have attached the Semi-Annual Report for Project ID 17-18-D02-012, Sunday Transit Service Demonstration Project. Please let me know if you have any questions or need additional information.

Thank you,

Julie

Julie McFall, MA

Associate Transportation Planner

Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202

Redding, CA 96001

530-262-6188

jmcfall@srta.ca.gov



Lead Agency	Shasta Regional Transportation Agency
Project Name	Sunday Transit Service Demonstration Project
Project ID	17-18-D02-012
Project Type	Operations - Free or Reduced-Fare Transit Vouchers
Regional Entity	Shasta Regional Transportation Agency
Funding Year	FY 17-18
Funding Amount	\$231,865
Reporting Period	October 1st - March 31st

1) BRIEF PROJECT DESCRIPTION:

The project will provide free fares for riders and development of an app to run the service on Sundays during the demonstration project.

2) BRIEFLY SUMMARIZE THE STATUS OF THE PROJECT:

a. Has work on the project started?

☒ Yes ☐ No

b. If "Yes" when?

October 22, 2018

c. If "No" why? (Skip to question #4)

Please describe why the project has not started (no more than 3 lines).

d. Describe any portion of the scope of work from the original project allocation request that have been completed during the reporting period?

App development is in progress.

e. Overall Project Completion (percent)

8%

f. Anticipated Completion Date

December 31, 2021

Low Carbon Transit Operation Program **SEMI-ANNUAL REPORT**



3) PROJECT BENEFITS AND RESULTS: Please provide quantitative responses for questions a-e and qualitative descriptions of the benefits and co-benefits for f-g listed below for the project. (If this is a capital project and no benefits or results are not available until project completion, leave blank. If this is an operational project, provide an update on benefits and results from the reporting period).

a. Ridership increases (both total and percentage for the reporting period):

#	Ridership increase (#)
%	Ridership increase (%)

b. Vehicle Miles Traveled (VMT) reduction:

#	VMT reduction (#)
---	-------------------

c. Greenhouse Gas (GHG) Emission reduction (from ARB Quantification Methodology Tool)
Please provide all assumption:

#	GHG reduction (MTCO _{2e})
---	-------------------------------------

d. Fuel Use Reduction (Not for all projects):

Click here to enter text.

e. Energy Use Reduction (Not for all projects):

Click here to enter text.

f. Disadvantage Community (DAC) Benefit (if you have a DAC within your service area):

Please explain how this project benefits a DAC within your service area (no more than 7 lines).

g. Total California Climate Investment Dollars Expended to Benefit a DAC (if applicable);

Enter the \$ amount.

Co-Benefits (such as job creation, transportation cost savings, fuel cost savings and energy cost savings, respiratory disease incidents, climate adaptation enhancement).

Please explain the co-benefits of this project (no more than 7 lines).
--

Low Carbon Transit Operation Program

SEMI-ANNUAL REPORT

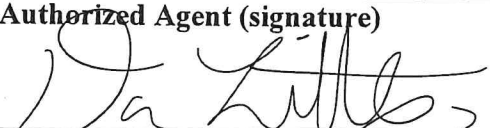
4) IDENTIFY ANY CONTRACTS INITIATED THAT WILL EXPEND LCTOP FUNDS TO COMPLETE THIS PROJECT (Capital projects only):

Contract #:	2018-07
Vendor Name:	Routematch Software, Inc.
Start Date	September 26, 2018
End Date	December 30, 2021
Dollar Amount	\$49,920
If no contract has been initiated please explain:	Click here to enter text.

5) INTEREST EARNED TO DATE ON LCTOP FUNDS, FOR THIS PROJECT:

Amount Awarded:	\$231,685
Interest Rate:	.40%
Interest Earned:	927.46

The Lead Agency is required to report semi-annually on the activities and progress made on the project to the Department of Transportation to ensure the project and activities funded from the Greenhouse Gas Reduction Funds are being executed in a timely manner, within the scope and cost approved at the time of allocation, and are achieving the intended purposes.

