SHASTA REGIONAL TRANSPORTATION AGENCY | **FY 2023/24 OVERALL WORK PROGRAM**

Summary of Overall Work Program Funding Requirements | Amendment #2 (Formal), April 25, 2024

Work Element	Description	FHWA PL	State Toll Credits*	FHWA PL FY2022/23 Carryover	FHWA PL FY2021/22 Carryover	FTA 5303	FTA 5303 FY 2022/23 Carryover	LTF	PPM	North State Super Region	SB1 Formula / Competitive Funds	SHA Sustainable Comm	Pit River Tribe* (info only)	SPR Grants	5304 Sustainable Comm	5304 Strategic Partnerships	Non Motorized Program	REAP 2.0	SB 125 TIRCP/ZETCP	Total
		100.00%	11.47%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
701	**SYSTEM PLANNING**	*Note: Federal funding shown below includes toll credits. The 'State Toll Credits' column is shown for information purposes only and is not double counted in the 'Total by Fund Source' column to the far right.*																		
701.01	Regional Transportation Plan	$ 178,852	$ 45,116	$ 214,491				$ 10,572												$ 403,915
701.03	Performance Measures	$ 15,040	$ 3,964	$ 19,521				$ 0												$ 34,561
701.09	Air Quality	$ 4,500	$ 622	$ 923				$ 1,441												$ 6,864
701.11	Regional Data	$ 18,119	$ 2,559	$ 4,194				$ 7,021												$ 29,334
701.15	SCS Dev & Sup (FY21/22 SB1) (Coord Transit Plan)							$ 174,235			$ 143,904									$ 318,139
701.16	SCS Dev & Sup (FY22/23 SB1) (Low-Stress Shasta)							$ 121,526	$ 232,186		$ 158,646						$ 9,168			$ 521,526
701.17	SCS Dev & Sup (FY23/24 SB1) (Reg. Transit Planning)							$ 21,539			$ 166,250									$ 187,789
	Subtotal Work Element 701	**$ 216,510**	**$ 52,262**	**$ 239,130**	**$ -**	**$ -**	**$ -**	**$ 336,334**	**$ 232,186**	**$ -**	**$ 468,800**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 9,168**	**$ -**	**$ -**	**$ 1,502,128**
702	**WORK PROGRAM AND ADMINISTRATION**																			
702.01	Transportation Improvement Programs (TIPS)	$ 133,924	$ 16,654	$ 11,270				$ 27,212												$ 172,406
702.02	Overall Work Program	$ 78,813	$ 14,397	$ 4,949	$ 41,761			$ 89,814												$ 215,336
702.03	Grant Writing and Technical Assistance							$ 8,442												$ 8,442
	Subtotal Work Element 702	**$ 212,737**	**$ 31,051**	**$ 16,219**	**$ 41,761**	**$ -**	**$ -**	**$ 125,467**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 396,184**
703	**NON-MOTORIZED PLANNING**																			
703.01	Active Transportation Planning	$ 25,586	$ 13,437			$ 91,563		$ 120,010									$ 150,000			$ 387,159
703.01(CS)	Complete Streets - 2.5 %	$ 20,344	$ -																	$ 20,344
	Subtotal Work Element 703	**$ 45,930**	**$ 13,437**	**$ -**	**$ -**	**$ 91,563**	**$ -**	**$ 120,010**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 150,000**	**$ -**	**$ -**	**$ 407,503**
704	**PUBLIC AND INTER-AGENCY PARTICIPATION**																			
704.01	Public Information & Participation	$ 70,860	$ 9,590	$ 12,751				$ 26,242												$ 109,854
	Subtotal Work Element 704	**$ 70,860**	**$ 9,590**	**$ 12,751**	**$ -**	**$ -**	**$ -**	**$ 26,242**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 109,854**
705	**PLANNING TOOLS**																			
705.02	GIS Applications							$ 41,223		$ -										$ 41,223
705.05	Travel Demand Model	$ 53,885	$ 12,443	$ 54,600				$ -												$ 108,485
705.06	Shasta Planning Data Dashboard								$ 64,780						$ 500,000					$ 564,780
	Subtotal Work Element 705	**$ 53,885**	**$ 12,443**	**$ 54,600**	**$ -**	**$ -**	**$ -**	**$ 41,223**	**$ 64,780**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 714,488**
706	**PUBLIC TRANSPORTATION PLANNING**																			
706.02	Public Transportation Planning & Coordination	$ 139,609	$ 16,424			$ 3,584	$ -	$ 20,179		$ -										$ 163,372
706.06	GHG Reduction Fund Programs (LCTOP)							$ 5,785												$ 5,785
	Subtotal Work Element 706	**$ 139,609**	**$ 16,424**	**$ -**	**$ -**	**$ 3,584**	**$ -**	**$ 25,964**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 169,157**
707	**SPECIAL PROJECTS**																			
707.01	Corridor Studies & Project Review	$ -						$ 10,287												$ 10,287
707.03	Alternative Fuels Vehicle Planning	$ 74,243	$ 8,516	$ -			$ -	$ 12,000												$ 86,243
707.04	Goods & Freight Coordination and Planning		$ -				$ -	$ 6,665												$ 6,665
707.09A	273 Northern Section Multimodal Corridor Plan								$ 105,343					$ 435,269						$ 540,612
707.09B	273 Southern Section Multimodal Corridor Plan													$ 342,227						$ 342,227
707.10	North State Intercity Bus to Rail Plan							$ 32,806								$ 253,212				$ 286,018
707.11	Pit River Tribe Long-Range Transportation Plan							$ -				$ 129,327	$ 19,299							$ 148,626
707.12	Regional Early Action Planning (REAP) 2.0							$ -										$ 31,257	$ -	$ 31,257
	Total Work Element 707	**$ 74,243**	**$ 8,516**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 61,758**	**$ 105,343**	**$ -**	**$ -**	**$ 129,327**	**$ 19,299**	**$ 777,496**	**$ -**	**$ 253,212**	**$ -**	**$ 31,257**	**$ -**	**$ 1,451,935**
708	**TRANSPORTATION DEVELOPMENT ACT**																			
708.03	Transportation Development Act Management							$ 100,440												$ 100,440
708.04	Transit and CTSA Agency Administration							$ 87,711												$ 87,711
	Subtotal Work Element 708	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 188,151**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 188,151**
800	**OTHER**																			
801.01	North State Super Region							$ -		$ 7,615										$ 7,615
801.02	SB 125 TIRCP/ZETCP Administration							$ -											$ 68,963	$ 68,963
	Subtotal Work Element 800	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,615**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 68,963**	**$ 76,578**
Total of Budget by Fund Source		**$ 813,775**	**$ 143,724**	**$ 322,700**	**$ 41,761**	**$ 95,147**	**$ -**	**$ 925,150**	**$ 402,309**	**$ 7,615**	**$ 468,800**	**$ 129,327**	**$ 19,299**	**$ 777,496**	**$ 500,000**	**$ 253,212**	**$ 159,168**	**$ 31,257**	**$ 68,963**	**$ 5,015,978**

** Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount.*

WORK ELEMENT 700.98	Indirect Cost PTO

Agency: **SRTA** **Total Budget (FY 2023/24):** **$125,372**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations	FY 2023/24			
	Expenditures		Amount	
SRTA				
Personnel - Direct PTO Salaries	$ 125,372			
TOTAL:	**$ 125,372**			

Previous Accomplishments

Kept records of paid time off.

