

# Attachment B

## SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY - Summary of 2016/17 Overall Work Program Funding Requirements

Work Element	Description	FHWA PI 100%	State Toll Credits 11.47%	FHWA PL/C/O 100%	FTA 5303 100%	FTA 5303 Carryover 100%	FTA 5311(1) 100%	LTF 100%	TDA 100%	PPM 100%	Non-Motorized Grants 100%	Other (NSRF, Shasta Coll) 100%	Reimb. & Planning Grants 100%	SRTS 100%	Total By Fund Source Proof
<b>701</b>	<b>System Planning</b>		Excluded from Totals												
701.01	Regional Transportation Plan	201,442	23,105												201,442
701.03	Performance Measures	45,539	5,223												45,539
701.09	Air Quality	85,351	875	7,628											7,628
701.11	Transp Data Collection & Reporting	332,332	36,993	7,628											339,960
<b>Total Work Element 701</b>															
702.01	Transportation Improvement Programs	76,486	8,773												76,486
702.02	Overall Work Program	151,372	17,362												151,372
702.03	Grant Writing and Technical Assistance	227,857	26,135					60,755							288,612
<b>Total Work Element 702</b>															
<b>703</b>	<b>Non-Motorized</b>														
703.01	Active Transportation Planning														
<b>703.03</b>	<b>Generation of Non-Motorized Infrastructure</b>														
703.04	GoShasta ATP		9,058	78,969											63,746
<b>Total Work Element 703</b>															63,746
704.01	Public Information & Participation		9,330	81,344											101,679
<b>Total Work Element 704</b>															101,679
<b>705</b>	<b>Technology Applications</b>														
705.01	ITS Planning & Development														
705.02	GIS Applications		12,065	105,192											29,307
705.05	Regional Modeling		6,246	54,455											177,492
<b>Total Work Element 705</b>															54,455
<b>706</b>	<b>Public Transportation Planning &amp; Coord</b>														
706.02	Public Transportation Plan & Coord		8,142	15,928											29,307
706.06	Public Transportation Support		1,827	15,928											177,492
<b>Total Work Element 706</b>															177,492
<b>707</b>	<b>Special Projects</b>														
707.01	Corridor Studies & Project Review		1,587	13,836											13,836
707.02	Sale Routes to School Grant														
707.03	PEV Planning & Policy		7,154	62,369											64,369
707.04	Freight & Goods Movement Plan														160,222
<b>Total Work Element 707</b>															160,222
<b>708</b>	<b>Manage Transportation Development Act</b>														
708.03	Transportation Development Act														
708.04	Transit and CISA Agency Administration														
<b>Total Work Element 708</b>															
<b>800</b>	<b>Other</b>														
801.01	North State Super Region														
<b>Total Work Element 800</b>															
<b>900</b>	<b>Local Agency Projects</b>														
901.01	Hilltop Dr. Corridor Signal		4,588	40,000											40,000
901.02	Victor Ave. Corridor Phasing		8,029	70,000											70,000
902.01	Cascade Blvd Sustainable Development		9,760	85,000											85,000
902.02	Micro-Transit Analysis		4,875	42,500											42,500
905.01	Capital Imp & Transit Modernization		6,825	59,500											59,500
<b>Total Work Element 900</b>															59,500
<b>Total of Budget by Fund Source</b>		<b>560,190</b>	<b>154,604</b>	<b>716,720</b>	<b>16,700</b>	<b>12,845</b>	<b>16,700</b>	<b>292,237</b>	<b>554,000</b>	<b>199,879</b>	<b>218,909</b>	<b>6,945</b>	<b>125,359</b>	<b>176,181</b>	<b>2,950,953</b>

### Planning/Administration Funds by Jurisdiction

SRTA	560,190	155,063	419,720	16,700	12,845	16,700	292,237	0	199,879	218,909	6,945	125,359	11,181	1,934,953
RABA Administration								530,000						530,000
City of Redding	0		110,000											110,000
Shasta Lake City	0		127,500											127,500
SSNP			59,500											59,500
City of Shasta- Health & Human Services								24,000						165,000
County of Shasta- TDA Administration								554,000						24,000
<b>Total Pkg/Admin Funds by Juris.</b>	<b>560,190</b>	<b>155,063</b>	<b>716,720</b>	<b>16,700</b>	<b>12,845</b>	<b>16,700</b>	<b>292,237</b>	<b>554,000</b>	<b>199,879</b>	<b>218,909</b>	<b>6,945</b>	<b>125,359</b>	<b>176,181</b>	<b>2,950,953</b>

### Capital Infrastructure & Transit Agency Operations

Description	RTSP	LTF	STA	LCTOP	Carryover	Total By Fund Source Proof
RSTP Streets & Roads	1,618,729					1,618,729
LTF Streets & Roads		4,540,027				4,540,027
LTF Transit Operation		1,296,000				1,296,000
STA Transit Operation			800,000			800,000
SRTA		0				0
Low-Carbon Transit Oper Program 14-15				37,319		37,319
Low-Carbon Transit Oper Program 15-16				74,291		74,291
Low-Carbon Transit Oper Program 16-17				182,537		182,537
CTSA		279,549				279,549
Rural Non-motorized 15-16		393,482				393,482
Rural Non-motorized 14-15		18,036				18,036
2% TDA Bike & Pedestrian Program 13-14		62,035				62,035
2% TDA Bike & Pedestrian Program 14-15		133,220				133,220
2% TDA Bike & Pedestrian Program 15-16		53,051				53,051
2% TDA Bike & Pedestrian Program 16-17		150,000				150,000
<b>Total Operational and Capital</b>	<b>1,618,729</b>	<b>7,200,400</b>	<b>800,000</b>	<b>294,147</b>	<b>0</b>	<b>9,913,276</b>

### Reconciliation of OWP Expenditures to Overall Budget OWP Expenditures

Expenditures per OWP	2,950,953
Add: Suite 101/102 Rental Expenses not in OWP	40,143
Less: TDA Administration not in Overall Budget	(554,000)
2014-15 IDC Carryover	(117,054)
<b>Expenditures per Overall Budget OWP Expenditures</b>	<b>2,320,042</b>

Agency: SRTA Total Budget: 59,184.00

**ESTIMATED EXPENDITURE AND ICAP SUPPORT: FY 2016/17**

Services & Supplies		Total Expenditures			
Shasta RTA	Amount (\$)				
DIRECT PTO SALARIES	59,184			59,184	
<b>TOTAL</b>	<b>59,184</b>			<b>59,184</b>	

**Previous Accomplishments**

New Work Element

**Objective**

To record paid time off in a separate work element.

**Discussion**

Caltrans requires that paid time off be separately recorded and reported.

**Product 1: Indirect Cost PTO**

Task/Activity	Resp. Agency	Schedule
1.1 Record paid time off	SRTA	Jul - Jun

Agency: SRTA Total Budget: 537,148.56

ESTIMATED EXPENDITURE AND ICAP SUPPORT: FY 2016/17

Services & Supplies		Total Expenditures			
Shasta RTA	Amount (\$)			INDIRECT	
Building Occupancy:					
Depreciation (Suite 202)	49,200			49,200	
Interest	26,000			26,000	
Insurance	3,000			3,000	
Repairs	2,000			2,000	
Janitorial	3,500			3,500	
Elevator	600			600	
Landscape	1,600			1,600	
Taxes	200			200	
Security	2,500			2,500	
Utilities	14,000			14,000	
Communication	8,000			8,000	
Depreciation	7,800			7,800	
Books and Educational Materials	1,000			1,000	
Office Supplies	5,000			5,000	
Computer Support	22,000			22,000	
Dues/Subscriptions	4,500			4,500	
Postage	2,000			2,000	
Educational Training	1,000			1,000	
Miscellaneous	1,000			1,000	
Repairs and Maintenance	1,000			1,000	
Software	6,000			6,000	
Travel	3,000			3,000	
Licenses	500			500	
Meetings	2,000			2,000	
Insurance	7,000			7,000	
Audit/Actuarial Services	7,000			7,000	
Legal Services	3,000			3,000	
Personnel Services	7,000			7,000	
Small Office Equipment	6,000			6,000	
Conference/training	3,000			3,000	
<b>Sub Total</b>	<b>200,400</b>			<b>200,400</b>	
<b>INDIRECT SALARIES &amp; BENEFITS</b>	<b>277,565</b>			<b>277,565</b>	
NOTE - General Administration, office functions and allocable staff costs not directly attributable to specific work elements (Per ICAP filing).					
<b>PTO (WE 700.98)</b>	<b>59,184</b>			<b>59,184</b>	
<b>TOTAL</b>	<b>537,149</b>			<b>537,149</b>	

**Previous Accomplishments**

Annual indirect cost allocation plan and indirect cost rate proposal was generated and approved.

**Objective**

To document and justify indirect cost activities related to the organization's functions operating as an independent MPO.

**Discussion**

In order for indirect cost to be eligible for reimbursement, an indirect cost allocation plan is required. Expenses are allocated proportionally against all funding sources that allow for indirect costs based on salaries and wages budgeted under each work element.

**Product 1: Indirect Cost Allocation Plan Administration**

<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
1.1	Payment to vendors for non-consultant services, including office services, rent and utilities. Also includes membership dues for professional planning accreditation (American Planning Association) and other associations as warranted.	SRTA	Jul-Jun
1.2	Prepare and file reports with funding agencies		
1.3	Implement SRTA Personnel Policies including preparation of employee evaluations		
1.4	Maintain and administrate SRTA benefit programs		
1.5	Prepare reports for management		
1.6	Prepare annual fiscal reports		

Agency: SRTA

Total Budget: \$ 201,442

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)	
<b>Staff Allocations and Funding Requirements</b>				
				11.47%
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA</b>	<b>Toll Credits</b>
Personnel	\$ 84,442	\$ 88,474	\$ 172,916	\$ 19,833
Services & Supplies	\$ 1,500		\$ 1,500	\$ 172
Human Resources	\$ 2,027		\$ 2,027	\$ 232
EIR Consultant (TBD)	\$ 25,000		\$ 25,000	\$ 2,868
<b>TOTAL</b>	<b>\$ 112,968</b>	<b>\$ 88,474</b>	<b>\$ 201,442</b>	<b>\$ 23,105</b>

**Previous Accomplishments**

The 2015 RTP and environmental impact report was adopted in June 2015. Included for the first time was a Sustainable Communities Strategy (SCS) approved by the California Air Resources Board (October 2015) pursuant to SB 375.

**Objective**

Plan for the safe and efficient management, operation, and development of a regional inter-modal transportation system that, when linked with appropriate land use planning, serves the mobility needs of goods and people.

**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 and must be routinely updated. The SRTA Board of Directors took action in December 2014 to move from a five-year update cycle to every four years in order to align with local agency updates to their general plan housing elements and the Regional Housing Needs Allocation. The RTP was updated in 2015 and included a new component called a Sustainable Communities Strategy pursuant to Senate Bill 375, which identified a set of strategies that, if implemented, would help the region meet its SB 375 greenhouse gas emissions reduction target. The RTP will be updated in 2018 and every fourth year thereafter. New MAP-21 provisions (expected to be in effect in 2016) must be included in the RTP, including state and/or regional performance targets and new items related to transit services. Pursuant to the California Environmental Quality Act (CEQA), the agency is required to prepare an Environmental Impact Report (EIR) for the RTP.

*Note: Consultant support for the 2015 RTP in the areas of travel demand modeling and Geographic Information Systems (GIS) analyses are budgeted under WE 705.05 and WE 705.02 respectively.*

**Product 1: 2015 RTP management, maintenance, and progress reports**

Task/Activity	Resp. Agency	Schedule
1.1 Routinely evaluate agency progress toward the 2015 RTP vision and accompanying goals, objectives, and implementation strategies and report to board of directors.	SRTA	Jul - Jun
1.2 Create web maps showing completed RTP projects, short-term anticipated projects, and future planned projects. As appropriate, link performance metrics to individual and/or grouped projects.		As needed
1.3 Participate in ARB SB 375 Target Update process and develop updated regional GHG target for year 2035.		Jul - Dec

**Product 2: 2015 RTP implementation, including SCS**

Task/Activity	Resp. Agency	Schedule
2.1 Cultivate RTP priority projects for capital funding. Cultivate projects that implement the Sustainable Communities Strategy, including infill and redevelopment projects to compete for capital funding opportunities. Includes interagency and private sector communication and coordination.	SRTA	Jul - Jun
2.2 Participate in interagency meetings that support the implementation of the RTP/SCS, including: California Transportation Plan Policy Advisory Committee, Strategic Highway Safety Plan, local jurisdiction council/board meetings, and/or similar such meetings.		
2.3 Manage GreenDOT contract, including review of invoices and progress made on deliverables. Provide technical assistance to local agencies on grant applications.		

