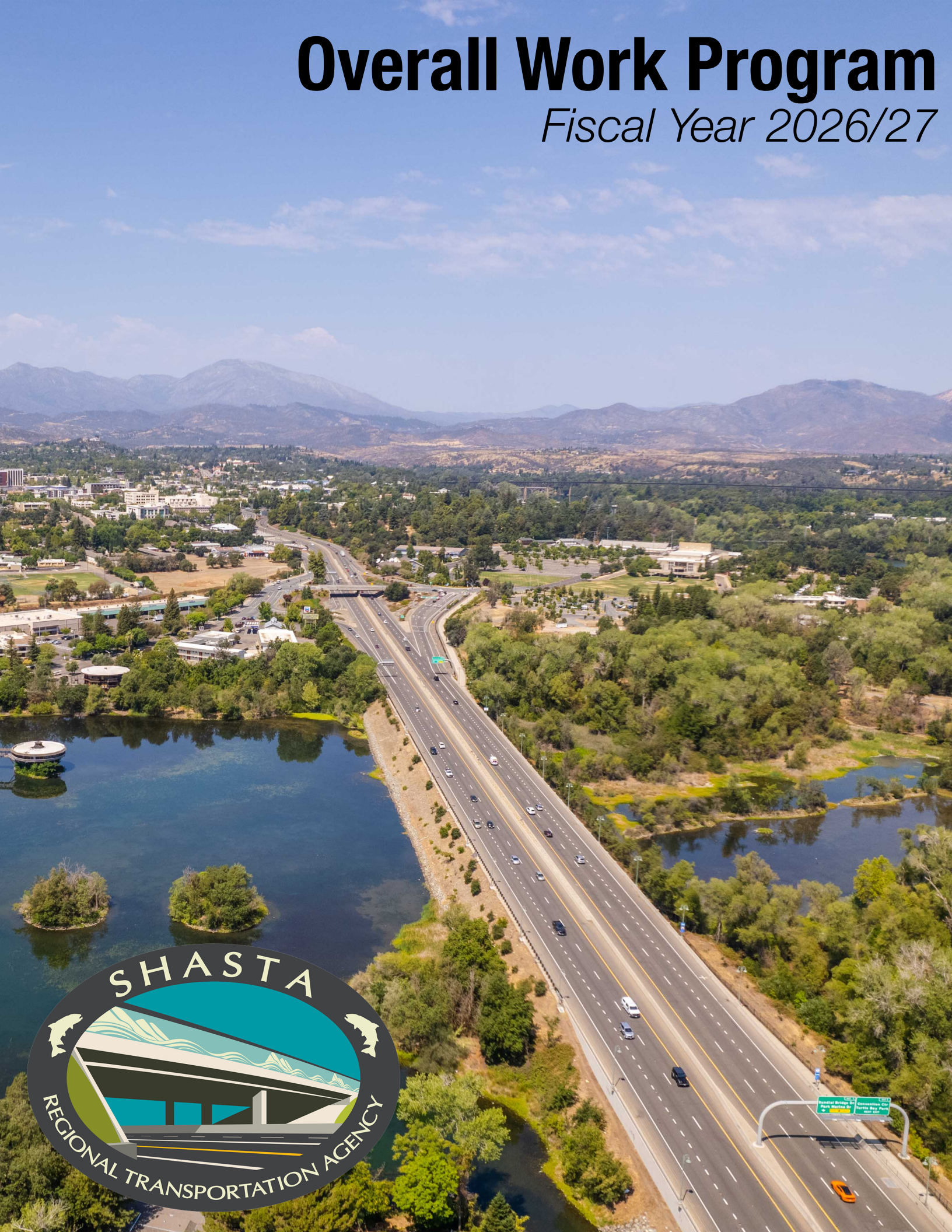


Overall Work Program

Fiscal Year 2026/27



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INTRODUCTION

ABOUT THE SHASTA REGIONAL TRANSPORTATION AGENCY (SRTA)

As the federally designated Metropolitan Planning Organization (MPO) for Shasta County, the Shasta Regional Transportation Agency (SRTA) is responsible for coordinated transportation planning, programming of transportation funding, and the development and implementation of transportation policy for the Shasta Region.

SRTA performs transportation needs and related studies; prioritizes specific infrastructure improvements; and pursues prospective funding sources. All such activities are conducted under the direction of the SRTA Board of Directors—a seven-member body of locally elected officials representing the county, cities, and the Redding Area Bus Authority (RABA).



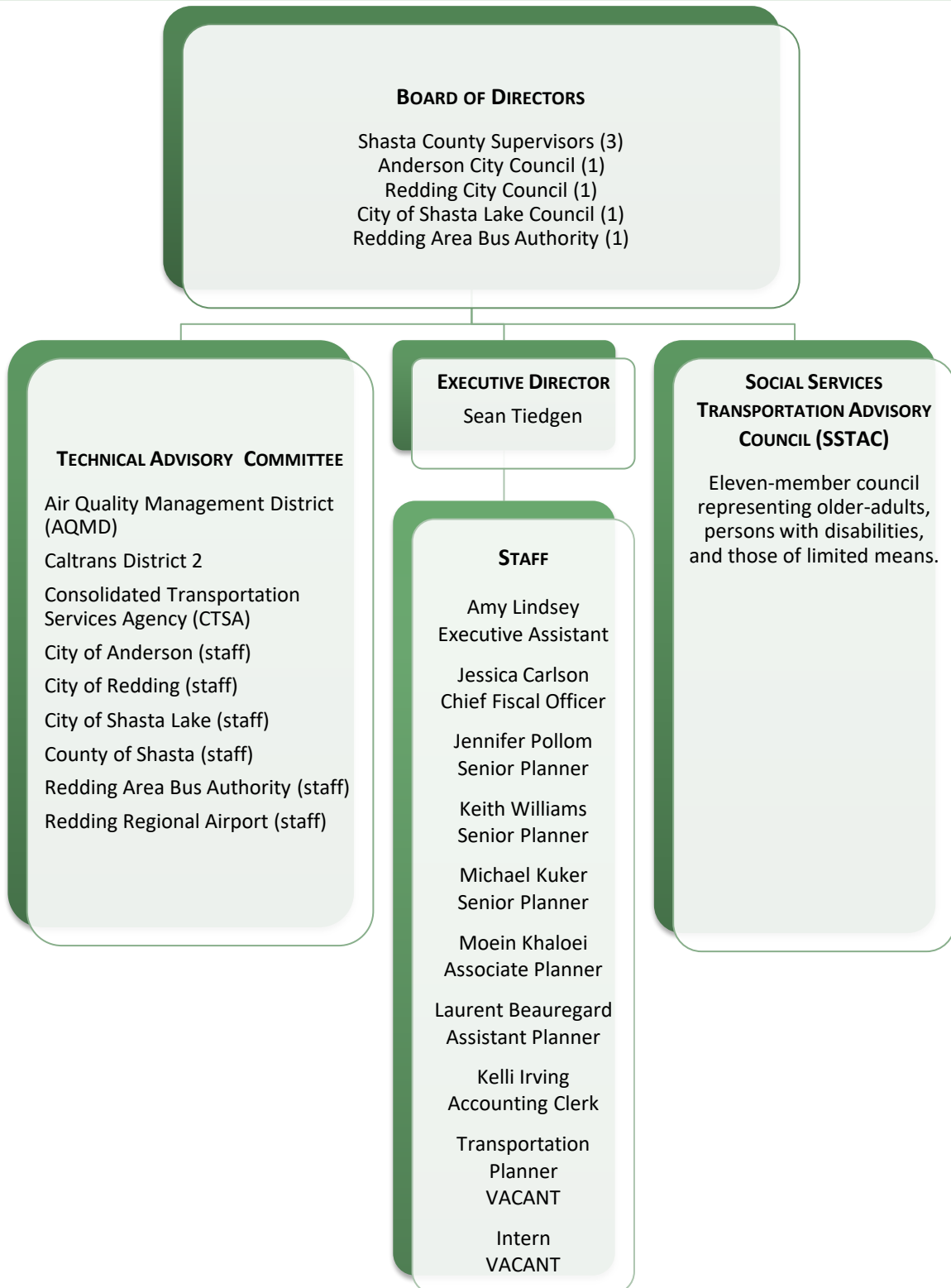
ORGANIZATIONAL STRUCTURE

California counties are required to form a regional transportation planning agency (RTPA) as a condition of receiving state transportation funds, including transit funds. Gradually, through laws such as the Transportation Development Act (1971) and Senate Bill 45 (1997), local elected officials via the respective RTPAs received greater authority to determine the most appropriate use of transportation revenues. Prior to the creation of RTPAs, these decisions were made by the state.