Objective

To record paid time off in a separate work element.

Discussion

Caltrans requries 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 (annually)

WORK ELEMENT 700.99	Indirect Cost Allocation Plan

Agency: SRTA | **Total Budget (FY 2023/24):** **$1,049,776**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Services & Supplies	FY 2023/24	
	Amount ($)	Total Expenditures INDIRECT
SRTA		
Building Occupancy:		
Depreciation (Suite 202)	113,279	113,279
Interest	9,013	9,013
Insurance	15,351	15,351
Repairs	5,827	5,827
Janitorial	7,873	7,873
Elevator	765	765
Landscape	3,547	3,547
Taxes	134	134
Security	18,902	18,902
Utilities	13,475	13,475
Advertising	3,619	3,619
Bank Charges	1,203	1,203
Communication: Not Elevator	20,243	20,243
Computer Support	37,392	37,392
Copier Usage	1,612	1,612
Conferences	3,193	3,193
Depreciation: Equipment	48,720	48,720
Drug Testing	52	52
Dues and Subscriptions	7,559	7,559
Education and Training	219	219
Insurance: Liability and Admin Fees	10,899	10,899
Licenses	656	656
Management Miscellaneous Expenses	1,339	1,339
Meetings	52	52
Memberships	5,000	5,000
Postage	72	72
Printing	1,030	1,030
Professional Services: Auditing	19,055	19,055
Professional Services: Legal	9,993	9,993
Professional Services: Human Resources - Not Payroll	0	0
Professional Services: FSA Administration	2,977	2,977
Professional Services: Actuary	1,545	1,545
Professional Services: Human Resources-Payroll	27,100	27,100
Professional Services: Public Notice	7,211	7,211
Recruiting	515	515
Repairs and Maintenance: Not Building	0	0
Software	10,881	10,881
Supplies: Not Small Equipment	5,319	5,319
Supplies: Small Equipment	5,160	5,160
Taxes: Filing Services	38	38
Travel	10,944	10,944
Sub Total	431,764	431,764
INDIRECT SALARIES & BENEFITS	492,641	492,641
NOTE - General Administration, office functions and allocable staff costs not directly attributable to specific work elements (Per ICAP filing).		
PTO (WE 700.98)	125,372	125,372
TOTAL:	**1,049,776**	**1,049,776**

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

	Task/Activity	Resp. Agency	Schedule
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 (annually)
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		

WORK ELEMENT 701.01									**Regional Transportation Plan (RTP)**

Agency: SRTA **Total Budget (FY 2023/24):** $ 403,915

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	**FY 2023/24**								
	Expenditures		**Revenue by Fund Source ($)**						
SRTA	**Direct**	**Indirect**	**FHWA PL**	**Toll Credits***	**Total FHWA PL**	**FHWA PL Carryover FY 22/23**	**Toll Credits***	**FHWA PL Carryover FY 22/23**	**LTF**
Personnel	$ 121,033	$ 244,474	$ 125,906	$ 16,312	$ 142,219	$ 188,392	$ 24,408	$ 212,800	$ 10,488
Services & Supplies	$ 503		$ 58	$ 58	$ 503	$ -	$ -	$ -	$ -
Human Resources	$ 2,905		$ 2,572	$ 130	$ 1,130	$ 1,497	$ 194	$ 1,691	$ 83
			$ -	$ -	$ -				
Consultant Environmental Impact Rep	$ 35,000		$ 30,986	$ 4,015	$ 35,000				
									$ -
TOTAL:	**$ 159,441**	**$ 244,474**	**$ 159,521**	**$ 20,514**	**$ 178,852**	**$ 189,889**	**$ 24,602**	**$ 214,491**	**$ 10,572**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Update and performed analysis for 2022 RTP/Sustainable Communities Strategy (SCS) and Supplement Environmental Impact Report (SEIR). Completed development of off-model GHG reduction strategies and methodology for interagency consultation with CARB. The 2022 RTP/SCS and SEIR were adopted and certified respectively.

Objective

To 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 as well as reduced per capita vehicle miles traveled and associated greenhouse gas emissions necessary to meet CARB-assiged regional targets.

Discussion

As a prerequisite to receiving state and federal funding, an RTP must be prepared in compliance with state (California Government Code Section 65080 et seq.) and federal (U.S. Code Title 23, Section 134 et seq.) regulations. The RTP represents a 20-year planning horizon and includes a Sustainable Communities Strategy pursuant to California Senate Bill 375, which identifies a set of strategies that, if implemented, would help the region meet its CARB-assigned greenhouse gas emissions reduction targets. Federal transportation bill provisions must also be included in the RTP, including performance-based planning and programming requirements. SRTA updates the RTP every four years and incorporates the Regional Housing Needs Assessment (RHNA) every other cycle.

Note: Consultant support for the 2026 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.

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

The RTP is one of five core MPO activities and is developed in compliance with state and federal RTP guidance. It serves as the overaching framework for guiding secondary planning efforts (e.g. modal plans, project studies, etc). It includes a list of projects for inclusion in RTIP and capital grant applications. The RTP will include integration of Performance Based Planning and Programming (see 701.03, Draft Performance Plan). It includes the California required Sustainable Communities Strategy that addresses CARB-assigned greenhouse gas emission reduction targets.

