

OVERALL WORK PROGRAM AGREEMENT (OWPA)
Shasta Regional Transportation Agency

MFTA#: **74A0821**
AGENCY DUNS#: **963153981**
AGENCY UEI#: **963153981000**

FY: **2023/24**

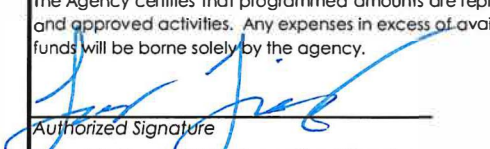
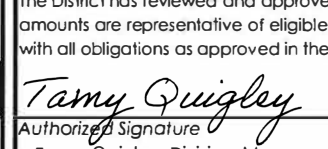
OWP Board Approval Date: **4/25/2024**

Amendment #: **2**

1. The undersigned signatory hereby commits to complete this Fiscal Year (FY) the Annual Overall Work Program (OWP), which has been approved by the Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and is attached as part of this OWPA.
2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA) that was executed January 1, 2015 through December 31, 2024 with Caltrans are incorporated by reference as part of this OWPA for this FY.
3. Match amounts, sources, and eligibility for Regional Transportation Planning Funds listed below, must be in compliance with Federal, State, or contractually agreed upon requirements.
4. Subject to the availability of funds this FY OWPA funds encumbered by Caltrans include, but may not exceed, the following:

CFDA #	Funding Source	MIN Required Match %	CURRENT FY Allocated Programmed Amount	CARRYOVER Programmed Amount	Toll Credit Match	Local/In- Kind Match	TOTAL Estimated Expenditures
20.205	FHWA PL (Toll Credit)	11.47%	\$793,431	\$364,461	\$132,810		\$1,157,892
20.205	FHWA PL (Local/In-kind Match)	11.47%					\$0.00
20.205	FHWA PL-Complete Streets	0.00%	\$20,344				\$20,344
20.505	FTA 5303 (Toll Credit Match)	11.47%	\$95,147	\$0	\$10,913		\$95,147
20.505	FTA 5303 (Local/In-kind Match)	11.47%					\$0
20.505	FTA 5304 - Sust. Communities	11.47%	\$500,000.00	\$0		\$64,780	\$564,780
20.505	FTA 5304 - Strategic Partnersh	11.47%		\$253,212		\$32,806	\$286,018
20.205	FHWA SPR	20.00%		\$435,269		\$108,817	\$544,086
	SHA Grants	11.47%		\$129,327		\$19,026	\$148,353
	SB1 Formula	11.47%	\$166,250	\$302,550		\$60,738	\$529,538
Total Programmed Amount			\$1,575,172.00	\$1,484,818.48	\$143,723.57	\$253,361.55	\$3,346,158.27

*SRTA agrees to the minimum match requirement for each grant. BRSS and Support docs may budget a different figure.

Agency Certification of Programmed Funds	District Approval of Programmed Funds
The Agency certifies that programmed amounts are representative of eligible and approved activities. Any expenses in excess of available and programmed funds will be borne solely by the agency.  Authorized Signature Sean Tiedgen, AICP, Executive Director Printed Name and Title 6/18/2024 Date	The District has reviewed and approves the OWPA as submitted. Programmed amounts are representative of eligible and approved activities and is consistent with all obligations as approved in the OWP.  Authorized Signature Tamy Quigley, Division Manager Printed Name and Title 06/25/2024 Date

(HQ Department of Transportation Use Only)					
The total amount of FEDERAL funds encumbered by this document are: \$ _____					
Fund Title: _____		Item: _____		Chapter Statute: _____ Fiscal Year: _____	
The total amount of STATE funds encumbered by this document are: \$ _____					
Fund Title: _____		Item: _____		Chapter Statute: _____ Fiscal Year: _____	
Encumbrance Details:					
Fed/State	CT	Acct Line #	Project ID	Phase/Fund	Amount \$

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Resources/Accounting Officer