<b>Product 3: 2018 Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS)</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	Collect and incorporate updated travel, land use, and other relevant data. Update maps, exhibits, and forecasts for land use and sociodemographic information.	SRTA	Jul-Apr
3.2	Review and update RTP as appropriate for consistency with federal, state and local plans, programs or policies.		
3.3	Update RTP performance measures to be consistent with MAP-21 state and regional targets, developed under WE 701.03.		
3.4	Update transportation project lists		
3.5	Incorporate Transit Asset Management Plans prepared by transit agencies		
3.6	Conduct analysis of State of Good Repair needs and investments		
3.7	Conduct scenario testing using ShastaSIM and TBEST models		
3.8	Prepare Draft 2018 RTP/SCS		Feb - Jun (and into next Fiscal Year)
<b>Product 4: 2018 RTP/SCS Environmental Impact Report</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Administer procurement process for EIR consultant(s).	SRTA	Jul-Jun (and into next Fiscal Year)
4.2	Manage EIR consultant contract.		
4.3	Prepare and distribute Draft RTP EIR consistent with state law. Conduct public outreach including necessary public hearings. Review and respond to public comments.	SRTA/ Consultant	

Agency: SRTA Total Budget: \$ 45,539

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			11.47%			
Shasta RTA	Direct	Indirect	FHWA	Toll Credits		
Personnel	\$ 21,257	\$ 22,272	\$ 43,529	\$ 4,993		
Services & Supplies	\$ 1,500		\$ 1,500	\$ 172		
Human Resources	\$ 510		\$ 510	\$ 59		
<b>TOTAL</b>	<b>\$ 23,267</b>	<b>\$ 22,272</b>	<b>\$ 45,539</b>	<b>\$ 5,223</b>	<b>\$ -</b>	<b>\$ -</b>

Previous Accomplishments

Monitored the development of MAP-21 performance-based planning, including federal rulemakings on performance measures. Monitored and participated in the development of 2016 Regional Transportation Improvement Program (RTIP) performance indicators and measures. Developed potential regional performance measures for use in the 2015 RTP (to be refined based on the ongoing development of MAP-21 performance-based metrics and statewide goals). Initiated a regional technical advisory committee to advise on development of performance measures and targets.

Objective

Develop and maintain performance metrics in support of planning, decision-making, regulatory compliance, and transportation funding.

Discussion

The use of performance measures has increased in recent years beyond traditional measures of traffic operations. New measures were introduced by the passage of the federal transportation bill (MAP-21) in 2012 and state legislation. Discretionary transportation grant programs likewise reference a wide range of performance measures when selecting projects for funding. Performance measures allow the region to: track trends in key policy areas; measure progress toward mandates and regional goals; and evaluate the effectiveness of regional mobility strategies. State goals and targets will be developed one year after FHWA/FTA implementation of performance measures (anticipated in 2016). MPOs must develop regional targets within six months of state target adoption.

Note: Consultant support using travel demand modeling and Geographic Information Systems (GIS) analyses are budgeted under WE 705.05 and WE 705.02 respectively.

Product 1: Transportation Performance Measures for the Shasta County Region

Task/Activity	Resp. Agency	Schedule
1.1 Review final federal performance measure rulemakings including established targets, required data sources and methodologies for developing, quantifying and reporting on regional targets.	SRTA	Jul - June
1.2 Participate in technical work groups and training related to the development of performance measures, goals, and targets for California.		
1.3 Organize and conduct meetings of a new technical advisory committee comprised of SRTA, Caltrans, and local agency participants to assist SRTA in developing regional goals and targets. Prepare agendas, host regular meetings, and document input.		
1.4 Refine draft regional performance measures developed for 2015 RTP/SCS and technical methodology.		
1.5 Conduct public outreach and present draft measures to SRTA Board of Directors.		
1.6 Develop web-based performance measure reporting tool.		
1.7 Adopt final regional MAP-21 and FAST Act performance measure targets for the Shasta County region ( <i>adoption of final targets dependent on timing of Caltrans adoption of statewide targets</i> ).		TBD

Product 2: Performance Measures Technical Advisory Committee

Task/Activity	Resp. Agency	Schedule
2.1 Review performance measure targets, assist in identifying data collection gaps/challenges and developing collaborative solutions, and provide input on reporting tools.	Caltrans D2, Redding, Anderson, Shasta Lake, Shasta County, SCAQMD	As needed

Agency: SRTA Total Budget: \$ 7,628

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>				11.47%		
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA C/O</b>	<b>Toll Credits</b>		
Personnel	\$ 3,489	\$ 3,655	\$ 7,144	\$ 819		
Services & Supplies	\$ 400		\$ 400	\$ 46		
Human Resources	\$ 84		\$ 84	\$ 10		
<b>TOTAL</b>	<b>\$ 3,972</b>	<b>\$ 3,655</b>	<b>\$ 7,628</b>	<b>\$ 875</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Accomplishments</b>						
Monitored regional air quality reports. Tracked EMFAC model changes.						
<b>Objective</b>						
To monitor harmful air emissions in Shasta County and initiate strategies needed to comply with state and federal air quality standards.						
<b>Discussion</b>						
Transportation is the single largest source of atmospheric emissions in California. Shasta County is currently attainment status for federal air quality standards, but this may change as population and travel demand grows. SRTA must monitor trends, measure impacts, and coordinate planning with Shasta County AQMD, Caltrans, and the California Air Resources Board (ARB). In addition to public health impacts, air quality is directly tied to transportation funding decision-making. ARB maintains the statewide mobile source emissions inventory software tool (Emissions FACTors or 'EMFAC') for estimating emissions from on-road vehicles from travel demand models. Periodic updates are provided and training becomes necessary.						
<b>Product 1: Regional air quality planning</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
1.1	Interagency coordination, including monitoring and communications with Shasta County Air Quality Management District (AQMD) and the California Air Resources Board.			SRTA	As needed	
1.2	Monitor federal air quality reports and related state/federal legislation and take action as appropriate.					
1.3	Initiate strategies needed to comply with state and federal air quality standards.					
<b>Product 2: Regional air quality modeling capacity</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
2.1	Participate in web-based training for SRTA staff operation of the EMFAC model.			SRTA	As needed	
2.2	Participate in statewide EMFAC model update workgroups and provide input as needed.					
2.3	Integrate updated releases of EMFAC model with SRTA's activity-based travel demand model.					
<b>Product 3: SRTA Staff-performed EMFAC Post-Processing</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
3.1	EMFAC post processing performed by SRTA staff in support of planning and decision-making processes. Deliverables include emissions outputs and technical analysis. <i>Note: consultant-performed post-processing is performed under WE 705.05.</i>			SRTA	As needed	



Agency: **SRTA** Total Budget: \$ **85,351**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			11.47%			
	Direct	Indirect	FHWA	Toll Credits		
<b>Shasta RTA</b>						
Personnel	\$ 7,217	\$ 7,561	\$ 14,778	\$ 1,695		
Services & Supplies	\$ 400		\$ 400	\$ 46		
Travel data purchase	\$ 40,000		\$ 40,000	\$ 4,588		
Human Resources	\$ 173		\$ 173	\$ 20		
<b>Consultant</b>	\$ 30,000		\$ 30,000	\$ 3,441		
<b>TOTAL</b>	<b>\$ 77,790</b>	<b>\$ 7,561</b>	<b>\$ 85,351</b>	<b>\$ 9,790</b>	<b>\$ -</b>	<b>\$ -</b>

**Previous Accomplishments**

SRTA submitted transportation data aggregated from local agencies for 2014 Highway Performance Measuring System (HPMS) reporting and supported local agencies in responding to the California Local Streets and Roads Assessment. The most recent transportation data will be incorporated into the region's activity-based travel demand model for the 2018 RTP.

**Objective**

To coordinate transportation data collection in support of transportation planning and programming activities, and performance measure tracking.

**Discussion**

There is a backlog of transportation infrastructure needs at all levels. Accounting and reporting these needs requires traffic counts, pavement condition assessments, safety statistics, and other transportation data and analyses. Results are utilized to validate travel demand modeling data and to develop transportation improvement plans. The Highway Performance Monitoring System (HPMS) is a federally-mandated, nationwide program that provides information on the extent, condition, performance, usage, and operating characteristics of the nation's highways. Data collected for any road open to public travel are reported in HPMS. Caltrans annually requests data from all MPOs and local agencies. Additional information is provided via the Caltrans HPMS website (<http://www.dot.ca.gov/hq/tsip/hpms/>) and outlined in the 'Instructions for Updates, Including the HPMS Data Items dated March 2011. Actual monitoring is conducted by local agencies. Data is also submitted for the California Local Streets and Roads Statewide Needs Assessment in order to quantify transportation system deficiencies and support appropriate funding levels. Collected data is utilized by SRTA for reporting on upcoming federal transportation bill (MAP-21) performance measures.

**Product 1: Regional Traffic Count Program**

Task/Activity	Resp. Agency	Schedule
1.1 Develop new regional traffic count program for the collection of necessary data for: HPMS reporting; performance measure development and tracking; travel demand modeling; and other planning and programming activities.	SRTA	Jul - Aug
1.2 Prepare scope of work and issue RFP for acquiring consultants for multi-year contract.		Aug-Sept
1.3 Execute and manage consultant contract.		Oct - Jun
1.4 Develop data collection schedule, collect traffic counts, summarize results in a report and provide data in a database format consistent with HPMS reporting format requirements.	Consultant	Oct - Jun
1.5 Review traffic count data and perform analysis; distribute counts to regional partners; prepare data for use in regional travel model (ShastaSIM), and provide data as a simple web-based mapping tool.	SRTA	Feb - Jun

**Product 2: HPMS reports to Caltrans**

Task/Activity	Resp. Agency	Schedule
2.1 Receive and review minutes from Traffic Operation Coordination meetings and respond/follow-up as necessary.	SRTA	Quarterly
2.2 Compile traffic count data collected from consultant, local agencies and Caltrans.		Dec-Jan
2.3 Update regional HPMS database and submit to Caltrans Headquarters.		Jan-Feb

**Product 3: Interagency Participation**

Task/Activity	Resp. Agency	Schedule
3.1 Participate in interagency meetings related to US Census data collection, the Census Transportation Planning Products (CTPP), HPMS reporting, and other transportation data efforts that support planning and programming activities.	SRTA	As needed

Agency: SRTA

Total Budget: \$ 76,486

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>				11.47%		
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA</b>	<b>Toll Credits</b>		
Personnel	\$ 34,215	\$ 35,849	\$ 70,065	\$ 8,036		
Services & Supplies	\$ 5,600		\$ 5,600	\$ 642		
Human Resources	\$ 821		\$ 821	\$ 94		
<b>TOTAL</b>	<b>\$ 40,637</b>	<b>\$ 35,849</b>	<b>\$ 76,486</b>	<b>\$ 8,773</b>	<b>\$ -</b>	<b>\$ -</b>

**Previous Accomplishments**

Amended the 2015 Federal Transportation Improvement Plan (FTIP) and prepared 2017 FTIP using California Transportation Improvement Program System (CTIPS). Prepared 2016 Regional Transportation Improvement Program (RTIP). Executive director has been granted authority to approve both administrative modifications, and formal amendments, to the FTIP.

**Objective**

To develop candidate projects for transportation programming needs under federal, state, and local transportation improvement programs consistent with the RTP and fiscal constraints.

**Discussion**

The FTIP is a four-year program of transportation improvements based on long-range transportation plans (23 USC Section 134 (c)(j)) and (23 CFR 450.324) and is updated by September of even-numbered years. Transportation improvement programs (TIPs) are designed to achieve Regional Transportation Plan (RTP) goals and objectives via transportation spending, operations, and management. The FTIP ensures that these activities are carried out in cooperation with federal, state, local and tribal governments, transit agencies, community stakeholders, and the general public. Development of these programs adhere to the adopted Public Participation Plan. Amendments are routinely needed to reflect changes to federal programs, transportation funding levels, and local agency priorities. Amendments are reviewed for consistency with the RTP and fiscal constraints and submitted to the funding agencies for approval. The RTIP is a five-year program of projects using State Transportation Improvement Program (STIP) funds and updated by December of odd-numbered years. RTIP projects are approved as part of the STIP by the California Transportation Commission (CTC).

**Product 1: 2015 FTIP Amendments**

Task/Activity		Resp. Agency	Schedule
1.1	Receive, process, submit, and post FTIP formal amendment requests, including descriptive memo, CTIPS pages, grouped projects summary tables, financial summary tables, and summary of changes table. Formal amendments undergo minimum 14-day public review.	SRTA	Through December, as needed
1.2	Administrative modifications amendments required, or requested, including all of the materials listed in task 1.1. above.		