SRTA was established under state law in 1972. When Shasta County's urban area population exceeded 50,000 in 1980, SRTA became recognized as one of 18 MPOs in California. Formation of a regional MPO is a prerequisite to receiving federal transportation dollars (23 U.S.C. 134 and 135). The federal MPO designation added responsibilities that sometimes overlap with state requirements. In Shasta County, SRTA was established as a single entity to fulfill both the state (i.e., RTPA) and federal (i.e., MPO) requirements, thereby avoiding the confusion created in other regions of the state where two or more agencies overlap with similar roles.

A memorandum of understanding (MOU) between the county of Shasta, Caltrans, Redding, RABA, and the cities of Anderson, Redding, and Shasta Lake was established. The MOU outlines legal foundations and responsibilities for the planning and programming of transportation funding, establishes the agency's organizational structure, and defines general funding processes. The MOU is reviewed and revised periodically to incorporate statutory changes. A Master Fund Transfer Agreement (MTFA) is required that sets forth terms and conditions for spending federal transportation planning funds. On July 1, 2012, SRTA became an independent agency, no longer under the county of Shasta. Since this time, the agency's various policies have been revisited and updated as appropriate to reflect independent agency status. In 2022, the cities of Anderson, Redding, and Shasta Lake, and the county of Shasta reaffirmed the roles and responsibilities of SRTA, as an independent agency, in the Cooperative Agreement with Shasta Regional Transportation Agency for Member Agency Participation.

ORGANIZATIONAL CHART



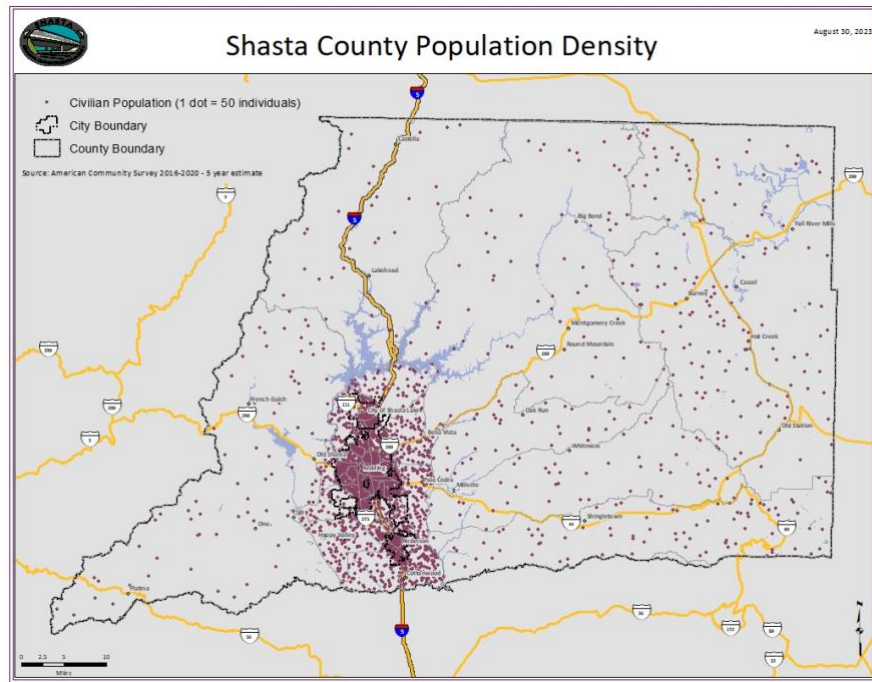
REGIONAL OVERVIEW

GEOGRAPHY AND REGIONAL DEMOGRAPHICS

Shasta County is located at the geographic center and transportation crossroads of California's North State. The region has an area of 3,750 square miles covering the northern end of the Sacramento Valley and southern portions of the Cascade Mountain Range. Since time immemorial, the region has been home to five American Indian Tribes: the Achomawi, Atsugewi, Okwanuchu, Wintu, and Yana. Geographically, the region is separate from other California metropolitan regions and largely rural in character.

Shasta County is home to just over 182,000 residents, approximately two-thirds of whom live in the Redding Urban Area (which includes the Cities of Anderson and Shasta Lake) along Interstate 5. The City of Redding is the county seat and the region's socio-economic center.

Much of Shasta County is unpopulated or rural, having an average of 47 persons per square mile compared to an average of 251 persons per square mile statewide. The Redding Urban Area, as defined by the U.S. Census and generally aligning along the south county Interstate 5 corridor, is more densely populated. It represents just 2% of the county's total land area yet is home to over 67% of the county's population. Redding finds itself among the lowest (20th-percentile) population density of California's 192 Urban Areas as identified in the 2020 Census, with just 1,798 persons per square mile. Average annual growth rate for Shasta County between 2010 and 2021 was approximately 0.2 percent.



In general, the Shasta Region's population is older and less diverse than the state average. It also lags the state in higher education and median household income. Cost of living is substantially lower in the Shasta Region, scoring just 7% above the national average, much lower than the statewide figure of 52% above the national average. A more robust discussion of the region's demographics can be found in the 2022 Regional Transportation Plan (<https://www.srta.ca.gov/355/2022-RTP>).

REGIONAL CHALLENGES, ISSUES, AND NEEDS

The Shasta Region faces a number of challenges that can make it difficult to address regional needs. As noted above, the Shasta Region has a dispersed population compared to other regions due to both the region's geography and prior development patterns. It can be a challenge for local jurisdictions to maintain local streets, roads, and bridges as well as provide adequate public transportation due to having a smaller population scattered over wider areas. Some local jurisdictions are facing pavement and other transportation maintenance challenges that are outpacing available funds. Multiple recent attempts to pass local sales tax measures to help address revenue challenges have been unsuccessful at the ballot box.

The region is expected to experience slight population growth until peaking in 2031 and slowly declining thereafter¹. Additionally, the region anticipates an increasingly aged population, which presents challenges in addressing that cohort's transportation needs. A declining tax base may pose additional maintenance and mobility challenges. Unfunded and/or underfunded state mandates can often further tax local budgets. And while future regional growth is expected to slowly increase and then decline, interregional traffic may increase more rapidly over the next 20 years due to state and national commerce—especially along Interstate 5 and State Routes 44, 299, and 273, with spillover traffic impacting local roadways.

The region's largely rural geography ranges from the valley floor, to foothills, to mountainous terrain. Some jurisdictions, such as of the City of Redding, have geographic constraints such as the Sacramento River and the Union Pacific Railroad that pose planning, construction, and operational challenges. The Shasta Region is also experiencing worsening impacts from the climate crisis—more extreme heat, more extreme precipitation, and more frequent/severe wildfires—all of which pose operational and maintenance challenges.

Interstate 5 is the most important north–south transportation corridor along the west coast of the United States, travels through the Shasta Region, and provides east–west connections to California's northern coast, Nevada, and Oregon (via State Routes 44 and 299). The Shasta Region is the northernmost in the Sacramento Valley, where Interstate 5 enters the Sacramento River Canyon, Siskiyou County, the state of Oregon, and beyond. Frequent closures of I-5 due to or wildfire can have significant economic impacts to the region, California, and the United States.

