

Adopted May 22, 2012



**SRTA
2012/13**

OVERALL WORK PROGRAM FOR SHASTA COUNTY

Shasta Regional Transportation Agency
1255 Placer Street, Suite 202
Redding, CA 96001
Phone: (530) 262-6190
Staff Contact: Dave Wallace
Email: srta@srta.ca.gov
Website: www.srta.ca.gov

This document was funded in part through grants from the Federal Highway Administration, Federal Transit Administration and the U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

CONTENTS

INTRODUCTION	1
HISTORY	1
PURPOSE OF THE OVERALL WORK PROGRAM	2
ORGANIZATIONAL CHART	4
SECTION 1 – PROSPECTUS	6
THE REGION	6
MPO PLANNING RESPONSIBILITIES AND PROCESS	6
Regional Visions and Goals	10
Evaluation Tools	12
Programs and Coordination	13
System Operations	16
CALIFORNIA PLANNING EMPHASIS AREAS (PEAS)	19
NEEDS, PRIORITIES AND GOALS	23
SECTION 2 – FINANCIAL SUMMARIES AND STAFF REQUIREMENTS	26
SUMMARY BY AGENCY	28
SUMMARY BY FUNDING SOURCE	29
INFORMATION ELEMENT	30
SECTION 3 – WORK ELEMENTS	31
EXPENDITURES BY WORK ELEMENT AND SUB-ELEMENT	32
APPENDIX A—PLANNING PROCESS CERTIFICATION	A
APPENDIX B—FTA CERTIFICATION AND ASSURANCES	C
APPENDIX C—DEBARMENT	F
APPENDIX D—RTP PERFORMANCE INDICATORS AND MEASURES	H
APPENDIX E—LIST OF FREQUENTLY USED ACRONYMS	I

THIS PAGE INTENTIONALLY BLANK

RESOLUTION



RESOLUTION NUMBER: 12-05
SUBJECT: Adopting the 2012/13 Overall Work Program for Shasta County

WHEREAS, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as a condition to the allocation of federal transportation planning funds, require each Metropolitan Planning Organization (MPO) to annually develop a comprehensive Overall Work Program (OWP) as a planning, programming and budgeting tool for the coming fiscal year; and

WHEREAS, the Shasta Regional Transportation Agency (SRTA) has developed OWP activities and projects that are mandated by metropolitan planning regulations; and

WHEREAS, the draft OWP was submitted to state and federal funding agencies for review, comment and recommendations; funding agency comments were incorporated into the final OWP; and

WHEREAS, the draft OWP has been reviewed and is found to conform to all state and federal planning regulations and to reflect the priorities, scope of work and level of effort required for regional transportation planning for fiscal year 2012/13.

NOW, THEREFORE, BE IT RESOLVED that the 2012/13 OWP is approved and adopted.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Shasta Regional Transportation Agency:

1. Certifies that certifications and assurances required by the FHWA and FTA are included in the 2012/13 OWP; and
2. The chair is authorized to sign the annual certifications and assurances for FHWA and FTA assistance programs; and
3. The executive director is authorized to make modifications, as requested, by the FHWA for minor, non-financial administrative changes.

PASSED AND ADOPTED this 22nd day of May, 2012, by the Shasta Regional Transportation Agency.

A handwritten signature in blue ink, appearing to read 'Leonard Moty', written over a horizontal line.

Leonard Moty, Chair
Shasta Regional Transportation Agency

THIS PAGE INTENTIONALLY BLANK

INTRODUCTION

As the federally-designated Metropolitan Planning Organization (MPO) for Shasta County, the Shasta County Regional Transportation

Planning Agency (SCRTPA) is responsible for the coordination of transportation

planning and the development and adoption of transportation policy direction in Shasta County.

The regional transportation system helps support economic health and the quality of life while providing mobility of people and goods. Transportation planning recognizes the links between transportation and other community goals. The planning process develops strategies for operating, managing, maintaining and financing the area's transportation system while advancing long-term goals.

HISTORY

The SCRTPA was established under state law in 1972. All California counties were required to form regional transportation planning agencies as a condition of receiving state transportation funds, including transit funds. Gradually, through laws like the Transportation Development Act (1971) and Senate Bill 45 (1997), local elected officials via the respective RTPAs were delegated greater authority to determine the appropriate use of state transportation revenue. Prior to the creation of RTPAs, these decisions were made by the state.

When Shasta County's urban area population exceeded 50,000 in 1980, the SCRTPA became recognized as one of 18 metropolitan planning organizations (MPO) in California. Similar to state law, formation of a regional MPO is a requirement for receiving federal transportation dollars (23 U.S.C. 134 and 135). The federal MPO designation added responsibilities that sometimes overlap with state



Dana to Downtown
Completed in 2010, this project added safety improvements, congestion relief and enhancements to Redding's bike and trail system.
-Photo Courtesy of Caltrans

Examples of Key Steps in Transportation Planning:

1. Monitoring existing conditions;
2. Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
3. Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
4. Developing long-range programs of alternative capital improvement and operational strategies for moving people and goods;
5. Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
6. Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

requirements. In Shasta County, the SCRTPA was established as a single agency to fulfill both the state and federal requirements, thereby avoiding the confusion created in other regions of the state where two agencies overlap with similar roles.

A memorandum of understanding (MOU) was approved by the County of Shasta, Caltrans, the Redding Area Bus Authority (RABA) and the cities of Anderson, Redding and Shasta Lake outlining legal foundations and responsibilities of the MPO's planning and programming process, organizational structure and funding processes. An organizational chart is presented at the end of this section. The MOU is revised periodically by the SCRTPA and Caltrans to incorporate statutory changes. The present version was executed on April 26, 2005. A master fund transfer agreement is required that sets forth terms and conditions for spending federal planning funds. The current agreement was adopted in February 2005.

PURPOSE OF THE OVERALL WORK PROGRAM

Each year the SCRTPA prepares an 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). The OWP is organized by work element, tasks, work products, and corresponding funding needs.



The OWP serves the following functions:

1. It satisfies requirements of the SCRTPA's Joint Powers Agreement (JPA), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for the documentation of state and federal planning expenditures;
2. It serves as the reference document for the general public, agencies, and elected officials who desire to understand the SCRTPA's objectives and how these are being met through a comprehensive, continuous, and cooperative planning process; and
3. It serves as a management tool for the SCRTPA's planning program, used to ensure that all planning activities are accomplished on schedule and within budget.

This document contains three basic parts:

1. A **prospectus** describing the region, agency organization and functions, transportation planning processes, regional issues and planning emphasis areas.

2. A **budget revenue summary** section provides financial and product summaries by work element, funding source and amount, and responsible agency/jurisdiction.
3. A **breakdown of planning activities** for the fiscal year, which identifies specific planning work to be completed during the year.

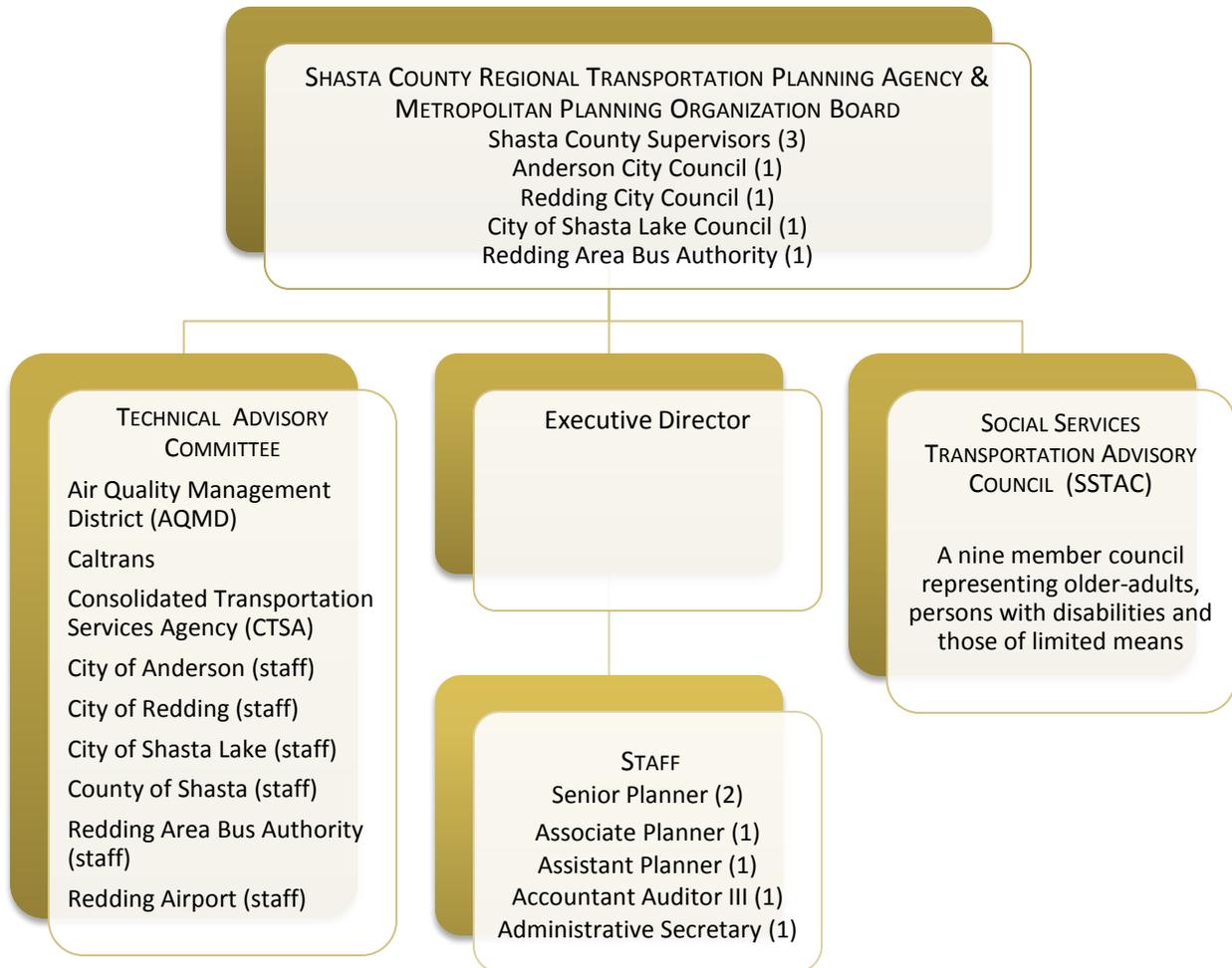
The planning budget in this OWP represents staff hours, consultant services, fixed-assets and supplies necessary to achieve the task or product. Indirect costs, including some administrative costs, are accounted for via an indirect cost allocation plan (Work Element 700.99).

To ensure planning activities are consistent in the region, all relevant planning activities – regardless of funding sources – are included in the OWP. Other related planning activities are identified in the information element at the end of Section 2.

The OWP is submitted as a grant application for federal planning funds pursuant to 23 CFR 450.308. Funding agencies review the draft OWP and indicate conditions for acceptance. The SCRTPA must address these concerns and make modifications, if recommended. In order to assure timely review of OWPs, MPOs should provide a draft OWP thirty days in advance of the scheduled annual MPO meeting held in March.

A written response to comments received from the FHWA, FTA and Caltrans should accompany the final OWP. This response should explain where and how the comments were incorporated into the final document. The final OWP must be completed by May of each year in order to provide sufficient time to authorize funding of the MPO planning program by July 1.

ORGANIZATIONAL CHART



THIS PAGE INTENTIONALLY BLANK

SECTION 1 – PROSPECTUS

THE REGION



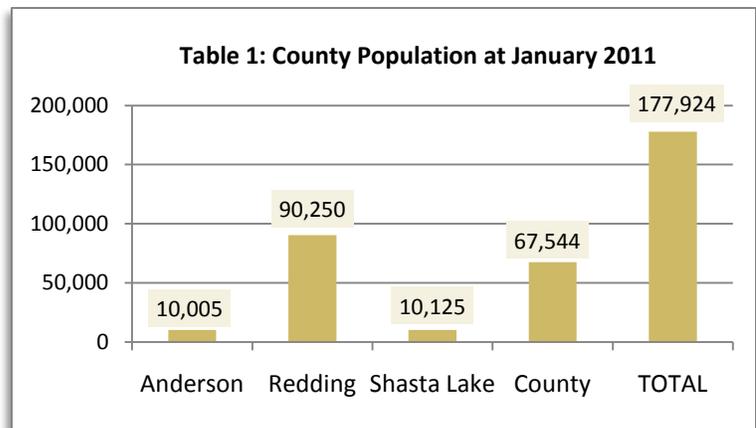
View of Lassen Peak from
State Route 44

Shasta County is located in the northern portion of California, 100 miles south of the Oregon border and 150 miles north of Sacramento. The county occupies the northern part of the Sacramento Valley, with portions extending into the southern region of the Cascade Range. The county has an area of 3,785 square miles. The county's urban area contains the cities of Anderson, Redding and Shasta Lake. Redding is the county seat and the region's socioeconomic center.

Geographic elevations range from 425 feet on the valley floor to over 10,000 feet in Lassen Volcanic National Park. The region is surrounded by mountains with the exception of the southern area. The Sacramento River flows through the center of the county and toward the Sacramento Valley to the south. These factors have contributed to the regions establishment as a center for recreation and tourism.

Population

The State of California, Department of Finance population estimate is used to estimate the annual county population. These figures are available in January of each year. Table 1 reflects the estimated population in January 2011, as adjusted by the 2010 Census.



MPO PLANNING RESPONSIBILITIES & PROCESS

The SCRTPA's state and federal planning responsibilities are directed by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federally enacted in August 2005. Core functions of the SCRTPA include:

- Facilitate an ongoing metropolitan transportation planning process;
- Prepare a regional transportation plan and transportation improvement program; and
- Prepare a planning work program for FHWA/FTA metropolitan planning funds.

Pursuant to 23 USC 134, the SCRTPA'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 for 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; and
- Emphasize the preservation of the existing transportation system.

Federal Highway Administration (FHWA) prescribes the policies and procedures for the administration of activities (23 CFR Part 420), including content provisions for development of the regional transportation plan:

- Identification of transportation facilities;
- Mitigation activities;
- Financial plan;
- Operational and management strategies;
- Capital investment and other strategies;
- Transportation and transit enhancement activities; and
- Coordination with clean air act agencies.

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

- 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 where it does not yet occur; and
- 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.