Deliverables (anticipated delivery date)

2022 RTP, including EIR and SCS (July 2023). CARB report confirming RTP/SCS meets state targets.

Task 1:	**2022 RTP/SCS implementation, Maintenance, and Interagency Coordination**		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Advise and support local agencies and community partners in the development of projects and programs that align with the RTP/SCS. Examples include participation in area and corridor plans led by local agencies; providing technical support and direction to private sector partners in the development of land use projects; and so forth. This task includes extensive communication and coordination activities with local agencies, developers, and other community stakeholders.	SRTA	Jul 2023 – Jun 2024
1.2			
1.3	Perform RTP amendments, if needed.		
1.4	Consultation and coordination with state and federal partners to ensure planning alignment and eligible use of funds.		
1.5	Provide data to CARB on 2022 RTP/SCS methodology for CARB review report		

Task 2:	**2026 Regional Transportation Plan Development**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Monitor and track federal or state policies that may impact the content of the 2026 RTP.	SRTA, Consultant	Jul 2023 – Jun 2024
2.2	Create high level work plan for 2026 RTP update process, include review of any federal and state updates for outreach, such as Environmental Justice 40 or other requirements.		
2.3	Gather and track local and regional transportation, land use, transit, socio-demographic, air quality, and disadvantaged community data for 2026 RTP/SCS, including progress on regional projects.		
2.4	Compile information and develop draft Ways and Means report		Jan 2024 – June 2024

Task 4:	**Native American and Federal Land Management Agency Consultation**		
Task/Activity		**Resp. Agency**	**Schedule**
Task/Activity	Invite consultation with tribal representatives and Federal Land Management Agencies (FLMAs) on the development of the RTP, the Transportation Improvement Programs (Regional and Federal), and other significant planning studies developed under SRTA. Update FLMA contacts, as needed.	SRTA	Jul 2023 – Jun 2024

Task 5:	**SCS Technical Methodology and SB150 Data Table for CARB**		
Task/Activity		**Resp. Agency**	**Schedule**
5.1	Early and ongoing consultation with CARB regarding SCS strategies and technical methodology Complete SB150 Data Table and related items as requested by CARB.	SRTA, Consultant	Jul 2023 – Jun 2024

Future / Ongoing Activities (FY 2024/25)			
Task/Activity		**Resp. Agency**	**Schedule**
FO1	Compile information and develop draft Ways and Means report	SRTA	July 2024 – June 2025

WORK ELEMENT 701.03 — Performance Measures

Agency: SRTA **Total Budget (FY 2023/24):** **$ 34,561**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24									
	Expenditures		Revenue by Fund Source ($)							
SRTA	**Direct**	**Indirect**	**FHWA PL**	**Toll Credits***	**Total FHWA PL**	**FHWA PL Carryover FY 22/23**	**Toll Credits***	**FHWA PL Carryover FY 22/23**	**LTF**	
Personnel	$ 11,354	$ 22,934	$ 13,211	$ 1,712	$ 14,922	$ 17,145	$ 2,221	$ 19,366	$ 0	*Note: Local funding for state-required PMs*
Services & Supplies					$ -			$ -		
Human Resources	$ 273		$ 104	$ 13	$ 117	$ 137	$ 18	$ 155	$ 0	
TOTAL:	**$ 11,627**	**$ 22,934**	**$ 13,315**	**$ 1,725**	**$ 15,040**	**$ 17,282**	**$ 2,239**	**$ 19,521**	**$ 0**	

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Participated in the development of MAP-21 performance-based planning, including federal rulemakings on performance measures. Incorporated performance based planning and programming into the 2023 Federal Transportation Improvement Program (FTIP). Adopted regional Safety performance measure targets (February 2023), consistent with state adopted safety targets.

Objective

Utilize data develop under 701.11 (Regional Data Collection) and obtained from other sources (e.g. project- and plan-specific data collection) to set and track performance measures aligned with federal goals (safety, bridge and pavement condition, and system performance) and state goals (regional greenhouse gas emissions reduction, individual grant program objectives, etc.) in order to guide performance based planning and programming.

Discussion

Objectives that are not measured cannot be effectively managed and improved upon. The 2021 federal transportation bill (Infrastructure Investment and Jobs Act (IIJA) continues performance-based planning and programming requirements for the RTP and transportation improvement programs. At the state level, CARB requires extensive regional and sub-regional data to assess progress toward SB375-related greenhouse gas emission reductions. A variety of performance measures are also needed by SRTA when applying for planning and capital grant funds. Performance measures allow the region to track trends in key policy areas; measure progress toward mandates and regional goals; make a case for discretionary transportation funding; and evaluate the effectiveness of regional mobility strategies. Performance measure targets must be incorporated into SRTA's Regional Transportation Plan and Transportation Improvement Programs each time they are updated.

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

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

The Infrastructure Investment and Jobs Act (IIJA) requires the integration of Performance Based Planning and Programming (PBPP) into the entire planning process, including the RTP, OWP, and TIPs. Performance measures also support multiple core MPO functions, including the evaluation of alternatives, public involvement by summarizing the benefits and costs of transportation projects and programs, and the prioritization of projects for the RTP and TIPs. Tasks and deliverables in this work element are needed to comply with these requirements.

Deliverables (anticipated delivery date)

1) Letters of concurrence with statewide PM1, PM2, and PM3 federal performance measures (typically in Dec and Feb), tracking of regional data and update programs as needed.

Task 1: PM 1 - Safety Performance Measure Targets

Task/Activity		Resp. Agency	Schedule
1.1	Participate in statewide meetings and discussions regarding annual targets. Review draft data. Provide input as needed on methodologies and targets.	SRTA	As needed
1.2	Review final state performance targets and determine approach for regional targets.		July - Oct (annual)
1.3	Draft and present recommendations to SRTA Board of Directors to adopt regional targets (if needed).		Nov - Jan (annual)
1.4	Submit regional targets to Caltrans.		

Task 2: PM 2 - Bridge, Pavement & Transportation Asset Management Performance Measure Targets

Task/Activity		Resp. Agency	Schedule
2.1	Participate in statewide meetings and discussions regarding annual targets. Review draft data. Provide input as needed on methodologies and targets.	SRTA	As needed
2.2	Review final state performance targets and determine approach for regional targets.		July - Oct (annual)
2.3	Draft and present recommendations to SRTA Board of Directors to adopt regional targets (if needed).		Nov - Jan (annual)
2.4	Submit regional targets to Caltrans.		

Task 3: PM 3 - System Performance/Freight/CMAQ Performance Measure Targets

Task/Activity		Resp. Agency	Schedule
3.1	Participate in statewide meetings and discussions regarding annual targets. Review draft data. Provide input as needed on methodologies and targets.	SRTA	As needed
3.2	Review final state performance targets and determine approach for regional targets.		July - Oct (annual)
3.3	Draft and present recommendations to SRTA Board of Directors to adopt regional targets (if needed).		Nov - Jan (annual)
3.4	Submit regional targets to Caltrans.		