Replacement or rehabilitation of the Pit River Bridge, completed in 1941 as part of Shasta Dam construction, is expected to be a major regional focus over the coming decades. The double-deck, deck truss bridge carries Union-Pacific railroad on its lower deck and Interstate 5 traffic on its upper deck, which spans 3,588 feet. The bridge is owned by the Bureau of Reclamation, who wishes to relinquish ownership of the bridge prior to the expiration of the joint use "Maintenance and Operation Agreement" with the Union Pacific Railroad in 2040. Replacement costs were last estimated in mid-2025 to range between \$4.7 and \$5.5 billion (2025 dollars) depending on the final design solution and project schedule, though this is subject to future updates. This project will require significant federal, state, and regional coordination along with significant federal funding support.

While SRTA and Caltrans District 2 work together to address these needs, continued federal and state investment in infrastructure to maintain these routes and to plan for the transition to zero-emission vehicles needs to be part of ongoing conversations and planning.

PURPOSE OF THE OVERALL WORK PROGRAM

Each year SRTA prepares an Overall Work Program (OWP) and budget describing all comprehensive planning activities proposed to be undertaken by the agency and its partners in the upcoming fiscal year (July 1 through June 30). The OWP is prepared in accordance with federal guidance (23 CFR part 420, 23 CFR part 450, and FTA Circular 8100.1C) and state guidance (California Department of Transportation MPO OWP Guidance & Regional Planning Handbook).

The OWP serves the following functions:

1. California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2020-2070 (Baseline 2024 Population Projections; Vintage 2025 Release). Sacramento: California. September 2025.
(https://dof.ca.gov/media/docs/forecasting/Demographics/projections/P2A_County_Total.xlsx)

1. It satisfies federal requirements for an MPO to develop and adopt an annual OWP for the receipt of federal and state transportation dollars;
2. It serves as the reference document for the public, agencies, and elected officials who desire to understand SRTA's objectives and how these are being met through a continuing, cooperative, and comprehensive planning process (the 3C planning process); and
3. It serves as a management tool to ensure that all transportation planning activities are being accomplished on schedule and within budget.

The OWP is comprised of three primary components:

Introduction – The introduction provides the context for understanding the proposed work activities about the region.

Work Elements – Work elements identify specific planning work to be completed during the term of the OWP.

Budget Revenue Summary – Although each work element entry includes a breakdown of funding sources and local match, all OWP sources and uses must be listed in a comprehensive Budget Revenue Summary table.

The planning budget in this OWP represents staff hours, consultant services, fixed assets, and supplies necessary to accomplish work tasks and products. Indirect costs, including some administrative expenses, are accounted for in the agency's Indirect Cost Allocation Plan (ICAP). To ensure planning activities are consistent in the region, all relevant planning activities—regardless of funding sources—are included in the OWP.

MANAGEMENT OF THE OVERALL WORK PROGRAM

Each December the SRTA Board of Directors reviews regional planning priorities for the upcoming fiscal year beginning July 1. A call for local agency planning projects based on regional planning priorities, and consistent with Federal Planning Factors and California Priority Emphasis Areas, is administered each year in January if the agency determines that planning funds are available. A draft OWP and corresponding budget are prepared for review and comment in February of each year and submitted to state and federal funding partners by March 1. Funding agencies review the draft OWP and indicate conditions for acceptance. The final draft OWP is prepared for approval by the SRTA Board of Directors in April of each year and subsequently submitted as a grant application for federal planning funds pursuant to 23 CFR 450.308. The final OWP must be completed by May of each year to provide sufficient time to authorize funding of the MPO planning program by July 1 by Caltrans and the U.S. Department of Transportation.

As needed, the OWP is amended throughout the year to reflect changes in scope and budget. The OWP must be formally amended when there are substantive changes to work elements funded with the Consolidated Planning Grant (CPG) or if the changes impact regional planning activities. Administrative amendments involve minor changes that do not affect delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed in the OWP Agreement (OWPA). Formal amendments require state and federal approval. Administrative amendments may be accomplished unilaterally by SRTA and forwarded to Caltrans.

REGIONAL TRANSPORTATION PLANNING PROCESS

CORE MPO FUNCTIONS

There are five core functions of a MPO:

1. **Establish a setting for regional decision-making** – Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan planning area.
2. **Evaluate alternatives** – Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
3. **Maintain a Regional Transportation Plan (RTP)** – Develop and update a fiscally constrained long-range transportation plan for the region covering a planning horizon of at least twenty years that fosters:
 - Mobility and access for people and goods,
 - Efficient system performance and preservation, and
 - Quality of life.
4. **Develop a Transportation Improvement Program (TIP)** – Develop a fiscally constrained program based on the long-range transportation plan and designed to serve the region's needs and goals.
5. **Involve the public:** Involve the general public and all the significantly affected stakeholders in the four essential functions listed above.

A sixth function—protect air quality—is added for regions in National Ambient Air Quality non-attainment status. The Shasta Region is an air quality attainment area; however, the region's air quality is inching closer to federal limits, and it must be monitored, and responses considered.

SRTA prioritizes core functions when developing the agency's work program and budget. To more explicitly relate work tasks to core MPO functions, a narrative description has been added to each work element.

STATE AND FEDERAL PLANNING RESPONSIBILITIES

SRTA's state and federal planning responsibilities are directed by the federal transportation law, Infrastructure Investment and Jobs Act (IIJA), enacted on November 15, 2021. Core functions of SRTA include:

- Establish a fair and impartial setting for effective decision-making;
- Identify and evaluate transportation improvement options;
- Prepare and maintain a 20-year RTP;
- Develop a transportation improvement program;
- Identify performance measure targets and monitor progress towards achieving targets;
- Involve the public; and
- Prepare a planning work program for Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) metropolitan planning funds.

Pursuant to 23 USC 134, SRTA's metropolitan planning process shall consider projects and strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

FHWA prescribes the policies and procedures for the administration of activities, including content provisions for development of the regional transportation plan (23 CFR Part 450):

- Current and projected transportation demand of persons and goods;
- Identification of transportation facilities;
- Performance measures and targets;
- System performance report;
- Mitigation activities;
- Financial plan;
- Operational and management strategies;
- Capital investment and other strategies; and
- Transportation and transit enhancement activities.

Pursuant to 23 CFR Part 450, the metropolitan transportation planning process must also reflect the following factors:

- Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;
- Consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives;
- The need to relieve congestion and prevent congestion from occurring, including the consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process.

In addition, the planning process must consider the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans, and projections of potential transportation demands based on the interrelated level of activity in these areas.

Proactive public involvement is likewise needed, including provisions for timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans and improvement programs.

Additionally, the metropolitan planning process must:

- Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, which ensure that no person shall, on the grounds of race, color, sex, national origin, or physical disability, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation; and
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

Standards, terms, conditions, and financial and administrative requirements of federal funding by way of the agency's OWP/unified work program are outlined via 49 CFR Part 18.

Transportation planning is a cooperative process designed to foster involvement from local, regional, state, federal, and Native American tribal governments as well as all users of the system, including businesses, community groups, environmental organizations, freight operators, and the public. This is accomplished through a proactive public participation process conducted by the MPO, State Department of Transportation (State DOT), and transit operators.

SRTA employs a comprehensive and inclusive process to ensure all planning requirements are met. This process is routinely reviewed and updated to be consistent with the latest legislative changes and other direction provided by state and federal funding partners.

Estimated available funding is derived from the prior year's actual revenues with consideration for any large-scale regional projects during the OWP planning period (July 1 through June 30). Regional funding priorities are outlined in SRTA Policies and Procedures, available on SRTA's website: www.srta.ca.gov/167/Policies-Procedures.

Selected projects are brought into the OWP and prepared for evaluation by the California Department of Transportation (Caltrans) District 2, FWHA, and FTA regarding the eligibility of proposed activities or projects for state and federal transportation planning funding. The OWP is then presented to the SRTA Board of Directors for approval in April of each year.

REGIONAL VISIONS AND GOALS

Regional Vision²

“SRTA will meet the region’s evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements; the integration of travel options into a seamless network; and collaborative effort toward transportation-efficient land use patterns where it is most beneficial. As appropriate, SRTA will utilize its unique regional role and resources to lead transformative projects aligned with the regional vision.