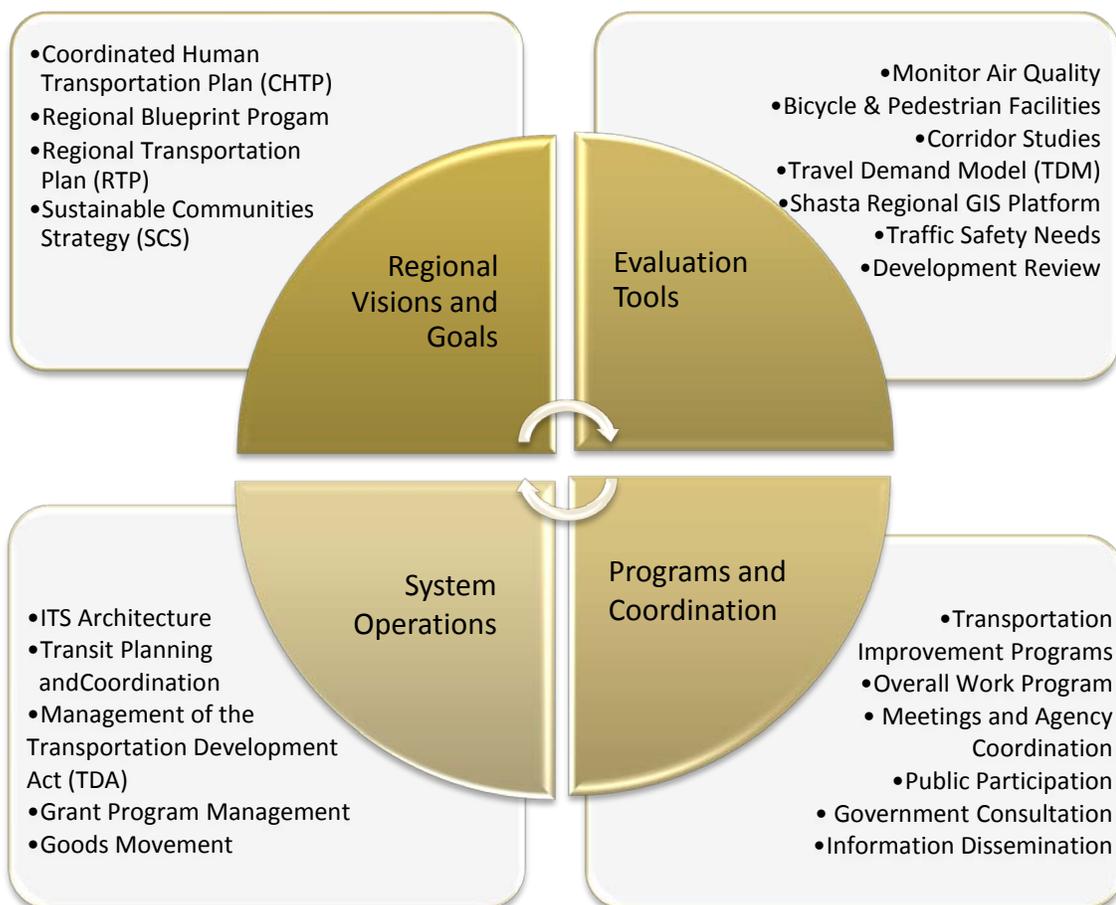
Proactive public involvement is likewise needed, including provisions for timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans and improvement programs. In particular, the following assurances must be included:

- Consistency 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 handicap, 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;
- 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.

Figure 1 provides examples of SCRTPA's plans and programs and how they relate to the transportation planning process.

Figure 1 Products of the Transportation Planning Process



Transportation planning plays a fundamental role in the state, region or community’s vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement.

Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the Metropolitan Planning Organization (MPO), state Department of Transportation (state DOT), and transit operators. Figure 1 illustrates the transportation planning process.

Transportation planning includes a number of steps:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

The SCRTPA employs a comprehensive and inclusive process to assure 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. Annually, the SCRTPA issues a call-for-projects to local agency sub-recipients. Project proposals submitted by local agencies are compiled and reviewed in light of:

1. Fiscal restraint – i.e. the balance of available funding after all of the SCRTPA’s core business, staff, and consultant costs are calculated; and
2. Consistency with Policy 5-1 of the SCRTPA’s Policy and Procedure Manual for the distribution of federal planning funds (Figure 2).

Figure 2:
Policy 5-1 (Policy & Procedures Manual)

1. Core planning functions, including the RTP and all direct inputs;
2. Planning performed by outside consultants and member agency staff in support of core agency functions;
3. Planning performed by member agency staff in support of ongoing data collection related to Federal Planning Emphasis Areas;
4. Projects in support of regional plans and programs that include the state highway system; and
5. Projects in support of regional plans and programs that do not including the state highway system.

Selected projects are brought into the OWP and prepared for evaluation by the California Department of Transportation District 2, FWHA, and the FTA with regard to the eligibility of proposed activities or projects for state and federal transportation planning funding. The draft OWP is then presented to the SCRTPA board to consider for approval.

REGIONAL VISIONS AND GOALS

Regional visions describe a desired future in terms of quality of life, natural environment, social systems, economy, infrastructure and governance. Many of today's most compelling issues—such as climate change, land use, water allocation and landscape conservation—require people and institutions to work together across jurisdictional lines and other boundaries.

A collaborative planning process underscored by a unified regional vision and goals provides the foundation necessary for transportation decision making by local, regional, state and federal officials, and Tribal governments to meet regional mobility needs. The following plans and programs include visions, goals and strategies relevant to their respective topic and scope. All plans and programs are dutifully considered and brought together during preparing the regional transportation plan.

Coordinated Human Transportation Plan (CHTP)

The FTA requires that federally-funded public transit must be included in a locally developed human transportation plan. The CHTP provides strategies for meeting local needs for public transit, non-profit and private transportation systems. The CHTP prioritizes transportation services for funding and implementation with an emphasis on transportation needs of persons with disabilities, older-adults and individuals of limited means. Shasta County's CHTP was adopted in April 2007. Funding is requested in this OWP to update the CHTP, pending new federal surface transportation authorization.

Regional Blueprint Program

Regional blueprints are a form of scenario planning. 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 growth and planning decisions. The resulting preferred-growth scenario is used to guide regional and local land use and transportation decisions for a sustainable future. It ensures consistency with community values and priorities and provides a high quality of life for all. Shasta County's blueprint, *ShastaFORWARD>>*, was adopted in February 2010 and is being implemented through the Sustainable Communities Strategy effort pursuant to California's Senate Bill (SB) 375.

Sustainable Communities Strategy (SCS)



SB 375 is the nation's first law to control greenhouse gas emissions (GHG) by curbing sprawl. The California Air Resources Board (CARB) assigns regional targets for reducing greenhouse gas emissions. California's eighteen MPOs are responsible for preparing an SCS aimed at reducing vehicle miles traveled in their respective region and demonstrates the ability for the region to attain CARB's targets. Local partners must work together to identify an appropriate approach.

As documented in the 2010 RTP, current land use patterns and characteristics in the region contribute to high household-based vehicle miles traveled. Current goals are to prioritize transportation infrastructure investments with demonstrable GHG reduction in conjunction with transportation land use strategies including infill and redevelopment in existing urban areas, and pedestrian/transit-friendly development consistent with the Regional Blueprint vision and SCS. Short-range objectives as identified in the 2010 RTP are:

1. Complete the SCS for the 2015 update of the RTP.
2. Update the Travel Demand Model (TDM) to incorporate an add-on model tools to account for the effects of land use characteristics on travel.
3. Complete the Shasta Regional GIS Platform and utilize the platform to track and report GHG and emission reduction efforts.

To assist with local efforts to reduce GHG emissions and reduce climate change, the SCRTPA will provide planning, funding and technical assistance to staff of the local jurisdictions.

Regional Transportation Plan (RTP)

The RTP is a long-range twenty-year transportation plan covering all transportation modes in Shasta County and is updated every five years. The current RTP was adopted in 2010. 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”¹.

¹ California Transportation Commission: 2010 California Regional Transportation Plan Guidelines

EVALUATION TOOLS

Many technology applications have been developed or applied by planners to enhance the transportation planning process. These applications are tools to measure performance and the impacts of the decision-making process on the transportation system. Examples of planning tools include transportation models, GIS support tools, scenario planning and satellite imagery. The following are several evaluation tools used by the SCRTPA.

Air Quality Monitoring

Shasta County is currently in attainment with federal air quality requirements. The SCRTPA supports goals and measures to reduce emissions, particulate matters and ozone production in Shasta County. The SCRTPA participates in air quality meetings and utilizes the regional travel demand model (TDM) to evaluate the impact of transportation projects on air quality.

Bicycle and Pedestrian Facilities

The SCRTPA encourages development and integration of bicycle and pedestrian facilities with roadway and transit planning. Currently, agencies within the SCRTPA's jurisdiction maintain individual bike plans with varied adoption years, goals and policies. A product in this year's OWP is to develop a regional bike plan for the entire county that will ensure that goals and policies are consistent across all jurisdictions, streamline project approval and minimize funds necessary to develop individual bike plans.

Corridor Studies and Development Review

The SCRTPA coordinates, directs and participates in a number of corridor studies and other planning studies, including those of the local jurisdictions and state and federal agencies. The objective is to develop a comprehensive approach to corridor congestion and operational improvements in conjunction with capacity enhancements. Various projections and information on economic, demographic, air quality and land use issues are available to the SCRTPA staff through other planning agencies.

Regional Travel Demand Model (TDM)

Travel models simulate the "real world" and can be used to demonstrate the impact of changes in an area on the transportation system. The SCRTPA coordinates transportation system performance monitoring and maintains the Shasta County TDM. The model 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.

Outputs from the TDM are used to estimate air pollution related to vehicular sources based upon vehicle miles traveled. Local jurisdictions collect traffic data and perform speed studies that are used to calibrate and validate the TDM. Local jurisdictions also assess pavement conditions for tracking and integration into the RTP.

Shasta Regional GIS Platform

New planning requirements in SB 375 and the advent of regional blueprint planning have increased the need for consolidated, standardized and merged region-wide GIS data. The Shasta region presently has a decentralized network of GIS data maintained by various public and private sector entities.

The Shasta Regional GIS Platform is the region's first step toward the compilation, standardization and merging of these many GIS data silos under one roof. The goal of this effort is to minimize or eliminate the technological and informational barriers to coordinated regional planning. Local jurisdictions have committed to provide ongoing technical advice and data contributions. The GIS platform is fully funded using Proposition 84 funds.

Traffic Safety Needs

Improving the safety of the transportation system is required in the transportation planning process. Maintaining transportation safety requires coordination of activities and funding among multiple partners that can direct funding toward the highest safety priorities. The following are some of the technical activities related to safety needs performed by local jurisdictions and the SCRTPA:

- Corridor circulation planning and funding programs.
- Highway Performance Management System (HPMS).
- Performance measure documentation (HPMS, air quality conformity, TDM).
- Traffic inventories and analysis (TDM, RTP, STIP).
- Implementation of technology to analyze and manage the transportation system (TDM, ITS Architecture, Regional GIS Platform).

PROGRAMS AND COORDINATION

Transportation funds are generated from a number of sources. Each state decides which funds are best suited to carry out particular projects. Financial planning takes a long-range look at how transportation investments are funded and the possible sources of funds. MPO's 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 establishes a schedule for implementation of specific projects. Financial programming documents are updated every four-years. The SCRTPA is responsible for identifying regionally significant projects for inclusion in federal, state and regional programs, such as:

Federal Transportation Improvement Program (FTIP)

The FTIP is a short-range four-year program identifying regionally significant transportation projects that are eligible for funding during the four-year period. The FTIP must include a financial plan demonstrating that programmed projects can be implemented with the available resources or funding. Federal regulations require an opportunity for public comment prior to

FTIP approval. The SCRTPA prepares and adopts the FTIP every two years. The in progress FTIP is scheduled for adoption in June 2012.

All projects funded by FHWA and FTA must be included in the FTIP. The SCRTPA 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 biennially by the California Transportation Commission. The recent STIP was last adopted in February 2010. The next update is due in 2012.

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. The SCRTPA is required by the state to adopt and submit an RTIP by December fifteenth of each even-numbered year (California Government Code 65080). Local jurisdictions, federal land management agencies and the general public are consulted in the development of transportation projects for the RTIP. The projects nominated by local jurisdictions are screened, prioritized and summarized in the RTIP. State and federal funding for certain categories of transportation projects is dependent on inclusion in the RTIP. The 2012 RTIP was adopted in December 2011.

Overall Work Program (OWP)

The OWP is 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).

Information Dissemination

Information dissemination is the process of making information available to the public. The SCRTPA website (www.scrtpa.org) 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 County RTPA" are updated annually and provide information on the agency's legal authority, history of the organization, revenue and revenue distribution, and roles and responsibilities.

Meetings and Inter-Jurisdictional Coordination

Transportation planning requires participation and collaboration with federal, state, regional, local and Tribal governments, as well as the general public. Through these partnerships the region can plan for and identify strategies, programs and actions to improve the region's transportation infrastructure.



Projects such as the 2010 RTP, South Redding Six Lane, ShastaFORWARD>>, Google Transit, 211Shasta and the Shasta Regional GIS Platform have included 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 sixteen regional transportation planning agencies from northern California signed a memorandum of agreement forming the North State Super Region (<http://www.superregion.org>). This is an alliance between the planning agencies to work together and support each other on issues related to transportation, economics and land use and to have a unified voice representing California's north state counties.

Public Participation and Government Consultation

A major component in the development of transportation plans, programs and studies is consultation and public participation. The SCRTPA has developed and implemented a proactive public participation process pursuant to 23 CFR part 450.316.

The SCRTPA's current public participation plan was updated in April 2008. 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 SCRTPA 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; and
- Conduct surveys and other sampling techniques.

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 maintain 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) and RABA. This group reviews and advises the SCRTPA 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 was reviewed and incorporated into the 2010 RTP. In consultation with the two Tribes, a formal consultation policy was adopted on June 28, 2011, consistent with the Code of Federal Regulations 23 U.S.C. 134 and 135.

There are also a number of non-federally recognized California Native American Tribes, communities, organizations, groups, or individuals living within the SCRTPA’s jurisdiction. SCRTPA will strive to enlist early Native American involvement. These efforts involve early coordination, consultation and participation measures as mandated by federal and state guidelines, regulations and/or statutes to ensure the needs of Native American Tribes are identified, considered and addressed during the earliest stages of transportation projects.

Consultation with Federal Land Management Agencies:

Funds are requested in this OWP to develop formal consultation policies with federal and state land management agencies, including the Bureau of Land Management, National Fish and Wildlife Service, U.S. Forest Service, and the Army Corps of Engineers.

SYSTEM 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 managed by the SCRTPA.

Regional Intelligent Transportation System (ITS) Architecture

The term intelligent transport system (ITS) refers to efforts to add information and communications technology to transport infrastructure and vehicles in an effort to manage factors that typically are at odds with each other such as vehicle loads and routes to improve safety and reduce vehicle wear, transportation times and fuel consumption. The SCRTPA, in collaboration with Caltrans District 2, developed and publicized the regions ITS Architecture and Deployment Plan. This mandated document (23 CFR 940) serves as a framework to deploy ITS strategies to improve the safety and efficiency of the regions surface transportation system.

Transit Planning and Coordination of Public Transportation



The majority of public transportation is provided by RABA, a joint powers authority 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 Americans with Disabilities Act (ADA). RABA's intermodal passenger transfer facility serves as a centralized transfer station for inter-regional bus services including; Amtrak's Coast Starlight, Greyhound, Susanville Indian Rancheria, Trinity County's Trinity Transit and Modoc County's Sage Stage.

Several agencies provide transportation to specialized populations. Shasta Senior Nutrition Programs, Inc. is a non-profit organization providing transportation to persons sixty years of age and older and the County of Shasta's Lifeline service for persons with disabilities living outside of RABA's service area.

Shasta County Opportunity Center (OC) provides vocational services to individuals with mental disabilities. Clients are transported to and/or from work sites when public transit or other forms of transportation is not readily available. In addition, private and for-profit transportation agencies provide transportation service to target populations.

Management of the Transportation Development Act (TDA)

Enacted in 1971 the TDA provides two major sources of funding for the development and support of public transportation. The Local Transportation Fund is derived from one-quarter cent of the general sales tax collected statewide. State Transit Assistance funds are now formula-based from a new excise tax on diesel fuel.

The SCRTPA annually allocates funds to local jurisdictions for transit and other eligible uses. The SCRTPA must first evaluate transit needs and alternative public transportation measures before funds can be used for other purposes. Funding for transit is only provided to those needs determined to be reasonable to meet.

Management of Grant Programs

The SCRTPA's operations and programs are funded entirely through state and federal subventions and grants. As opportunities arise, the SCRTPA aggressively pursues competitive grants. Success depends on planning and programming strategies, pairing the right projects with the grant criteria, leveraging other funds and positive working relationships with other agencies.