Date

WORK ELEMENT 707.09(A)
SR 273 Northern Section Multimodal Corridor Plan

 Agency: **SRTA** Total Budget (FY 2023/24): **\$ 544,086**
ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24				FY 2024/25 (estimated)			
	Expenditures		Strategic Partnership Grant (SPR)		Expenditures		Revenue by Fund Source (\$)	
	Direct	Indirect	PPM		Direct	Indirect	PPM	Strategic Partnership Grant (SPR)
SRTA								
Personnel	\$ 98,156	\$ 198,265	\$ 59,284	\$ 237,137	\$ 24,539	\$ 49,566	\$ 14,821	\$ 59,284
Services & Supplies	\$ 35,000		\$ 7,000	\$ 28,000				
Human Resources	\$ 2,356		\$ 471	\$ 1,885				
Consultant (GHD)	\$ 180,309		\$ 36,062	\$ 144,248				
Consultant (TBD)	\$ 30,000		\$ 6,000	\$ 24,000				
TOTAL:	\$ 345,821	\$ 198,265	\$ 108,817	\$ 435,269	\$ 24,539	\$ 49,566	\$ 14,821	\$ 59,284

Grant funds expiration date: 6/30/2025

Prior Fiscal Year Work

Finalized JPA with Caltrans, executed TSA with consultant, held kick-off meetings, performed initial round of public outreach, prepared existing conditions technical memo.

Objective

Two planning grants were awarded for the SR273 corridor. A \$500K SPR Special Projects grant was awarded to Caltrans District 2 for the southern portion. A \$500K State Planning and Research Strategic Partnerships grant was awarded to SRTA for the northern portion of the corridor. SRTA serves as the project manager for both grants so that the entire corridor can be planned together; however, separate work elements have been created in the OWP for each respective grant. WE707.10(A) is for SRTA's grant, while WE707.10(B) is for Caltrans D2's grant. A single procurement and consultant contract will be administered for the entire corridor. Request for reimbursement from the two grant programs shall be split equally. Both work elements share the same objectives - i.e., to a) improve travel safety; b) improve system efficiency; c) improve system reliability; d) reduce GHG and pollutant emissions in support of State goals and standards; e) improve multimodal access; f) support economic opportunity and the movement of goods and freight; and g) address the needs and transportation-related impacts of disadvantaged communities that reside along this corridor. Ultimately, the plan will result in a prioritized list of projects for implementation, collectively designed to achieve regional and state performance targets.

Discussion

The SR273 corridor serves various functions (e.g., I-5 detour, local arterial, etc.) and customers (e.g. commuters, freight operators, etc.). The SR 273 corridor is also home to many of the region's most disadvantaged communities. Collisions resulting in injury and/or fatality are disproportionately high in number and severity along the corridor. Due to the many trip destinations and number of higher density residential units, the northern portion of the corridor is highly suitable for a transit-oriented development and active transportation facilities that improves access to transit. SR273 passed through the Downtown Redding and Downtown Anderson 'Strategic Growth Areas' as described in the region's Sustainable Communities Strategy (SCS). The SR273 corridor is called out in Regional Transportation Plan as a near-term priority for planning and improvements that address safety, mobility, equity, sustainability, traffic operations, and economic development.

Alignment with Core MPO Requirements, Performance Measures, and Applicable State Grant Program Objectives

This plan will result in a Comprehensive Multimodal Corridor Plan (CMCP) and directly inform the RTP, RTP project list, and Regional Transportation Improvement Program (RTIP). Projects therein will support achievement of federal performance measures, including PM1 (Safety), PM2 (Pavement and Bridge Condition), and PM3 (System Performance), as well as priorities documented in state plans.

Deliverables (anticipated delivery date)

Performance assessment technical memo (July 2023), corridor goal and objective document (July 2023), safety campaign materials (October 2023), toolbox of potential projects (October 2023), matrix of improvement scenarios (November 2023), five to seven feasibility studies (December 2023 – April 2024), prioritized project list / implementation plan (June 2024).