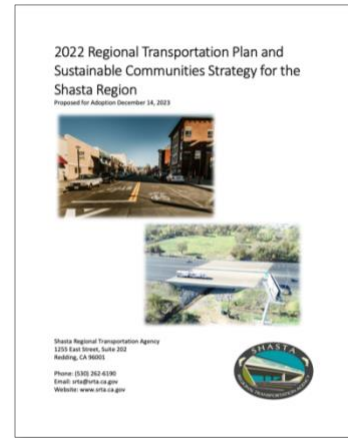
SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life, and will use regional transportation planning, policymaking, and project programming to lead the development of projects that yield multiple community benefits. Planning and decision-making processes shall engage partner agencies, community stakeholders, and the public, and be transparent and responsive to documented community values and priorities.”

The region's vision and goals are embodied in the agency's adopted planning documents as follows:

² 2022 Regional Transportation Plan for Shasta County: <https://www.srta.ca.gov/355/2022-RTP>

Regional Transportation Plan (RTP)

The RTP is a long-range transportation plan covering at least twenty years and including all transportation modes in Shasta County. The RTP is based on federal and state transportation laws that require comprehensive, cooperative, and continuous transportation planning. The purpose of the RTP is to “encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.”³ The 2022 RTP was adopted on December 14, 2023. The RTP is updated every four years and is aligned with the eight-year Regional Housing Needs Allocation (RHNA) cycle. The RTP provides the unified regional vision and goals that serve as the foundation for transportation decision making by local, regional, state, and federal governments. The OWP helps to guide annual activities in support of implementing the RTP. The following series of focused plans are dutifully considered and brought together during preparation of the regional transportation plan.



Sustainable Communities Strategy (SCS)

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, Senate Bill 375 (SB 375), Chapter 728, Statutes of 2008) implements the California Global Warming Solutions Act of 2006 in the area of transportation-related emissions. The California Air Resources Board (CARB) is charged with establishing regional targets for per capita greenhouse gas emissions (GHG) for California’s 18 designated metropolitan planning areas. The next update to regional GHG targets by CARB is anticipated by the end of 2026. MPOs for these regions are responsible for preparing a Sustainable Communities Strategy (SCS) aimed at reducing vehicle miles traveled (VMT) and associated emissions via improved coordination between land use and transportation. The SCS is an integral part of the RTP.

Regional Blueprint Program

Regional blueprints are developed through a collaborative planning process that engages citizens in articulating a vision for the region’s long-term future. The regional vision is developed from residents’ values and priorities and informed by advanced Geographic Information System (GIS) modeling and visualization tools that demonstrate the impacts of different growth and development scenarios. The community’s preferred regional growth scenario is used to guide regional and local land use and transportation decisions for a sustainable future. Shasta County’s blueprint, ShastaFORWARD>>, was adopted in February 2010 and is being implemented through the Sustainable Communities Strategy effort pursuant to California SB 375.

Shasta Coordinated Transportation Plan (SCTP)

The FTA requires that projects funded with Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds “must be included in a locally developed, coordinated public transit-human services transportation plan.” SRTA adopted an updated Shasta Coordinated Transportation Plan (SCTP) in April 2024. The SCTP provides strategies for meeting local needs for public transit, non-profit and private transportation systems. The SCTP also prioritized

³ California Transportation Commission: [2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations](#) (page 9)

transportation services for funding and implementation with an emphasis on transportation needs of persons with disabilities, older adults, and individuals of limited means.

GoShasta Regional Active Transportation Plan

The GoShasta Regional Active Transportation Plan serves as the active transportation plan for SRTA, the City of Shasta Lake, the City of Anderson, and Shasta County. The plan is the culmination of a regionwide planning effort, including the city of Redding, and contains planned active transportation projects for all the region's jurisdictions. An update of the plan is expected to be under way in FY 2026/27, thanks to the award of a competitive grant.

2040 Long-Range Transit Plan

The Long-Range Transit Plan (LRTP) provides a long-range vision for public transportation and mobility services throughout the Shasta Region. The LRTP helps establish potential strategies and implementable actions to help the region achieve the goals set out in the SCS.

ResilientShasta Extreme Climate Event Mobility and Adaptation Plan

The ResilientShasta Extreme Climate Event Mobility and Adaptation Plan identified ways to help improve the safety, resiliency, and efficiency of our regional transportation system in the face of climate change extreme weather events and contains a vulnerability assessment identifying two different future climate scenarios and related impacts.

Envision 273 Comprehensive Multimodal Corridor Plan

The Envision 273 Comprehensive Multimodal Corridor Plan, the region's first, will guide future improvements to enhance the safety, accessibility, resilience, and connectivity of the State Route (SR) 273 corridor for all users. Near-term improvements, to the extent possible, are expected to be integrated into Caltrans District 2's Downtown Redding Capital Maintenance (CAPM), Brighter 273, and additional minor improvement projects, while larger-scale improvements can be expected in future collaborative projects with regional partners.

North State Intercity Bus to Rail Plan

The North State Intercity Bus to Rail Plan (NSIBRP) was developed to address the need for better intercity bus options (in the short- and mid-terms) and improved passenger rail transportation (in the long-term) for the Shasta Region and the North State. In terms of geographic scope, the NSIBRP looks not only at enhanced intraregional connections within the North State, with Redding and Shasta County being the focal point, but also improved connections to the large metropolitan areas of Greater Sacramento and the Bay Area and interstate links extending north into Oregon and east into Nevada.

REGIONAL PLANNING PRIORITIES

In addition to required core planning activities, the OWP seeks to implement or otherwise advance projects and policies from the RTP, including short-term goals for the four-year RTP cycle located at the end of each modal section. Each year in December, the SRTA Board of Directors approves regional planning priorities for the upcoming fiscal year based on these goals as well as current needs and opportunities. FY 2026/27 priorities, and how they integrated into the OWP, are described in the table on the following page.

Regional Planning Priority	Work Element
Perform Ongoing or Scheduled Core Functions	701.01 (Regional Transportation Plan) 702.01 (Transportation Improvement Programs) 702.02 (Overall Work Program) 704.01 (Public Information and Participation) 705.05 (Travel Demand Model)
Improve Regionally Significant Corridors	701.18 (Regional Freight Plan) 703.01 (Active Transportation Planning) 703.08 (GoShasta Active Transportation Update) 707.07 (Corridor Review) 707.13 (Shasta NextGen Railroad Corridor Crossing Plan)
Enhance Goods and Freight Movement	701.18 (Regional Freight Plan) 706.04 (Goods and Freight Coordination and Planning) 707.07 (Corridor Review) 707.13 (Shasta NextGen Railroad Corridor Crossing Plan)
Strengthen Data and Performance Based Planning	701.03 (Performance Measures) 701.11 (Regional Data) 705.02 (GIS Applications) 705.05 (Travel Demand Model)
Support Active Transportation in the Shasta Region	703.01 (Active Transportation Planning) 703.08 (GoShasta Update)
Improve Delivery of Public Transportation	706.02 (Public Transportation Planning and Coordination) 708.03 (TDA Management)
Improve Public Engagement with the Planning Process	704.01 (Public Information and Participation)

PLANNING TOOLS

A variety of technical applications have been developed or applied by planners to enhance the transportation planning process. These tools help to measure system performance and the impacts of proposed transportation system investments and policies. The following tools are employed by SRTA.

Regional Travel Demand Model (TDM)

Travel models simulate travel behavior and can be used to demonstrate the impact of physical or policy changes in an area on transportation system performance. SRTA coordinates

transportation system performance monitoring and maintains the Shasta County activity-based travel demand model, known as ShastaSIM. ShastaSIM is used to forecast current and future traffic conditions, as well as locations and trends of traffic congestion and air pollution related to vehicular sources. These forecasts are integrated into the RTP and other planning documents, as appropriate.

Local jurisdictions collect traffic data and perform speed studies that are used to calibrate and validate ShastaSIM. Local jurisdictions also assess pavement conditions for tracking and integration into the RTP.