Goods Movement

The movement of people, freight or goods is an important part of a fully functioning transportation system. It is essential to maintain efficient goods movement within the region with the least adverse impact on the transportation system. As the population increases, the complexities and problems of transportation also increase; as does the need for more comprehensive transportation planning. It is the MPO's responsibility to encourage participation of freight transportation services in development of plans and programs. The movement of people and goods within the region is performed primarily by air, rail and the road network. A brief discussion on each transportation modes follows.



Air:

The Redding Municipal Airport is the largest commercial airport in California, north of Sacramento. The airport provides passenger service, air freight service and other general aviation needs that improve regional access for business, tourism and recreational activities. The airport is served by United Express with passenger service to San Francisco. Air freight and package services are provided by numerous providers.

Two general aviation facilities are located in Shasta County. Benton Airport is operated by the City of Redding and the Fall River Mills Airport is operated by the County of Shasta. Over \$10 million in improvements were recently completed at Fall River Mills Airport including runway and taxiway extensions, apron expansion and construction of nine T-hangars. Both airports are visual flight rule airports for single and small twin engine general aircraft. The overall aviation goal addressed in the 2010 Regional Transportation Plan (RTP) is to maintain efficient, accessible air service in a safe and convenient manner.

Rail:

The Union Pacific Railroad provides north-south freight service. Amtrak provides limited passenger rail service and operates state-supported feeder buses to passenger rail service in Sacramento and Stockton. A goal in the 2010 RTP is to make rail service convenient to local citizens when economically feasible.

Trucking:

The highway system supports goods movement in and out of the region via Interstate 5 (the main interstate highway on the west coast), State Route 299 (Pacific Coast to the Nevada border) and State Route 44 (Redding to Susanville). Trucks are the primary method of freight movement through the County.

CALIFORNIA PLANNING EMPHASIS AREAS (PEAs) & FEDERAL PLANNING FACTORS

Although the transportation planning process is primarily concerned with issues specific to Shasta County, many issues are common throughout the state and/or country. An overview of California Planning Emphasis Areas (PEAs), Federal Planning Factors, and the SCRTPA's response are provided below.

California Planning Emphasis Areas:

The FHWA California Division and Federal Transit Administration (FTA) Region IX provide 'Planning Emphasis Areas' (PEAs) to California MPOs. PEAs address key planning issues and topics identified during the review of metropolitan and statewide planning processes.

1. **Work Program Development** – MPOs should prepare an OWP with sufficient detail to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process.

The SCRTPA's planning emphasis areas are identified and defined within the OWP as "work elements" (see Section 3). Each work element describes the activities, product(s) delivered, timeline, responsible agency, how the work is to be financed, and the relationship to Federal priorities.

2. **Performance Management** – MPOs, in conjunction with appropriate State and Federal agencies, should analyze how to improve upon their performance and develop an action plan for achieving better results.

The SCRTPA utilizes performance measures to evaluate and analyze the effectiveness of the transportation system as well as those policies and programs presented in the RTP. The SCRTPA works closely with the State and other MPOs to insure that key performance measures can be used for statewide comparison. The SCRTPA also monitors demographics, economic activity and such measures that are out of the SCRTPA's direct control yet have a significant impact on performance. As new legislation and local interests dictate, performance measures are updated and added.

In evaluating the performance of the RTP, the SCRTPA utilizes, generates, and maintains a large volume of data needed to calculate performance measures. Data sources include:

- California Highway Patrol Statewide Integrated Traffic Records System (SWITRS);
- Shasta County Travel Demand Model;
- Redding Area Bus Authority ridership data;
- Shasta County Regional GIS data;
- Caltrans Annual Average Daily Truck Traffic on the California State Highway System;

- Intelligent Transportation Systems; and
- Member agency Highway Pavement Management System (HPMS) data.

3. **Safety** - MPOs should consider and implement projects, strategies, and services that increase the safety of the transportation system for motorized and non-motorized users. Consistent with the Highway Safety Improvement Program (HSIP), MPO activities should result in reduced traffic fatalities and serious injuries through infrastructure-related highway safety improvements. All safety projects must be included in the FTIP and the State Highway Safety Plan.

The SCRTPA utilizes the HSIP to identify the most needed and effective improvements. Crash data analysis (WE 701.03) is used to identify areas that should receive priority for regional safety improvements. Responses may be focused on engineering, enforcement, education, and/or emergency services. The development of specific strategies is located throughout the OWP, including work elements 702.01, 703.01, 703.02, 705.01, and 707.02.

The SCRTPA coordinates all safety related transportation improvements with their safety partners, including Caltrans and law enforcement agencies. This coordination improves the safety elements of each partner’s planning processes, facilitates collaboration during implementation efforts, and ultimately improves safety-related performance measures.

4. **Livability/Sustainability** – MPOs should design and locate transportation infrastructure in a manner consistent with the following principles:

- Provide more transportation/mobility choices;
- Promote equitable, affordable housing;
- Enhance economic competitiveness;
- Support existing communities;
- Leverage Federal policies and investments; and
- Value communities and neighborhoods.

The SCRTPA is at the forefront among smaller MPO regions in the development of programs related to livability and sustainability. Prior efforts include the Shasta*FORWARD*>> Regional Blueprint (adopted February 2010). Results are used to inform the development of the region’s Sustainable Communities Strategy (WE 701.05) pursuant to California Senate Bill 375. Extensive community outreach, data development, and the presentation of spatial analysis facilitate the inclusion of livability/sustainability objectives into the SCRTPA’s various plans, programs, policies, and investment priorities.

Federal Planning Factors:

Federal Planning Factors (USC 23 Part 134(f) (revised in SAFETEA-LU section 6001(h)) are updated and issued as part of the federal transportation bill reauthorization process. Federal Planning Factors emphasize the national perspective.

1. MPOs should support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The SCRTPA understands that transportation is more than a convenience; it enables economic activity by connecting people, goods, services, and resources together for gainful employment and commerce. Responsive, flexible, and affordable transportation leads to increased productivity, income, property values, and tax revenues.

Accordingly, the SCRTPA has taken the lead in developing a 'North State Transportation for Economic Development Study' (WE 701.06). This study will: a) inventory, organize, and share economic and transportation-related data, trends, and planning priorities, b) evaluate the responsiveness of regional transportation plans to existing and emerging economic activities, and c) quantify the economic impact of planned transportation improvements.

2. MPOs should work to increase the **safety** of the transportation system for both motorized and non-motorized users.

The SCRTPA maintains collision databases (WE 701.03) to assist with inter-agency consultation and development of the State Highway Safety Plan (SHSP). Findings are used to plan and carry out a multi-faceted approach to improve the safety of motorized and non-motorized users, including engineering, enforcement, education, and/or emergency services solutions.

Safety considerations are incorporated throughout the OWP, including work elements 702.01, 703.01, 703.02, 705.01, and 707.02.

3. MPOs should work to increase the **security** of the transportation system for motorized and non-motorized users.

The SCRTPA periodically evaluates system vulnerabilities and develops strategies to protect the transportation system from intentional harm and tampering as well as natural disasters. Security goes beyond safety and includes planning to prevent, manage, and/or respond to threats to the system and its users. As with various other Federal Planning Factors, the SCRTPA's efforts are dispersed throughout various OWP work elements.

Notable activities include public transportation security measures (e.g. the use of video surveillance and vehicle location technology) and transportation infrastructure security (e.g. the use of intelligent transportation systems (WE 705.01) for system monitoring and public communication). Special studies having a transportation element – such as the Shasta County Hazard Mitigation Plan – are coordinated with system planning.

4. Increase the **accessibility and mobility of people and for freight.**

The SCRTPA routinely coordinates with affected stakeholders to identify the trends and emerging mobility needs of people and freight. The development and use of land use and travel demand modeling technology (WE 701.02), travel data collection (WE 705.03), ITS infrastructure (WE 705.01), economic data and performance measures (WE 701.06), and portions of various other work elements combine to inform and substantiate the decision making process.

The SCRTPA's OWP is inclusive of all travel options and segments of the population. Through development of the RTP (WE 701.01), a full chapter is dedicated to each mode.

5. 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**;

The SCRTPA's comprehensive planning process actively seeks to understand the relationship between the natural and built environment and integrate findings into planning and decision making processes. The SCRTPA has developed GIS-based spatial analysis tools and strategies designed to maximize the benefits of transportation infrastructure while minimizing or mitigating for any adverse impacts. These efforts are primarily associated with development of the Sustainable Communities Strategy (WE 701.05) and the travel demand model (WE 701.06).

With the advent of Regional Blueprint planning and the Sustainable Communities Strategy requirements, MPO planning efforts are becoming increasingly holistic. In addition to the development of technical tools and analysis, the SCRTPA must develop strong working relationships and establish communications channels with local and various state agencies. Although coordination efforts are dispersed throughout the OWP work elements, they are predominately grouped under Meetings and Inter-jurisdictional Coordination (WE 704.01) and support for local agencies related to Sustainable Communities Strategy (WE 701.07).

6. Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**;

The SCRTPA's planning process addresses the region's diverse transportation infrastructure as a single, interrelated system. The regional network must balance functionality and practicality with flexibility and resiliency. This is accomplished by strengthening the linkages between modes and identifying and resolving occasional conflicts.

Specific projects include complete streets level of service study (WE 701.05), creation of a non-motorized network for travel demand modeling (WE 701.05), enhanced travel demand model sensitivities (WE 701.06), and the coordination of various transit services

(WE 706.02). The North State Transportation for Economic Development Study (WE 701.09) will also serve to identify infrastructure gaps and offer solutions.

7. Promote **efficient system management and operation**; and

The SCRTPA relies on ‘supply side’ transportation infrastructure enhancements (e.g. lane expansion, interchange improvements, etc) and ‘demand side’ strategies (e.g. efforts to reduce vehicle trips and miles traveled) in order to meet the region’s mobility needs. Demand side strategies employed in Shasta County include transit planning and coordination (WE 706.02, 706.03), bicycle and pedestrian programs (WE 703.01), ITS (WE 705.01, 705.03), and land use (WE 701.05, 701.07).

Demand side efforts have historically played a minor role in Shasta County. Such strategies will, however, become increasingly instrumental as parts of the county become more urbanized, and as state and federal funding priorities evolve. With regard to conventional infrastructure-related strategies, the SCRTPA works with Caltrans to support cost-benefit analysis. Also, the region’s travel demand model (WE 701.02, WE 701.06) is utilized to evaluate the effectiveness of various infrastructure and non-infrastructure approaches.

8. Emphasize the **preservation of the existing transportation system**.

The SCRTPA and its partners work collaboratively to maximize transportation infrastructure life span and return-on-investment via system monitoring, performance tracking, and preservation activities. Well maintained infrastructure is less costly over the long run and helps insure system reliability.

Although the link between the SCRTPA’s work elements and PEAs or Federal Planning Factors are obvious and apparent, in reality and in practice these topics are addressed throughout the OWP document. A summary overview (Table 2) provides an at-a-glance overview of how the SCRTPA’s work elements correspond to PEAs and Federal Planning Factors.

NEEDS, PRIORITIES AND GOALS

Shasta County’s transportation system, while under some stress, presently functions well. Redding experiences congestion at predictable locations around major commute times and lunchtime. Given current trends in the pattern of development and growth, however, the number of locations, the intensity, and the duration of congestion events are predicted to increase over time.

The region’s overall goal is to provide a safe, balanced, coordinated and cost-effective transportation system that conserves energy and preserves air quality, serves the needs of the metropolitan area and the entire county and is consistent with local agency general plans. The future needs of the region include new roads, lanes and signals; bridge rehabilitation and replacement; and funds to maintain the existing road network.

Due to state and federal budget deficits, it is unlikely the local jurisdictions in Shasta County, and Caltrans, will be able to keep up with the demand for increased transportation facilities or services based on traditional funding sources. Development of solutions will require partnerships between governmental agencies, feasibility study assessments, analysis of costs and funding sources, documentation of economic impacts and continued data evaluations.

The SCRTPA has developed work element categories consistent with federal, state and regional needs and goals. The following sections contain financial summaries and work elements/products.

**Shasta County Regional Transportation Planning Agency
Table of Planning Emphasis Areas and Federal Planning Factors**

Planning Emphasis Areas

The following three California Planning Emphasis Areas are required to be addressed in the SCRTPA's 2011/12 Overall Work Program:

		701 System Planning	702 Financial Planning	703 Non- Motorized	704 Public Participation	705 Technology Apps.	706 Transit Planning	707 Special Studies	708 TDA
1	Work Program Development	X	X	X	X	X	X	X	X
2	Livability/Sustainability	X	X	X	X	X	X	X	
3	Performance Management	X	X	X	X	X	X	X	X
4	Safety	X	X	X	X	X	X	X	

Federal Planning Factors

The federal planning factors in Title 23 of the USC 124 (f) revised in SAFETEA-LU emphasize planning factors from a national perspective. MPO's must consider these planning factors in developing projects and strategies for metropolitan planning. The following table identifies these eight planning factors and the work elements in the SCRTPA 2011/12 OWP that addresses them:

		701 System Planning	702 Financial Planning	703 Non- Motorized	704 Public Participation	705 Technology Apps.	706 Transit Planning	707 Special Studies	708 TDA
1	Support the economic vitality of the metropolitan area, especially enabling global competitiveness, productivity, and efficiency	X	X					X	
2	Increase the safety of the transportation system for motorized and non-motorized users	X	X	X	X	X	X	X	
3	Increase the security of the transportation system for motorized and non motorized users	X	X	X	X	X		X	
4	Increase the accessibility and mobility options available to people and freight	X	X	X	X	X	X	X	X
5	Protect and enhance the environment, promote energy conservation, and improve quality of life	X	X		X	X	X	X	
6	Enhance the integration and connectivity of the transportation system across and between modes, for people and freight	X	X	X	X	X	X	X	X
7	Promote efficient system management and operation	X	X	X	X	X	X	X	
8	Emphasize the preservation of the existing transportation system	X	X		X		X	X	

THIS PAGE INTENTIONALLY BLANK

SECTION 2 – FINANCIAL SUMMARIES AND STAFF REQUIREMENTS

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
2012/13 OVERALL WORK PROGRAM
Available Revenue by Source**

Administrating Agency/Revenue Source	Allocation	No Value		Non-PL Funds	Total Required	% of Budget by Fund Source
		Toll Credits	Carryover			
Federal Highway Administration PL (FHWA)	\$ 607,733	69,707	\$ 235,212		\$ 842,945	45.80%
Federal Transit Administration (FTA)						
FTA 5303	\$ 66,196	7,592	\$ 25,988		\$ 92,184	5.01%
FTA 5304	\$ 71,001				\$ 71,001	3.86%
FTA 5311 Planning				\$ 22,567	\$ 22,567	1.23%
Department of Conservation (Prop 84)						
Traffic Data Collection Study				\$ 35,000	\$ 35,000	1.90%
Caltrans Dept. of Transportation (SPR)						
Economic Study				\$ 170,000	\$ 170,000	9.24%
Traffic Data Collection				\$ 60,000	\$ 60,000	3.26%
Local Funds						
Local Transportation Fund				\$ 65,541	\$ 65,541	3.56%
Programming, Planning and Monitoring (PPM)			\$ 333,102		\$ 333,102	18.10%
In-Kind				\$ 8,144	\$ 8,144	0.44%
Other (SR2S)				\$ 140,101	\$ 140,101	7.61%
Total Resources:	\$ 744,930	77,299	\$ 594,302	\$ 501,353	\$ 1,840,585	100.00%
Less Total Expenses Budgeted in FY 2012/13					\$ (1,840,585)	
Difference between Revenues and Expenses					\$ -	