**Product 2: Monitor Implementation of 2016 RTIP**

Task/Activity		Resp. Agency	Schedule
2.1	Attend CTC meetings.	SRTA	Bi-monthly
2.2	Review biennial STIP fund estimate and CTC guidelines.		
2.3	Meet with local agencies to determine upcoming projects and funding strategies. Seek additional/matching funding for STIP projects.		
2.4	Manage allocations and timely use of funds.		
2.5	Monitor opportunities to include intelligent transportation systems (ITS) strategies and develop candidate projects.		
2.6	Develop, review, and update RTIP performance measures, as needed.		

<b>Product 3: California Federal Programming Group meetings</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	Attend CFPG meetings	SRTA	Bi-monthly
<b>Product 4: Implementation of, and Amendments to, 2017 FTIP</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Processing of FTIP submittal to Caltrans and notification of approval, when received.	SRTA	Jun-Aug
4.2	Receive, process, submit, and post FTIP formal amendment requests, including descriptive memo, CTIPS pages, grouped projects summary tables, financial summary tables, and summary of changes table. Formal amendments undergo minimum 14-day public review. Notification to cognizant agencies, and interested individuals, when formal amendments approved.		As needed
4.3	Administrative modifications amendments required, or requested, including all of the materials listed in task 4.2 above.		
<b>Product 5: Development of Consultation Process with Federal Land Management Agencies</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
5.1	Develop a master list of Federal Land Management Agency contacts for the Shasta region.	SRTA	Jul - Jun
5.2	Schedule and hold meetings to discuss SRTA-FMLA roles, responsibilities, and key decision points for consultation.		
5.3	Prepare draft consultation procedures and distribute for review and comment. Hold follow-up meeting(s), as needed.		
5.4	SRTA adopts FMLA-SRTA Consultation Policy and incorporates it into the Public Participation Plan, for information.		

Agency: SRTA

Total Budget: \$ 151,372

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>				11.47%		
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA</b>	<b>Toll Credits</b>		
Personnel	\$ 72,582	\$ 76,048	\$ 148,630	\$ 17,048		
Services & Supplies	\$ 1,000		\$ 1,000	\$ 115		
Human Resources	\$ 1,742		\$ 1,742	\$ 200		
<b>TOTAL</b>	<b>\$ 75,324</b>	<b>\$ 76,048</b>	<b>\$ 151,372</b>	<b>\$ 17,362</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Accomplishments</b>						
<p>Prior year budget and work plan prepared and adopted; quarterly reports completed, including descriptive summaries of work performed and corresponding budget expenditures; consultation and coordination with state and federal partners regarding the content and ongoing improvement of the OWP document; updated agency policies as appropriate and necessary; maintained and used a full-cost accounting system for fiscal management of US DOT funds; developed and executed sub-recipient cooperative agreements; developed and adopted policy for the distribution of planning funds to local partner agencies. Adopted new Overall Work Program policies and procedures for the agency (Section 2.24.10). Received input from Federal Planning Factors/Planning Emphasis Areas, SRTA Technical Advisory Committee and from the general public to prepare prospective FY 2016/17 planning priorities approved by the board of directors in December 2015. Developed and administered a local agency call for planning projects based on regional, state, and federal priorities.</p>						
<b>Objective</b>						
<p>To develop and administer a comprehensive, coordinated work plan of projects and programs that support implementation of the RTP, short-term transportation improvement programs, California Planning Emphasis Areas, and Federal Planning Factors. To prepare and adopt an agency budget, and annual ICAP rate for the operation of SRTA.</p>						
<b>Discussion</b>						
<p>The OWP is a detailed description of agency work to be accomplished during the fiscal year (July 1 through June 30) and the fund sources to be used to support RTP implementation and the development of short-term transportation improvement programs. The OWP is prepared pursuant to 23 CFR 450.308 and the Regional Planning Handbook prepared by the California Department of Transportation. At a minimum, the OWP includes: a description of the planning activities and products; who will perform the work; anticipated time frame for completing the work; and the budget and source of funds. SRTA receives oversees, and monitors the use of state and federal funding for implementation of the OWP and is therefore required to establish policies and procedures to meet DOT regulations. Cooperative agreements are also executed with partner agencies that jointly undertake work within the OWP.</p>						
<b>Product 1: Closeout of FY 2015/16 OWP and budget</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
1.1	Prepare prior year certification of expenditures and close out reports for submittal to Caltrans.		SRTA	Jul-Sept		
<b>Product 2: Management of FY 2016/17 OWP and budget</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
2.1	Administer/amend and oversee subrecipient cooperative agreements with local agency subrecipients.		SRTA	On-going		
2.2	Track staff hours on work tasks and review budget expenditures.					
2.3	Prepare and submit invoices and quarterly progress reports to Caltrans, including SRTA and sub-recipient activity.			Quarterly		
<b>Product 3: FY 2016/17 OWP Amendments</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
3.1	Prepare staff report and budget documents for SRTA Board of Directors approval (typically 2-3 amendments per year).		SRTA	As needed		
3.2	Coordinate with Caltrans District 2 and submit required documentation to Caltrans for federal and state approval.					

<b>Product 4: Prepare FY 2017/18 Overall Work Program</b>		
<b>Task/Activity</b>	<b>Resp. Agency</b>	<b>Schedule</b>
4.1	SRTA	Nov
4.2		Nov - Dec
4.3		Dec - Jan
4.4		
4.5		Jan - Feb
4.6		Feb
4.7		
4.8		Mar
4.9		Apr
4.10		May
4.11		

Agency: SRTA

Total Budget: \$ 60,755

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
Shasta RTA	Direct	Indirect	LTF			
Personnel	\$ 14,603	\$ 15,301	\$ 29,904			
Services & Supplies	\$ 500		\$ 500			
Human Resources	\$ 350		\$ 350			
Consultant (Product 2)	\$ 30,000		\$ 30,000			
<b>TOTAL</b>	<b>\$ 45,454</b>	<b>\$ 15,301</b>	<b>\$ 60,755</b>			

**Previous Accomplishments**

This was introduced as a new work element in FY 2015/16. Previous efforts, including but not limited to the development and support of grant applications through the Affordable Housing & Sustainable Communities (AHSC) program; Transit and Intercity Rail Capital Program (TIRCP); Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program; Transportation Investment Generating Economic Recovery (TIGER) program; and Active Transportation Program (ATP).

**Objective**

This work element consolidates efforts previously dispersed throughout prior year OWPs to develop new projects, partnerships, and grant applications. Establishing a dedicated grant writing and technical assistance work element and funding it entirely with LTF ensures that federal planning funds are not used to for ineligible activities such as develop capital grant applications. Also, because these are new projects in development, there is typically no dedicated work element yet in place to charge this work. This new work element remedies this issue. Upon award of grants for specific projects, these will be amended into the OWP under their own unique work elements.

**Discussion**

Transportation funding has transitioned in recent years from predominately formula-based allocations to a highly competitive discretionary funding environment. In addition to newer federal programs such as FASTLANE and TIGER, the State of California has introduced a number of Greenhouse Gas Reduction Fund (GGRF) funded programs that fund capital roadway projects, transit capital and operating projects, and non-motorized planning and capital projects. Furthermore, a number of past funding avenues have been consolidated into ultra-competitive programs such as the Active Transportation Program (ATP). SRTA plays a key role in not only competing directly for such grants, but in assisting local partner agencies in seeking grants for projects that help to implement SRTA's adopted Regional Transportation Plan (RTP). The funding assumptions and performance goals found in the adopted RTP are premised on the successful pursuit of discretionary funding. Due to tight grant program timelines and large variations in work effort required, SRTA maintains a technical services contract with a consultant to augment SRTA staff time.

**Product 1: Develop projects to compete effectively for discretionary funding**

Task/Activity		Resp. Agency	Schedule
1.1	Track existing and emerging state and federal grant opportunities. Perform research into applicable programs and participate in grant workshops as needed.	SRTA	Jul - Jun
1.2	Communicate with and provide technical assistance to local agencies, human service transportation providers, and private industry partners to identify project needs and align these needs with applicable grant program funding opportunities.		
1.3	Develop project work scopes and organize interagency and community partnerships and resources.		

**Product 2: Grant development consultant contract**

Task/Activity		Resp. Agency	Schedule
2.1	Administer procurement process for consultant services.	SRTA	Jul - Jun
2.2	Manage consultant contracts, including review of invoices and progress made on deliverables.		
2.3	Consultant work as required to develop grant applications.	Consultant	

Agency: SRTA

Total Budget \$ 63,746

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>PPM</b>			
Personnel	\$ 29,611	\$ 31,024	\$ 60,635			
Services & Supplies	\$ 2,400		\$ 2,400			
Human Resources	\$ 711		\$ 711			
<b>TOTAL</b>	<b>\$ 32,721</b>	<b>\$ 31,024</b>	<b>\$ 63,746</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Previous Accomplishments**

A Transportation Development Act (TDA) 2% set aside program for bicycle and pedestrian improvements was created in 2013 and project funding priorities adopted. Funding was provided to the City of Shasta Lake to develop an Active Transportation Program (ATP) grant application for the Churn Creek Trail Project. Project construction funding was provided to the City of Anderson for construction of a trail segment connecting Balls Ferry Road to Anderson River Park; to the City of Redding for the Riverside Drive and Browning Street bicycle and pedestrian projects; and to Shasta County for projects on Park and Tamarack Ave. and Tamarack Ave. in Burney. SRTA participated in joint efforts with Healthy Shasta to develop and fund a bicycle route bikeway signage program in the City of Anderson. SRTA worked with Healthy Shasta and FarNorCalGIS to prepare a GIS-based bicycle parking inventory and web map viewer. Program guidelines for Rural Bike Lanes and Sidewalks to Transit (BLAST) Program adopted.

**Objective**

Increase the share of trips made via bicycle and walking, with an emphasis on projects, policies, and programs that directly serve or connect to Strategic Growth Areas established in the 2015 Regional Transportation Plan (RTP). Also, maximize pedestrian and bicycle user safety.

**Discussion**

Public interest and usage of 'active' (i.e. non-motorized) travel options continues to grow in Shasta County. SRTA's plans and investments support: the development of safe and convenient infrastructure; connectivity between the region's trails and the urban network; maintenance of existing bicycle and pedestrian facilities; integration with public transportation; and complete streets. These strategies play a key role in SRTA's Sustainable Communities Strategy (SCS) for reducing vehicle miles traveled and associated greenhouse gas emissions. Federal funding programs for bicycle and pedestrian improvements have been consolidated and are now awarded competitively. Projects proposed for funding must eventually be part of an Active Transportation Plan.

**Product 1: Bicycle and Pedestrian Planning, Policy Development and Education**

Task/Activity	Resp. Agency	Schedule
1.1 Participate in bicycle and pedestrian planning and policy workgroups and advisory committees.	SRTA	Jul - Jun
1.2 Host bicycle and pedestrian seminars for local and regional transportation partners.		

**Product 2: Pursue Bicycle and Pedestrian Planning Funding Opportunities**

Task/Activity	Resp. Agency	Schedule
2.1 Research and pursue funding for bicycle and pedestrian planning needs.	SRTA	Jul - Jun

**Product 3: Manage SRTA's Non-Motorized Program**

Task/Activity	Resp. Agency	Schedule
3.1 Advise and support local agencies in preparing bicycle and pedestrian project nominations.	SRTA	Jul - Jun
3.2 Administer Rural BLAST Program.		

Agency: SRTA

Total Budget \$ -

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>Grant</b>	<b>PPM</b>		
Personnel	\$ -	\$ -	\$ -	\$ -		
Services & Supplies	\$ -		\$ -			
Human Resources	\$ -		\$ -			
Consultants	\$ -		\$ -			
Partner Agencies (in-kind) funds						
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
			<b>Grant was not Obtained</b>			

**Previous Accomplishments**

This is a new Work Element.

**Objective**

To promote advanced non-motorized corridors that support sustainable growth in Strategic Growth Areas (SGAs), equipping community partners with details for the next generation of SGA non-motorized implementation. Project deliverables bridge a gap by taking high level project concepts and adding the necessary level of detail for project programming and delivery.