Task 4: Transit Asset Management Performance Measure Targets

Task/Activity		Resp. Agency	Schedule
4.1	Work with RABA and Shasta County on transit asset performance measures, advise on targets, coordinate meetings with federal and state partners, and advise on any federal/state changes.	SRTA	July - Oct (annual)

WORK ELEMENT 701.09 — Air Quality

Agency: SRTA **Total Budget (FY 2023/24):** $ 6,864

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	Total FHWA PL	FHWA PL Carryover FY 2022/23	Toll Credits*	FHWA PL Carryover FY 2022/23	LTF
Personnel	$ 2,255	$ 4,555	$ 3,952	$ 512	$ 4,464	$ 811	$ 105	$ 916	$ 1,430
Services & Supplies					$ -	$ -		$ -	$ -
Human Resources	$ 54		$ 31	$ 4	$ 35	$ 6	$ 1	$ 7	$ 11
TOTAL:	$ 2,309	$ 4,555	$ 3,984	$ 516	$ 4,500	$ 817	$ 106	$ 923	$ 1,441

Toll Credits are shown for matching purposes only and are not considered revenue

Prior Fiscal Year Work

Reviewed regional air quality reports. Tracked EMFAC model changes. Held meetings with CARB staff on state attainment status for ozone.

Objective

To monitor harmful air emissions in Shasta County and initiate strategies needed to comply with state and federal air quality standards, as needed.

Discussion

Transportation is the single largest source of atmospheric pollutant emissions in California, barring natural disasters such as wildfires. As a predominantly rural county, Shasta is currently classified as "attainment" for federal air quality standards, but this may change as population and travel demand grows. In 2015, the US Environmental Protection Agency (EPA) lowered the Ozone 8-hour standard to 0.070 parts per million (ppm). At its January 2023 meeting, the California Air Resources Board approved a resolution (23-2) finding Shasta County in non-attainment for the State ozone standards. CARB staff identified Lassen Volcanic National Park monitoring site as the high ozone site, data for 2019-2021 has a State 1-hour ozone designation value of 0.08 ppm and a State 8-hour ozone designation value of 0.079 ppm.

SRTA must monitor trends, measure impacts, and coordinate planning with the Shasta County Air Quality Management District (AQMD), Caltrans, the California Air Resources Board (CARB), and the US EPA, as needed. In addition to public health impacts, air quality is directly tied to transportation funding decision-making. CARB 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 ongoing training is necessary. If the Shasta Region becomes "nonattainment" for an air quality standard, SRTA may need to develop a robust air quality analysis review of regional projects and conduct an air quality conformity analysis as part of a subsequent Regional Transportation Plan updates, and development and/or amendments to the Federal Transportation Improvement Program.

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

Protecting air quality is a core MPO activity for regions in air quality non-attainment. The Shasta Region is in attainment for Federal air quality standards; however the region is inching closer to non-attainment thresholds. Whereas SRTA's plans, program, and investments impact National Ambient Air Quality Standards, this work element is needed to track changes in Criteria Air Pollutants, including Ozone, CO, PM 2.5, and PM 10, and to prepare appropriate responses. Through of EMFAC, SRTA can evaluate the impact of individual projects and programs of projects such as the RTP and FTIP. This is required for the RTP EIR and supports other activities, such as grant seeking at times.

Deliverables (anticipated delivery date)

This work element includes a small number of staff hours needed for monitoring potential air quality impacts to the region, interagency communications, and staying abreast of technical/modeling methods and tools. Emissions modeling outputs and technical analysis are developed. Deliverables: as needed.

Task 1: Regional air quality planning

Task/Activity		Resp. Agency	Schedule
1.1	Interagency coordination, including monitoring and communications with Shasta County Air Quality Management District (AQMD) and the California Air Resources Board.	SRTA	Jul 2023 – Jun 2024
1.2	Monitor federal air quality reports, California air quality reports, and related state/federal legislation. Take action as appropriate.		
1.3	Initiate strategies needed to comply with state and federal air quality standards.		

Task 2: Regional air quality modeling capacity

Task/Activity		Resp. Agency	Schedule
2.1	Participate in web-based training for SRTA staff operation of the EMFAC model.	SRTA	Jul 2023 – Jun 2024
2.2	Participate in statewide EMFAC model update workgroups and provide input as needed.		

Task 3: SRTA Staff-performed EMFAC Post-Processing

Task/Activity		Resp. Agency	Schedule
3.1	Potential EMFAC post processing performed by SRTA staff in support of planning and decision-making processes. Note: consultant-performed post-processing is performed under WE 705.05.	SRTA	Jul 2023 – Jun 2024

WORK ELEMENT 701.11 — Regional Data

Agency: SRTA **Total Budget (FY 2023/24):** $29,333

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	Total FHWA PL	FHWA PL Carryover Fy 2022/23	Toll Credits*	FHWA PL Carryover Fy 2022/23	LTF
Personnel	$ 9,637	$ 19,465	$ 15,914	$ 2,062	$ 17,976	$ 3,683	$ 477	$ 4,161	$ 6,965
Services & Supplies			$ -	$ -		$ -	$ -		
Human Resources	$ 231		$ 126	$ 16	$ 143	$ 30	$ 4	$ 33	$ 55
									$ -
TOTAL:	**$ 9,868**	**$ 19,465**	**$ 16,041**	**$ 2,078**	**$ 18,119**	**$ 3,713**	**$ 481**	**$ 4,194**	**$ 7,021**

Toll Credits are shown for matching purposes only and are not considered revenue

Prior Fiscal Year Work

Prepared and posted regional traffic count maps. Started development of historical traffic count data maps and low-resource community maps based on 2020 US Census data.

Objective

To collect data needed for 701.03 (Performance Measures), Federal Performance-Based Planning and Programming, and Federal Highway Performance Monitoring System (HPMS) data reporting. Data generated is also analyzed in other work elements to support grant seeking and regional decision making processes.

Discussion

There is a backlog of transportation infrastructure and mobility needs at all levels. These needs must be identified and communicated, and the performance of subsequent investments must be measured. This requires system and travel data, including traffic counts, pavement condition assessments, safety statistics, and other transportation statistics 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. Local agencies are highly encouraged to submit data for the California Local Streets and Roads Statewide Needs Assessment in order to quantify transportation system deficiencies and provide documentation to support appropriate funding levels. HPMS and Local Streets and Roads data are utilized by SRTA for tracking progress and developing targets for federal, state and regional MAP-21/FAST Act performance measures, updating travel model data, and for use in SRTA's planning and programming activities. Transportation data will be incorporated into the region's activity-based travel demand model for the 2022 RTP. In addition, various transportation, land use, and emissions data is needed by CARB to complete the SB150-required annual progress report on California's Sustainable Communities and Climate Protection Act. SRTA was greatly challenged in providing this data because much of it had to be developed after the fact. Moving forward, SRTA aims to establish a data program that generates needed data concurrent and integrated with the planning process.

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

Data forms the foundation of Performance Based Planning and Programming (i.e., PM1, PM2, and PM3) and in addressing state policy implementation (e.g. greenhouse gas emission reduction targets and grant program specific objectives). Regional data also supports multiple core MPO functions, including the evaluation of alternatives and public involvement by summarizing the benefits and costs of transportation projects and programs. Data also supports the prioritization of projects for the RTP and TIPs.