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
FINANCIAL SUMMARY BY LOCAL AGENCY
2012/2013 OVERALL WORK PROGRAM**

LOCAL AGENCY										
Work Element	Description	Funding Sources	RTPA	COUNTY	REDDING	S. LAKE	ANDERSON	RABA	TOTAL	% of Budget
701	System Planning	FHWA PL	\$ 198,822	\$ -	\$ 65,065	\$ -	\$ 4,701		\$ 268,588	
		Prop 84							\$ -	
		SPR	\$ 170,000						\$ 170,000	
		PPM	\$ 138,327	\$ 10,000	\$ 20,000	\$ 10,000	\$ 10,000		\$ 188,327	
		Total 701	\$ 507,149	\$ 10,000	\$ 85,065	\$ 10,000	\$ 14,701	\$ -	\$ 626,915	34.06%
702	Financial Planning and Programming	FHWA PL	\$ 117,495						\$ 117,495	
		FHWA Carryover	\$ 115,255						\$ 115,255	
		PPM	\$ 15,021						\$ 15,021	
		Total 702	\$ 247,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,772	13.46%
703	Non Motorized Network	FHWA PL	\$ 33,531	\$ 5,000	\$ 22,920	\$ 3,500	\$ 3,500		\$ 68,451	
		PPM	\$ -						\$ -	
		Total 703	\$ 33,531	\$ 5,000	\$ 22,920	\$ 3,500	\$ 3,500	\$ -	\$ 68,451	3.72%
704	Public & Agency Participation	FHWA PL	\$ 75,072						\$ 75,072	
		FHWA Carryover	\$ 119,957						\$ 119,957	
		PPM	\$ 15,542						\$ 15,542	
		Total 704	\$ 210,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,570	11.44%
705	Technology Applications	FHWA PL	\$ 78,127						\$ 78,127	
		PPM	\$ 15,269						\$ 15,269	
		Prop84	\$ 35,000						\$ 35,000	
		SPR	\$ 60,000						\$ 60,000	
		Total 705	\$ 188,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,396	10.24%
706	Transit Planning	FHWA PL							\$ -	
		FTA 5303						\$ 66,196	\$ 66,196	
		FTA Carryover	\$ 25,988					\$ -	\$ 25,988	
		FTA 5304						\$ 71,001	\$ 71,001	
		5311	\$ 22,567						\$ 22,567	
		INKIND						\$ 8,144	\$ 8,144	
		PPM	\$ 20,700						\$ 20,700	
		Total 706	\$ 69,255	\$ -	\$ -	\$ -	\$ -	\$ 145,341	\$ 214,596	11.66%
707	Special Planning Studies	FHWA PL							\$ -	
		PPM	\$ 78,244	\$ -					\$ 78,244	
		Other	\$ 140,101						\$ 140,101	
		Prop 84							\$ -	
		Total 707	\$ 218,345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218,345	11.86%
708	Manage TDA	LTF	\$ 65,541						\$ 65,541	
		PPM	\$ -						\$ -	
		Other	\$ -						\$ -	
		Total 708	\$ 65,541	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,541	3.56%
	Summary	FHWA PL	\$ 503,047	\$ 5,000	\$ 87,985	\$ 3,500	\$ 8,201	\$ -	\$ 607,733	33.02%
		FHWA Carryover	\$ 235,212						\$ 235,212	12.78%
		FTA 5303						\$ 66,196	\$ 66,196	3.60%
		FTA Carryover	\$ 25,988					\$ -	\$ 25,988	1.41%
		FTA 5304						\$ 71,001	\$ 71,001	3.86%
		FTA 5311	\$ 22,567						\$ 22,567	1.23%
		PPM	\$ 283,102	\$ 10,000	\$ 20,000	\$ 10,000	\$ 10,000		\$ 333,102	18.10%
		SPR	\$ 230,000						\$ 230,000	12.50%
		Prop 84	\$ 35,000						\$ 35,000	1.90%
		LTF	\$ 65,541						\$ 65,541	3.56%
		INKIND-LTF						\$ 8,144	\$ 8,144	0.44%
		SRTS/Other	\$ 140,101						\$ 140,101	7.61%
OWP Work Element Totals:			\$ 1,540,558	\$ 15,000	\$ 107,985	\$ 13,500	\$ 18,201	\$ 145,341	\$ 1,840,585	100.00%
Percent of Budget by Agency			83.70%	0.81%	5.87%	0.73%	0.99%	7.90%	100.00%	
									\$ -	

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

FINANCIAL SUMMARY BY FUNDING SOURCE

2012/013 OVERALL WORK PROGRAM

Funding Source	701	702	703	704	705	706	707	708	Total by Fund Source	% of Budget
Federal Funding										
FHWA	\$ 268,588	\$ 117,495	\$ 68,451	\$ 75,072	\$ 78,127				\$ 607,733	33.02%
FHWA Carryover		\$ 115,255		\$ 119,957					\$ 235,212	12.78%
FTA 5303						\$ 66,196			\$ 66,196	3.60%
FTA Carryover						\$ 25,988			\$ 25,988	1.41%
FTA 5304						\$ 71,001			\$ 71,001	3.86%
State Funding										
Prop 84					\$ 35,000				\$ 35,000	1.90%
SPR	\$ 170,000				\$ 60,000				\$ 230,000	12.50%
Local Funding										
PPM	\$ 188,327	\$ 15,021		\$ 15,542	\$ 15,269	\$ 20,700	\$ 78,244	\$ -	\$ 333,102	18.10%
LTF								\$ 65,541	\$ 65,541	3.56%
In-Kind						\$ 8,144			\$ 8,144	0.44%
Other										
Safe Routes							\$ 140,101		\$ 140,101	7.61%
Google						\$ 22,567			\$ 22,567	1.23%
Misc.								\$ -	\$ -	0.00%
Total by Work Element	\$ 626,915	\$ 247,772	\$ 68,451	\$ 210,570	\$ 188,396	\$ 214,596	\$ 218,345	\$ 65,541	\$ 1,840,585	100.00%

INFORMATION ELEMENT

The following matrix is a list of Caltrans District 2 transportation planning activities during this OWP cycle:

Information Element – Fiscal Year 2012/2013			
Activity Description	Product	Funding Source	Due Date
Assist SCRTPA staff with programming documents for MPO RTIP amendments	<ul style="list-style-type: none"> Shasta County RTIP 	State & federal	Ongoing
Monitor OWP work progress. Process OWP invoices for payment, including grant progress	<ul style="list-style-type: none"> Payment of invoices Various grants 	State & federal	Ongoing
System Management	<ul style="list-style-type: none"> SR 273 TCR update CTIS database ITMS database 	State & federal	FY 12/13 and ongoing
Shasta County Intelligent Transportation System (ITS) Architecture	<ul style="list-style-type: none"> Shasta County ITS Architecture Plan updates and amendments 	State & federal	FY 12/13 and ongoing
Assist Shasta SCRTPA staff in outreach and participation by Native American Tribal Governments	<ul style="list-style-type: none"> Participation by Tribes in the transportation planning process 	State & federal	As needed
Multi-modal planning coordination	<ul style="list-style-type: none"> Aeronautics Bicycle Plan Transit planning Pedestrian ADA-accessibility Complete Streets 	State & federal	Ongoing
Coordination with staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> Public Participation Greenhouse Gas/ Air Quality Intergovernmental review Statewide Blueprint effort California Transportation Plan 	State & federal	Ongoing

SECTION 3 – WORK ELEMENTS

Work elements identify specific planning activities or tasks that are scheduled for completion during the term of the OWP. The SCRTPA has eight work element categories with sub-categories related to specific planning activities. Sub-category elements include:

- The objective or goal of the activity;
- The purpose of the activity;
- Identification of previous, ongoing or future work;
- A description of the activity or task;
- Activity products and schedules;
- A table of who will perform the work; and
- Identification of fund sources.

The following expenditure and budget summary provides the work element category, sub-category and funding type for this year's OWP.

Explanation of Work Tasks

A work element describes a single category of work such as: System Planning or Financial Planning and Programming.

A sub-element is a task within each major category such as: the Regional Travel Demand Model or Programming of Transportation Improvement Programs.

Tasks describe the specific work for each activity including, but not limited to:

- Previous accomplishments;
- Description of the task or activity;
- Task objectives;
- Steps to achieve objectives;
- New activities;
- Project product (if any); and
- A description and delivery schedule for any output or products developed within the task;
- Identification of entities responsible for the task; and
- Total cost and source of funds.

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

Summary of 2012/13 Overall Work Program Funding Requirements

Work Element	Description	FHWA PL	Toll Credits	FHWA Carryover	FTA 5303	FTA 5303 Carryover	FTA 5304	LTF	PPM	Prop 84	Other/5311 & SRTS	INKIND	SPR	Total By Fund Source	% of FTA & FHWA PL
														Proof	Funds
	*Utilizes toll-credit as match	100%	11.47%	88.53%	100%	88.53%	Grant	100%	100%	100%					
701	System Planning	Excluded from Totals													
*701.01	Development of RTP	\$ 77,697.28	\$ 8,911.88											\$ 77,697.28	7.72%
*701.02	Travel Demand Model	\$ 113,959.85	\$ 13,071.20											\$ 113,959.85	11.33%
*701.03	TDM & HPMS - Agencies	\$ 69,766.00	\$ 8,002.16											\$ 69,766.00	6.93%
*701.04	Monitor Air Quality	\$ 7,165.07	\$ 821.83											\$ 7,165.07	0.71%
701.05	SCS-Staff and Agencies							\$ 188,326.68						\$ 188,326.68	
701.06	Economic Study												\$ 170,000.00	\$ 170,000.00	
	Total Work Element 701	\$ 268,588.20	\$ 30,807.07					\$ 188,326.68					\$ 170,000.00	\$ 626,914.89	26.70%
702	Financial Planning														
*702.01	Programming of TIPS	\$ 59,482.20	\$ 6,822.61											\$ 59,482.20	5.91%
*702.02	OWP Development & Mgmt.	\$ 58,013.15	\$ 6,654.11	\$ 115,255.20					\$ 15,020.98					\$ 188,289.33	17.22%
	Total Work Element 702	\$ 117,495.35	\$ 13,476.72	\$ 115,255.20	\$ -	\$ -	\$ -	\$ -	\$ 15,020.98	\$ -	\$ -	\$ -	\$ -	\$ 247,771.53	23.13%
703	Non-Motorized														
*703.01	Mgmt. Bike and Ped Facilities	\$ 53,030.71	\$ 6,082.62											\$ 53,030.71	5.27%
*703.02	NM Safety Needs - Agencies	\$ 15,420.00	\$ 1,768.67											\$ 15,420.00	1.53%
*703.03	Regional Bike Plan - Agencies	\$ -	\$ -											\$ -	0.00%
	Total Work Element 703	\$ 68,450.71	\$ 7,851.30											\$ 68,450.71	6.80%
704	Public and Agency Participation														
*704.01	Meetings & Inter-jurisdictional Coordination			\$ 119,956.58				\$ 15,541.65						\$ 135,498.23	11.92%
*704.03	Public Participation	\$ 20,791.19	\$ 2,384.75											\$ 20,791.19	2.07%
*704.04	Information Dissemination	\$ 54,280.74	\$ 6,226.00											\$ 54,280.74	5.40%
	Total Work Element 704	\$ 75,071.93	\$ 8,610.75	\$ 119,956.58				\$ 15,541.65						\$ 210,570.15	19.38%
705	Technology Applications														
*705.01	ITS Architecture Update	\$ 11,045.58	\$ 1,266.93											\$ 11,045.58	1.10%
*705.02	GIS Applications	\$ 67,081.22	\$ 7,694.22											\$ 67,081.22	6.67%
705.03	ITS Feasibility Study - Staff							\$ 15,268.88	\$ 35,000.00				\$ 60,000.00	\$ 110,268.88	
	Total Work Element 705	\$ 78,126.81	\$ 8,961.15					\$ 15,268.88	\$ 35,000.00				\$ 60,000.00	\$ 188,395.69	7.77%
706	Transit Planning														
*706.01	Transit (RABA)			\$ 66,196.00	\$ -								\$ -	\$ 66,196.00	6.58%
706.02	Transit Planning & Coordination				\$ 25,988.00			\$ 20,700.47						\$ 46,688.47	2.58%
706.03	Google Transit										\$ 22,567.00			\$ 22,567.00	
706.04	RABA Transit Plan Update					\$ 71,001.00						\$ 8,143.81		\$ 79,144.81	7.06%
	Total Work Element 706			\$ 66,196.00	\$ 25,988.00	\$ 71,001.00		\$ 20,700.47			\$ 22,567.00	\$ 8,143.81		\$ 214,596.29	16.22%
707	Special Projects														
707.01	Corridor Studies/Dev.Review							\$ 78,243.53						\$ 78,243.53	
707.02	Safe Routes to School										\$ 140,101.10			\$ 140,101.10	
707.03	Gas Point Rd Plan Line Study							\$ -						\$ -	
	Total Work Element 707							\$ 78,243.53			\$ 140,101.10			\$ 218,344.63	0.00%
708	Manage Transportation Development Act														
708.01	Office Operations							\$ -			\$ -			\$ -	
708.02	Fiscal Management							\$ -						\$ -	
708.03	Support of SSTAC							\$ 33,709.23						\$ 33,709.23	
708.99	Unreimbursed Indirect							\$ 31,831.46						\$ 31,831.46	
	Total Work Element 708							\$ 65,540.69	\$ -		\$ -			\$ 65,540.69	0.00%
TOTAL LABOR AND EXPENSES		\$ 607,733.00	\$ 69,706.97	\$ 235,211.79	\$ 66,196.00	\$ 25,988.00	\$ 71,001.00	\$ 65,540.69	\$ 333,102.19	\$ 35,000.00	\$ 162,668.10	\$ 8,143.81	\$ 230,000.00	\$ 1,840,584.58	100.00%
Percent of Budget by Fund Source		33.02%		12.78%	3.60%	1.41%	3.86%	3.56%	18.10%	1.90%	8.84%	0.44%	12.50%	100.00%	

WORK ELEMENT 700.99

Indirect Cost Detail

Agency **RTPA** **Total Budget:** **360,382.00** **% Federal** **0.00%**

ESTIMATED EXPENDITURE AND ICAP SUPPORT: FY 2012/13

Services & Supplies		Total Expenditures			
Shasta RTPA	Amount (\$)	FHWA PL (\$)	TOLL	INDIRECT	
Rent	\$ 30,000	n/a	n/a	\$ 30,000	
Utilities/Household/Janitorial	\$ 5,000	n/a	n/a	\$ 5,000	
Telephone	\$ 4,000	n/a	n/a	\$ 4,000	
Public Notices/Advertising	\$ 9,500	n/a	n/a	\$ 9,500	
Office Supplies	\$ 16,300	n/a	n/a	\$ 16,300	
Computers/Software	\$ 14,300	n/a	n/a	\$ 14,300	
Travel	\$ 7,000	n/a	n/a	\$ 7,000	
Insurance	\$ 7,500	n/a	n/a	\$ 7,500	
Audit Services	\$ 40,000	n/a	n/a	\$ 40,000	
Legal Services	\$ 25,000	n/a	n/a	\$ 25,000	
Personnel Services	\$ 30,000	n/a	n/a	\$ 30,000	
APA Memberships	\$ 1,200	n/a	n/a	\$ 1,200	
Conference/Training	\$ 8,500	n/a	n/a	\$ 8,500	
Sub Total	\$ 198,300			\$ 198,300	
INDIRECT SALARIES & BENEFITS					
NOTE - General Administration, office functions and allocable staff costs not directly attributable to specific work elements (Per ICAP filing)					
	\$ 193,913			\$ 193,913	
TOTAL INDIRECT COSTS	\$ 392,213			\$ 392,213	
LESS ALLOCATED INDIRECT COST	\$ (360,382)			\$ (360,382)	
UNALLOCATED INDIRECT COSTS	\$ 31,831			\$ 31,831	Per 708.99
TOTAL	\$ 392,213	-	-	\$ 392,213	
		Federal	Toll Credits	INDIRECT	

Previous Accomplishments

This is SCRTPA's support for the indirect costs of the MPO.