Person Preparing This Report: Julie McFall	Phone #: (530) 262-6188	Email: jmcfall@srtc.ca.gov
Authorized Agent & Title Daniel S. Little, AICP Executive Director	Authorized Agent (signature) 	Date: 5-14-19

From: Julie McFall <jmcfall@srta.ca.gov>
Sent: Tuesday, May 14, 2019 11:01 AM
To: lctopcomments@dot.ca.gov
Cc: Amy Lindsey <alindsey@srta.ca.gov>; Julie McFall <jmcfall@srta.ca.gov>
Subject: 16-17-D02-008 Semi-Annual Report

LCTOP,

I have attached the Semi-Annual Report for Project ID 16-17-D02-008, Expansion of Express Services. Please let me know if you have any questions or need additional information.

Thank you,

Julie

Julie McFall, MA
Associate Transportation Planner
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
530-262-6188
jmcfall@srta.ca.gov



Low Carbon Transit Operation Program

SEMI-ANNUAL REPORT

Lead Agency	Shasta Regional Transportation Agency (SRTA)
Project Name	Expansion of Express Services
Project ID	16-17-D02-008
Project Type	Operations - Free or Reduced-Fare Transit Vouchers
Regional Entity	Shasta Regional Transportation Agency
Funding Year	FY 16-17
Funding Amount	\$270,105
Reporting Period	October 1st - March 31st

1) BRIEF PROJECT DESCRIPTION:

This project is designed to provide free-fare days for riders using the Crosstown Express. The route is the only transit bus service for the Redding Civic Auditorium, Turtle Bay Exploration Park, and Sundial Bridge. Crosstown Express is the only RABA route with a 30 minute headway and runs for approximately 8 service hours daily (from 8:20 AM to 12:20 PM & 2:50 PM to 6:50 PM) on weekdays.

2) BRIEFLY SUMMARIZE THE STATUS OF THE PROJECT:

a. Has work on the project started?

☒ Yes ☐ No

b. If "Yes" when?

September 25, 2017

c. If "No" why? (Skip to question #4)

Please describe why the project has not started (no more than 3 lines).

d. Describe any portion of the scope of work from the original project allocation request that have been completed during the reporting period?

No free fare days were offered during the reporting period.

e. Overall Project Completion (percent)

70%

f. Anticipated Completion Date

June 30, 2019

3) PROJECT BENEFITS AND RESULTS: Please provide quantitative responses for questions a-e and qualitative descriptions of the benefits and co-benefits for f-g listed below for the project. (If this is a capital project and no benefits or results are not available until project completion, leave blank. If this is an operational project, provide an update on benefits and results from the reporting period).

a. Ridership increases (both total and percentage for the reporting period):

#	No free fares were provided during the reporting period.
%	No free fares were provided during the reporting period.

b. Vehicle Miles Traveled (VMT) reduction:

#	N/A
---	-----

c. Greenhouse Gas (GHG) Emission reduction (from ARB Quantification Methodology Tool)
Please provide all assumption:

#	N/A
---	-----

d. Fuel Use Reduction (Not for all projects):

N/A

e. Energy Use Reduction (Not for all projects):

N/A

f. Disadvantage Community (DAC) Benefit (if you have a DAC within your service area):

N/A

g. Total California Climate Investment Dollars Expended to Benefit a DAC (if applicable);

N/A

Co-Benefits (such as job creation, transportation cost savings, fuel cost savings and energy cost savings, respiratory disease incidents, climate adaptation enhancement).

The Crosstown Express route serves riders commuting between Canby Road Transfer Center (with access to Mt. Shasta Mall, Hilltop Drive hotels, and numerous shops/restaurants) and the Downtown Transfer Center (with access to interregional connections through partner services like Susanville Rancheria, Trinity Transit, and Sage Stage). The Crosstown Express also serves the Redding Civic Auditorium, which hosts community events and educational classes.

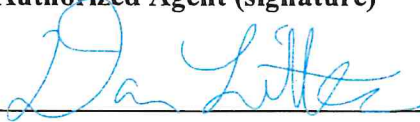
4) IDENTIFY ANY CONTRACTS INITIATED THAT WILL EXPEND LCTOP FUNDS TO COMPLETE THIS PROJECT (Capital projects only):

Contract #:	Click here to enter text.
Vendor Name:	Click here to enter text.
Start Date	Click here to enter a date.
End Date	Click here to enter a date.
Dollar Amount	Click here to enter text.
If no contract has been initiated please explain:	There is no contract for this project; RABA invoices SRTA directly.