Deliverables (anticipated delivery date)

Publish traffic counts and bike and pedestrian counts (as performed by consultant in FY 21/22) on SRTA's website or other means (December 2023).

Task 1: Regional Travel Data Collection

Task/Activity		Resp. Agency	Schedule
1.1	Procure new travel data vendor and administer technical services agreement, including invoicing, amendments, and other activities as needed. Review and process data.	SRTA	July 2023 – June 2024
1.2	Acquire data as identified by Draft Performance Plan (701.03) as needed to fill data gaps, including obtaining existing data from public sources, generated via project studies, or potentially purchasing or generating data if no open source data is available. May include the pursuit of grant funds for data aquisition.		

Task 2: Technical Support for Local Agency Data Collection

Task/Activity		Resp. Agency	Schedule
2.1	Provide technical support to local agencies in generating data needed for federal and state performance measures. Specific examples include encouragement and support in applying for Local Roadways Safety Plans, participating within and responding to the California Statewide Local Streets and Roads Needs Assessment, and similar pursuits.	SRTA	July 2023 – June 2024

Task 3: Data Sharing

Task/Activity		Resp. Agency	Schedule
3.1	Generate and/or maintain web-friendly data and map-based geospatial presentations.	SRTA	As needed
3.2	Post data on SRTA website and update become available and is needed by partner agencies.		

WORK ELEMENT 701.15 — SCS Development & Support (FY 2021/22 Funds)

Coordinated Transit Plan

Agency: **SRTA** **Total Budget (FY 2023/24):** **$318,139**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24						
	Expenditures		Revenue by Fund Source ($)				
SRTA	**Direct**	**Indirect**	**FHWA PL C/O**	**Toll Credits***	**Total FHWA C/O**	**LTF**	**SB1 21/22 Formula**
Personnel	$ 57,241	$ 115,621				$ 172,861	$ -
Services & Supplies	$ -		$ -			$ -	$ -
Human Resources	$ 1,374					$ 1,374	$ -
Consultant (LSC Transportation Consultants)	$ 143,904						$ 143,904
TOTAL:	**$ 202,519**	**$ 115,621**	**$ -**	**$ -**	**$ -**	**$ 174,235**	**$ 143,904**

Total local match to the SB1 grant is 11.47%

Prior Fiscal Year Work

Developed and released a request for proposals for consultant services to support coordinated transit plan (CTP) development. Evaluation, selection, and contracting with consultant for CTP

Objective

General Use of SB1 Formula Funds: To lend technical and financial assistance to local agency and private sector partners in identifying projects, performing conceptual design, and carrying out analyses needed to advance projects that support implementation of the Regional Transportation Plan/Sustainable Communities Strategy (SCS) and meeting greenhouse gas emission reduction targets through coordinated transportation investment and land use strategies. As these partnerships and investments begin to yield tangible outcomes, SRTA will continue to align planning and infrastructure investments to achieve the critical mass and intensity of factors known to influence travel behavior - also known as the 5 'D Factors' described in the region's RTP/SCS. **FY 2021/22 SB1 Formula Funds** will focus on 'Distance to Transit', and more specifically the coordination of transit services in the region consistent with the adopted Long-Range Transit Plan.

Discussion/Project Justification

In order to maintain livable and economically active communities, investments in transportation infrastructure and services must be balanced with transportation-efficient land use – meaning a mix of development types, closer together, with access to multiple travel options. The Regional Transportation Plan (RTP) includes ambitious assumptions for new housing, jobs, and commercial development in Strategic Growth Areas served by the next generation of multimodal transportation infrastructure and services. The coordinated development of future transit services is needed to align with other SCS strategies as a whole.

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

This work element is funded with SB 1 Formula Funds, administered through the Caltrans Sustainable Communitie Grant Program. Through this work element, projects are fostered with local jurisidictions and community partners that implement the region's adopted SCS. To aid in the development of projects, SRTA will be indentifying a range of potential strategies to prioritize for funding. As projects and deliverables are identified for SB1 Formula funds, the OWP is amended.

Deliverables (anticipated delivery date).

Completed draft and final Shasta Coordinated Transportation Plan, meetings agendas and minutes, board presentation slide decks (February 2024).

Task 1: Develop Coordinated Transit Plan

Task/Activity		Resp. Agency	Schedule
1.1	Existing Conditions	SRTA and Consultant	Aug 2023
1.2	Evaluation of Prior Plan's Recommendations		Aug 2023 – Sept 2023
1.3	Public Outreach		July 2023 – Jan 2024
1.4	Identify Transportation Needs, Strategies, and Project List		Sept 2023 – Jan 2024
1.5	Develop Plan		Jan 2024 – Feb 2024

WORK ELEMENT 701.16 — SCS Development & Support (FY 2022/23 Funds)

Low-Stress Shasta

Agency: SRTA **Total Budget (FY 2023/24):** **$521,526**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24					
	Expenditures		Revenue by Fund Source ($)			
SRTA	**Direct**	**Indirect**	**LTF**	**SB1 22/23 Formula**	**PPM**	**Non-Motorized**
Personnel	$ 39,924	$ 80,643	$ 120,568	$ -		
Services & Supplies	$ -		$ -	$ -		
Human Resources	$ 958		$ 958	$ -		
Consultant (Kittelson)	$ 400,000			$ 158,646	$ 232,186	$ 9,168
TOTAL:	**$ 440,883**	**$ 80,643**	**$ 121,526**	**$ 158,646**	**$ 232,186**	**$ 9,168**

Total local match to the SB1 grant is 11.47%

Prior Fiscal Year Work

Updated agency Disadvantaged Communities (DACs) maps. Participated in equity training by CalCOG.

Objective

General Use of SB1 Formula Funds: To lend technical and financial assistance to local agency and private sector partners in identifying projects, performing conceptual design, carrying out public outreacy, and other tasks needed to advance projects consistent with the RTP/SCS. All projects should help the region meet greenhouse gas emission reductions targets. As these partnerships and investments begin to yield tangible outcomes, SRTA will continue to align planning and infrastructure investments to achieve the critical mass and intensity of factors known to influence travel behavior - also known as the 5 'D Factors' described in the region's RTP/SCS.