Geographic Information Systems (GIS)

With the advent of regional blueprint planning and new planning requirements under SB 375, there has been an increased need for consolidated, standardized, and merged region-wide GIS data. Once compiled, GIS allows for spatial analysis between land use, transportation, environmental, economic, and any other data set. As GIS data and applications improve, the region can minimize or eliminate many of the technological and informational barriers to coordinated regional planning. Integration of aerial imagery with light detection and ranging (lidar) technology further facilitate information sharing and decision-making processes. SRTA aims to make technical data and analysis accessible, understandable, and relevant by making geospatial data available via an online map viewer, including data layers for traffic counts, bike and pedestrian counts, location of disadvantaged communities.

Vehicle Emissions Modeling & Air Quality Monitoring

Shasta County is currently in attainment for federal air quality standards. SRTA supports goals and measures to reduce emissions, particulate matter, and ozone production in Shasta County. SRTA utilizes the ShastaSIM regional travel demand model and the California mobile source emissions post-processing (EMFAC) model to evaluate the impact of transportation projects on air quality. On August 15, 2019, the US Environmental Protection Agency (USEPA) approved the latest California model at the time, known as EMFAC2017 (short for EMISSION FACTors 2017). The EMFAC2017 model was utilized, as needed, for all on-road emissions analysis as part of the 2022 RTP/SCS. On May 13, 2025, CARB released EMFAC2025 to the public but it was not approved by the USEPA. However, an updated version of EMFAC2021 was subsequently updated and reapproved for use by the US EPA in late 2025 after the federal government made changes to Clean Air Act waiver allowances for California which required removal of certain state air quality programs. This updated EMFAC 2021 model will be used going forward until further updates to EMFAC are made and approved.

TRANSPORTATION PROGRAMMING

MPOs must develop financial plans that identify funding sources for needed investments and how to maintain and operate existing infrastructure. Financial programming involves identifying fund sources and establishing a schedule for implementation of specific projects. Financial programming documents are updated every two or four years. SRTA is responsible for identifying regionally significant projects for inclusion in federal, state, and regional programs:

Federal Transportation Improvement Program (FTIP)

The FTIP identifies regionally significant transportation projects eligible for federal funding during the upcoming four-year period. The FTIP must include a financial plan demonstrating that programmed projects can be implemented with available funding. Federal regulations require an opportunity for public comment prior to FTIP approval. SRTA prepares and adopts the FTIP every

two years. All projects funded by FHWA and FTA must be included in the FTIP. SRTA certifies that the FTIP is fiscally constrained and reflects accurate cost information before submitting to the state for inclusion in the Federal Statewide TIP (FSTIP). All federally funded projects must be included in the FTIP and FSTIP to be authorized for federal funds.

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the state highway system and funded with revenues from the State Highway Account and other funding sources. The STIP is based on statewide and regional priorities and adopted by the California Transportation Commission biennially (even-numbered years).

Regional Transportation Improvement Program (RTIP)

The purpose of the RTIP is to identify the region's transportation improvement priorities that are eligible for STIP funding. SRTA is required by the state to adopt and submit an RTIP by December fifteenth of each odd-numbered year (California Government Code 65082). Local jurisdictions, federal land management agencies and the public are consulted in the development of transportation projects for the RTIP. State and federal funding for certain categories of transportation projects is dependent on inclusion in the RTIP.

Overall Work Program (OWP)

The OWP is typically a one-year scope of work and budget for transportation planning activities and funding sources. The OWP is submitted to state and federal funding agencies as a grant application for FHWA and FTA metropolitan planning funds pursuant to 23 CFR 450.308. The OWP provides a comprehensive overview of the MPO's transportation planning activities and activities to be completed by other entities within the region during the state's fiscal year. Federal and state transportation planning certifications are included in the OWP approval process (appendices A, B, and C).

PUBLIC PARTICIPATION AND INTERAGENCY COMMUNICATION

Development of the above agency programs requires extensive and comprehensive coordination with a broad range of stakeholders. This collaborative approach is facilitated by the following efforts:

Public Participation and Intergovernmental Consultation

Public participation and intergovernmental consultation are integral to the development of transportation plans, programs, and studies. SRTA has developed a proactive public participation process pursuant to 23 CFR part 450.316, as described in SRTA's Public Participation and Partnership Plan (Title VI). This plan is updated every three years. General strategies include but are not limited to:

- Provide timely public notice;
- Hold accessible public meetings and workshops;
- Produce user-friendly, non-technical formatting of plans and documents;
- Develop and apply visualization techniques;
- Provide draft copies of plans and other documents for review and comment;
- Utilize SRTA website for distribution of plans, documents and announcements;
- Seek input from traditional underrepresented segments of the population;
- Utilize technical advisory and ad hoc committees to gather and exchange information;
- Maintain and utilize contact lists of interested parties;
- Work with local mass media to encourage public awareness;
- Conduct surveys and other sampling techniques; and

- Utilize social media (Facebook, Instagram, etc.) to distribute information.

Consultation also includes members of the Social Services Transportation Advisory Council (SSTAC). The SSTAC assists in the determination of transportation needs of older adults, persons with disabilities, and those of limited means.

To assist SRTA in maintaining coordination and communication with the local jurisdictions within the county, a technical advisory committee is utilized. This committee is made up of representatives from each of the local jurisdictions, Caltrans, the Consolidated Transportation Services Agency (CTSA), RABA, Shasta County Air Quality Management District, and Redding Regional Airport. This group reviews and advises the SRTA on all transportation planning policies and issues.

Consultation with Tribal Governments

Shasta County has two federally recognized tribal governments within its boundaries: the Redding Rancheria and the Pit River Tribe. Each tribe's transportation plan is reviewed and incorporated into RTP updates. In consultation with the two tribes and consistent with the Code of Federal Regulations 23 U.S.C. 134 and 135, a formal consultation policy was adopted on June 28, 2011 (see www.srta.ca.gov/167/Policies-Procedures). This policy involves early coordination, consultation, and participation measures as mandated by federal and state guidelines and references pertinent regulations and/or statutes to ensure that the needs of Native American Tribes are identified, considered, and addressed during the earliest stages of transportation projects. In addition, SRTA has developed procedures that define the roles, responsibilities, and key decision points for consulting with Tribal Governments. These procedures are documented in Appendix A of the 2025 Shasta Participation and Partnership Plan (www.srta.ca.gov/166/Public-Participation).

Consultation with Federal Land Management Agencies (FLMA)

As appropriate, SRTA communicates and coordinates with federal and state land management agencies, including but not limited to the Bureau of Land Management, National Fish and Wildlife Service, U.S. Forest Service, National Parks, California Fish and Wildlife, California State Parks, and the Army Corps of Engineers. A formal FLMA consultation process was adopted in December 2016 and is included in Appendix F of SRTA's 2025 Shasta Participation and Partnership Plan (www.srta.ca.gov/166/Public-Participation).

Information Dissemination

Information dissemination is the process of making information available to the public. The SRTA website (www.srta.ca.gov) contains up-to-date information on public notices, meeting dates, agendas and minutes, and other items of transportation interest. Publications such as the "Overview of the Shasta Regional Transportation Agency" are routinely updated and provide information on the agency's legal authority, history of the organization, revenue and revenue distribution, and roles and responsibilities. As needed, SRTA also maintains project-specific websites.

Meetings and Interjurisdictional Coordination

Coordination and partnerships among local, regional, state, and federal entities are utilized to identify and promulgate strategies, programs, and actions that most effectively and efficiently improve the region's transportation infrastructure. New issues, including travel demand modeling standards, performance measures, and the latest federal transportation law, benefit from collaborative workgroups of regional agencies and/or state and federal partners.

Ongoing, recent, and significant past projects such as the 2022 RTP (including Sustainable Communities Strategy pursuant to Senate Bill 375), the SR 273 Multimodal Corridor Plan, the North State Intercity Bus to Rail plan, Regional Early Action Planning (REAP) 2.0, the Fix 5 Cascade Gateway project, the 2040 Long Range Transit Plan, Intercity Bus, ShastaFORWARD>> Regional Blueprint, and the North State GIS regional mapping and data platform include participation of local regional planning agencies, city councils, county supervisors, city managers, county administrative officers, tribal governments and federal land management agencies within Shasta and other counties in California's north state.