5) INTEREST EARNED TO DATE ON LCTOP FUNDS, FOR THIS PROJECT:

Amount Awarded:	\$270,105 (\$141,640 paid to RABA June2018; \$128,465 remaining)
Interest Rate:	.40%
Interest Earned:	\$513.86 (on remaining \$128,465 awarded)

The Lead Agency is required to report semi-annually on the activities and progress made on the project to the Department of Transportation to ensure the project and activities funded from the Greenhouse Gas Reduction Funds are being executed in a timely manner, within the scope and cost approved at the time of allocation, and are achieving the intended purposes.

Person Preparing This Report: Julie McFall	Phone #: 530-262-6188	Email: jmcfall@srta.ca.gov
Authorized Agent & Title Daniel S. Little, AICP Executive Director	Authorized Agent (signature) 	Date: 5-14-19



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

Daniel S. Little, Executive Director

June 7, 2019

Jerome Wiggins
Federal Transit Administration, Region 9
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Subject: **Letter of Concurrence for FTA 5307 Application Number 1629-2019-1**

Dear Jerome:

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5307 Operating Assistance. The Redding Area Bus Authority (RABA) serves the south-central urbanized area of Shasta County. The Shasta Regional Transportation Agency (SRTA) concurs with the programming amounts stated in RABA's application (1629-2019-1). The grant requests \$1,500,000 FTA 5307 funds appropriated in federal fiscal year (FFY) 2017 for Operating Assistance from July 1, 2018 – June 30, 2019, per the table listing below.

Description	FTIP ID # and Year	FTA 5307 Amount	Appropriation Funding Year
Operating Assistance for FY 2018/19	211-0000-0057 2019 FTIP	\$1,500,000	FFY 2017
Total		\$1,500,000	

The project funding is programmed in the 2019 FTIP which received federal approval on December 17, 2018. No comments were received regarding this project funding during the 2019 FTIP public review process.

If you have any questions, please contact me, or Senior Transportation Planner Kathy Urlie (kurlie@srta.ca.gov).

Sincerely,

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

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

DL/KKU/al



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

Daniel S. Little, AICP, Executive Director

June 17, 2019

Mr. Chad Broussard
Bureau of Indian Affairs (BIA)
2800 Cottage Way, Room W-2820
Sacramento, CA 95825

Subject: Comments Regarding the Redding Rancheria Fee to Trust and Casino Project DEIS

Mr. Broussard:

The Shasta Regional Transportation Agency (SRTA) appreciates the opportunity to comment on the Redding Rancheria Fee to Trust and Casino Project Draft Environmental Impact Statement (DEIS).

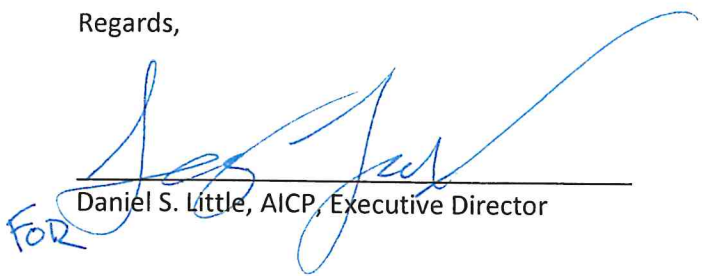
SRTA's mission is to "maximize state, federal and other revenues for cost-effective transportation investment strategies that connect communities, people and goods." To help us meet that mission, SRTA is guided by the goals, objectives and strategies identified in our Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP/SCS provides a 20-year vision of transportation improvements for the region, in conjunction with local land use, housing, and economic policies and goals.

The DEIS states that the Shasta County Regional Travel Demand Model was used for the analysis of transportation impacts of the project. However, it is not evident in the text of the DEIS, either in Sections 4.8 or 4.15 of the DEIS or in Appendix F, which version of the travel demand model was used to develop the transportation forecast estimates. Please update the DEIS to indicate which version of the model was used.

The DEIS references the 2010 Shasta County Bike Plan. A more recent regional active transportation plan was prepared in 2018, the GoShasta Regional Active Transportation Plan (available here: <https://www.srta.ca.gov/286/GoShasta>). Please update the DEIS to include the GoShasta Regional Active Transportation Plan.

If you have any questions regarding our comments please contact Associate Transportation Planner Julie McFall at (530) 262-6188 or jmcfall@srta.ca.gov.

Regards,


Daniel S. Little, AICP, Executive Director