Task 1 Stakeholder and Public Outreach

Task/Activity	Resp. Agency	Schedule
1.1 Conduct PAC meetings	SRTA & Consultant	Jul 2023 – Jun 2024
1.2 Perform outreach campaign, including targeting of DACs		
1.3 Plan and administer public visioning event		
1.4 Develop corridor goals, objectives, and performance measures		
1.5 Develop public safety campaign		
1.6 Develop documentary on history of transportation planning, using SR 273 as a case study, to help public engagement and feedback		Oct 2023 – Jun 2024
1.7 Prepare postcard mailing to all addresses within certain distance of the corridor to drive engagement with website and survey		Nov 2023 - Jan 2024

Task 2 Gather Information on Existing Conditions

Task/Activity	Resp. Agency	Schedule
2.1 Collect information on corridor context	SRTA & Consultant	Jul 2023
2.2 Literature review		
2.3 Identify and gather any additional data needs		
2.4 Site visit / in-field corridor assessment		

Task 3 Conduct Baseline Performance Assessment

Task/Activity	Resp. Agency	Schedule
3.1 Collect information on corridor context	SRTA & Consultant	Jul 2023
3.2 Literature review		
3.3 Identify and gather any additional data needs		
3.4 Site visit / in-field corridor assessment		

Task 4 Identify Potential Projects and Strategies

Task/Activity	Resp. Agency	Schedule
4.1 Identify freeway / highway / arterial projects and strategies	SRTA & Consultant	Aug 2023 – Jun 2024
4.2 Identify transit projects and strategies		
4.3 Identify complete streets projects and strategies		
4.4 Identify freight projects and strategies		
4.5 Define improvement projects		
4.6 Consider corridor integration options		

Task 5 Analyze Improvement Strategies

Task/Activity	Resp. Agency	Schedule
5.1 Group strategies into scenarios and evaluate	SRTA & Consultant	Aug 2023 – Jun 2024
5.2 Perform feasibility studies		
5.3 Examine and evaluate gateway approaches		

Task 6 Select and Prioritize Solutions

Task/Activity	Resp. Agency	Schedule
6.1 Select and prioritize solutions	SRTA & Consultant	Jun 2024

Future / Ongoing Activities (FY 2024/25)

Task/Activity	Resp. Agency	Schedule
FO1 Select and Prioritize Solutions	SRTA & Consultant	Jul 2024
FO2 Develop draft reports		Jul 2024 – Oct 2024
FO3 Develop final reports		Oct 2024 – Feb 2025

WORK ELEMENT 707.10
North State Intercity Bus to Rail Plan

Agency: **SRTA** Total Budget (FY 2023/24): **\$286,018**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24			
	Expenditures		Revenue by Fund Source (\$)	
	Direct	Indirect	LTF	Strategic Partnership Grant (FTA 5304)
SRTA				
Personnel	\$ 14,612	\$ 29,515	\$ 5,061	\$ 39,065
Services & Supplies	\$ 500		\$ 57	\$ 443
Human Resources	\$ 351		\$ 40	\$ 310
			\$ -	\$ -
Consultant (TBD)	\$ 241,040		\$ 27,647	\$ 213,393
			\$ -	\$ -
TOTAL:	\$ 256,503	\$ 29,515	\$ 32,806	\$ 253,212

Total local match for SB1 grant is 11.47% of SB1 programmed amount

Prior Fiscal Year Work

Participated in statewide intercity bus and rail meetings including North State partner agencies, coordinated intercity bus and rail transportation options between the Shasta Region and larger metropolitan areas, evaluate and consider transportation governance structure between partner agencies in the North State and Caltrans. Initiated the development of RFP's scope of work for consultant assistance on the North State Intercity Bus to Rail Plan, and evaluated. Coordinated with the NSSR Transit Working Group. Participated in and researched California Intercity Bus Study, CA State Rail Plan, and BCAG/JJPA Valley Rail Extension rail plan.