In 2010, 16 Regional Transportation Planning Agencies (RTPAs) from northern California signed a memorandum of agreement forming the North State Super Region (www.superregion.org). This alliance between the RTPAs serves as a unified voice representing California's north state counties on issues related to transportation, economic development, land use, and other key policy and funding topics.



SYSTEM MANAGEMENT AND OPERATIONS

System management and operations analyzes regional transportation as an interconnected set of services and systems to improve system performance through better management and the use of the multimodal transportation network. This includes strategies to improve service delivery, enhance public safety, reduce traveler delays, and improve traveler information. The following are activities conducted by SRTA.

Intelligent Transportation Systems (ITS)

Intelligent transportation systems (ITS) includes a variety of communications and technology infrastructure that improve traffic operations, efficiency, and safety as well as assist users in making smarter travel choices. SRTA, in collaboration with Caltrans District 2, developed and published the region's ITS Architecture and Deployment Plan. This mandated document (23 CFR 940) serves as a framework for the deployment of ITS strategies. In October 2013, SRTA also completed the Integrated Traffic Data Collection and Management Plan for the Shasta County South Central Urban Region.

Coordination of Public Transportation

SRTA is currently coordinating closely with Caltrans District 2 and Caltrans Headquarters staff as they develop district and statewide transit plans. The majority of public transportation is provided by the Redding Area Bus Authority (RABA), a joint powers agency consisting of the county of Shasta and the cities of Anderson, Redding, and Shasta Lake. RABA operates fixed-route and complementary paratransit service for persons with disabilities, as mandated by the ADA. RABA's Downtown Transit Center serves as a centralized transfer station for interregional bus services including Amtrak Thruway, Greyhound, Trinity County's Trinity Transit and Modoc County's Sage Stage.



RABA has implemented significant changes to its service in recent years in alignment with the RABA Short Term Transportation Plan, the SRTA 2040 Long Range Transit Plan, and the Shasta Coordinated Transportation Plan of 2024. As of July 1, 2025, RABA was designated by SRTA as the Consolidated Transportation Services Agency (CTSA) for the region. Dignity Health Connected Living (DHCL) now operates services under contract with RABA and continues to provide week-day transportation,

now known as RABA Response, to persons sixty years of age and older, and for persons with disabilities living outside of RABA's service area. DHCL also operates a new service known as RABA Runabout that offers microtransit and on-demand transit, with service in the evenings and on weekends, replacing SRTA's ShastaConnect service. Finally, RABA's fixed-route service, known as RABA Ride, has updated routes including intercity service to Chico (soon to be replaced by an intercity service along Interstate 5 to Sacramento with a connection to Chico via Orland).

Several non-profits in the region also provide transportation to specialized populations. In addition, private and for-profit transportation agencies provide transportation service to target populations.

Each year, SRTA performs a Transit Needs Assessment consistent with California's Transit Development Act (TDA) and produces an Unmet Transit Needs report. SRTA also disburses TDA funds to eligible claimants for eligible transportation uses within the region. In addition to these activities, SRTA maintains a significant role in public transportation planning and coordination. In December 2014, SRTA completed a Coordination of CTSA Services Study, addressing transportation services between transit providers and those that operate safety-net transit services for elderly and disabled individuals who are generally outside of the Redding Area Bus Authority (RABA) service area. Activities and performance measures were identified to improve transit provider communication, cooperation, coordination, and consolidation. In October 2014, SRTA completed a Transit Technology Plan to investigate the potential of transit technology to improve the collection of transit data, the volume, diversity, and quality of transit data, and the ultimate delivery of public transit services. In April 2021, SRTA completed a 2040 Long Range Transit Plan to guide development of future public transportation services in the Shasta Region.

Where voids in transit services have been consistently identified without a solution, SRTA has worked with partners to identify grant funds to pilot various services, including the Salmon Runner intercity bus service to Sacramento and Shasta Connect services, including an On-Demand Sunday Transit Service pilot project.

Transportation Data Collection

Traffic counts, pavement condition assessments, collision and injury reports, and other transportation data are used to develop transportation plans and improvement programs as well as to improve safety for the traveling public. Data collection requires communication and coordination among multiple partners. Specific activities include the Highway Performance Management System (HPMS), Statewide Integrated Traffic Records System (SWITRS), and utilization of ITS technology to gather data and monitor day-to-day operations.



Through contracted services, SRTA leads the collection of regional traffic and bike and pedestrian counts to ensure consistency among data products and timely response to federal/state data inquiries, including HPMS and performance measures reporting. Data will be mapped and made available on SRTA's website.

CONSISTENCY WITH FEDERAL PLANNING PRIORITIES

FEDERAL PLANNING PRIORITIES

For FY 2026/27, FHWA and FTA have identified key planning priorities that they are encouraging MPOs to integrate and consider in developing their OWPs. Incorporating these priorities will ensure that regional planning priorities align with federal goals.

Air Quality – MPOs in non-attainment and maintenance areas for one or more of the National Ambient Air Quality Standards (NAAQS) criteria pollutants, should include in their OWP development activities that will support transportation conformity requirements outlines in the Federal Clean Air Act. If an MPO is in an attainment or unclassified area and not subject to conformity rules, it is recommended this is stated.

The Shasta Region is an attainment area; however, SRTA will continue to coordinate closely with CARB, EPA, Caltrans Headquarters, and the Shasta County Air Quality Management District in monitoring air quality to ensure that conformity processes remain compliant with applicable legal requirements.

Complete Streets Requirement – The Infrastructure Investment and Jobs Act (IIJA) requires each MPO to use at least 2.5% of its FHWA PL funds (and each state to use 2.5% of its State Planning and Research funding under 23 U.S.C. 5305) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

SRTA programs at least 2.5% of FHWA PL funds toward planning activities that supports complete streets efforts.

Federal Certification Reviews in the OWP– Every four years, FHWA and FTA conduct a review of the metropolitan transportation planning process within each TMA. A TMA is an MPO with an urbanized population of 200,000 persons or more. TMAs may also be designated at the request of the Governor and the MPO for the designated area. Each FY, FHWA and FTA are requiring MPOs to address the Certification Review findings, recommendations, and/or corrective actions in the MPO's OWP.

The Shasta Region is not a Transportation Management Agency (TMA) at this time, nor is it anticipated it will be for the foreseeable future.

Federal Land Management Agency (FLMA) Coordination – The FHWA California Division has been working with Federal Lands Highway to encourage increased coordination. FHWA has discussed FLMA coordination in MPO certification reviews and with Caltrans. FHWA encourages Caltrans and the MPOs to comply with these requirements.

SRTA is working with Caltrans and FHWA to ensure planning and programming activities include coordination with appropriate FLMAs. Relevant activities are included in SRTA's OWP, Public Participation Plan, and TIPs. SRTA looks forward to receiving updated Federal Lands contacts information relevant to our region, currently under development between Caltrans and FHWA.

Non-Consolidated Planning Grant Federal Funds – Additional funding opportunities under IIJA have been made available to MPOs and other local and regional agencies. FHWA and FTA request that MPOs include non-CPG federal planning funds in the OWPs that have been awarded to local agencies (MPO, local agencies, other regional agencies, etc.) within the MPO region. Some FTA planning grants have a requirement that the awarded agency work with the regional MPO to include the newly awarded FTA grant in the MPO's OWP.

SRTA maintains Work Element 801.01 – Local Agency Planning Projects – Informational, to capture information about other federal planning funding awards in the region. SRTA will work with FHWA, FTA, Caltrans, and any grantees awarded funds on keeping this information current.