Objective

To detail, support and document indirect costs activities related to completing the organization's functions operating as a independent MPO.

Discussion

SCRTPA was "Co-Hosted" by the County of Shasta since it's inception. Based on RTPA Board action on February 28, 2012, the MPO received approval to begin the Independent RTPA transition plan scope of work and scheduling order to conduct future business in the fiscal year 2012/13. The change in business location will change the cost structure of the organization. Per Caltrans request, a indirect cost allocation plan and indirect cost rate proposal should be generated for approval to recover these costs in 2012/13.

Product 1: Management and Documentation of the prospective indirect costs for the MPO.

Task/Activity	Schedule
1 Prepare agendas for the SCRTPA Board of Directors meetings	Jul-Jun
2 Advertise and Hold meetings of the SCRTPA Board of Directors	Jul-Jun
3 Prepare and file reports with funding agencies	Jul-Jun
4 Implement SCRTPA Personnel policies including preparation of employee evaluations	Jul-Jun
5 Maintain and administration of SCRTPA's benefit programs	Jul-Jun
6 Prepare monthly invoicing to funding agencies and status reports for management purposes.	Jul-Jun
7 Prepare and submit quarterly funding reports and annual fiscal audit reports	Jul-Jun
8 Implement administrative tasks for indirect support of the 2012/13 Overall Work Program and Budget	Jul-Jun

Agency **RTPA** Total Budget: \$ **77,697** % Federal **7.72%**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 48,529	\$ 29,169	\$ 77,697	8,911.88		
Services & Supplies						
Consultant Services						
TOTAL	\$ 48,529	\$ 29,169	\$ 77,697	8,911.88		
			Federal	Toll Credits		

Previous Accomplishments

Monitor delivering agency funded projects for project cost, scope and schedule for consistency with regional priorities.

Objective

To monitor and track progress toward RTP goals, policies and actions identified in the 2010 RTP; to accomplish a comprehensive update of the RTP based on the agency's five-year planning cycle.

Discussion

The RTP is prepared in compliance with state (California Government Code Section 65080 et seq.) and federal (U.S. Code Title 23, Section 134 et seq.) regulations governing regional and metropolitan transportation planning. The RTP represents a 20-year planning horizon that must be updated every five years. The RTP contains a discussion of regional transportation issues, problems and possible solutions accompanied by respective goals, objectives and policies. The RTP serves as the overarching regional transportation policy and guidance document for local and state decision makers.

Product 1: Manage 2010 RTP

The RTP is a core document for transportation related improvements in the region. Progress toward goals, objectives and actions found in the RTP must be regularly monitored. Established metrics, performance measures and policies of the RTP are used to review improvements to existing or new facilities and services for consistency with the RTP.

Task/Activity	Schedule
a. Periodically monitor and measure the implementation of plan goals, policies and actions identified in 2010 RTP.	Jul-June
b. Develop new and/or expand existing projects for consistency with the RTP.	Jul-June
c. Review, apply performance measures and comment on specific plans, projects and services as they arise for RTP consistency.	Jul-June

Product 2: 2015 Regional Transportation Plan

The next RTP update is in 2015. Portions of the 2015 update will be performed during the intervening years, including the agencies response to new legislative requirements, development of new performance measures and obtaining data.

Task/Activity	Schedule
1 a. Gather and prepare Census 2010 data for incorporation into RTP.	Jul-Dec
2 a. Review RTP chapters for consistency with SCS chapter (WE 701.05) and to reflect current conditions including; new projects, changes in services, legal requirements. financial resources.	Apr-June
3 a. Update performance measures with best available data and technical capabilities.	Apr-June
b. Develop performance measures report to monitor progress in transportation investments.	June
c. Develop additional performance measures consistency with RTP guidelines and new or emerging requirements.	June

WORK ELEMENT 701.02 Regional Travel Demand Model (TDM)

Agency RTPA Total Budget: \$ 113,960 % Federal 11.33%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT	FHWA PL (\$)	TOLL		
Personnel	\$ 26,207.55	\$ 15,752.31	\$ 41,959.85	4,812.80		
Services & Supplies (Cube software license)	\$ 2,000.00		\$ 2,000.00	229.40		
Consultant Services (Dowling)	\$ 20,000.00		\$ 20,000.00	2,294.00		
Consultant Services (DKS)	\$ 50,000.00		\$ 50,000.00	5,735.00		
TOTAL	\$ 98,207.55	\$ 15,752.31	\$ 113,959.85	13,071.20		
			Federal	Toll Credits		

Previous Accomplishments

2011 TDM update released in November 2011. Consultant prepared various analysis maps using TDM. Maintenance of Shasta Model Users Group (SMUG). Implemented model improvement plan (MIP). Developed an activity-based model. Training of partner agencies in use of new activity-based model.

Objective

To maintain the TDM in support of all transportation planning, revenue programming and air quality conformity activities; to update and enhance modeling capabilities in response to new state and federal requirements.

Discussion

The TDM is used to evaluate and analyze the performance and effectiveness of the present transportation network and proposed changes; to gauge the impact of population growth and planned or anticipated land development; and to calculate transportation-related mobile source emissions impacting the region's air quality. In order to calculate various network performance metrics, the TDM requires extensive input data including; household travel surveys, demographics, socio-economic, and census data. Outputs are utilized in various planning documents including, but not limited to; the RTP, RTIP, FTIP (23 USC 134), corridor studies, special projects, HPMS, and air quality conformity. The TDM will also be used for development of the Sustainable Communities Strategy (WE 701.05) and for tracking greenhouse gas (GHG) emissions and reduction activities. This work element includes the application of various post-processor routines that require data and procedures not found in the Shasta County TDM. The Citilabs Cube software is utilized by the Shasta County RTPA to conduct travel demand and forecast modeling for transportation projects in support of the region's 20-year Regional Transportation Plan (RTP). Per Title 23 U.S.C. Section 134, FHWA and FTA planning requirements state that an MPO must have some form of an analytical process in place for evaluating projects. The Cube software is the analytical process that allows the Shasta County RTPA to meet Title 23 requirements and without it our agency would not have a compliant RTP. SMUG's role is to; facilitate the information flow to our consultant modeling team; allow for discussion regarding traffic assignment to roadway links for validation purposes; bring new roadway projects and improvements on existing facilities; verify model output in terms of speed, length, connection to other facilities, etc.; and provides a forum to discuss how the model is being used in the region to justify improvements needed due to new development plans.

3 Current and Updated Travel Demand Model

The TDM is a snapshot in time that must be regularly maintained and refined. Comprehensive updates are performed under consultant contract and are required periodically to reflect large scale or systemic changes. Jul-June

Task/Activity

- 1 a. Routinely update and refine the model including; actual and scheduled network changes, traffic count data, actual and future land use assumptions, speed limits, population growth. other inputs as needed. Oct/Mar
- 2 a. Attend Shasta Model Users Group (SMUG) meetings. SMUG includes members from public works and development services departments of the cities of Anderson, Redding and Shasta Lake; the County of Shasta's public works and resource management departments, the Shasta County Air Quality Management District, Caltrans District 2-Office of System Planning, and the SCRTPA. Quarterly
- 3 a. Under consultant contract, agency staff are trained to operate the TDM (including new updates). Annually
- 4 Review project environmental impact report for ghg emissions and pollutants (approx. 2 per year). Jul-June
- 5 a. Update travel demand model and evaluate project impact. Jul-June
b. Update travel demand model with proposed projects once they are approved. Jul-June

Agency Cities/County Total Budget: \$ 69,766 % Federal 6.93%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES		Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements					
		100.00%			
	Amount (\$)	FHWA PL (\$)	TOLL		
Anderson					
Personnel	\$ 4,701.00	\$ 4,701.00	539.20		
Consultant Services					
Redding					
Personnel	\$ 63,065.00	\$ 63,065.00	7,233.56		
Services & Supplies (<i>TDM license</i>)	\$ 2,000.00	\$ 2,000.00	229.40		
Consultant Services					
Shasta Lake					
Personnel					
Services & Supplies					
Consultant Services					
Shasta County					
Personnel					
Services & Supplies (<i>traffic counters</i>)					
Consultant Services					
TOTAL	\$ 69,766.00	\$ 69,766.00	8,002.16		
		Federal	Toll Credits		

Previous Accomplishments

Data provided for input to HPMS and SWITRS. Traffic and spend counts provided in support of the TDM and long-range planning efforts.

Objective

To preserve existing transportation facilities and to collect traffic collision and pavement condition data for federal and state reporting.

Discussion

The TDM operates on a foundation of traffic data obtained from local jurisdictions and aggregated to the region. The TDM relies upon this data for regional transportation planning. The RTPA has a vested interest in continued data collection. This element provides funds for partner agencies to collect data for performance assessments and monitoring of the existing road system, to identify existing and projected levels of deterioration and to determine present and future road repair and maintenance needs (CFR 450.306 (8)). Pavement conditions are assessed to pace the growth of maintained miles of streets, roads and highways to match the projected availability of maintenance funds and calculate the shortfall. Traffic count data is collected and used to calibrate and validate the TDM and to evaluate safety concerns. Growth trend data is used to justify and develop plans and programs that emphasize reconstruction and improvement projects on existing roads that will enhance safety, circulation and traffic flow.

City of Anderson and City of Redding**Product 1: HPMS Reports**

Provide data for federal HPMS report. Prepare traffic volume data reports and yearly traffic flow maps for input and update of the TDM.

Task/Activity	Schedule
a. Gain daily and peak hour traffic and other updates on HPMS selected links.	Jul-June
b. Prepare federal HPMS reports and select link counts for validation of TDM. Send to Caltrans and RTPA.	Jan-May

Product 2: Updated Traffic Collision Databases

Maintain collision databases for consultations and development of State Highway Safe Plan (SHSP). Access traffic collision reports and SWITRS for identification of potential collision patterns.

Task/Activity	Schedule
a. Collect traffic collision reports from California Highway Patrol and Redding Police Dept.	Jul-June
b. Perform initial collision report review. Segregate serious injury and fatal collisions for further review.	Jul-June
c. Conduct field reviews and prepare collision assessment reports for serious injury and fatal collisions.	Jul-June
d. Import SWITRS data into Crossroads Collision Database software.	Jul-June
e. Use Crossroads software to produce GIS shape files for use in collision history maps.	Jul-June
f. Utilize collision history maps as an aid in assessing potential collision patterns.	Jul-June

City of Redding**Product 1: Documented traffic data for performance measures and safety planning.**

Coordinate traffic coordination with multiple jurisdictions (City of Redding Engineering/Police/Streets Maintenance, Caltrans, Shasta County, City of Anderson) to share information and assess physical, operational accessibility and safety conditions of interregional highway systems and local streets. Share effective planning strategies to improve transportation system efficiencies. Coordinate efforts to improve traffic flow and pedestrian access across city and county boundaries. Provide documents as a result of these coordination efforts to the RTPA for use in updating the TDM.

Task/Activity	Schedule
a. Traffic operation coordination meeting held every other Tuesday - 26 meetings are held during the fiscal year.	2x/mo
b. Provide RTPA with traffic surveys, intersection analysis, signal priority analysis and overall highway capacity analysis as developed and as a result of these coordination efforts.	Jul-June

WORK ELEMENT 701.04

Monitor Air Quality Requirements

Agency RTPA Total Budget: \$ 7,165 % Federal 0.71%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 4,475.21	\$ 2,689.87	\$ 7,165.07	821.83		
Services & Supplies						
Consultant Services						
TOTAL	\$ 4,475.21	\$ 2,689.87	\$ 7,165.07	821.83		
			Federal	Toll Credits		

Previous Accomplishments

Monitor for air quality conformity.

Objective

To reduce harmful air emissions in Shasta County and maintain a level that meets or is better than the minimum state and federal health standards.

Discussion

Shasta County is currently in attainment with federal air quality requirements. The RTPA will prepare for if/when Shasta County is designated as a non-attainment area for federal air quality standards (CFR 23 450.306 (a)). The RTPA supports goals and measures to reduce emissions, particulate matters and ozone production in Shasta County

Product 1: Participation in Regional Air Quality

Task/Activity	Schedule
1 Participate in Shasta County Air Quality Management District (AQMD) board meetings.	Monthly
2 Coordinate with Shasta County AQMD staff.	Jul-June
3 Monitor federal air quality reports.	Mar

Agency RTPA

Total Budget: \$ 165,439

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)		
Staff Allocations and Funding Requirements					
			100.00%		
Shasta RTPA	Amount (\$)	INDIRECT (\$)	PPM		
Personnel	\$ 72,101.89	\$ 43,337.56	\$ 115,439.45		
Services & Supplies					
Consultant Services					
Anderson					
Personnel	\$ 10,000.00		\$ 10,000.00		
Redding					
Personnel	\$ 20,000.00		\$ 20,000.00		
Shasta Lake					
Personnel	\$ 10,000.00		\$ 10,000.00		
Shasta County					
Personnel	\$ 10,000.00		\$ 10,000.00		
TOTAL	\$ 122,101.89	\$ 43,337.56	\$ 165,439.45		
			State		

Previous Accomplishments

Developed regional greenhouse gas reduction target recommendation to CARB. Shasta Regional GIS Platform completed 4/12.

Objective

Obtain funding to develop a regional Sustainable Communities Strategy (SCS). Prepare for the incorporation of SCS as a new chapter in the 2015 RTP.

Discussion

SB 375 requires all metropolitan planning organizations in California to develop an SCS. An SCS is a regional land use and transportation plan aimed at reducing greenhouse gas emissions (GHG) from cars and light trucks sufficient to meet regional targets set by the California Air Resources Board (CARB) (23 CFR 450.300 (a)). The SCS will be added as a new element to the 2015 RTP update. The SCS process will result in the selection of priority growth areas for coordinated land use/transportation strategies shown to reduce vehicle miles travels (VMT). An unconstrained alternative planning strategy may be needed if the adopted SCS does not meet the region's GHG emissions reduction target. This project is scheduled for completion by August 17, 2014.

Product 1: SCS Funding Proposals

In the absence of a dedicated and ongoing state funding source, grant funding must be sought from various programs.

Task/Activity	Schedule
a. Research grant opportunities. Explore potential partnerships that would best meet grant funding criteria.	Jul-June
b. Develop grant proposals.	Jul-June

Product 2: Interagency coordination

SB 375 places the agency in a position where it must intermediate and reconcile state goals and objectives with local agency interests and abilities.

Task/Activity	Schedule
a. Communication and coordination with CARB.	Jul-June
b. Attend MPO workgroup meeting on SB 375 implementation.	Monthly
c. Communications and information sharing with local agencies.	Monthly

Product 3: Develop Beta-SCS

The regional SCS will be developed in phases leading up to the 2015 RTP update.

Task/Activity	Schedule
Consultation with local agencies required for development of SCS regional land use-transportation plan.	Jul-June

Product 4: Pass-thru to local agencies

Task/Activity	Schedule
Partner participation in consultations, meetings and presentations.	Jul-June

Agency RTPA Total Budget: \$ 192,887

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)		
Staff Allocations and Funding Requirements					
			100.00%		
Shasta RTPA	Amount (\$)	INDIRECT (\$)	SPR	PPM	
Personnel	\$ 14,295.05	\$ 8,592.18		\$ 22,887.23	
Services & Supplies					
Consultant Services	\$ 170,000.00		\$ 170,000.00		
TOTAL	\$ 184,295.05	\$ 8,592.18	\$ 170,000.00	\$ 22,887.23	

Previous Accomplishments

Outreach to transportation and economic development stakeholders; request for proposals and consultant selection and contracting process completed; project kick-off meeting; begin inventory of available data and planning documents.