**Discussion**

The Shasta Region requires a new generation of non-motorized infrastructure and amenities to meet the region's greenhouse gas (GHG) emission reduction target pursuant to Senate Bill 375, the Sustainable Communities Act. The '2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County' (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. Furthermore, the RTP/SCS identifies non-motorized project delivery in Strategic Growth Areas (SGAs) as a top priority. If built, advanced non-motorized infrastructure (e.g. Class IV separated bikeways/cycle tracks, protected intersections, rectangular rapidly flashing beacon) and amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.) in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

In and around SGAs, choosing an active form of transportation should be as easy a choice as driving. Whereas automobile drivers have conveniences (e.g. places to park, fill up on fuel and signs directing them), advanced state-of-the-art non-motorized facilities should provide pedestrians and bicyclists comparable conveniences on low-stress travel corridors connected to public transit facilities. If funded, the new generation of non-motorized infrastructure and amenities in SGAs will equip developers, community partners and local agencies with project development details needed to pursue capital funding and construct advanced state-of-the-art non-motorized projects. **This is a three year grant program.**

**Product 1: Project Initiation and Management**

Task/Activity	Resp. Agency	Schedule
1.1 Prepare request for proposals, procure consultant.	SRTA	Jul - Oct
1.2 Administer grant, including quarterly reports to Caltrans and invoicing.		Jul - Jun (March 2019)

**Product 2: Outreach and Stakeholder Communication**

Task/Activity	Resp. Agency	Schedule
2.1 Kick-off meeting between SRTA, consultant and project partners (Caltrans, cities, county, and tribes).	SRTA/consultant/ project partners	Nov - Dec
2.2 Coordinate project team communication.	SRTA/consultant	Nov - Jun (Oct 2018)
2.3 Coordinate 15-20 outreach meetings, including neighborhood focus groups—piggybacking with on-going neighborhood association and other organization coordination (e.g. Healthy Shasta), stakeholder interviews, and site visits. Participants will be directly invited to final presentations at completion of project.	Consultant	Nov - Jun (Dec 2017)
2.4 Summary of outreach and stakeholder communication.	Consultant	2017/2018



Agency: SRTA

Total Budget: \$ 297,879

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
	Direct	Indirect	ATP	FHWA C/O	11.47% Toll Credits	
<b>Shasta RTA</b>						
Personnel	\$ 66,841	\$ 70,033	\$ 59,509	\$ 77,365	\$ 8,874	
Services & Supplies	\$ 20,000		\$ 20,000			
Human Resources	\$ 1,604			\$ 1,604	\$ 184	
<b>Consultant</b>	\$ 139,400		\$ 139,400			
<b>TOTAL</b>	<b>\$ 227,846</b>	<b>\$ 70,033</b>	<b>\$ 218,909</b>	<b>\$ 78,969</b>	<b>\$ 9,058</b>	<b>\$ -</b>
<b>Previous Accomplishments</b>						
This is a new Work Element.						
<b>Objective</b>						
Develop a regional active transportation plan with regional policies and a program of prioritized active transportation projects from each jurisdiction.						
<b>Discussion</b>						
In response to increased demand for improved facilities for walking and cycling, the state has pooled its resources with federal funding into one major funding program: The Active Transportation Program. Bicycle and pedestrian projects proposed for this funding must eventually be part of an Active Transportation Plan.						
<b>Product 1: Project Initiation</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
1.1	Procure Consultant(s)			SRTA	Jul - Jun	
1.2	Form Citizens Advisory Committee			SRTA, Redding		
1.3	GoShasta Kickoff Meeting			SRTA		
<b>Product 2: Data Collection and Public Input</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
2.1	Identify gaps, quality, level of service, perceived safety, safety, etc. of the Region's existing non-motorized transportation network.			SRTA/ Consultant	Jul - Jun	
2.2	Solicit users' input on needs, destinations, travel behavior, preferences, etc. via workshops and social media channels.			SRTA, Redding		
2.3	Consultant(s) assists in data collection, public input, facilitation, etc.			Consultant		
<b>Product 3: Plan Development</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
3.1	Project prioritization and development of jurisdictional and regional non-motorized policies			Local Jurisdictions	Jul - Jun	
3.2	Prepare GoShasta Plan			SRTA/ Consultant		
3.3	Present GoShasta Plan to SRTA board and councils of local jurisdictions.					
<b>Product 4: Project Management</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
4.1	Project management, invoicing, quarterly reports to Caltrans			SRTA	Jul - Jun	
4.2	Interagency coordination					

Agency: SRTA

Total Budget: \$101,679

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements			20.00%	80.00%	11.47%	
Shasta RTA	Direct	Indirect	LTF	FHWA C/O	Toll Credits	
Personnel	\$ 34,981	\$ 36,651	\$ 14,326	\$ 57,305	\$ 6,573	
Services & Supplies	\$ 4,500		\$ 900	\$ 3,600	\$ 413	
Consultant Services (Civic Plus)	\$ 4,232		\$ 846	\$ 3,386	\$ 388	
Web Hosting	\$ 476		\$ 95	\$ 381	\$ 44	
Community Polling	\$ 10,000		\$ 2,000	\$ 8,000	\$ 918	
Community Survey	\$ 10,000		\$ 2,000	\$ 8,000	\$ 918	
Human Resources	\$ 840		\$ 168	\$ 672	\$ 77	
<b>TOTAL</b>	<b>\$ 65,028</b>	<b>\$ 36,651</b>	<b>\$ 20,336</b>	<b>\$ 81,344</b>	<b>\$ 9,330</b>	<b>\$ -</b>
<b>Previous Accomplishments</b>						
Performed SRTA Board of Directors and TAC meetings; adopted 2016 Public Participation Plan; updated Title VI plan and Limited English Proficiency Plan; managed social media announcements on Facebook and Twitter accounts. Developed and produced agency report to convey recent, current, and planned projects and programs and to invite and encourage broad-based community participation.						
<b>Objective</b>						
To be transparent in all agency activities and decision-making processes. To provide information and resources that are accessible, approachable, and meaningful to SRTA's broad range of customers, including the general public, public agency partners, and other stakeholders affected by or interested in the agency's plans, programs, and decisions. Increase public awareness about SRTA, its projects and how they are impacted by, or impact, the public.						
<b>Discussion</b>						
As the state-designated Regional Transportation Planning Agency (RTPA) and federally-designated Metropolitan Planning Organization (MPO) for Shasta County, SRTA plays a central role in creating, strengthening, and leveraging partnerships to meet regional challenges and opportunities. SRTA's primary public communication tool is the board of directors meetings held five times per year and augmented as needed with special meetings. In addition, SRTA maintains a Public Participation Plan (PPP) that outlines SRTA's process for providing all affected or otherwise interested stakeholders with reasonable opportunities to be involved in the metropolitan transportation planning and programming process. As described in the PPP, SRTA considers each activity individually and utilizes strategies designed to facilitate public access, awareness, and/or action. SRTA's most popular and effective tool for day-to-day outreach activities is the agency's website, which now features community engagement tools. Social media applications, including Facebook and Twitter, are also utilized.						
<b>Product 1: Agency overview and fact sheets</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>		<b>Schedule</b>	
1.1	Maintain up-to-date 'Overview of SRTA' document.		SRTA		Jan - Jun	
1.2	Prepare or maintain transportation program and funding fact sheets.				Ongoing	
1.3	Distribute as needed, including online posting.				Ongoing	
<b>Product 2: Agency website (www.srta.ca.gov)</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>		<b>Schedule</b>	
2.1	Maintain up-to-date agency website.		SRTA		Ongoing	
2.2	Website services, including web-domain hosting, and social media promotions.		Services & Supplies		Annual	
2.3	Manage online community engagement tools, including Facebook, Twitter, and community voice modules on agency website.		SRTA		Jul - Jun	
<b>Product 3: Track Public Participation Plan Performance Measures</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>		<b>Schedule</b>	
3.1	Track efforts described in the 2013 Public Participation Plan in the 3 A's: Access, Awareness, and Action.		SRTA		Jul - Jun	
3.2	Design and administer random telephone community survey to establish baseline data for 2013 Public Participation Plan performance measures.		SRTA, Consultant		Jul - Jun	
<b>Product 4: Public Notifications</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>		<b>Schedule</b>	
4.1	Advertise and post various public notifications regarding SRTA planning and programming projects.		Services & Supplies		Jul - Jun	

<b>Product 5: Prepare 2016 Public Participation Plan (PPP) update</b>		<b>Resp. Agency</b>	<b>Schedule</b>
<b>Task/Activity</b>			
5.1	Integrate social media and online community engagement tools into PPP.	SRTA	Jan - Jun
5.2	Distribute draft PPP for review and comment.		
5.3	Prepare final PPP for SRTA Board of Directors' approval.		

Agency: SRTA

Total Budget: \$ 29,307

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>PPM</b>			
Personnel	\$ 12,988	\$ 13,608	\$ 26,595			
Services & Supplies	\$ 2,400		\$ 2,400			
Human Resources	\$ 312		\$ 312			
<b>TOTAL</b>	<b>\$ 15,699</b>	<b>\$ 13,608</b>	<b>\$ 29,307</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Accomplishments</b>						
SRTA adopted the first Shasta County Intelligent Transportation Systems (ITS) Architecture and Deployment Plan in 2006. An ITS data collection and management plan for the South Central Urban Region (SCUR) was prepared in 2013.						
<b>Objective</b>						
To provide accurate, timely, and reliable traffic information to the public. To improve the efficiency of traffic operations and planning activities.						
<b>Discussion</b>						
Intelligent transportation systems (ITS) includes applications that, through the use of advanced communication technologies and traffic management, enable all users of the regional transportation system to be better informed and make safer, more coordinated, and "smarter" use of the transportation network. ITS planning is a required activity of SRTA, the area's Metropolitan Planning Organization (MPO), and must be coordinated with state efforts.						
<b>Product 1: North State Regional ITS Architecture Master Plan</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
1.1	Assist Caltrans D1 in procurement process.		SRTA	As needed		
1.2	Review of project deliverables and ensure accuracy with items related to ITS plans or elements in the Shasta County Region.					
1.3	Provide technical assistance and information related to existing ITS architecture plans and systems.					
<b>Product 2: Interagency Participation and Policy Monitoring</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
2.1	Review and comment on federal or state policies on laws, programs, funding and priorities related to intelligent transportation systems (ITS).		SRTA	As needed		
2.2	Participate in interagency meetings related to intelligent transportation systems (ITS) activities that support transportation planning and programming.					

Agency: SRTA

Total Budge \$ 177,492

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements				11.47%	Shasta	Contributing
Shasta RTA	Direct	Indirect	FHWA C/O	Toll Credits	College	Agencies
Personnel	\$ 19,690	\$ 20,630	\$ 40,319	\$ 4,625		
Services & Supplies	\$ 1,500		\$ 1,500	\$ 172		
FarNorCalGIS License	\$ 2,000				\$ 2,000	
ArcGIS Licenses	\$ 9,900		\$ 9,900	\$ 1,136		
Consultant Services (GIS on-call)	\$ 20,000		\$ 20,000	\$ 2,294		
Consultant Services (Ortho Imagery)	\$ 103,300		\$ 33,000	\$ 3,785		\$ 70,300
Human Resources	\$ 473		\$ 473	\$ 54		
<b>TOTAL</b>	<b>\$ 156,862</b>	<b>\$ 20,630</b>	<b>\$ 105,192</b>	<b>\$ 12,065</b>	<b>\$ 2,000</b>	<b>\$ 70,300</b>
						\$ -

Contributing agencies include City of Redding (\$40,000), City of Anderson (\$10,000), City of Shasta Lake (\$10,000), the McConnell Foundation (\$30,000) and the Western Shasta Resource Conservation District (\$300).

**Previous Accomplishments**

Participated in Far North Regional GIS Council (FNRGC); managed the FarNorCalGIS platform; utilized GIS data and analyses in support of the agency's work program; and developed standards and graphic templates for use in agency documents. Developed and prepared a long-term management plan and disaster recovery plan for the FarNorCalGIS platform. Aerial orthoimagery services were contracted and flown.

**Objective**

GIS serves as the technical foundation for planning, policy analysis, performance measuring, and other core agency work elements. Objectives include: eliminate technical barriers to planning and policy analysis; better engage the public and community stakeholders via maps and visualizations; promote consistent and compatible data and technology standards; improve data quality, accuracy, and completeness; enhance access to GIS data resources; and facilitate the exchange of data between data producers and data consumers.

**Discussion**

SRTA continues to expand its technical and regional data sharing role, with a focus on developing and maintaining countywide land use and transportation-related GIS data. Additional data layers, including US Census and economic data, are likewise being added to enhance spatial analysis capabilities. GIS data is integrated into the ShastaSIM Travel Demand Model and is used to assist with development of the Sustainable Community Strategy (SCS) and tracking performance toward RTP objectives.