Objective

To coordinate and plan for better intercity bus and rail transportation options between the Shasta County and the large metropolitan areas of Greater Sacramento, the Bay Area, and north into Oregon as well as improve connections across the North State region. This includes an assessment of the rail hubs that are currently located nearby communities as well as future service areas (e.g., those under consideration by BCAG for train service to Chico/Oroville) in order to identify the best way to improve intermodal connections for travelers in the North State.

Discussion

The many communities of the North State region are almost entirely disconnected from the major economic, educational, and healthcare centers of the rest of the state, like Greater Sacramento and the Bay Area. There are minimal options for travel from Redding and Chico to major urban areas unless you have access to a personal automobile. Public transportation riders must rely on limited intercity connections and the existing options have a number of constraints: unreliability, limited destinations, inconvenient schedules, poor on-time performance, confusing ticket purchasing, lack of station services, frequent stops, indirect routes, need for transfers, and prohibitive costs. Having reliable, convenient, and affordable intercity transportation is essential to the economic health and development of the region and state. Intercity passenger bus service has been a large focus of SRTA and has been partially grant funded.

Alignment with Core MPO Requirements, Performance Measures, and Applicable State Grant Program Objectives

Result of this planning effort will directly inform the RTP, accomplish the goals of the state rail plan, the state intercity bus study, and may lead to projects that support achievement of federal performance measures (PM1, PM2, and PM3).

Deliverables (anticipated delivery date)

RFP and TSA (April 2024). Public outreach and community engagement summary (Dec 2024). Technical memo re: passenger rail opportunities (April 2025). Technical memo re: potential governance structures (April 2025).

Task 1: Project Administration

Task/Activity	Resp. Agency	Schedule
1.1 Contract management, fiscal accounting and reporting.	SRTA	Jul 2022 – Jun 2025

Task 2: Consultant Procurement

Task/Activity	Resp. Agency	Schedule
2.1 RFP and consultant contracting.	SRTA	Nov 2023 – Apr 2025

Task 3: Bus Enhancements

Task/Activity	Resp. Agency	Schedule
3.1 Plan for the implementation of improved bus connections, with greater emphasis on coordination between 101 and I-5 corridors, including needs assessments for zero emission vehicles and refueling infrastructure to comply with the Innovative Clean Transit rule requirements.	SRTA & Caltrans	Apr 2024 – Apr 2025

Task 4: Passenger Rail Opportunities

Task/Activity	Resp. Agency	Schedule
4.1 Feasibility assessment of daytime passenger rail.	SRTA	Apr 2024 – Apr 2025

Task 5: Public Outreach & Community Engagement

Task/Activity	Resp. Agency	Schedule
5.1 Plan and conduct public workshops and other outreach strategies to gather public input about proposed	SRTA	Apr 2024 – Apr 2025

Task 6: Partner Coordination

Task/Activity	Resp. Agency	Schedule
6.1 Meetings with regional stakeholders to move the planned improvements into realistic outcomes.	SRTA & Caltrans	Apr 2024 – Apr 2025

Future / Ongoing Activities

Task/Activity	Resp. Agency	Schedule
FO1 Contract management, fiscal accounting and reporting.	SRTA	Jul 2024 – Jun 2025
FO2 Evaluation of transportation governance structure between partner agencies in the North State and	SRTA & Consultant	Aug 2024 – Apr 2025
FO3 Plan and conduct public workshops and other outreach strategies to gather public input about proposed	SRTA	July 2024 – Apr 2025
FO4 Meetings with regional stakeholders to move the planned improvements into realistic outcomes.	SRTA & Caltrans	July 2024 – Apr 2025
FO5 Draft plan based on community and partner comments and Caltrans review.	SRTA	Sep 2024 – Apr 2025
FO6 SRTA Board of Directors' approval of final North State Intercity Bus to Rail Plan.	SRTA & Consultant	Nov 2024 – Apr 2025