Objective

To build a business case for ongoing transportation infrastructure investment in Shasta County and the sixteen-county North State region and highlight priority transportation improvements based on economic return-on-investment to transportation and economic development stakeholders; request for proposals and consultant selection and contracting process completed; project kick-off meeting; begin inventory of available data and planning documents. Outreach

Discussion

In addition to conventional transportation performance measures (e.g. efficiency and safety), the economic impact of transportation investment has received increased attention and priority under most state and federal funding programs. Limited data and analysis is available to quantify such impacts in Shasta County and the North State region. Findings from this effort will be utilized to compete for state and federal transportation funding and to put resulting resources to work stimulating the North State's economy.

Key Project benefits include:

- A more complete and documented understanding of the relationship between transportation infrastructure investment and existing/potential economic activity;
- Increased opportunity for public-private partnerships; and
- Improved alignment and synergy between transportation and economic development planning and implementation strategies. This element provides funds for study development. This project is scheduled for completion by June 30, 2014.

Product 1: Project Inventory Report

Task/Activity	Schedule
a. Inventory and document available economic data, activities, and planning priorities	July
b. Inventory and document available transportation data, activities, and planning priorities	July

Product 2: Economic Performance Measures Report

Task/Activity	Schedule
a. Develop and apply primary measures based on conventional, established grant criteria	Jul- Oct
b. Develop and apply secondary measures based on economic impacts most relevant to Shasta County and the North State	Jul- Oct

Product 3: Alternative Strategies Assessment

Task/Activity	Schedule
a. Identify and group non-transportation intensive economic activities	Jul- Oct
b. Assess and quantify travel demand management strategies	Jul- Oct

Product 4: Economic Development Study Final Report & Recommendations

Task/Activity	Schedule
a. Analyze and summarize finding from previous work tasks	Nov- Jan
b. Develop specific project, policy, and program recommendations, including short and long-term actions, partner roles and responsibilities, prospective funding sources and leveraging opportunities, priority transportation projects, opportunities for reducing greenhouse gas emission, and benefit/cost analysis.	Nov- Jan
c. Develop maps, matrices, and other visual summaries.	
d. Prepare and present final report document and collateral materials	

Product 5: Updated Regional GIS Platform

Task/Activity	Schedule
a. Aggregate, standardize, and merge various disparate data types and formats for upload and publication via the 'FarNorCalGIS' server and online viewer	Feb - Mar

Agency RTPA **Total Budget \$** 59,482 **% Federal** 5.91%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 37,151.76	\$ 22,330.44	\$ 59,482.20	6,822.61		
Services & Supplies						
Consultant Services						
TOTAL	\$ 37,151.76	\$ 22,330.44	\$ 59,482.20	6,822.61		
			Federal	Toll Credits		

Previous Accomplishments

Prepared 11 FTIP amendments. Prepare 2012 FTIP for adoption. Attain FSTIP delegation authority. Maintain and update California Transportation Improvement Program System (CTIPS).

Objective

To identify and develop candidate projects for the region's transportation programming needs for federal, state and local transportation improvement programs consistent with the RTP and fiscal constraints **(23 USC**

Section 134 (c)(j) and (23 CFR 450.324).

Discussion

TIPs are short-range (five-year) programs of transportation improvements based on long-range transportation plans. TIPs are designed to achieve the area's goals using spending, regulating, operating, management and financial tools. The RTPA is responsible for carrying out these goals in cooperation with federal, state, local and tribal governments, transit agencies, stakeholders and the general public. Development of these programs adhere to the adopted Public Participation Plan.

Product 1: Amendments to 2010 FTIP

The 2010 FTIP was adopted on July 27, 2010. Amendments may be needed to reflect recent or anticipated changes to federal programs and transportation funding levels. Amendments are reviewed for consistency with the RTP and fiscal constraints and submitted to the funding agencies for approval. In 2011/12, eleven amendments were required. Amendments may be needed at each regularly scheduled board meeting.

Task/Activity	Schedule
1 Draft administrative and formal amendments a. Staff receives a change request from a jurisdiction, the funding agency or the California Federal Programming Group (CFPG) 30-days prior to a RTPA meeting. b. CTIPS projects are identified for change, modified descriptions and funding type. c. Prepare staff report and resolution for board approval.	Prepared and presented for regularly scheduled board meeting dates (approx 5 per year)
2 Adopt administrative and formal amendments a. Prepare and distribute public notice. b. Present staff report and resolution to TAC and the board. c. The formal resolution and all documents required to process the amendment are submitted to the FHWA/FTA and posted online. d. Administrative amendments are only required by the CFPG and include a cover memo describing the amendment and the CTIPS page.	

Product 2: 2012 TIPS

The RTPA solicits input from the three cities, county, tribal governments, Caltrans, the Redding Area Bus Authority, stakeholders and the general public. Projects are identified for consistency with the RTP. Projects are nominated, screened, prioritized and summarized in the TIP. State and federal funding is dependent on inclusion in the TIPS.

Task/Activity	Schedule
1 Draft FTIP a. Coordinate with local jurisdictions to identify projects for funding in 2012 TIPS. b. STIP estimates are provided by the CTC/CFPG and analyzed by year and funding changes. c. Prepare draft FTIP including project programming requests, narratives, mapping and performance measures. d. The draft document is circulated to jurisdictions, stakeholders and the general public for comment.	Feb-June (FTIP)
2 Final FTIP a. Comments received are incorporated in the draft report. b. A staff report and resolution are prepared for board approval.	
3 Adopt FTIP a. TIP is presented to the board and a public hearing is held. b. Board adopts 2012 TIPS.	Dec- RTIP June- FTIP

Product 3: California Federal Programming Group meetings

Staff attends CFPG meetings and training sessions to understand and comply with all federal/state guidelines.

Task/Activity	Schedule
Attend CFPG meetings.	Bi-monthly

Agency RTPA Total Budget: \$ 188,201 % Federal 17.22%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements			100.00%		FHWA PL	11.47%
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL	Carryover	PPM
Personnel	\$ 117,547.68	\$ 70,653.21	\$ 58,013.15	6,654.11	\$ 115,255.20	\$ 15,020.98
Services & Supplies						
Consultant Services						
TOTAL	\$ 117,547.68	\$ 70,653.21	\$ 58,013.15	6,654.11	115,255.20	15,020.98
			Federal	Toll Credits	Carryover	PPM

Previous Accomplishments

Monitor OWP products. Prepare and submit quarterly reporting for 2011/12 OWP. Develop 2012/13 OWP.

Objective

To prepare, monitor and provide oversight to the annual OWP (23 CFR 450.308).

Discussion

The OWP is a one-year scope of work and budget for transportation planning activities and funding sources to be accomplished between July 1 and June 30 of the state's fiscal year. At a minimum, the OWP includes a description of the planning activities and resulting products, who will perform the work, time frames for completing the work, the cost of the work, the source(s) of funds. This element provides funds for staff activities related to OWP management and development. It includes preparation of meeting materials for the RTPA board and Technical Advisory Committee (TAC) and transcription of meeting notes.

Product 1: 2012/13 OWP program management

Management of the OWP encompasses internal direction and oversight of staff activities and preparation of materials for the board and its committees.

Task/Activity	Schedule
1 Manage OWP revenue and expenditures a. Review local jurisdictions submissions and MPO expenses for reimbursement. b. Manage OWP revenue and expenses in cost accounting system. c. Reconcile monthly revenue and expenses to general ledger and cost accounting system. d. Monitor budget. e. Prepare quarterly progress reports and request for reimbursement for submittal to Caltrans and federal agencies. f. Prepare prior year certification of expenditures and close out reports for submittal to Caltrans.	Monthly Monthly Monthly Monthly Quarterly Aug
2 Amendments to the 2012/13 OWP a. Prepare staff report and state budget documents for board approval (approx. 3-4 amendments per year). b. Submit required documentation to Caltrans for federal and state approval.	Amendments may be prepared for the July, Oct, Dec, Apr or June RTPA/TAC and board meetings

Product 2: 2013/14 Overall Work Program

Development of the annual OWP requires analysis of prior year activities and funding requirements, including those of the local jurisdictions. A draft document is prepared which includes specific planning activities or tasks that will be completed throughout the term of the OWP. The document is reviewed by federal and state agencies prior to adoption by the RTPA board. The expected completion date is 4/24/13 (board adopts).

Task/Activity	Schedule
1 Draft 13/14 OWP a. Contact sub-recipients for funding cycle requests. b. Analyze and prepare MPO staff and labor requirements for 13/14. c. Develop prospectus, financial summaries and work elements. d. Identify prior year accomplishments. e. Identify end products, activities to complete product and expected completion date. f. Review products for compliance with annual state and federal planning emphasis areas. g. Submit draft document to local jurisdictions and state and federal agencies for review.	Nov Nov Dec Dec Dec-Jan Dec-Jan Jan-Feb
2 Annual MPO Meeting a. Prepare copies of draft documents for annual MPO meeting. b. Staff attends annual MPO meeting.	Feb-Apr (tbd) Feb-Apr (tbd)
3 Revise Draft OWP Revise draft 13/14 OWP to include federal and state comments and recommendations.	Mar
4 Adopt 13/14 OWP a. Prepare staff report for presentation to board. b. Present to board and conduct public hearing. c. Board adopts 13/14 OWP.	Mar Mar Apr

Agency RTPA Total Budget: \$ 53,031 % Federal 5.27%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 20,942.82	\$ 12,587.89	\$ 33,530.71	3,845.97		
Services & Supplies						
Consultant Services						
Anderson						
Personnel	\$ 3,500.00		3,500.00	401.45		
Consultant Services						
Redding						
Personnel	\$ 7,500.00		7,500.00	860.25		
Consultant Services						
Shasta Lake						
Personnel	\$ 3,500.00		3,500.00	401.45		
Consultant Services						
Shasta County						
Personnel	\$ 5,000.00		5,000.00	573.50		
Consultant Services						
TOTAL	\$ 40,442.82	\$ 12,587.89	\$ 53,030.71	6,082.62		
			Federal	Toll Credits		

Previous Accomplishments

Establish an advisory committee to develop a regional bike plan. Work with jurisdictions to incorporate individual plan updates in a regional plan.

Objective

The objective of this element is to coordinate the development and integration of bicycle and pedestrian facilities with roadway and transit planning (23 CFR 450.306 (a)(3)). Create a transportation environment that encourages non-motorized alternatives. Plan for preparing a regional bike plan.

Discussion

The primary goal of the non-motorized transportation program is to create a transportation environment that encourages non-motorized activities. Bicycle Transportation Plans are required under the California Bicycle Transportation Act to be eligible for Bicycle Transportation Account (BTA) funding. Any county or city that substantially revises the circulation element of their general plan after January 1, 2011 must modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads and highways for safe and convenient travel in a manner that is suitable to the rural, suburban or urban context of the general plan (AB 1358, The California Complete Streets Act). The partnership with the city and county in this plan is needed to form an advisory committee. As referenced in the RTP long-range objectives (RTP 9-14, O-6) these agencies need to participate to confirm and develop a uniform vision for connectivity between agency boundaries.

Product 1: Regional Bicycle Transportation Plan (BTP)

Currently the County of Shasta and the cities of Anderson, Shasta Lake and Redding have adopted separate bicycle transportation plans. The oldest was adopted in 2007 by the City of Anderson and the newest plans in 2010 by the County of Shasta and the City of Redding. Due to the varied adoption years, goals and policies for those plans may not be consistent and projects may be complicated when they crossover jurisdictional boundaries. A consolidated plan for the entire county would ensure goals and policies are consistent across all jurisdictions, streamline project approval and minimize funds necessary to keep a Bicycle Transportation Plan current. Specifically, development of a regional bike plan is identified as a policy in the 2010 RTP (Chapter 9, Policy P-2: implement the Shasta County Regional Bikeway plan including, where appropriate, street and highway improvements that accommodate non-motorized traffic by utilizing widened shoulders, bike paths or lanes that serve non-motorized transportation.

Task/Activity

Task/Activity	Schedule
1 Draft Regional Bike Plan	
a. Meet with advisory committee to discuss direction and focus of regional bike plan. Discuss public participation component.	Aug
b. Conduct public workshop/meeting.	Oct
c. Develop draft bike plan.	Oct-Apr
d. Conduct committee meeting and/or public forum.	Apr
e. Incorporate public and agency comments in draft document.	May

- | | | |
|---|--|------|
| 2 | Adopt Regional Bike Plan | |
| | a. Prepare final document. | May |
| | b. Present final bike plan to city/county government bodies. | June |
| | c. Prepare staff report for board adoption. | June |
| | d. RTPA Board adopts regional bike plan. | June |
| | e. Submit regional bike plan to funding agencies. | June |

Product 2: Coordinate bikeway and pedestrian planning efforts

The RTPA will work with local agencies in pursuing non-motorized projects, coordinating efforts between local, state and federal agencies as appropriate, provide technical assistance, and ensure that infrastructure improvements consider the needs of pedestrian and bicycle travelers.

Task/Activity	Schedule
a. Review local infrastructure projects to ensure compliance with the federal and state statutes.	Mar-Apr

WORK ELEMENT 703.02 Non-Motorized Safety and Improvement Needs

Agency **Redding** Total Budget: \$ **15,420** % Federal **1.53%**
THIS IS A CARRYOVER PROJECT FROM 2011/12

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES		Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements					
		100.0%			
Agencies Only	Amount (\$)	FHWA PL (\$)	TOLL		
Redding					
Personnel	\$ 5,420.00	\$ 5,420.00	621.67		
Services & Supplies					
Consultant Services	\$ 10,000.00	\$ 10,000.00	1,147.00		
TOTAL	\$ 15,420.00	\$ 15,420.00	1,768.67		
		Federal	Toll Credits		

Previous Accomplishments

Assessment of City of Redding ADA sidewalk deficiencies.

Objective

Prioritization of safety and improvement needs for non-standard bicycle and pedestrian facilities to ensure compliance with ADA.

Discussion

Provide for the development and integrated management and operation of transportation systems and facilities, including accessible pedestrian walkways and bicycle transportation **(23 CFR 450.306 (a) (2,3,4))**.

Redding - Product 1: Sidewalk Condition Assessment

Assess sidewalk gaps and safety conditions for prioritization of non-standard facilities. Prepare implementation plan and strategy to correct deficiencies. Provide the implementation plan to the RTPA for use in updating the travel demand model.

Task/Activity	Schedule
a. Inventory and assess sidewalk conditions and safety issues.	Jul-April
b. Prepare sidewalk condition assessment and update city GIS map.	Apr-June
c. Provide RTPA with a copy of the sidewalk condition assessment.	June

Redding - Product 2: ADA Accessibility Improvements Plan

Assess pedestrian facilities for ADA deficiencies and prioritize areas needing improvement. Prepare implementation plan and strategy to correct deficiencies.

Task/Activity	Schedule
a. Inventory and assess ADA accessibility and deficiencies.	Jul-April
b. Prepare sidewalk condition assessment and update city GIS map.	Apr-June
c. Provide RTPA with a copy of the ADA-accessibility assessment.	June

Agency RTPA

Total Budget: \$135,498

% Federal

11.92%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			FHWA PL	11.47%		
Shasta RTPA	Amount (\$)	INDIRECT (\$)	Carryover	PPM		
Personnel	\$ 72,138.60	\$ 43,359.63	\$ 102,250.58	\$ 13,247.65		
Services & Supplies	\$ 20,000.00		\$ 17,706.00	\$ 2,294.00		
Consultant Services						
TOTAL	\$ 92,138.60	\$ 43,359.63	\$ 119,956.58	\$ 15,541.65		
			Federal	State		

Previous Accomplishments

Conduct RTPA and TAC meetings, annual Disadvantaged Business Enterprise (DBE) goals and reporting, oversight for North State Super Region.

Objective

To create, strengthen and use partnerships to facilitate and conduct regional planning activities (23 CFR 450.300).