Infrastructure Investment and Jobs Act (IIJA) Implementation and Programs

Corridor Identification and Development (CID) Program – Caltrans is partnering with the Federal Railroad Administration (FRA) to implement the federal CID program under IIJA. The CID program is a phased federal initiative to plan, develop, and prepare intercity passenger rail corridors for future funding and implementation. In December 2023, FRA selected 69 corridors across 44 states, including 9 in California. Among those is the San Joaquin Valley Corridor. The proposed corridor would provide improvements to the existing state-supported Gold Runner (formerly San Joaquins) passenger train service between Sacramento/Oakland and Merced, CA, with an extension north from Sacramento to Chico and Redding, CA. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

IIJA Grant Funding Opportunities – FHWA reminded MPOs about a list of grant funding opportunities that may aid in funding various types of transportation project and activities, and urged potential applicants to review program specific guidance so they can make informed decisions about each program.

SRTA will participate in Caltrans-led CID efforts related to the San Joaquin Valley project as appropriate and has programmed staff time in the OWP to participate.

Fiscal Constraint – Fiscal constraint is required in the Federal Transportation Improvement Programs (FTIP) and the Federal Statewide Transportation Improvement Program (FSTIP). FHWA encourages MPOs and Caltrans to evaluate the assumption of new funding sources included in Regional Transportation Plan (RTP) planning periods. New funding sources can be included if they can reasonably be assumed to be available consistent with federal guidance. MPOs are to document this in their RTPs.

SRTA continues to review to ensure consistency between the region's RTP and TIPS regarding funding and fiscal constraints. SRTA is starting the process for the next update to the RTP and will be reviewing funding and project assumptions as part of the effort. As needed, TIPS will be updated. Certain assumptions will be dependent on federal transportation funding provided in the next multi-year federal surface transportation bill as IIJA is set to end on September 30, 2026; with a new bill anticipated to be effective October 1, 2026.

Congestion Management Processes and Procedures – OWPs need to document ways that MPOs are managing congestion through a process that “[p]rovides for the safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing facilities eligible for funding under Title 23 USC, and Title 49 USC Chapter 53 through the use of travel demand reduction,...job access projects, and operational management strategies.” Caltrans Headquarters departments are working with their District staff to ensure they understand these processes and will work with MPOs to improve congestion management and managed lane planning.

The region will have its first managed lanes when the upcoming Fix 5 Cascade Gateway project is complete and freight managed lanes exist in the region. SRTA and Caltrans District 2 staff will work together to ensure any future required managed lane plans are consistent with appropriate guidelines, which are under development.

FEDERAL PLANNING EMPHASIS AREAS

There are no Federal Planning Emphasis Areas (PEAs) for FY 2026/27. Instead, MPOs have been instructed to focus on the larger Federal Planning Priorities discussed above when developing their OWPs.

FEDERAL PERFORMANCE-BASED PLANNING AND PROGRAMMING

The Infrastructure Investment and Jobs Act (IIJA) of 2021 continues the federal emphasis on performance management within the Federal-aid highway program and transit programs and requires use of performance-based approaches in statewide, metropolitan, and nonmetropolitan transportation planning. All states are required to utilize nationally defined performance measures addressing Safety (PM1), Pavement and Bridge Condition (PM2), and System Performance (PM3). Regional transportation planning agencies, including SRTA, may adopt region-specific targets or adopt statewide targets. The SRTA Board of Directors elected to adopt statewide targets, which are shown below. Targets are routinely reevaluated and updated as needed.

Safety (PM1) – Statewide safety targets are based on aspirational goals found in the California Strategic Highway Safety Plan (SHSP) and Caltrans' Strategic Management Plan, which focus on strategies to reduce fatalities and serious injuries in half by 2030. A review of regional fatality and serious injury data revealed that about 40 percent of all collisions in the region occur on state highways. On average, the region accounts for 1 percent of statewide fatalities and serious injuries and 0.5 percent of statewide non-motorized fatalities and serious injuries. The region has 0.5 percent of the state population and 0.6 percent of statewide vehicle miles traveled. Statewide PM1 targets are set annually. SRTA has adopted the following state PM1 targets:

Caltrans' 2026 Statewide Performance Measure and Target Based on a Five-Year Rolling Average

Performance Target	Data Source	Five-Year Rolling Average
Number of Fatalities	FARS	3,933.2
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.20
Number of Serious Injuries	SWITRS	16,016.9
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	5.205
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,402.5

Pavement and Bridge Condition (PM2) – Caltrans has adopted pavement and bridge condition targets based on “good,” “fair,” and “poor” condition. Only pavement and bridges on the non-interstate, non-state highway National Highway System (NHS) are included in the assessment. For the Shasta Region, this includes nine lane-miles and three bridges on Cypress Avenue between State Route 273 and Churn Creek Road. A small portion of pavement in this corridor is in poor condition but is being remedied by the City of Redding through regular crack sealing. The three bridges in question are all in good condition. Statewide PM2 targets are set every four years. SRTA has adopted the following state PM2 targets:

Statewide Targets				
Pavement and Bridge Performance Measures	Two-Year NHS Targets		Four-Year NHS Targets	
	(1/1/2026 – 12/31/2027)		(1/1/2026 – 12/31/2029)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	48.0%	2.3%	49.0%	2.3%
Non-Interstate	26.0%	7.5%	26.7%	7.5%

Bridges on the NHS	41.4%	6.2%	40.2%	5.8%
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System Performance (PM3) – Caltrans adopted six system performance targets; however, only those measures related to network reliability (i.e., travel time consistency) apply to the Shasta Region. Smaller metropolitan regions (those under one million in population) are excluded from reporting on emissions (i.e., tailpipe air pollutants), vehicle hours of delay (i.e., traffic congestion), and vehicle occupancy (i.e., carpooling) given the statistically small contribution to statewide figures. Statewide PM3 targets were originally adopted in 2017 and updated in 2025. SRTA has adopted the following state PM3 targets:

Performance Measure	2012 Baseline Data	Four-Year Target (2022-2025)
Percent of Reliable Person-Miles Traveled on the Interstate	73.8%	74.8%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	83.7%	84.7%
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.6	1.6

Regional Response to Performance-Based Planning and Programming

Recent efforts to develop data and track progress toward regional goals include:

- A regional data collection work element (701.11) was added to the OWP, featuring the first regionwide Highway Performance Monitoring System (HPMS) report, which recorded vehicle trips at 186 count locations (completed Summer 2019).
- SRTA experimented with big data (i.e., large, anonymized data sets collected from location-enabled devices) purchased from a third-party vendor.
- Essential data sets have been specified in recent procurements for consultant technical services, including travel demand modeling (705.05) and environmental impact analysis contracts for the development of the 2027 Regional Transportation Plan (701.01).
- SRTA encourages and offers technical and/or financial support to local agencies to participate in the biennial California Statewide Local Streets and Roads Needs Assessment; for seeking funding for the development of Local Roadway Safety Plans (county of Shasta and cities of Redding and Shasta Lake recently received funding); and developing a Transit Asset Management Plan (completed by RABA in 2023).

Moving forward, SRTA is working to consolidate data products into a single location, calculate and track performance metrics, and to better integrate this information into the planning and decision-making process. One way this integration is occurring is through the Ways and Means report (701.01, Task 2.3). The first edition (Summer 2017) focused on recent accomplishments and current and upcoming projects. Staff developed and published a new Ways and Means report in Winter 2025/26 as a lead-in to development of the 2027 RTP. Future reports will be updated in advance of each four-year RTP cycle. This report addresses:

- Overarching federal and state planning priorities;
- Short term (four-year RTP cycle) regional priorities, as described in the RTP at the end of each modal assessment;
- Performance measures, targets, and progress toward these targets resulting from SRTA plans, programs, and investments; and
- New or upcoming anticipated projects designed to improve performance where needed.

ANNUAL OWP COORDINATION MEETING WITH STATE & FEDERAL PARTNERS

As part of the annual OWP coordination meeting with SRTA's state and federal partners, SRTA was provided feedback and recommendations for continually improving the planning process. Specifically, continued improvement is needed in Transportation Performance Management (TPM), including performance data collection, target setting, and reporting specific actions and products of performance-based planning and programming.

In addition, as a general advisement to all regional agencies, state, and federal partners reemphasized the importance of linking work tasks and work products; linking work elements and work products to established regional planning priorities; consistently identifying the responsible party for each work task; describing how work elements are aligned with funding eligibility requirements; and ensuring that all quarterly progress and expenditure reports include a comparison of actual performance with work element goals.