Discussion/Project Justification

This project will be used to turn the region's conceptual network of active transportation 'trunk lines' into a pipeline of locally vetted, grant-ready projects. Trunk lines, as defined by the GoShasta Regional Active Transportation Plan, are high-quality active transportation facilities designed for all ages and abilities. The trunk line network will feature physical separation from motor vehicles, protected intersections, grade separations, and other strategies designed to increase user safety and reduce stress. Trunk lines will serve strategic growth areas (i.e. areas designated in the Sustainable Communities Strategy for improved jobs-housing balance, mixed-use infill and redevelopment, and multimodal infrastructure and services) and connect these areas to other activity centers and major trip origins/destinations. Feeder routes will also be needed to connect trunk lines to access some residential areas and a broader spectrum of destinations. The proposed project is the culmination of years of planning groundwork, partnership building, and alignment of local and regional programs. The project fills the final gap in competing for ATP and other capital grant funding opportunities.

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

This work element is funded with SB 1 Formula Funds, administered through the Caltrans Sustainable Communities Grant Program. Through this work element, projects are fostered with local jurisdictions and community partners that implement the region's adopted SCS. To aid in the development of projects, SRTA will be indentifying a range of potential strategies to prioritize for funding. As projects and deliverables are identified for SB1 Formula funds, the OWP is amended.

Deliverables (anticipated delivery date)

1) Progress reports and invoices (quarterly); 2) Procurement package(s) (Jan 2024); 3) Public engagement meetings (inc. any temporary built environments); materials and records (Jun 2024) 4)Technical memo on engagement (Jun 2024). In the following FY: 1) Conceptual corridor layouts and recommendations (Feb 2025); 2) Technical memo on corridor layouts and recommendations (Feb 2025);

Fund Deadlines

SB1 formula – Work must be completed by Feb. 2025; invoices submitted by April 2025

Task 1:	Project Management		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Prepare and issue a request for proposals for consultant assistance.	SRTA	Oct 2023 - Dec 2023
1.2	Project administration - Conduct project team meetings and commmunication to review ongoing work; discuss upcoming tasks; schedule 2–4 different types of engagement opportunities per project; and ensure adequate interagency communication and coordination.	SRTA	Dec 2023 – Jun 2024
Task 2:	**Public Engagement and Partner/Stakeholder Communication**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Engagement meetings - Develop and administer public engagement, including relevant disadvantaged communities.	SRTA, Consultant	Jan 2023 – Jun 2024
2.2	Temporary built environment demonstrations, if requested by local agencies and partners.	SRTA, Consultant	Jan 2023 – Jun 2024
2.3	Technical memo on engagement and stakeholder communication - summary of engagement and stakeholder communication.	Consultant	Jan 2023 – Jun 2024
Task 3:	**Shasta Active Transportation Trunk Line Network Expansion**		
Task/Activity		**Resp. Agency**	**Schedule**
3.1	Conceptual Corridor Alignments and Layouts - Analyze existing conditions in project areas and present context-appropriate alignments and layouts up to 5-10 trunk line network corridors connecting major destinations in and between the region's strategic growth areas (SGAs), or feeder routes connecting to trunk lines.	SRTA, Consultant	Jan 2023 – Jun 2024
3.2	Alignment and Layout Recommendations (Including Preliminary Cost Estimates) - Recommend active transportation alignments and layouts for up to 5-10 corridors in and between SGAs informed by input received from partners, stakeholders, and community engagment. Prepare preliminary cost estimates at a level appropriate for an ATP or other similar grant application (roughly 10–30% level of design).	SRTA, Consultant	Jan 2023 – Jun 2024
3.3	Technical Memo for Alignments and Layouts- Summary of non-motorized network corridor alignments and layouts.	Consultant	Jan 2023 – Jun 2024
Task 4	**Grant Application Assistance and Technical Support**		
Task/Activity		**Resp. Agency**	**Schedule**
4.1	Assistance with preparing grant application, developing supporting documents for applications, and having applications reviewed by independent review panel.	SRTA, Consultant	Jan 2023 – Jun 2024
Future / Ongoing Activities (FY 2024/25)			
Task/Activity		**Resp. Agency**	**Schedule**
FO1	See Tasks 1–4 above	SRTA & Consultant	July 2024 – Feb 2025

WORK ELEMENT 701.17 — SCS Development & Support (FY 2023/24 Funds)

Regional Transit Service Planning and Implementation

Agency: SRTA **Total Budget (FY 2023/24):** **$187,789**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24			
	Expenditures		Revenue by Fund Source ($)	
SRTA	**Direct**	**Indirect**	**LTF**	**SB1 23/24 Formula**
Personnel	$ 4,265	$ 8,614	$ 1,477	$ 11,402
Services & Supplies	$ -		$ -	$ -
Human Resources	$ 102		$ 12	$ 91
Consultant(s) (TBD)	$ 174,808		$ 20,050	$ 154,758
TOTAL:	**$ 179,175**	**$ 8,614**	**$ 21,539**	**$ 166,250**

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

Prior Fiscal Year Work

N/A – New Work Element

Objective

General Use of SB1 Formula Funds: To lend technical and financial assistance to local agency and private sector partners in identifying projects, performing conceptual design, carrying out public outreach, and other tasks needed to advance projects consistent with the RTP/SCS. All projects should help the region meet greenhouse gas emission reductions targets. As these partnerships and investments begin to yield tangible outcomes, SRTA will continue to align planning and infrastructure investments to achieve the critical mass and intensity of factors known to influence travel behavior - also known as the 5 'D Factors' described in the region's RTP/SCS.

Discussion/Project Justification

To maintain livable and fiscally sustainable communities, investments in transportation infrastructure and services must be balanced with transportation-efficient land use – meaning a mix of development types, closer together, with access to multiple travel options. The RTP/SCS includes ambitious assumptions for new housing, jobs, and commercial development in Strategic Growth Areas (see attached map) served by the next generation of multimodal transportation infrastructure and services. SRTA may utilize regional funds and programs to influence and facilitate these goals, but the region's RTP/SCS cannot be realized without local agency and private sector participation. SB1 Formula Planning Funds provide resources for these efforts. This effort will assist SRTA and regional public transit partners (e.g. Redding Area Bus Authority (RABA) and Dignity Health Connected Living (DHCL)) in evaluating options to address public transit service needs for the region through through efficient and cost-effective operations. Continued community needs must be balanced with federal/state regulations and new mandates, limited regional funds, cost increases, and other factors. Plans, technical studies, or programs that help implement the SRTA's long-range transit plan, RABA's Short Range Transit Plan, and zero-emission fleet transition plans may be produced.

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

This work element is funded with SB 1 Formula Funds, administered through the Caltrans Sustainable Communities Grant Program. Through this work element, projects are fostered with local jurisdictions and community partners that implement the region's adopted SCS. To aid in the development of projects, SRTA will be indentifying a range of potential strategies to prioritize for funding. As projects and deliverables are identified for SB1 Formula funds, the OWP is amended.