Discussion

The MPO provides an overall coordination role in planning and programming funds for projects and operations. The MPO must be cooperative as no single agency has the responsibility of the entire transportation system. The MPO is responsible for actively seeking participation of all relevant agencies and stakeholders in the planning process. This element supports the internal and external coordination through federal and state legislative efforts to help accomplish key MPO initiatives and coordinate regional priorities among member agencies, advisory members and other stakeholders.

Product 1: Planning Coordination

The executive director or his designee participates in local, regional, state and federal meetings related to transportation policy and direction and transportation and land use planning. Information gained from meeting attendance is conveyed to the RTPA board either by communication or presented at the regularly scheduled RTPA board meetings. This includes recommendations to strengthen partnerships and facilitate regional planning activities. Participation in CalCOG and CalAct are ineligible for funding under this element.

Task/Activity	Schedule
a. Sponsor or attend various meetings to advance agency policies and programs such as; Caltrans District 2 rural counties task force meetings, California Transportation Commission, and local jurisdictions and transit agencies.	Jul-June
b. Monitor and respond to key state and federal legislative and policy changes for presentation to the board.	Jul-June
c. Prepare staff reports for each regularly schedule RTPA board meeting.	5 per year
d. Include information gathered in transportation planning reports.	July-June

Product 2: Partnerships and planning agreements

Regional programs and projects are dependent upon support from member agencies for successful implementation. Without consistent communication, the planning and implementation phases can be delayed. This element creates coordination necessary to ensure all agencies are involved in regional planning issues.

Task/Activity	Schedule
a. Pursue staff-to-staff coordination of multi-agency programs or agreements among cities, transit agencies, counties and other jurisdictions.	Jul-June
b. Draft interagency planning agreements or MOU's	July-August
c. Circulate draft agreements with jurisdictions	Sept
d. Incorporate comments into final agreements	Sept
e. Prepare staff report for presentation to Board	Oct
f. Board adopts agreements.	Oct

Agency RTPA

Total Budget: \$ 20,791

% Federal 2.07%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 12,985.89	\$ 7,805.30	\$ 20,791.19	2,384.75		
Services & Supplies						
Consultant Services						
TOTAL	\$ 12,985.89	\$ 7,805.30	\$ 20,791.19	2,384.75		
			Federal	Toll Credits		

Previous Accomplishments

Monitor 2008 PPP.

Objective

To facilitate and encourage public participation in the transportation planning process.

Discussion

The overall objective of public participation is to inform and involve citizens in the programs, projects and work activities of the RTPA. The RTPA seeks involvement and input from interested citizens and stakeholders through public meetings and workshops, fully-noticed public hearings and ongoing broad citizen/organization involvement in the planning and decision-making process (23 CFR 450.212). This element includes staff time to periodically review the effectiveness of the strategies in the PPP (23 CFR 450.316(a)(1)(x)).

Product 1: 2012 Public Participation Plan

The RTPA continues to implement the agency's PPP and incorporate plan policies into other plans and programs. During 2012/13 the 2008 PPP will be updated. This is a carryover from the 2011/12 OWP.

Task/Activity	Schedule
1 Draft plan update	
a. Review general, meeting and outreach strategies identified in the 2008 PPP for revision/update.	Apr-May
b. Incorporate narrative on tribal government consultation procedures.	Jan
c. Incorporate narrative on public agency resources and procedures.	Jan
d. Prepare draft document.	Feb
e. Begin public comment period.	Apr
2 Draft plan revisions	
Incorporate comments received in document.	May
3 Final 2012 plan update	
a. Prepare staff report.	June
b. Present 2012 plan to board.	June
c. Board adopts 2012 PPP.	July

Agency RTPA **Total Budget:** \$ 54,281 **% Federal** 5.40%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 33,903.00	\$ 20,377.74	\$ 54,280.74	6,226.00		
Services & Supplies	\$ -		\$ -	-		
Consultant Services						
TOTAL	\$ 33,903.00	\$ 20,377.74	\$ 54,280.74	6,226.00		
			Federal	Toll Credits		

Previous Accomplishments

Develop new website format. Maintain SCRTPA websites.

Objective

To provide information to partner agencies and the general public on transportation issues and processes within our region (23 CFR 450.316).

Discussion

Dissemination of information is defined as the process of making information available to the public. Information flows down from the agency to a target audience. The RTPA utilizes websites, public notices and other planning documents to inform partner agencies, stakeholders and the general public on relevant transportation issues.

Product 1: Updated "Overview of Shasta County RTPA" document

On October 21, 2010 the RTPA hosted a Shasta County Regional Government Forum in order to educate local elected officials and the community on what the Shasta County RTPA is, the history of the organization, our responsibilities and gain input on future involvement within the community. For this meeting the Overview of the Shasta County RTPA document was created. The document continues to serve as a mechanism to inform board members, local agencies and the general public on current transportation planning activities. This document will be updated annually.

Task/Activity	Schedule
a. Review and compile list of all tasks completed in FY 2011/12.	Jul
b. Update document.	Aug
c. Final document.	Sept

Product 2: Updated website

Maintain the RTPA website as information resources for local agencies and the general public.

Task/Activity	Schedule
a. Post agenda items and minutes to websites.	Quarterly
b. Post transportation articles and documents on websites.	Jul-June
c. Post opportunities for local and state funding grants per grants.gov and Caltrans.	Jul-June

Product 3: Public notices

The general public is encouraged to participate in the transportation planning process. The RTPA prepares public notices for local media on RTPA meetings, workshops and ad-hoc working groups. This product includes the cost of public notice publications.

Task/Activity	Schedule
Prepare public notices and distribute to local newspapers for publication.	Jul-June

Agency RTPA Total Budget: \$ 11,046 % Federal 1.10%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 6,898.92	\$ 4,146.66	\$ 11,045.58	1,266.93		
TOTAL	\$ 6,898.92	\$ 4,146.66	\$ 11,045.58	1,266.93		
			Federal	Toll Credits		

Previous Accomplishments

Assist local agencies with planning and prioritizing ITS projects.

Objective

To consult with federal, state and regional stakeholders to maintain the Regional ITS Architecture, including updates and amendments to the architecture.

Discussion

Intelligent Transportation System (ITS) planning is a required activity of the MPO. SCRTPA maintains and updates the Regional ITS Architecture, which is required to be used for federally funded ITS projects (23 CFR 940.9 and 940.11).

Product 1: Updated ITS regional architecture plan

The RTPA and Caltrans District 2, along with stakeholders in the community, developed the Shasta County Intelligent Transportation System (ITS) Architecture and Deployment Plan, adopted in 2006. This document is mandated and serves as a framework where various electronics, communications, information processing systems, and hardware devices can be deployed to improve the safety and efficiency of the county's surface transportation system.

Task/Activity	Schedule
Assist local agencies with planning and prioritizing ITS projects for incorporation into the regional architecture plan (coincides with the STIP).	Nov

Agency **RTPA** Total Budget: \$ **67,081** % Federal **6.67%**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	FHWA PL (\$)	TOLL		
Personnel	\$ 6,921.18	\$ 4,160.04	\$ 11,081.22	1,271.02		
Services & Supplies	\$ 1,000.00		\$ 1,000.00	114.70		
Consultant Services	\$ 55,000.00		\$ 55,000.00	6,308.50		
TOTAL	\$ 62,921.18	\$ 4,160.04	\$ 67,081.22	7,694.22		
			Federal	Toll Credits		

Previous Accomplishments

Attend monthly Shasta County GIS advisory council meetings. Attend continued training on use of ArcGIS 10 software. Maintain license for ArcGIS software. Developed GIS standards manual.

Objective

To leverage GIS data sharing opportunities among public agencies throughout the region, maximize data use and minimize agency costs, ensure consistent regional GIS standards, provide a consistent GIS database for update of the Shasta County Travel Demand Model and assist with data collection and analysis for support of required local community information in grant applications.

Discussion

The RTPA is continuing to expand its scope of technical capabilities in order to develop GIS capabilities and applications to enhance information dissemination in the region (23 CFR 450.300). This effort will also help to provide a technical database necessary for integration of regional GIS datasets in updating the Shasta County Travel Demand Model and assist with efforts to meet Senate Bill 375 requirements of creating a Sustainable Community Strategy. Many requirements of current and future grant applications require showing local community needs and challenges through the use of information gathered from GIS data. Without a system in place the RTPA and local agencies may have challenges supporting applications for various grants. It is necessary for the RTPA to maintain standards related to GIS datasets and mapping that are consistent with local agencies within the region and meet professional standards.

Product 1: Updated Regional GIS Platform

Proficient and knowledgeable staff in the use of GIS tools.

Task/Activity	Schedule
a. Attend Shasta County GIS Advisory Council (GISAC) meetings.	Monthly
b. Attend Far Northern Regional GIS meetings.	Bi-monthly
c. GIS Training.	Annual

Product 2: GIS Maps

Map RTPA projects/documents.

Task/Activity	Schedule
Create maps for RTPA projects and documents.	Jul-June

Product 3: On-call services

On-call services - Vestra

Task/Activity	Schedule
Consultant contract for on-call services in support of RTPA GIS data development and analysis.	Jul-June

Agency RTPA

Total Budget: \$ 110,269

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			27%	63%		
Shasta RTPA	Amount (\$)	INDIRECT (\$)	Prop 84	SPR	PPM	
Personnel	\$ 9,536.73	\$ 5,732.15			\$ 15,268.88	
Services & Supplies						
Consultant Services	\$ 95,000.00		\$ 35,000.00	\$ 60,000.00		
TOTAL	\$ 104,536.73	\$ 5,732.15	\$ 35,000.00	\$ 60,000.00	\$ 15,268.88	
			State	Federal		

Previous Accomplishments

Objective

Develop real-time traffic data for complete and accurate information for use in planning, monitoring and project development activities.

Discussion

Caltrans District 2 and the RTPA seek to develop an implementation plan for deployment of real-time traffic monitoring in Shasta County. An intelligent transportation system (ITS) study of traffic data collection technology and methods is proposed. Information obtained via the enhanced ITS system will support regional land use efforts to reduce vehicle miles traveled, traffic mitigation measures under CEQA and economic sustainability. This project terminates on February 28, 2014.

Product 1: Traffic Data Collection and Sharing Feasibility Study

The RTPA will develop a request for quote for a consultant to develop the feasibility study.

Task/Activity	Schedule
1 Traffic Data Feasibility Study	
a. Inventory existing traffic data collection system and performance of systems.	Jul-June
b. Identify collection methods and technology for the design of a new or improved collection system.	Jul-June
c. Identify locations for components along I-5, focus routes and local roads.	Jul-June
d. Determine preferred format for accessing data.	Jul-June

WORK ELEMENT 706.01 Transit Needs Assessment and Transit Plan Updates

Agency **RABA** Total Budget: \$ **66,196** % Federal **6.58%**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES		Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements					
		100.00%			
RABA ONLY	Amount (\$)	FTA (\$)	Toll Credits		
Personnel	\$ 66,196.00	\$ 66,196.00	7,592.68		
Services & Supplies					
Consultant Services					
TOTAL	\$ 66,196.00	\$ 66,196.00	7,592.68		
		Federal	Toll Credits		

Previous Accomplishments

Assist in the development and review of the annual Transit Needs Assessment.

Objective

To coordinate the required transit planning activities in developing statewide transportation plans.

Discussion

The MPO must involve local transit providers in the transportation planning process. This work element contains tasks for the regions public transit provider, the Redding Area Bus Authority, to assist the RTPA in developing the annual transit needs assessment, coordinated human transportation plan update and review of local land use documents for transit accessibility (23 CFR 450.306 (a) (4)) and 49 USC 5305).

Product 1: Annual Transit Needs Assessment

The transit needs assessment is a core annual transit planning document required by Transportation Development Act guidelines.

Task/Activity **Schedule**

Draft Transit Needs Assessment

- a. Assist RTPA staff in development of the annual transit needs assessment including, but not limited to, ridership information, service hours and route; report on productivity improvements. Oct-Dec
- b. Review draft transit needs assessment for SSTAC review and RTPA board acceptance. Jan-Feb

Product 2: Coordinated Human Transportation Plan Update

The Coordinated Human Transportation Plan is a federally mandated plan that prioritizes transportation services for funding and implementation, with an emphasis on transportation needs of persons with disabilities, older-adults and individuals of limited means. This plan is scheduled for updating every five years. This is carryover from the FY 11/12 OWP pending legislative authorization.

Task/Activity **Schedule**

- a. In coordination with the SSTAC, RTPA, CTSA and other transit providers, review 2007 plan to document achievements and identify goals and strategies to improve public transportation and coordination. Oct-Feb
- b. Work with SSTAC, RTPA, CTSA and other transit operators in reviewing local agency and public comments for inclusion in the draft document. Mar

Product 3: 2011/12 Short-Range Transit Plan Implementation

The RABA issued an RFP for a SRTP update in 2011/12. Fees are requested in this year's OWP to implement plan recommendations upon completion of plan update.

Task/Activity **Schedule**

- Implement transit plan recommendations upon review of completed plan. July-June

Product 4: Review local land use plans and documents

Review local land use documents for incorporation of transit accessibility.

Task/Activity **Schedule**

- RABA staff will review local land use documents to ensure circulation for transit vehicles and placement of passenger loading improvements and amenities. July-May

Product 3: Annual Transit Needs Assessment

This document evaluates the performance of public transportation providers. The document is mandated by the Transportation Development Act.

Task/Activity	Schedule
1	
Draft Transit Needs Assessment	
a. Review prior year Transit Needs Assessment.	Oct
b. Collect transit data and SCO reports, perform fare box analysis and CTSA performance analysis.	Oct-Dec
c. Prepare data for inclusion in draft document, update tables and information.	Dec
d. Provide draft document to transit operators, CTSA and SSTAC for review.	Dec-Jan
e. Revise draft document to include comments received.	Jan
2	
Final Transit Needs Assessment	
a. Prepare final document.	Feb
b. Prepare staff report, resolution and PowerPoint presentation for board and public hearing.	Feb
c. Conduct annual unmet transit needs public hearing.	Feb
d. Final document submitted to Caltrans for acceptance.	Mar

WORK ELEMENT 706.03 Transit Special Projects (Google Transit)

Agency RTPA Total Budget: \$ 22,567

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES		Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements					
		100.00%			
Shasta RTPA	Amount (\$)	5311			
Personnel					
Consultant Services	\$ 22,567.00	\$ 22,567.00			
TOTAL	\$ 22,567.00	\$ 22,567.00			
		Federal			

Previous Accomplishments

Implement Google Transit and 2-1-1 Shasta

Objective

Sustainability for Google Transit. Prepare transit provider interface for display on Shasta County's 211 information referral service. This contract terminates on July 27, 2013.

Discussion

Coordination of public transit services (PUC Section 15975).

Product 1: Google Transit Subscription

Non-PL Funds

Task/Activity	Schedule
a. Manage consultant contract for Google Transit 3 year-annual software subscription services.	Jul 2013
b. Manage consultant contract to develop Google Transit 211 California interface.	Jul 2013

Agency **RTPA** Total Budget: \$ **79,145**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES		Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements					
		88.53%	11.47%		
		FTA 5304	INKIND (LTF)		
RABA Staff	Amount (\$)				
Personnel	\$ -	\$ -	-		
Consultant Services	\$ 79,144.81	\$ 71,001.00	8,143.81		
TOTAL	\$ 79,144.81	\$ 71,001.00	\$ 8,143.81		
		Federal	Local		

Previous Accomplishments

Prepare request for proposal and consultant selection process. Initial kick-off meeting and overview of existing conditions.

Objective

This is a FTA 5304 Urban Transit Planning Grant project. Implement RABA's 2012-short range transit plan. This is the second year of a three-year project.

Discussion

Coordination of public transit services (**PUC Section 15975**).