In response, SRTA is working from the top down to establish overarching policies, performance metrics, and performance outcomes, beginning with the Regional Transportation Plan and Ways & Means progress report. These efforts are now working their way into transportation improvement programs and the OWP.

ALIGNMENT WITH STATE PLANNING PRIORITIES

CALIFORNIA TRANSPORTATION PLAN IMPLEMENTATION

The [California Transportation Plan](#) (CTP) 2050 is a policy framework that provides a common vision for the future of our transportation system. The CTP 2050 is a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California. Alignment with the CTP by work element can be found on in the matrix on the following page.

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

The Climate Action Plan for Transportation Infrastructure (CAPTI) builds on Executive Orders (EO) N-19-19 and N-79-20, signed by Governor Newsom in 2019 and 2020, respectively. Executive Order N-19-19 directed CalSTA to leverage discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change, while Executive Order N-79-20 reaffirmed the state's commitment to implementing EO N-19-19 and set a deadline for CalSTA to "identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a 'fix-it-first' approach to our transportation system." CAPTI outlines strategies and actions that will advance sustainable and healthy modes of transportation, such as walking, biking, transit, and rail, as well as accelerate the transition to zero-emission vehicle (ZEV) technology. This approach aligns closely with SRTA's Sustainable Communities Strategies.

CALTRANS SYSTEM INVESTMENT STRATEGY

The Caltrans System Investment Strategy (CSIS) implements one of the key actions of the Climate Action Plan for Transportation Infrastructure (CAPTI) by developing an investment framework through a data-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles. SRTA will work with regional partners during planning and programming processes to identify and develop projects that meet both grant program requirements as well as best align with CSIS strategies, to the extent practicable, while ensuring projects are context appropriate for the region and area in which they are proposed. SRTA will participate in ongoing statewide review and discussions on CSIS as its implementation is phased in over time and provide feedback where needed.

CALIFORNIA RAIL PLAN

The California Rail Plan (CRP) lays out a strategy for investments and needed steps designed to increase California's economic growth, improve quality of life, improve equity of the state's most vulnerable and impacted communities, and advance the state's ambitious climate action goals. In the short term, the CRP calls for integrated bus service between Redding and Sacramento with timed transfers to intercity trains in Sacramento. RABA's planned intercity service to Sacramento, to be known as the "5X" route, has been approved by their board and is expected to launch in the near future in 2026.

ALIGNMENT WITH FEDERAL PLANNING FACTORS

	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Increase the safety of the transportation system for motorized and non-motorized users;	Increase the security of the transportation system for motorized and non-motorized users;	Increase accessibility and mobility of people and freight;	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	Promote efficient system management and operation;	Emphasize the preservation of the existing transportation system;	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and	Enhance travel and tourism.
701.01	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
701.03	☒	☒		☒			☒	☒	☒	☒
701.09	☒							☒		
701.11	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
701.17	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
701.18	☒	☒	☒	☒	☒	☒	☒	☒	☒	
701.19	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
702.01										
702.02										
702.03	☒	☒	☒	☒			☒	☒		
703.01	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
703.08	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
704.01		☒	☒	☒	☒		☒	☒		
705.02								☒		
705.05								☒		
705.06		☒	☒	☒				☒		
706.02	☒	☒	☒	☒	☒		☒	☒		
707.01	☒		☒		☒		☒	☒		
707.03	☒	☒	☒	☒	☒		☒	☒		
707.04	☒			☒	☒		☒	☒		
707.11	☒	☒								
707.12	☒	☒	☒	☒			☒	☒		
707.13	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
708.03				☒						
708.04				☒						
801.01	☒									
801.02				☒						

ALIGNMENT WITH CALIFORNIA TRANSPORTATION PLAN (CTP) 2050 BY WORK ELEMENT

	Expand access to safe and convenient active transportation options	Improve transit, rail, and shared mobility options	Expand access to jobs, goods, services, and education	Advance transportation equity	Enhance transportation system resiliency	Enhance transportation safety and security	Improve goods movement systems and infrastructure	Advance Zero Emission Vehicle (ZEV) technology and supportive infrastructure	Manage the adoption of connected and autonomous vehicles	Price roadways to improve the efficiency of auto travel	Encourage efficient land use	Expand protection of natural resources and ecosystems	Strategically invest in state of good repair improvements	Seek sustainable, long-term transportation funding mechanisms
701.01	☒	☒	☒	☒	☒	☒	☒	☒	☒		☒	☒	☒	☒
702.03	☒	☒				☒					☒		☒	
701.09								☒				☒		
701.11	☒		☒					☒						
701.17	☒	☒	☒	☒	☒			☒			☒	☒		
701.18			☒		☒	☒	☒	☒					☒	
701.19	☒	☒	☒	☒	☒	☒	☒	☒			☒	☒	☒	☒
702.01	☒		☒	☒	☒	☒	☒	☒					☒	
702.02	☒		☒	☒	☒	☒	☒	☒					☒	
702.03	☒	☒					☒	☒						☒
703.01	☒	☒	☒	☒		☒		☒				☒	☒	
704.01	☒			☒										
705.02				☒										
705.05				☒		☒					☒			
705.06	☒	☒	☒	☒	☒	☒	☒	☒			☒	☒		☒
706.02	☒	☒	☒	☒				☒				☒		
707.01	☒	☒	☒	☒	☒	☒	☒	☒			☒	☒	☒	
707.03	☒	☒		☒				☒	☒			☒		
707.04							☒							
707.12		☒	☒								☒	☒		
707.13	☒	☒	☒	☒	☒	☒	☒						☒	
708.03		☒	☒										☒	
708.04		☒	☒											
801.01	☒	☒	☒	☒	☒	☒	☒	☒			☒	☒	☒	☒
801.02	☒	☒												

ALIGNMENT WITH REGIONAL PLANNING PRIORITIES BY WORK ELEMENT

	Perform Ongoing or Scheduled Core Functions	Improve Regionally Significant Corridors	Enhance Goods and Freight Movement	Strengthen Data and Performance Based Planning	Support Active Transportation in the Shasta Region	Improve Delivery of Public Transportation	Improve Public Engagement with the Planning Process
701.01 Regional Transportation Plan	☒	☒	☒	☒	☒	☒	☒
702.03 Performance Measures		☒	☒	☒	☒		☒
701.09 Air Quality				☒			
701.11 Regional Data		☒	☒	☒			☒
701.17 SCS – Regional Transit Planning		☒		☒	☒	☒	☒
701.18 SCS – Regional Freight Plan		☒	☒	☒			☒
701.19 TBD		☒		☒	☒		
702.01 Transportation Improvement Programs	☒	☒	☒		☒	☒	
702.02 Overall Work Program	☒	☒		☒	☒	☒	☒
702.03 Grant Writing and Technical Assistance		☒					☒
703.01 Active Transportation Planning		☒	☒	☒	☒	☒	☒
703.08 GoShasta Plan Update		☒	☒	☒	☒	☒	☒
704.01 Public Information and Participation	☒			☒			☒
705.02 GIS Applications		☒		☒	☒		☒
705.05 Travel Demand Model	☒	☒		☒			
705.06 Shasta Regional Planning Dashboard		☒	☒	☒	☒	☒	☒
706.02 Public Transportation Planning & Coordination		☒	☒	☒	☒	☒	☒
707.01 Corridor Studies		☒	☒	☒	☒	☒	☒
707.03 Alternative Fuels Vehicle Planning		☒	☒	☒		☒	
707.04 Goods & Freight Coordination and Planning		☒	☒	☒			☒
707.12 Regional Early Action Planning (REAP) 2.0			☒	☒			
707.13 Shasta NextGen Railroad Corridor Crossing Plan		☒	☒	☒	☒	☒	☒
708.03 Transportation Development Act Management			☒	☒	☒	☒	☒
708.04 Transit and CTSA Administration				☒		☒	
801.01 North State Super Region		☒		☒	☒	☒	☒
802.02 SB 125 TIRCP/ZETCP Administration						☒	