Deliverables (anticipated delivery date)

SOW, RFP, consultant contract (Dec 2023). Final Reports, studies, plans, or programs (Feb. 2025)

Fund Deadlines

SB1 Formula – Work must be completed by Feb. 2026; invoices submitted by April 2026

Task 1: Project Management

Task/Activity		Resp. Agency	Schedule
1.1	Prepare and issue a request for proposals for consutltant assitance.	SRTA	Jul. 2023 - Jun 2024
1.2	Invoicing, meetings, quaterly reports		

Task 2: Plans and Technical Studies

Task/Activity		Resp. Agency	Schedule
2.1	Review SRTA, RABA, and DHCL plans and programs. Evaluate agency needs, community requests, funding opportunities and constraints. Develop recommendations for service effieciences and pilot projects; conduct fare studies; evaluate opportunties for different service models; make recommendations on reducing service overlaps; etc.	SRTA, RABA, DHCL, Consultant	Dec 2023 – Jun 2024

Future / Ongoing Activities

Task/Activity		Resp. Agency	Schedule
FO1	Review SRTA, RABA, and DHCL plans and programs. Evaluate agency needs, community requests, funding opportunities and constraints. Develop recommendations for service effieciences and pilot projects; conduct fare studies; evaluate opportunties for different service models; make recommendations on reducing service overlaps; etc.	SRTA, RABA, DHCL, Consultant	Jul 2024 – April 2025
FO2	Draft and Final Plans, Reports, and/or Technical Studies	Consultant	

WORK ELEMENT 702.01 — Transportation Improvement Programs (TIPS)

Agency: SRTA **Total Budget (FY 2023/24):** $ 172,406

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	**Direct**	**Indirect**	**FHWA PL**	**Toll Credits***	**Total FHWA PL**	**FHWA PL 2022/23 C/O**	**Toll Credits***	**FHWA PL 2022/23 C/O**	**LTF**
Personnel	$ 56,574	$ 114,274	$ 117,452	$ 15,217	$ 132,669	$ 9,899	$ 1,283	$ 11,181	$ 26,997
Services & Supplies	$ 200		$ 177	$ 23	$ 200	$ -	$ -		$ -
Human Resources	$ 1,358		$ 933	$ 121	$ 1,054	$ 79	$ 10	$ 89	$ 215
TOTAL:	**$ 58,132**	**$ 114,274**	**$ 118,563**	**$ 15,361**	**$ 133,924**	**$ 9,978**	**$ 1,293**	**$ 11,270**	**$ 27,212**

*Toll Credits are shown for matching purposes only and are not considered revenue

Prior Fiscal Year Work

The SRTA executive director was granted authority to locally approve both administrative modifications, and formal amendments, to the FTIP. The 2023 FTIP was adoped Sept 2022. SRTA prepared and published an annual list of federally obligated transportation projects for public information, per federal regulations. The 2023 FTIP has been amended several times. Staff participated in state discussions in preparation for 2024 RTIP.

Objective

To develop candidate projects for transportation programming needs under federal, state, and local transportation improvement programs consistent with the Regional Transportation Plan (RTP), fiscal constraints, and Federal transportation performance measures, as required.

Discussion

The FTIP is a four-year program of capital, maintenance, and operational transportation improvements based on long-range transportation plans (23 USC Section 134 (c)(j)) and (23 CFR 450.324) and is typically updated by September of even-numbered years. Transportation improvement programs (TIPs) are designed to achieve RTP goals and objectives via transportation spending, operations, and management, and are expected to support Federal transportation performance measures. The FTIP ensures that these activities are carried out in cooperation with federal, state, local and tribal governments, federal land management agency partners, transit agencies, community stakeholders, and the general public. Development of these programs adhere to the adopted SRTA Public Participation Plan. Amendments are routinely needed to reflect changes to federal programs, transportation funding levels, and local agency priorities. Formal amendments and administrative modifications are reviewed for consistency with the RTP and fiscal constraints and submitted to the funding agencies for approval. The Regional Transportation Improvement Program (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 CTC. Federally funded and/or regionally significant RTIP and State Highway Operation and Protection Program (SHOPP) projects are uploaded to the FTIP, once the documents are approved.

**NOTE: Data and PMs for the RTIP and FTIP are included in PMs and Regional Data, WEs 701.03 and 701.11, respectively.*

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

Development of a Federal Transportation Improvement Program is one of five core MPO functions and is prepared in compliance with state and federal guidance. Projects receiving federal and state funds, or locally funded projects of regional significance, are advanced for funding through the FTIP and are an integral part of the Performance Based Planning and Programming process.

Deliverables (anticipated delivery date)

2023 Shasta FTIP amendments (at beginning of year); Annual List of Federally Obligated Projects (Dec 2023); FY 2023/24 RSTP Exchange Projects and SCAs (Jun 2024); 2024 Shasta FTIP submission to Caltrans for federal approval by December 2023; and 2025 FTIP amendments.

Task 1: 2023 Shasta FTIP Amendments

Task/Activity		Resp. Agency	Schedule
1.1	Receive, process, submit, and post FTIP formal amendment requests, including descriptive letter, CTIPS pages, grouped projects summary tables, financial summary tables, and summary of changes table. Formal amendments undergo a minimum 14-day public review. Subsequently, SRTA staff notifies cognizant agencies, and interested individuals, when formal amendments locally approved.	SRTA	Jul 2023- Dec 2023
1.2	Administrative modifications amendments required, or requested, including all of the materials listed in task 1.1, less the financial summary tables. Administrative modifications do not undergo public review and are accepted as state and federally approved upon local approval.		

Task 2: Monitor Implementation 2022 Shasta RTIP

Task/Activity		Resp. Agency	Schedule
2.1	Attend CTC meetings, as necessary.	SRTA	Bi-monthly
2.2	Meet with local agencies to determine upcoming projects and funding strategies. Seek additional/matching funding for STIP projects.		On-going
2.3	Manage allocations and timely use of funds.		
2.4	Monitor opportunities to include intelligent transportation systems (ITS) strategies and develop candidate projects.		
2.5	Develop, review, and update RTIP performance measures, as needed.		
2.6	2022 Shasta RTIP amendments, as needed.		

Task 3: California Federal Programming Group Meetings

Task/Activity		Resp. Agency	Schedule
3.1	Attend CFPG meetings. Participate on CFPG Task Forces, as desirable.	SRTA	Bi-monthly

Task 4 Develop and Prepare 2024 RTIP

Task/Activity		Resp. Agency	Schedule
4.1	Review 2024 Fund Estimate and Final STIP Guidelines; attend CTC workshops on 2024 STIP.	SRTA	Jun – Aug 2023
4.2	Review regional shares available and discuss projects for 2024 RTIP, including analysis of meeting adopted performance targets. Include assessment of how projects implement the RTP/SCS.		Jul 2023 – Dec 2023
4.3	Review RTP, performance measures, transportation authorizion targets, and agency priorities in developing draft 2024 RTIP		
4.4	Circulate for public review and comment.		
4.5	Approve 2024 RTIP and submit to CTC.		