Product 1: Updated Short-Range Transit Plan

Non-PL Funds

Consultant will develop and update the RABA short-range transit plan for its transit system. *Source: Transportation Planning Grant Application.*

Task/Activity

Schedule

- a. Identify potential transit challenges and existing transit services.
- b. Identify growing transit demand through solicitation of community input.
- c. Conduct community workshops and meetings with project stakeholders, community and RABA staff.
- d. Identify funding sources for future service expansion as well as capital improvements.
- e. Provide practical recommendations to enhance the existing service.
- f. Provide fiscal projections coinciding with anticipated growth and demand.
- g. Implement 2-1-1 mobility management system locally and coordinate with other agencies.

June 2014

Agency RTPA

Total Budget: \$ 140,101

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			100.00%			
Shasta RTPA	Amount (\$)	INDIRECT (\$)	Other/SRTS			
Personnel	\$ 4,435.25	\$ 2,665.85	\$ 7,101.10			
Public Health						
Consultant Services	\$ 133,000.00		\$ 133,000.00			
TOTAL	\$ 137,435.25	\$ 2,665.85	\$ 140,101.10			
			Other			

Previous Accomplishments

Continue coordination of Shasta County Safe Routes to School Non-infrastructure grant.

Objective

To increase safety for non-motorized users.

Discussion

This is a funding mechanism for Shasta County Department of Public Health's second Safe Routes to School non-infrastructure grant. The SCRTPA is the responsible agency on behalf of Public Health. This is the first year of a three-year project.

Project Product(s)	Completion Date
1 Walking School Buses Program.	
2 Frequent Walker/Biker Program.	
3 Identification of safe routes.	

Note: Safe Route administered by RTPA. RTPA receives \$10K fee for staff time. Project allocated over 3 years.

Agency **RTPA** Total Budget: \$ **33,709**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)	
Staff Allocations and Funding Requirements				
			100.00%	
Shasta RTPA	Amount (\$)	INDIRECT (\$)	LTF (\$)	
Personnel	\$ 21,054.32	\$ 12,654.91	\$ 33,709.23	
Services & Supplies (notices)				
TOTAL	\$ 21,054.32	\$ 12,654.91	\$ 33,709.23	
			State	

Previous Accomplishments

Conduct 12/13 unmet needs process. Prepare 12/13 Transit Needs Assessment. Conduct SSTAC meetings and prepare meeting notes.

Objective

To coordinate the annual unmet transit needs process.

Discussion

The RTPA is responsible for the annual unmet transit needs process per (PUC Section 99401.5). Staff support to the TDA-required Social Services Transportation Advisory Council (SSTAC) (PUC Section 99238).

Product 1: SSTAC agendas and meeting notes

Task/Activity	Schedule
1 Staff prepares SSTAC meeting agendas, public notices, attend meetings and prepares meeting notes.	Bi-monthly

Agency **RTPA** Total Budget: \$ **31,831**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012/13

EXPENDITURES			Revenue by Fund Source (\$)		
Staff Allocations and Funding Requirements			100.00%		
Shasta RTPA	Amount (\$)	INDIRECT (\$)	LTF(\$)		
Personnel	\$ 14,884.80	\$ 8,946.66	\$ 23,831.46		
CalCOG/CalACT	\$ 8,000.00		\$ 8,000.00		
TOTAL	\$ 22,884.80	\$ 8,946.66	\$ 31,831.46	\$ -	
			State		

Previous Accomplishments

CalCog dues and attendance.

Objective

To provide funds for tasks ineligible for FHWA, FTA or PPM funds.

Discussion

Product 1: The California Association of Councils of Governments (CalCOG) is comprised of 36 member organizations that assist member agencies in developing capacity needs for regional coordination and policy development, and to share information on successful regional programs. TDA-funds are used in support of member dues.

Product 2: Attend CalAct conference

Product 1: CalCOG dues		Non-PL Funds
Task/Activity		Schedule
1	CalCOG annual dues	Jul
Product 2: CalAct		Non-PL Funds
Task/Activity		Schedule
1	Attend CalAct fall or spring conference. Annual Dues	

APPENDIX A—PLANNING PROCESS CERTIFICATION

FHWA METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Shasta County Regional Transportation Planning Agency, Metropolitan Planning Organization for the Shasta County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Chair
Title

5-22-12
Date



Caltrans District Approval Signature

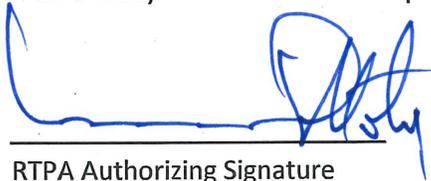
District Director
Title

6/5/12
Date

STATE TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Regional Transportation Planning Agency for Shasta County hereby certify that the transportation planning process is addressing the major issues in the regional planning area and is being conducted in accordance with all applicable requirements of:

- i. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- ii. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- iii. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- iv. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- v. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



RTPA Authorizing Signature

Chait
Title

5-22-12
Date



Caltrans District Approval Signature

District Director
Title

6/5/12
Date

APPENDIX B—FTA CERTIFICATION AND ASSURANCES

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

Name of Applicant: Shasta County Regional Transportation Planning Agency

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

Group	Description	
01.	Assurances Required For Each Applicant.	<u> X </u>
02.	Lobbying.	<u> X </u>
03.	Procurement Compliance.	<u> X </u>
04.	Protections for Private Providers of Public Transportation.	<u> X </u>
05.	Public Hearing.	<u> X </u>
06.	Acquisition of Rolling Stock for Use in Revenue Service.	<u> </u>
07.	Acquisition of Capital Assets by Lease.	<u> X </u>
08.	Bus Testing.	<u> </u>
09.	Charter Service Agreement.	<u> </u>
10.	School Transportation Agreement.	<u> </u>
11.	Demand Responsive Service.	<u> </u>
12.	Alcohol Misuse and Prohibited Drug Use.	<u> X </u>
13.	Interest and Other Financing Costs.	<u> X </u>
14.	Intelligent Transportation Systems.	<u> X </u>
15.	Urbanized Area Formula Program.	<u> X </u>
16.	Clean Fuels Grant Program.	<u> X </u>
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	<u> X </u>
18.	Non-urbanized Area Formula Program for States.	<u> X </u>
19.	Job Access and Reverse Commute (JARC) Program.	<u> X </u>
20.	New Freedom Program.	<u> X </u>
21.	Paul S. Sarbanes Transit in Parks Program.	<u> </u>
22.	Tribal Transit Program.	<u> </u>
23.	TIFIA Projects	<u> </u>
24.	Deposits of Federal Financial Funding to a State Infrastructure Banks.	<u> </u>

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Shasta County Regional Transportation Planning Agency

Name and Relationship of Authorized Representative: Leonard Moty, Chair

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations and follow applicable Federal directives and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted with this document and any other submission made to FTA and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.* and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____

Date: 5-22-12

Name Leonard Moty, Chair

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For Shasta County Regional Transportation Planning Agency

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature  _____
Date: 5-23-12
Name John Kenny _____
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

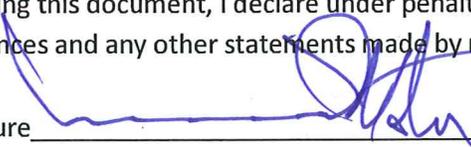
**CALIFORNIA DEPARTMENT OF TRANSPORTATION DEBARMENT AND SUSPENSION
CERTIFICATION FOR FISCAL YEAR 2012/2013**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION DEBARMENT AND SUSPENSION
CERTIFICATION
FISCAL YEAR 2012/13
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 5-22-12

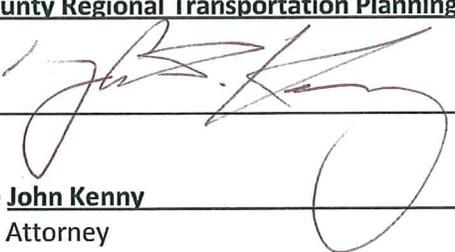
Printed Name Leonard Moty, Chair

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Shasta County Regional Transportation Planning Agency

Signature  Date 5-22-12

Printed Name John Kenny
of Applicant's Attorney

APPENDIX D - PERFORMANCE MEASURES TABLE

TABLE 2-1
Performance Indicators and Measures

Indicator	Performance Measures			Current System Performance (Baseline)	Projected Impact of Plan (Build Scenario) 2030	Projected Impact w/o Plan (No-Build Scenario) 2030	Data Source**
	Mode	Level*	Measures				
Safety	Roadway	Region	Fatalities/Vehicle Miles Traveled (VMT)	0.0000019%	N/A	N/A	SWITRS/TDM
			Fatal Collisions/VMT	0.0000015%	N/A	N/A	SWITRS/TDM
			Injury Collisions/VMT	0.0000646%	N/A	N/A	SWITRS/TDM
			Property Damage/VMT	0.0001011%	N/A	N/A	SWITRS/TDM
	Total Collisions/VMT	0.0001690%	N/A	N/A	SWITRS/TDM		
	Transit	Mode	Fatalities/Passenger Miles (PM)	0%	N/A	N/A	SWITRS/RABA
Mobility/ Accessibility	Roadway	Region	Passenger Hours of Delay/ Year	2,304,409	5,151,125	9,197,803	TDM
			Average Peak Period Travel Time	14.7 min	15.6 min	15.9 min	TDM
			Average Non-Peak Period Travel Time	14.5 min	15.3 min	15.3 min	TDM
	Transit	Region	Percentage of Population within 1/4 mile of bus transit route	N/A	N/A	N/A	not available
Reliability	Roadway	Corridor	Travel Time Variability	N/A	N/A	N/A	not available
	Transit	Mode	Percentage of vehicles that arrive no more than 5 minutes late	N/A	N/A	N/A	not available
			Percentage of vehicles that leave early	N/A	N/A	N/A	not available
Productivity (Throughput)	Roadway-Vehicles	Region	Average Peak Period Vehicle Trips	148,229	213,229	213,166	TDM
			Average Daily Vehicle Trips	827,082	1,190,645	1,190,267	TDM
	Roadway-People	Corridor	Average Peak Vehicle Trips x Occupancy Rate	211,967	304,917	304,827	TDM
			Average Daily Vehicle Trips x Occupancy Rate	1,182,727	1,706,622	1,702,082	TDM
	Trucks	Corridor (State Hwys)	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	SR 44 = 1.31%	N/A	N/A	Caltrans (1)
				SR 89 = 17.25%			
				SR 151 = 1.59%			
				SR 273 = 2.66%			
				SR 299 = 3.83%			
				I-5 = 14.94%			
			SR 44 = 2.97%	N/A	N/A	Caltrans (1)	
			SR 89 = 17.25%				
			SR 151 = 4.51%				
			SR 273 = 5.31%				
			SR 299 = 6.11%				
			I-5 = 17.87%				
Transit	Mode	Passengers per Vehicle Revenue Hour	10.5	N/A	N/A	RABA	
		Passengers per Vehicle Revenue Mile	0.715	N/A	N/A	RABA	
System Preservation	Roadway	Region	Total Number of Distressed Lane Miles	City of Anderson = 8 City of Redding = 251 City of Shasta Lake = 14 County of Shasta = 1217 State Routes = 967	N/A	N/A	City of Anderson City of Redding City of Shasta Lake County of Shasta Caltrans (2)
			Percentage of Distressed Lane Miles	City of Anderson = 26% City of Redding = 27% City of Shasta Lake = 23% County of Shasta = 68% State Routes = 24%			N/A
Environmental Quality	Roadway	Region	Air Quality Conformity (non-attainment pollutants)				Air Quality Conformity Determination
			Total VMT for Greenhouse Gas (GHG) Analysis	5,395,278	8,317,348	8,246,020	TDM

*Level:

Corridor = Regionally Significant Roadways
Region = All public roads within RTP's region (Shasta County)
Mode = Bus transit

**Data Source:

SWITRS = California Highway Patrol Statewide Integrated Traffic Records System
TDM = Shasta County Travel Demand Model
RABA = Redding Area Bus Authority ridership data
RTPA GIS = Shasta County RTPA's Regional Geographic Information System
Caltrans (1) = Annual Average Daily Truck Traffic on the CA State Highway System
Caltrans (2) = Caltrans Maintenance Program Pavement Summary

APPENDIX E-LIST OF FREQUENTLY USED ACRONYMS

CALTRANS The California Department of Transportation is part of the state cabinet-level California Business, Transportation and Housing Agency. Caltrans mission is to improve mobility across the state. Caltrans manages the state highway system and is actively involved with public transportation systems throughout the state.

CHTP Coordinated Human Transportation Plan is a coordinated public-transit human-service transportation plan providing strategies for local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults and persons of limited means.

FHWA Federal Highway Administration. One of the modal administrations of the U.S. Department of Transportation; among other things, responsible for the administration of FHWA planning funds program.

FTA Federal Transit Administration. Provides funds for public transportation for the elderly and/or persons with disabilities. Provides financial aid in the development of transit systems in both urbanized and non-urbanized areas.

FTIP Federal Transportation Improvement Program. A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding.

GHG A greenhouse gas is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range.

GIS Geographic Information System. A GIS is a computer system capable of capturing, storing, analyzing and displaying geographically referenced information; that is, data identified according to location.

HPMS Highway Performance Monitoring System. The HPMS is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways.

ITS Intelligent Transportation System refers to information and communication technology (applied to transport infrastructure and vehicles) that improve transport outcomes such as transport safety, transport productivity, travel reliability, informed travel choices, social equity, environmental performance and network operation resilience.

MOU Memorandum of Understanding. A legal instrument representing an agreement between governmental entities.

MPO Metropolitan Planning Organization. An organization created by intergovernmental agreement to carry out regional transportation planning responsibilities in urbanized areas (with a population over

50,000) through an Overall Work Program (OWP). These responsibilities are mandated by the U.S. Department of Transportation as a condition to receive federal planning funds.

OWP Overall Work Program. An annual program of planning projects required to be accomplished by each MPO. The OWP specifies the scope of each planning element, which party to the MOU is responsible and funding sources and amounts.

RABA Redding Area Bus Authority. A public transit authority governed by a board of elected officials from the cities of Anderson, Redding and Shasta Lake and the County of Shasta. RABA derives its authority from a joint powers agreement between the cities and county and from a ballot measure passed in the November 1977 general election.

RTIP Regional Transportation Improvement Program. This is a phased, multi-year program of planned transportation improvement projects arranged by priority, describing each project, funding amounts and sources and time frame. Projects nominated for funding are approved by the California Transportation Commission. The RTIP is used at the state and federal levels to compile the STIP and FTIP and assign relative priorities.

RTP Regional Transportation Plan. A coordinated planning effort of local agencies that identifies and attempts to resolve regional transportation issues. State law requires each RTPA to prepare, adopt and submit a Regional Transportation Plan every five years.

SCRTPA Shasta County Regional Transportation Planning Agency.

SCS Sustainable Communities Strategy. Senate Bill 375 (SB 375) requires all MPOs to develop an SCS. An SCS is a regional land use and transportation plan aimed at reducing GHG emissions from cars and light trucks sufficient to meet regional targets set by the California Air Resources Board.

SSTAC Social Services Transportation Advisory Council. As outlined in the California Public Utilities Code Section 99238, this group advises the SCRTPA on transit issues, coordination of specialized transit services, the annual unmet needs recommendation and implementation of the American with Disabilities Act.

STIP State Transportation Improvement Program. A seven-year program identifying all transportation improvement projects for which the California Transportation Commission has committed funding.

TDA Transportation Development Act. Enacted by in 1971 by California voters, TDA provides two major funding sources for the development and support of public transportation.

TDM Travel Demand Model. Travel forecasting models are used to predict changes in travel patterns and the utilization of the transportation system in response to changes in regional development, demographics and transportation supply.