Product 1:	Regional GIS Program		
Task/Activity		Resp. Agency	Schedule
1.1	Maintain requisite GIS licensing needed for SRTA operations.	SRTA	Jul-June
1.2	Maintain and enhance agency GIS capabilities, including participation in GIS training.		
1.3	Participate in interagency GIS user groups.		
Product 2:	FarNorCalGIS Regional Server & Web-Portal		
Task/Activity		Resp. Agency	Schedule
2.1	Administration and ongoing development of FarNorCalGIS.org website, including GIS licensing for the platform host (Shasta College); content development; and leadership/participation in management and technical committees.	SRTA	Jul-June
2.2	Liaison between FarNorCalGIS and the greater sixteen-county North State Super Region, including the promotion of data standardization, data development and technical support of partnership planning.		
Product 3:	Census Data Sharing Supporting Regional Planning Activities		
Task/Activity		Resp. Agency	Schedule
3.1	Compile and update commonly referenced US Census data in support of other work elements and partner agency needs.	SRTA	As needed
Product 4:	On-call GIS Support Services		
Task/Activity		Resp. Agency	Schedule
4.1	Maintain on-call GIS consultant services contract.	SRTA	Jul-June
4.2	Miscellaneous on-call GIS support for other work elements and SRTA's member agencies (major work tasks involving GIS are included in appropriate work elements)	Consultant	Jul-June

<b>Product 5: Orthoimagery Update</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
5.1	Manage aerial imagery contract	SRTA	Jul-Oct
5.2	Perform quality assurance/quality control based on aerial imagery acceptance criteria	Consultant, SRTA, local agency project partners	Jul-Oct

Agency: **SRTA** Total Budget: \$ **54,455**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			FHWA	11.47%		
Shasta RTA	Direct	Indirect	C/O	Toll Credits		
Personnel	\$ 8,136	\$ 8,524	\$ 16,659	\$ 1,911		
Services & Supplies	\$ 1,600		\$ 1,600	\$ 184		
Cube Software License	\$ 6,000		\$ 6,000	\$ 688		
Consultant Services	\$ 30,000		\$ 30,000	\$ 3,441		
Human Resources	\$ 195		\$ 195	\$ 22		
<b>TOTAL</b>	<b>\$ 45,931</b>	<b>\$ 8,524</b>	<b>\$ 54,455</b>	<b>\$ 6,246</b>		

**Previous Accomplishments**

A new activity-based travel demand model (TDM) was adopted in June 2014 and an updated version was adopted in June 2015 to reflect new policies and strategies in SRTA's 2015 Regional Transportation Plan. The Shasta Model Users Group (SMUG) was retained to inform the ongoing development of travel demand modeling efforts and to facilitate region-wide input and approvals. SRTA applied for assistance through the Travel Model Improvement Program (TMIP) to conduct a peer review of SRTA's travel demand model and to assist in developing a new model improvement plan. Funding was received to conduct a peer review in FY 2016/17. A new transit scenario planning tool, called Transit Boardings Estimation and Simulation Tool (TBEST), was developed with Prop 84 funds in FY 2015/16.

**Objective**

Manage and maintain the region's activity-based travel demand model consistent with state and federal law in support of regional planning and programming activities and other work elements.

**Discussion**

MPOs are required to develop and maintain a travel demand forecast model that meets FHWA and FTA requirements per Title 23 U.S.C. Section 134, and California requirements as specified under Chapter 3.2 of the 2010 Regional Transportation Plan (RTP) Guidelines. Chapter 3.2 of the 2010 California RTP Guidelines also specifies certain capabilities for medium-sized MPOs. The ShastaSIM travel demand model fulfills these requirements. ShastaSIM measures the impact of population growth and planned or anticipated land development and calculates various transportation and mobility-related performance metrics for any given planning year. ShastaSIM informs decision makers as to the location and timing of improvements needed to maintain adequate level of service. Outputs from ShastaSIM and travel model post-processing are utilized in various planning documents including, but not limited to: the RTP, RTIP, FTIP (23 USC 134), corridor studies, special projects, and air quality conformity. ShastaSIM requires specialized software and extensive input data, including household travel surveys, socio-economic demographics, and parcel-level land use characteristics. Post-processing routines are required for procedures not found in ShastaSIM, such as calculations of mobile source emissions.

**Product 1: SRTA-led operation and maintenance of ShastaSIM activity-based travel demand model**

Task/Activity	Resp. Agency	Schedule
1.1 Manage a regionally representative technical advisory committee, known as the Shasta Model Users Group (SMUG).	SRTA, Consultant	Bi-annually
1.2 Perform routine updates and refinements of ShastaSIM, including actual and scheduled network changes, traffic count data, land use assumptions, speed limit information, population growth forecast update, and other inputs as needed.		As needed
1.3 SRTA-led operation of TDM in support of other work elements.		

**Product 2: Consultant-led operation and maintenance of ShastaSIM activity-based travel demand model**

Task/Activity	Resp. Agency	Schedule
2.1 Perform routine updates and refinements to TDM as directed, including actual and scheduled network changes, traffic count data, land use assumptions, speed limit information, population growth forecast update, and other inputs as needed.	Consultant, SRTA	As needed
2.2 Consultant-led operation of TDM in support of other work elements. Deliverable include model outputs and post-processing (e.g. emissions) outputs.		

<b>Product 3: Education and training for operation of travel demand modeling</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	SRTA staff participation in national or statewide travel demand modeling technical training and practitioner workgroups.	SRTA	As needed
3.2	Consultant-administered training for SRTA staff on TDM operation, maintenance, and emissions post-processing. Includes materials and training.	SRTA, Consultant	As needed
<b>Product 4: ShastaSIM travel demand model Peer Review</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Organize, coordinate and plan for a peer review of ShastaSIM by other MPO travel modeling professionals.	SRTA, Consultant	Jun - Dec
4.2	Conduct a one or two-day peer review workshop.		
4.3	Prepare a multi-year model improvement plan based on outcomes of peer review workshop.		
4.4	Prepare peer review materials and provide information at peer review workshop.		
<b>Product 5: Transit Boardings and Estimations Simulation Tool (TBEST) for Shasta County</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
5.1	Review, maintain and update model with best available transit service, land use and socio-economic data.	SRTA	As needed
5.2	Update General Transit File Specification (GTFS) files.		Annually
5.3	Troubleshoot and fix modeling issues, when identified, and provide updated model to SRTA staff or local agency partners.		As needed



Agency: SRTA

Total Budget: \$ 102,197

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)				
Staff Allocations and Funding Requirements				FTA 5303 C/O	PPM	5311(f)	11.47%
Shasta RTA	Direct	Indirect	FTA 5303	88.53%	11.47%		Toll Credits
Personnel	\$ 34,748	\$ 36,407	\$ 67,155	\$ 3,542	\$ 458		\$ 7,703
Services & Supplies	\$ 3,000		\$ 3,000				\$ 344
Consultant Services (Product 1)	\$ 10,509			\$ 9,303	\$ 1,205		\$ -
Consultant Services (Product 4)	\$ 16,700					\$ 16,700	
Human Resources	\$ 834		\$ 834	\$ -	\$ -		\$ 96
<b>TOTAL</b>	<b>\$ 65,790</b>	<b>\$ 36,407</b>	<b>\$ 70,989</b>	<b>\$ 12,845</b>	<b>\$ 1,663</b>	<b>\$ 16,700</b>	<b>\$ 8,142</b>

Previous Accomplishments

Performed annual Transit Needs Assessment; managed Social Services Transportation Advisory Council (SSTAC); Provided technical assistance to Federal Transit Administration (FTA) grant applicants. Reviewed FTA grant proposals and presented to the board of directors for approval. Restructured and enhanced the Unmet Transit Needs process. Tracked Greenhouse Gas Reduction Fund transit programs.

Objective

Meet transit planning mandates required by law; ensure public transportation is community-responsive in a dynamic and changing service environment; and make progress toward RTP goals by continually improving public transportation service, efficiency, and performance.

Discussion

Under California's Transportation Development Act (TDA), SRTA is required to perform the annual unmet transit needs assessment and organize the Social Services Transportation Advisory Committee (SSTAC). The Coordinated Human Services 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 updated every five years.

Product 1: Transit Coordination

Task/Activity		Resp. Agency	Schedule
1.1	Complete consultant-led update of the Coordinated Human Services Transportation Plan (CHTP).	Consultant, SRTA	Jul - Oct
1.2	Communication and coordination with intercity public transportation providers and public transportation providers operating in surrounding regions needed, including joint participation in 'Shasta 211' services.	SRTA	Jul - Jun
1.3	Participate in interagency meetings and workshops that support public transit planning, including: CalACT, transit board meetings, and/or similar such meetings.		

Product 2: Public transportation data and analysis

Task/Activity		Resp. Agency	Schedule
2.1	Collect and review transit performance data.	SRTA	Jul - Oct
2.2	Formulate and provide recommendations toward enhancing transit performance and/or efficiencies.		Dec - Feb
2.3	Collect, audit, and report progress toward recommendations and performance targets for public transportation at year's end.		May - Jun

Product 3: FTA grants technical assistance and management

Task/Activity		Resp. Agency	Schedule
3.1	Seek grant funding for the development of a long range transit plan for the region.	SRTA	Jul - Jun

Product 4: Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan

Task/Activity		Resp. Agency	Schedule
4.1	Project initiation and management to establish and agree upon communication protocols, roles & responsibilities, expectations, and to review background information on the region and project.	SRTA/ Consultant	Jul - Dec
4.2	Shasta intercity feasibility study development to assess current intercity services to Sacramento and the Bay Area, including costs and passenger fares; assess current and projected market demand; assess coordination of passenger rail and air-travel connections; assess possible new rapid transit bus service or expansion of existing services; and evaluate possible funding sources	Consultant	Jul - Dec
4.3	Shasta intercity action plan to identify preferred intercity bus service alternative and recommend final action plan with detailed routes, intercity stops, projected ridership with associated greenhouse gas reductions, disadvantaged communities served, cost allocation, implementation tasks, and candidate funding sources.	Consultant	Jul - Dec

Agency: SRTA

Total Budget: \$ 15,928

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			FHWA	11.47%		
Shasta RTA	Direct	Indirect	C/O	Toll Credits		
Personnel	\$ 7,592	\$ 7,954	\$ 15,546	\$ 1,783		
Services & Supplies	\$ 200		\$ 200	\$ 23		
Human Resources	\$ 182		\$ 182	\$ 21		
<b>TOTAL</b>	<b>\$ 7,974</b>	<b>\$ 7,954</b>	<b>\$ 15,928</b>	<b>\$ 1,827</b>		

Previous Accomplishments

Reviewed annual Low Carbon Transit Operations Programs (LCTOP) allocation; reported on previous allocation; developed 15/16 expenditure proposal; tracked legislative actions related to LCTOP.

Objective

To administer the allocation of regionally apportioned funds from the LCTOP and to develop public transportation projects that meet Greenhouse Gas Reduction Fund (GGRF) programs.

Discussion

LCTOP is a new program funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program. LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility through expansion or enhancement of their systems. SRTA or RABA can serve as the project lead for projects funded with LCTOP. Under this work element, SRTA will pursue other public transportation funds as well, such as the Transit Intercity Rail Capital Program (TIRCP).

Product 1: Administer LCTOP Funds

Task/Activity	Resp. Agency	Schedule
1.1 Review State Controller's Office LCTOP Eligible Allocation Summary	SRTA	Jul - Oct
1.2 Review statutes, rules, and regulations, and pending legislation pertinent to LCTOP funding	SRTA	Jul - Jun
1.3 Review and process invoices for project work completion.	SRTA	Jul - Jun
1.4 Prepare semi-annual progress and final project report		
1.5 Participate in financial and performance auditing.		

Agency: SRTA

Total Budget: \$ 13,836

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			FHWA	11.47%		
Shasta RTA	Direct	Indirect	C/O	Toll Credits		
Personnel	\$ 6,485	\$ 6,795	\$ 13,280	\$ 1,523		
Services & Supplies	\$ 400		\$ 400	\$ 46		
Human Resources	\$ 156		\$ 156	\$ 18		
<b>TOTAL</b>	<b>\$ 7,041</b>	<b>\$ 6,795</b>	<b>\$ 13,836</b>	<b>\$ 1,587</b>	<b>\$ -</b>	

**Previous Accomplishments**

Conducted further review and discussions with Shasta Lake and Caltrans staff regarding the transportation section of the Mt. Gate at Shasta Area Plan Administrative Draft EIR.

**Objective**

To conduct multimodal, systems-level corridor or sub-area transportation planning studies as needed. Also to review and comment on various projects for transportation impacts and ensure consistency with the regional transportation plan in order to maintain a safe, efficient, and cost effective transportation system.

**Discussion**

The agency must identify current and projected future transportation needs and, through detailed planning studies, devise strategies to address those needs. This element provides funds for the RTPA to conduct special studies for selected corridors, road segments and key locations to evaluate safety concerns, prepare project alternatives and cost estimates, and devise appropriate actions to resolve issues (23 CFR 450.318). In a typical year, SRTA reviews approximately 3 environmental impact reports (EIRs), 2 project study reports (PSRs) and 1 or 2 Caltrans transportation concept reports (TCRs). SRTA adopted the 2015 Regional Transportation Plan and Sustainable Communities Strategy (SCS) on June 30, 2015. Pursuant to Senate Bill 375, projects seeking CEQA streamlining benefits through consistency with the SCS will require review by SRTA.

**Product 1: Analysis of Product Study Reports**

Task/Activity	Resp. Agency	Schedule
1.1 Communication and coordinate with Caltrans and affected jurisdictions in the early consultation and review of project study reports and other scoping documents as they relate to the 2015 RTP/SCS.	SRTA	As needed

**Product 2: Review and Analysis of Local Agency Projects of Regional Significance**

Task/Activity	Resp. Agency	Schedule
2.1 Review local projects, determine impacts, and assess consistency with the regional transportation plan.	SRTA	As needed
2.2 Review, comment and make determination on projects that request input on whether project is consistent with SRTA's Sustainable Communities Strategy, for CEQA streamlining		

Agency: SRTA

Total Budget: \$ 176,181

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)		
<b>Staff Allocations and Funding Requirements</b>					
			100.00%		
			SRTS		
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>			
Personnel	\$ 5,349	\$ 5,604	\$ 10,953		
Supplies	\$ 100		\$ 100		
Human Resources	\$ 128		\$ 128		
<b>Shasta County HHSA (ATP Cycle 1)</b>	\$ 165,000		\$ 165,000		
<b>Shasta County HHSA (Cycle 3)</b>	\$ _____		\$ _____		
<b>TOTAL</b>	<b>\$ 170,577</b>	<b>\$ 5,604</b>	<b>\$ 176,181</b>		
<b>Previous Accomplishments</b>					
Coordination of Shasta County Safe Routes to School Non-infrastructure grant. Staff successfully completed SRTS Cycle 3 project deliverables. Provided Bike to School Day training and resources for school personnel and parent volunteers to implement Bike to School day. Partnered with schools to encourage students to participate in Shasta Bike Challenge. Provided support for planning and implementation of one walking school bus. Completed a bike safety workshop geared towards families and children. Surveyed and identified one high school to partner with on implementing a pilot program on bike safety. Provided helmet fitting and bike education at Shasta Living Streets event.					
<b>Objective</b>					
To increase safety for non-motorized users. Complete Cycle 3 and year two of ATP Cycle 1 grant scope of work.					
<b>Discussion</b>					
SRTA administers the Safe Routes to School grant. Shasta County Health and Human Services Agency (HHSA) manages the work program and produces all deliverables.					
<b>Product 1: Grant administration</b>					
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>	
1.1	Contract management, fiscal accounting and reporting.		SRTA	Jul - Jun	
<b>Product 2: SR2S Cycle 3 Grant Work Program</b>					
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>	
2.4	Implement grant scope of work, including pedestrian and bicycle safety programs, identification of safe routes to school, and participation in activities and initiatives that support pedestrian and bicycle travel and safety. Note: Cycle 3 grant expires Nov 2016		Shasta County HHSA	Jul - Nov	
<b>Product 3: ATP SR2S Cycle 1 Grant Work Program</b>					
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>	
3.1	Conduct and/or participate in pedestrian and bicycle programs, activities and initiatives that support pedestrian and bicycle travel and safety.		Shasta County HHSA	Jul - Jun	
3.2	Expand pedestrian and bicycle safety curriculum within Redding and Cascade School District to at least nine (9) classes. Provide helmet fitting and bike education to community groups as requested. Provide Walk to School (WTS) & Bike to School (BTS) Day trainings to parents and schools. Provide one (1) W2S day and one (1) BTS day per year to Shasta County Schools.				
3.3	Train and work with a 10-12 person California Conservation Corps (CCC) crew to provide at least 15-20 ped/bike safety activities at 5-10 schools. Pilot bike safety education with at least one high school in the Shasta Union High School District. Encourage and support at least four (4) walking school busses/bike trains.				
3.4	Work with law enforcement to conduct and promote SR2S Technical Assistance Resource Center (TARC) crossing guard training and to provide education to children on bike/pedestrian safety. Purchase incentives for law enforcement to give to children who are riding/walking safely.				
3.5	Encourage and support at least one daily walking school buses/bike trains opportunities as they arise.				
3.6	Hire subcontractor to conduct one (1) open streets event highlighting a new SRTS infrastructure project.				
3.7	Support annual Shasta Bike Challenge by encouraging schools to participate.				
3.8	Expand and coordinate annual bicycle/pedestrian counts in Shasta County.				

Agency: SRTA

Total Budget: \$ 64,369

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements				11.47%		
Shasta RTA	Direct	Indirect	FHWA C/O	Toll Credits	RCEA	
Personnel	\$ 15,866	\$ 16,623	\$ 30,489	\$ 3,497	\$ 2,000	
Services & Supplies	\$ 1,500		\$ 1,500	\$ 172		
Human Resources	\$ 381		\$ 381	\$ 44		
Consultant Services	\$ 30,000		\$ 30,000	\$ 3,441		
<b>TOTAL</b>	<b>\$ 47,746</b>	<b>\$ 16,623</b>	<b>\$ 62,369</b>	<b>\$ 7,154</b>	<b>\$ 2,000</b>	

**Previous Accomplishments**

Provided technical support and Shasta County data for the Upstate Region Plug-in Electric Vehicle (PEV) Readiness Plan. Invited Siskiyou County Economic Development Council to present findings and next steps regarding Upstate Region PEV Readiness Plan. Provided letters of support for grant applications. Helped coordinate the hosting of a Clean Cities Coalition symposium.

**Objective**

To encourage the planning of alternative fuels vehicles and development of supporting infrastructure in the region to reduce greenhouse gas (GHG) emissions, reduce alternative fuels vehicle users "range anxiety" and bridge the infrastructure gap for users of the West Coast Green Highway between Sacramento and Southern Oregon.

**Discussion**

Metropolitan planning for the region should minimize transportation-related fuel consumption and air pollution (23 CFR 450.300). The latest generation of plug-in electric vehicles (PEVs) are rapidly entering into the regional vehicle fleet market and help reduce air pollutants and GHG emissions. It is estimated that PEVs could make up 2% of the regional vehicle market by 2022 (or sooner). However, this is only likely to happen if the charging station infrastructure is in place to support this growth and thereby reduce "range anxiety" for PEV owners. Based on the Upstate Region PEV Readiness Plan, a total of 104 electric vehicle charging stations are needed to support a 2% PEV share of the region's vehicle fleet.

**Product 1: Policy Monitoring, Interagency Participation and Grants**

Task/Activity	Resp. Agency	Schedule
1.1 Review and comment on federal or state policies, laws, programs, funding and priorities related to zero-emission and hybrid vehicles and infrastructure.	SRTA	Jul - Jun
1.2 Participate in interagency meetings related to zero-emission and hybrid vehicles and infrastructure that support transportation planning and programming.		

**Product 2: Upstate Region PEV Planning**

Task/Activity	Resp. Agency	Schedule
2.1 Participate in Upstate Region PEV Coordinating Council meetings for the planning of PEV infrastructure.	SRTA	Quarterly
2.2 Distribute hardcopy and electronic educational materials on PEVs prepared by the Upstate Region PEV Coordinating Council.	SRTA	Jul - Jun

**Product 3: Shasta County PEV Infrastructure Planning Study**

Task/Activity	Resp. Agency	Schedule
3.1 Identify primary locations within Shasta County for development of PEV charging stations and supporting infrastructure that provide the greatest benefit to local, regional and interregional travel. Quantify GHG reduction benefits to the region and how infrastructure helps meet 2015 RTP/SCS GHG reduction targets.	SRTA/ Consultant	Jul - Dec
3.2 Conduct outreach to potential site hosts.		
3.3 Prepare final report. Present to regional partners and SRTA Board of Directors.		

**Product 4: North Coast and Upstate Fuel Cell Vehicle Readiness Project**

Task/Activity	Resp. Agency	Schedule
4.1 Participate in North Coast and Upstate Fuel Cell Vehicle Readiness Project meetings.	SRTA	Quarterly
4.2 Assist in coordination with local agencies and interested parties on implementing the North Coast and Upstate Fuel Cell Vehicle Readiness Project for Shasta County. (RCEA funds)	SRTA	Jul - Jun
4.3 Assist in regional outreach efforts and promote Fuel Cell Electric Vehicle (FCEV) use.	SRTA	Jul - Jun

Agency: SRTA

Total Budget: \$ 160,222

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements						
			Caltrans Strategic Partnerships Grant (FHWA SP&R)			PPM
Shasta RTA	Direct	Indirect				
Personnel	\$ 50,036	\$ 52,426	\$ -			\$ 102,462
Services & Supplies	\$ 1,500		\$ -			\$ 1,500
Consultant Services	\$ 55,059		\$ 55,059			
Human Resources	\$ 1,201		\$ -			\$ 1,201
<b>In-kind Contributions</b>						
Growing Local, SCEDD, CED						
<b>TOTAL</b>	<b>\$ 107,796</b>	<b>\$ 52,426</b>	<b>\$ 55,059</b>			<b>\$ 105,163</b>

In-kind match to be provided by project partners in the amount of \$31,250. Total project cost: \$156,250.

Previous Accomplishments			
<p>The North State Transportation for Economic Development Study was completed in late 2013. SRTA, in partnership with economic development and private sector partners, was awarded funds for the 'Far Northern California Consolidated Goods &amp; Freight Hub Study and Demonstration Project'. SRTA prepared an RFP and administered the procurement process, including board approval, and executed consultant contract for the demonstration project; the first phase of the project was initiated.</p>			
Objective			
<p>To utilize regional transportation planning, policy and investments to support the economic vitality of the region through enhanced market competitiveness, productivity, efficiency, and goods and freight movement.</p>			
Discussion			
<p>Goods and freight movement is a federal priority in support of economic development. SRTA near term focus is to address the lack of data and technical modeling capabilities needed for effective planning and project development, multi-regional coordination, and integration with statewide programs and technology. The grant requires a 20% local match, which is being satisfied by in-kind contributions by the following project partners: Growing Local, Superior California Economic Development District (SCEDD), Pro-Pacific Fresh, and the Center for Economic Development at Chico State University (CED).</p>			
Product 1: Far Northern California Consolidated Goods & Freight Hub Study (Strategic Partnerships Grant)			
Task/Activity		Resp. Agency	Schedule
1.1	Data development.	SRTA, Consultant	Jul - Jun
1.2	Outreach and stakeholder communication.		
1.3	Technical analysis and logistics.		
1.4	Agricultural goods movement demonstration project.		
1.5	Prepare and present final report.		
Product 2: In-kind Participation and Support by Project Partners			
Task/Activity		Resp. Agency	Schedule
2.1	Participation by project partners, including contributions of data and expertise, technical advisory committee participation, community and stakeholder communications, and related support tasks.	Project Partners	Jul - Jun
Product 3: Freight Coordination and Planning			
Task/Activity		Resp. Agency	Schedule
3.1	Participate in interagency meetings and workshops that support freight and goods movement planning, including: California Freight Advisory Committee, Sustainable Freight action Plan, and/or similar such meetings.	SRTA	as needed
3.2	Review, participate and comment on federal or state policies, laws, programs, funding and priorities related to freight and goods movement, including the national primary freight network, and state and regional freight corridors.		
Product 4: Strategic Freight Areas and Corridors Plan			
Task/Activity		Resp. Agency	Schedule
4.1	Identify potential freight and goods movements corridors and areas for freight planning activities.	SRTA	Jul - Jun
4.2	Conduct public outreach with key stakeholders including Caltrans D2, local cities and county and private businesses.		
4.3	Develop draft plan and circulate for public comment, including relevant maps and information on SRTA's website.		

Agency: SRTA

Total Budget: \$ 159,625

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements			100.00%			
	Direct	Indirect	LTF			
<b>Shasta RTA</b>						
Personnel	\$ 68,167	\$ 71,422	\$ 139,589			
Supplies	\$ 400		\$ 400			
Human Resources	\$ 1,636		\$ 1,636			
Consultant Services (Financial Audit)	\$ 18,000		\$ 18,000			
<b>TOTAL</b>	<b>\$ 88,203</b>	<b>\$ 71,422</b>	<b>\$ 159,625</b>			

**Previous Accomplishments**

Administration of Transportation Development Act (TDA) and fiscal auditing of expenditures. Updated policies and procedures regarding the Consolidated Transportation Service Agency (CTSA). Completed triennial audit for FY 2012/13, 2013/14, and 2014/15. Completed annual audit for FY 2014/15.

**Objective**

To administer the allocation of funds from the Local Transportation Fund (LTF) and State Transit Assistance (STA) to member entities.

**Discussion**

SRTA is the designated recipient and responsible administrator of TDA funds. LTF and STA help fund transit, bicycle and pedestrian, and road projects. SRTA distributes funds to local claimant and ensures that fiscal audits and other requirements are performed in accordance to TDA law.

**Product 1: TDA administration**

Task/Activity	Resp. Agency	Schedule
1.1 Prepare LTF and STA Findings of Apportionment	SRTA	Feb
1.2 Review LTF and STA claims submitted by claimants including associated technical assistance needed for adequate and proper reporting		May, June
1.3 Review statutes, rules, and regulations, and pending legislation pertinent to transit and transit funding		Ongoing
1.4 Prepare audits as required under the TDA		Sept, Oct
1.5 Engage independent auditor		Sept, Oct
1.6 Prepare claims for Board approval		June
1.7 Claim scheduling and payment		June
1.8 TDA fund accounting		Monthly

**Product 2: Manage TDA 2% Bike and Pedestrian Program and Rural BLAST Program**

Task/Activity	Resp. Agency	Schedule
2.1 Management of 2% TDA bicycle and pedestrian set-aside, including accounting and project monitoring.	SRTA	Jul - Jun

**Product 3: Annual Transit Needs Assessment**

Task/Activity	Resp. Agency	Schedule
3.1 Review prior year Transit Needs Assessment; solicit public input (comments, surveys, interviews, etc.), collect transit data and reports, perform farebox analysis, and CTSA performance analysis; prepare data for inclusion in draft document, update tables, and information.	SRTA	Oct - Dec
3.2 Receive, review, and summarize data from transit providers for the Transit Needs Assessment, including but not limited to ridership information; service hours and route information; productivity improvements; and public/rider feedback received. Conduct transit scenario planning via TBEST model utilizing data collected and public input; evaluate potential performance of scenarios; identify any scenarios that may be reasonable.		
3.3 Provide draft document to transit operators, CTSA, and SSTAC for review; revise and prepare final draft for public comment and adoption.		Dec - Jan
3.4 Organize and support Social Services Advisory Committee (SSTAC).		Dec - Mar
3.5 Prepare staff report, resolution and presentation for board of directors/public hearing.		Feb
3.6 Submit final document to Caltrans for acceptance.		Mar

Agency: SRTA

Total Budget: \$ 605,522

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>TDA</b>	<b>LTF</b>		
Personnel	\$ 24,869	\$ 26,056		\$ 50,925		
Human Resources	\$ 597			\$ 597		
<b>Sub-Recipients</b>						
Shasta County TDA Adm.	\$ 24,000		\$ 24,000			
City of Redding RABA Administration	\$ 530,000		\$ 530,000			
<b>TOTAL</b>	<b>\$ 579,466</b>	<b>\$ 26,056</b>	<b>\$ 554,000</b>	<b>\$ 51,522</b>		
<b>Previous Accomplishments</b>						
This was a new work element introduced in FY 2015/16.						
<b>Objective</b>						
To support the cost-effective delivery of high quality public transportation services.						
<b>Discussion</b>						
SRTA is the designated recipient and responsible administrator of TDA funds. SRTA provides general oversight to ensure the most effective, efficient, and transparent use of TDA funds. SRTA presently enlists the City of Redding and the County of Shasta to perform administration for RABA. SRTA administers CTSA transportation, while the Shasta Senior Nutrition Program provides CTSA transportation services.						
<b>Product 1: RABA Administration</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
1.1	RABA administration and management.			Redding/ Shasta County	Jul - Jun	
<b>Product 2: CTSA Administration</b>						
<b>Task/Activity</b>				<b>Resp. Agency</b>	<b>Schedule</b>	
2.1	SRTA administration of transit services.			SRTA	Jul - Jun	



Agency: SRTA

Total Budget: \$ 2,945

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
			<b>100.00%</b>			
<b>Shasta RTA</b>	<b>Direct</b>	<b>Indirect</b>	<b>NSSR</b>			
Personnel	\$ 1,228	\$ 1,287	\$ 2,515			
Supplies	\$ 400		\$ 400			
Human Resources	\$ 29		\$ 29			
<b>TOTAL</b>	<b>\$ 1,658</b>	<b>\$ 1,287</b>	<b>\$ 2,945</b>			
<b>Previous Accomplishments</b>						
NSSR meetings held; NSSR intranet website maintained; Commented on legislative and other issues of potential impact to the North State. Provided letters of support for regional projects.						
<b>Objective</b>						
To bolster the agency's influence on state and federal legislation, policy, and programs and other general activities potentially affecting the North State.						
<b>Discussion</b>						
The NSSR is a voluntary coalition of regional transportation planning agencies (RTPAs) and metropolitan planning organizations (MPOs) representing the sixteen-county North State region. The NSSR was organized to advocate for policies and funding that would benefit the North State; encourage interagency coordination; and spread best practices through communication and information exchange.						
<b>Product 1: North State Super Region</b>						
<b>Task/Activity</b>			<b>Resp. Agency</b>	<b>Schedule</b>		
1.1	Facilitate NSSR meetings.		SRTA	2 per year		
1.2	Maintain and update NSSR website as needed.			Jul - Jun		

Agency: Redding

Total Budget: \$ 40,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)		
<b>Staff Allocations and Funding Requirements</b>				11.47%	
<b>City of Redding</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA PL CO</b>	<b>Toll Credits</b>	
	\$ 40,000		\$ 40,000	\$ 4,588	
<b>TOTAL</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ 4,588</b>	

In-kind match to be provided by City of Redding in the amount of \$10,000 (Cash: \$5,000; In-kind:\$5,000). Total project cost: \$50,000.

**Previous Accomplishments**

This is a new Work Element.

**Objective**

Reduce overall travel time through the corridor of Hilltop Drive from Mistletoe through Palisades by providing effective coordination of the signals and thereby reducing vehicle emissions and fuel use.

**Discussion**

The purpose of the project is to reduce vehicle travel time and reduce emissions. The project is needed to establish a safe and efficient traffic operation system with a series of unconnected signalized intersections. This project will reduce travel times, reduce the need to stop, reduce wait times at intersections, establish effective coordination and grouping of both City and Caltrans signals and ultimately reduce vehicle emissions and fuel use. The study will include before and after comparisons including GHG emission reductions. The study aligns with SRTA's 2015 RTP Goal 1 Objective 1.2 to increase throughput, Goal 2 Objective 2.2 to maintain traffic capacity and Goal 3 Objective 3.1 to provide context appropriate local transportation choices. It also aligns with the region's SCS to use technology based solutions to enhance traffic operations

*Note: SRTA staff support, technical assistance and coordination is budgeted under WE 707.01.*

**Product 1: Project Management and Procurement**

Task/Activity	Resp. Agency	Schedule
1.1 Prepare scope of work and procure consultant(s). Coordinate procurement with SRTA as applicable.	City of Redding/ SRTA	Jul
1.2 Execute and manage consultant contracts	City of Redding	Jul - Aug
1.3 Provide quarterly updates to SRTA, including requests for reimbursement.		
1.4 Project Kickoff and Meeting		
1.5 Project communication and progress reporting		on-going

**Product 2: Data Collection and Modeling**

Task/Activity	Resp. Agency	Schedule
2.1 Existing traffic data collection (travel time, GHG, volumes, wait times, speed, etc.). Consultant will also determine correct walk interval and minimum green times for bicycles and pedestrians. No overall safety evaluation will be made.	Consultant	Sept - Oct
2.2 Existing traffic baseline modeling and calibration. This task will summarize existing conditions in terms of LOS, GHG production, delay, and pedestrian/bike intervals.		Nov

**Product 3: Project Report and Signal Timing Plan**

Task/Activity	Resp. Agency	Schedule
3.1 Signal timing plan optimization. The consultant will develop signal timing plans and phasing diagrams that will maximize throughput along the corridor while minimizing delay time and GHG emissions.	Consultant	Jan
3.2 Final report including before and after measures of effectiveness		Feb

Agency: Redding

Total Budget: \$ 70,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
			11.47%			
<b>City of Redding</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA PL CO</b>	<b>Toll Credits</b>		
	\$ 70,000		\$ 70,000	\$ 8,029		
<b>TOTAL</b>	<b>\$ 70,000</b>	<b>\$ -</b>	<b>\$ 70,000</b>	<b>\$ 8,029</b>		

In-kind match to be provided by City of Redding in the amount of \$15,000 (Cash: \$10,000; In-kind:\$5,000). Total project cost: \$85,000.

**Previous Accomplishments**

This is a new Work Element.

**Objective**

Victor Avenue, between Hartnell Avenue and Old Alturas Road, is a 1.5 mile partially developed corridor with sidewalk and bike lane gaps and varied right of way widths. The west side is largely developed with older homes fronting the roadway with multiple access points and no pedestrian/bike facilities. The east side is partially developed/widened with incongruent right of way drainage problems. The roadway crown is off-center and the pavement is failing in most cases. The corridor needs to be studied to develop a proposed phasing plan for improvements that meets the needs of all transportation modes in the short and long term. In addition to addressing localized needs, planning for this corridor is an ideal opportunity for a demonstration/reference project for inclusion in the GoShasta Regional Active Transportation Plan. Design standards for this project may then be used as the template for the development of select future intra-regional active transportation emphasis corridors.

**Discussion**

The purpose of this project is to identify the appropriate allocation of ultimate right of way for all modes of transportation through the corridor. The project is needed to ensure all modes of transportation are accommodated through the corridor in both the long and short term. Needs include determine right of way, roadway sections, and definition of bike, ped and transit facilities. It will provide a phased approach for conditioning development and preparing capital projects for grant submission and construction. The project study will identify improvements that meet the Regions RTP Goal 1 to plan and utilize a significant arterial in the City, Goals 2 and 3 to increase capacity for all modes and transportation options both in the short and long terms, Goal 4 Objective 4.2 to enhance safety and well being and Goal 6 to provide public access to planning. It also aligns well with the SCS to expand our bike/ped infrastructure.

*Note: SRTA staff support, technical assistance and coordination is budgeted under WE 707.01.*

**Product 1: Project Management**

Task/Activity	Resp. Agency	Schedule
1.1 Prepare scope of work and procure consultant(s). Coordinate procurement with SRTA as applicable.	City of Redding/ SRTA	Jul
1.2 Execute and manage consultant contracts	City of Redding	Jul - Aug
1.3 Provide quarterly updates to SRTA, including requests for reimbursement.		
1.4 Project Kickoff		
1.5 Project communication and progress reporting		on-going

**Product 2: Data Collection and Modeling**

Task/Activity	Resp. Agency	Schedule
2.1 Existing traffic data collection and right of way identification. This task will analyze collision rates, LOS, typical sections, gaps and other modal data.	Consultant	Sep-Oct
2.2 Future conditions forecasting and project alternatives. This task will look at estimates of future use of all modes and develop designs for ultimate use of the roadway.		Dec-Jan
2.3 Evaluate adjacent destinations and consider near- and long-term connections, including but not limited to Alta Mesa Elementary School, Enterprise High School Clover Creek Preserve. Also consider city plans and opportunities as it relates to trails in the Churn Creek natural corridor.	City of Redding/ Consultant	Sept - Jan

<b>Product 3: Project Report</b>		<b>Resp. Agency</b>	<b>Schedule</b>
<b>Task/Activity</b>			
3.1	Prepare draft Roadway and Phasing Plan. Provide draft plan to SRTA for review and comment. Will likely hold one or two public meetings to gain stakeholder input as well as receive input from the City's Active Transportation Committee.	Consultant	Mar
3.2	Final Roadway and Phasing Plan. Staff may present the results to the City Council or the SRTA Board of Directors.		Jun

**Agency:** Shasta Lake

**Total Budget:** \$ 85,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17**

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>						
			11.47%			
<b>City of Shasta Lake</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA PL CO</b>	<b>Toll Credits</b>		
	\$ 85,000		\$ 85,000	\$ 9,750		
<b>TOTAL</b>	<b>\$ 85,000</b>	<b>\$ -</b>	<b>\$ 85,000</b>	<b>\$ 9,750</b>		

In-kind match to be provided by City of Shasta Lake in the amount of \$15,000 (Cash: \$5,000; In-kind:\$10,000) Total project cost: \$100,000.00.

**Previous Accomplishments**

This is a new Work Element.

**Objective**

Provide an assessment of Cascade Boulevard between its intersection with Shasta Dam Boulevard and the City limits on the south for upgrade to Complete Street standards. The intent will be to ready the corridor for a grant application to implement Complete Streets standards.

**Discussion**

Cascade Boulevard is a major circulation corridor. Only a small portion of the corridor has complete street characteristics - at its intersection with Shasta Dam Boulevard and Pine Grove Boulevard. An assessment is needed to determine how to upgrade the entire corridor to a Complete Street, potential impacts on property owners and businesses, and a strategy for funding and completing the improvements. The assessment will also look at needs for right of way purchase or reductions of right of way for vehicle traffic and other Complete Streets needs, and ingress/egress impacts to property and business owners in order to accommodate a Complete Street System in the most cost-effective and efficient way.

This corridor encompasses both commercial, light industrial and residential uses that need to be considered. The adjoining General Plan land use designations, zoning and on-site land use/structures will be reviewed and mapped according to both the existing and proposed rights of way. Working with property and business owners is a significant component in order to address non-conforming uses in a way that vehicle access and parking can be accommodated. Opportunities and potential placement for active transportation amenities, including shade structures, bike racks, transit cover, and benches for pedestrians and transit users to go with a Complete Street system will be identified. Sources of funding for all components will be identified, and a draft timeline for construction will be prepared. Project outcomes include an assessment report providing information to the City Council on options for alternative transit (see other project (WE 902.02) funded by SRTA), identification of resources and timing of construction. The intent will be to ready the corridor for funding via grant programs and city funds.

The project is located within or connects to the Strategic Growth Area for the City. The area includes primarily commercial, light industrial and some residential land uses. The commercial and light industrial users use Cascade primarily for access to I-5 and business and freight deliveries, as well as access for customers. Other uses include high density multi-family units which use Cascade Boulevard as access to other parts of the community. Cascade Boulevard includes transit and school bus stops for residences. The project would help meet several of the region's goals as outline in the 2015 Regional Transportation Plan (RTP), including: Goal #2: Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently; Goal 3 - RTP Provide an integrated, context-appropriate range of practical transportation choices; and Goal #6: Promote public access, awareness, and action in planning and decision-making processes. SCS goals to be met by the project include: Expanded bicycle and pedestrian infrastructure, including the completion of network gaps, enhanced integration with public transportation, and connections between regional trail corridors and the roadway network; and Incentives for location-efficient infill and redevelopment projects, needed to spur location efficient development patterns.

*Note: SRTA staff support, technical assistance and coordination is budgeted under WE 707.01.*

**Product 1: RFP /PSA**

<b>Task/Activity : Procurement</b>	<b>Resp. Agency</b>	<b>Schedule</b>
1.1 Develop and distribute RFP for professional services to prepare assessment. Coordinate procurement with SRTA as applicable.	COSL/SRTA	Jul
1.2 Consultant consideration and selection; Signed PSA by Consultant and City Manager	COSL/SRTA	Jul - Sept

<b>Product 2: Surveying/ Data Collection/GIS Map</b>			
<b>Task/Activity : Data Collection</b>		<b>Resp. Agency</b>	<b>Schedule</b>
2.1	Survey to validate existing right of way in the project area. Locate positions of all access and structures in relation to the existing right of way.	COSL/ Consultant	Sept - Oct
2.2	Provide survey and GIS maps highlighting transportation infrastructure (right of way, structures, vehicle access, etc.) to include General Plan and Zoning designations, and current land uses. Identify non-conforming issues for access and setbacks.		Oct - Nov
2.3	Identify right of way needs and develop GIS map to provide maximum provision of Complete Street standards. Identify potential areas for abandonment of right of way where excess may occur. Identify any environmental or permit issues that impact access or Complete Streets components. Develop preliminary plans for right of way in order to estimate improvement costs.		Nov - Dec
2.4	Identify private and public sources for funding as well as process and timeline needed to install Complete Street features, construction needs and a timeline for constructing Complete Street standard improvement. Identify non-conforming access and/or improvements		Nov - Dec
<b>Product 3: Public Engagement</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	Workshop in the project area for property and business owners to discuss existing and proposed right of way and right of way improvements to provide Complete Street standard improvements.	COSL/ Consultant	Jan
<b>Product 4: Assessment Report</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Report prepared with analysis (including costs) , conclusions and recommendations concerning provision of Complete Street Standards to the project area to be presented to City Council. Provide draft report to SRTA for review and comment.	COSL	Sept - Jan
4.2	Presentation to the Shasta Lake City Council.	COSL	Jan
4.3	Presentation to the SRTA Board of Directors	COSL	Feb

Agency: Shasta Lake

Total Budget: \$ 42,500

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
<b>Staff Allocations and Funding Requirements</b>				11.47%		
<b>City of Shasta Lake</b>	<b>Direct</b>	<b>Indirect</b>	<b>FHWA PL CO</b>	<b>Toll Credits</b>		
	\$ 42,500		\$ 42,500	\$ 4,875		
<b>TOTAL</b>	<b>\$ 42,500</b>	<b>\$ -</b>	<b>\$ 42,500</b>	<b>\$ 4,875</b>		

In-kind match to be provided by City of Shasta Lake in the amount of \$7,500 (Cash: \$2500, In-Kind: \$5,000). Total project cost: \$50,000.00

**Previous Accomplishments**

This is a new Work Element, however, SRTA has identified micro-transit as a new public transportation service strategy with the potential to enhance the responsiveness and performance of public transportation in certain environments. For the purpose of this work element, micro-transit is defined as technology-enabled (i.e. smart phone applications, GPS vehicle tracking, and advanced dispatch software) demand response transit service that is open to the general public.

**Objective**

Develop alternative options for transit services for residents and businesses in Shasta Lake using micro transit or public transit including costs associated with system initialization, potential integration with RABA and long-term operational costs. Options will include use of electric vans or buses.

**Discussion**

Residents and businesses of Shasta Lake need an alternative to traditional transit service. Existing service provides one (1) hour headways within the City with longer transit commutes for Shasta Lake citizens traveling to areas/destinations outside of the city. The project will address the potential for micro-transit services as well as costs associated for system initialization and long-term operations. Project outcomes include a report summarizing resident/business commuter needs, data collection and analysis, and costs of proposed alternative micro transit including operations and administration of the system. Should micro-transit be a viable option, it is the intent of the City to use an electric vehicle (van) where possible.

The project would help meet several of the region's goals as outline in the 2015 Regional Transportation Plan (RTP), including: Goal #3: Provide an integrated, context-appropriate range of practical transportation choices; Goal #6: Promote public access, awareness, and action in planning and decision-making processes; and Goal #7: Practice and promote environmental and natural resource stewardship. The project will also help meet a Sustainable Communities Strategy (SCS) goal of expanding plug-in electric vehicle charging infrastructure, including fast charging stations needed to accelerate the market penetration of zero-emission electric vehicles. *Note: SRTA staff support, technical assistance and coordination is budgeted under WE 706.02.*

**Product 1: Procurement: RFP and Consultant Selection**

Task/Activity	Resp. Agency	Schedule
1.1 Develop and distribute RFP for professional services to prepare assessment. Coordinate procurement with SRTA as applicable.	COSL/SRTA	Jul
1.2 Consultant consideration and selection; signed PSA by consultant and City Manager.		Jul - Sept

**Product 2: Summary of data collection (needs/resources/options)**

Task/Activity	Resp. Agency	Schedule
2.1 Assemble existing applicable transit ridership data, including data from the most recent Short Range Transit Plan, Unmet Transit Needs, and other applicable resources so as not to repeat previous efforts. Identify data gaps and develop plan for filling essential gaps.	COSL/ Consultant	Sept - Nov
2.2 Evaluate existing models and best practices of micro-transit service delivery and apply to the local context of the city of Shasta Lake.		
2.3 Develop service options based on graduated budget assumptions, costs and resources available.		
2.4 Select preferred option in consultation with community, RABA, SRTA, and other community partners/stakeholders. Provide detail outline of capital, operation, and other costs required to fund the project through existing revenues and prospective grant opportunities. Provide all data/metadata files and technical memo.		

<b>Product 3: Public Engagement and Survey Results</b>			
<b>Task/ Activity:</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	Distribute potential user survey through utility bill insert or other media. Provide results in table format and spatially via GIS map. Survey to be completed by the City in coordination with the consultant. Results and GIS map provided by Consultant.	COSL/ Consultant	Sept - Oct
3.2	Hold workshop to include survey takers and the general public regarding possible micro-transit service options. Consultant to provide workshop in collaboration for logistics with the City.		Oct - Nov
<b>Product 4: Report and Recommendations</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Report prepared with analysis (including costs), conclusions and recommendations regarding micro transit service options. Provide draft report to SRTA for review and comment.	COSL/ Consultant	Sept - Dec
4.2	Presentation to the Shasta Lake City Council.	COSL	Dec
4.3	Presentation to the SRTA Board of Directors		Feb



Agency: Shasta Senior Nutrition Program Total Budget: \$ 59,500

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016/17

EXPENDITURES			Revenue by Fund Source (\$)			
Staff Allocations and Funding Requirements				11.47%		
Shasta Senior Nutrition Program	Direct	Indirect	FHWA PL CO	Toll Credits		
	\$ 59,500		\$ 59,500	\$ 6,825		
<b>TOTAL</b>	<b>\$ 59,500</b>	<b>\$ -</b>	<b>\$ 59,500</b>	<b>\$ 6,825</b>		

In-kind match to be provided by SSNP (Cash:\$3,500, In-kind: \$7,000). Schatz Energy Research Center (SERC) to provide \$4,000 in in-kind funds for infrastructure analysis (Product 4). Total project cost: \$74,000.

**Previous Accomplishments**

This is a new Work Element.

**Objective**

This project: 1) supports the implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy, 2) aligns with SRTA's regional planning priorities, and 3) will prepare Shasta Senior Nutrition Program to submit applications for state and federal capital funding. This proposal aims to support regional GHG emission reduction goals. SSNP proposes initiating partnerships with technical education providers to train the future workforce to service such vehicles.

**Discussion**

This project is comprised of three main components:

**1) Identify technological applications that will improve and enhance SSNP's transit services to the region.** In 2014, SRTA and the Redding Area Bus Authority (RABA) prepared a transit technology plan to address current and future transit technology needs for RABA. Some of the same technologies explored have applicability to SSNP's services. SSNP will acquire a consultant to evaluate the work already done for the SRTA/RABA Transit Technology Plan and prepare an implementation plan for SSNP. The study will consider new technologies, if applicable, and where coordination with RABA may be possible.

**2) Fleet conversion from gasoline to hybrid or electric vehicles.** Converting a portion, or all, of the existing fleet to hybrid or electric vehicles would reduce SSNP operating costs and assist in meeting the regional GHG emissions reduction targets.

**3) Plan for alternative fuels vehicle infrastructure on the Mercy Oaks campus for public and private use.** Converting SSNP's fleet to hybrid or all electric requires electric charging infrastructure. The opportunity for both private and public charging stations will be explored.

Anticipated outcomes include: Improved quality of transportation service; Expanded and improved services that increase ridership; Improved customer satisfaction: reduced wait times; Reduced operational costs at SSNP; Reduction in greenhouse gas emissions and improved air quality; and Improved accessibility for PEV owners/travelers in northern California.

Note: SRTA staff support, technical assistance and coordination is budgeted under WE 706.02.

**Product 1: Administration**

Task/Activity	Resp. Agency	Schedule
1.1 Identify studies needed. Prepare scope of work and procure consultant(s)	SRTA/SSNP	Jul - Aug
1.2 Execute and manage consultant contracts	SSNP	
1.3 Provide quarterly updates to SRTA, including requests for reimbursement.	SSNP	

**Product 2: Research Transit Service Technology Applications**

Task/Activity	Resp. Agency	Schedule
2.1 Review and evaluate existing SSNP transit technology applications. Review previously completed SRTA/RABA Transit Technology Plan and existing technologies. Identify potential coordination or integration of technologies with RABA.	Consultant	Aug - Dec
2.2 Develop a report summarizing research conducted and develop recommendations for transit technology implementation, including cost estimates and phasing schedule.		

<b>Product 3: Determine Needed Alternative Fuel Infrastructure</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
3.1	Identify possible locations for transit and/or public electric vehicle charging stations.	SSNP	Jul - Aug
3.2	Partner with Schatz Energy Research Center (SERC) through the Upstate Region PEV Coordinating Council grant program to evaluate site conditions, prepare preliminary design and determine cost estimates for a level 2 and/or 3 charging station.	SSNP/SERC	
3.3	Identify Dignity Health representative for Mercy Oaks campus infrastructure assessment	SSNP	
<b>Product 4: Fleet Conversion</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
4.1	Research fuel type, availability & costs of vehicles	SSNP/ consultant	July - Dec
4.2	Determine licensing & training requirements (for drivers) of the proposed vehicles		
4.3	Determine whether local mechanics would be able to maintain alternative fuel, hybrid or electric buses, availability of mechanics with experience, and/or necessary training.		
4.4	Research grant opportunities to fund purchases (Mercy Foundation North to facilitate)	SSNP	Jan - Jun
<b>Product 5: Collaboration and Final Studies</b>			
<b>Task/Activity</b>		<b>Resp. Agency</b>	<b>Schedule</b>
5.1	Consider opportunities for partnership and/or training programs with local or regional colleges for alternative fuel, hybrid or electric vehicle maintenance.	SSNP	Jul - Jun
5.2	Participate with the Upstate PEV Coordinating Council		
5.3	Prepare final reports and present findings to SSNP Board and SRTA Board of Directors		Apr - Jun