Task 5 Prepare and Publish Annual List of Federal FY Federally-Obligated Projects

Task/Activity		Resp. Agency	Schedule
5.1	Receive Caltrans list of federally-obligated streets, roads, and bicycle projects for prior federal fiscal year (FFY).	SRTA	Oct - Dec annually
5.2	Modify list for public use, add FTIP CTIPS numbers to projects, and solicit and add federally-funded transit projects.		
5.3	Publish list of prior FFY federally-obligated projects within 90 days following the end of the prior FFY. Post to SRTA website.		

Task 6 Annual List of Locally-Approved Regional Surface Transportation Program (RSTP) Projects

Task/Activity		Resp. Agency	Schedule
6.1	With RSTP prior year estimates, solicit local project submissions per SRTA RSTP exchange policies.	SRTA	Apr - May annually
6.2	Evaluate submitted projects for eligibility and prepare staff recommendation for RSTP-funded projects.		May - Jun annually
6.3	Present funding recommendations to SRTA Board of Directors for approval.		Jun annually
6.4	Under WE 702.02, prepare RSTP sub-recipient cooperative agreements with local jurisdictions and disseminate for approval.		Jun annually

WORK ELEMENT 702.02 **Overall Work Program (OWP)**

Agency: **SRTA** **Total Budget (FY 2023/24):** **$ 215,336**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24											
	Expenditures		Revenue by Fund Source ($)									
SRTA	**Direct**	**Indirect**	**FHWA PL**	**Toll Credits***	**Total FHWA PL**	**FHWA PL Carryover FY 2021/22**	**Toll Credits***	**FHWA PL Carryover FY 2021/22**	**FHWA PL Carryover FY 2022/23**	**Toll Credits***	**FHWA PL Carryover FY 2022/23**	**LTF**
Personnel	$ 70,678	$ 142,762	$ 69,047	$ 8,946	$ 77,993	$ 36,677	$ 4,752	$ 41,429	$ 4,347	$ 563	$ 4,910	$ 89,105
Services & Supplies	$ 200		$ 177	$ 23	$ 200							
Human Resources	$ 1,696		$ 549	$ 71	$ 620	$ 294	$ 38	$ 332	$ 35	$ 4	$ 39	$ 708
TOTAL:	**$ 72,574**	**$ 142,762**	**$ 69,773**	**$ 9,040**	**$ 78,813**	**$ 36,971**	**$ 4,790**	**$ 41,761**	**$ 4,381**	**$ 568**	**$ 4,949**	**$ 89,814**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

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; 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). Prepared new FY regional planning priorities, draft OWP, and final OWP. Participated in annual OWP coordination meeting with state and federal oversight partners. In FY 20/21, the OWP format was updated to eliminate the second year informational budget and non-planning comprehensive budget. These are now included in a separate comprehensive budget presented to the SRTA Board of Directors each June. Annual sub-recipient cooperative agreements for the pass-through of planning, non-motorized, and RSTP funds annually developed and executed.

Objective

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.

Discussion

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.

NOTE: Consolidated Planning Grant (CPG) funds are not used to implement non-CPG funded work elements. However, within Work Element 702.02, CPG funding is used to coordinate non-CPG funded work with CPG-funded work, thereby ensuring a program of projects and activities that work together to achieve federal, state, and regional objectives.

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

The OWP serves as SRTA's work program, planning budget, and comprehensive budget. It articulates how SRTA's activiites align with federal and state funding eligibility and policy priorities. Performance Based Planning and Programming are integrated across the planning process, meaning that the RTP, OWP, TIPs, and other state- and federally-funded activities are working together to plan, fund, and implement projects and programs that provide quantfiable progress toward desired outcomes and performance targets.

Deliverables (anticipated delivery date)

1) Annual OWP Coordination meeting (November); 2) Regional planning priorities for the upcoming fiscal year (December); 3) Draft work element worksheets (February); 4) Draft OWP for interagency review (March); 5) Final draft OWP (April); 6) OWP Agreement (May plus amendments as required); 7) OWP Amendments as needed; and 8) Sub-recipient Cooperative Agreements (SCAs - June).

Task/Activity		Resp. Agency	Schedule
Task 1:	**Closeout of Prior FY OWP and Budget**		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Prepare prior year certification of expenditures and close out reports for submittal to Caltrans.	SRTA	Jul - Sept annually
Task 2:	**Management of Current FY OWP and Budget**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Develop/administer/amend and oversee subrecipient cooperative agreements (general and RSTP) 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, as well as Disadvantaged Business Enterprise (DBE) reporting forms.		Quarterly
2.4	Prepare bi-yearly DBE reporting to submit to Caltrans, Headquarters.		Apr and Oct annually
2.5	Prepare and submit Year End Package and OWP Final Products to Caltrans District.		Due Aug 31 annually
Task 3:	**OWP Amendments**		
Task/Activity		**Resp. Agency**	**Schedule**
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.		
Task 4:	**Prepare Next FY OWP**		
Task/Activity		**Resp. Agency**	**Schedule**
4.1	Annual OWP coordination meeting with Caltrans, FHWA, and FTA.	SRTA	Nov-Dec annually
4.2	Prepare and present regional planning priorities for board of directors' approval.		Oct - Dec annually
4.3	Prepare and distribute local agency call for planning projects based on regional planning priorities, Federal Planning Factors, and California Planning Emphasis Areas, and evaluate proposals. May depend on available funding.		Aug-Jan annually
4.4	Update prospectus and prepare draft FY 2023/24 work elements.		Nov-Feb annually
4.5	Analyze SRTA staff and labor needs, allocate staff hours across work elements, and prepare draft budget, including: personnel, services and supplies, consultant work, local agency sub-allocations, and indirect costs.		
4.6	Prepare and present draft OWP to board of directors for review and comment.		Feb annually
4.7	Submit draft OWP to state and federal agencies for review and comment.		Mar annually
4.8	Revise draft OWP to include federal and state comments and recommendations.		Mar-Apr annually
4.9	Prepare and present final OWP to board of directors for adoption.		Apr annually
4.10	Prepare and submit annual sub-recipient cooperative agreements to sub-recipients. File SCAs and issue Notices to Proceed upon full execution.		May-Jun annually
4.11	Submit final OWP to Caltrans for state and federal approval.		

WORK ELEMENT 702.03 — Grant Writing and Technical Assistance

Agency: **SRTA** **Total Budget (FY 2023/24):** **$8,442**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 2,708	$ 5,469	$ 8,177
Services & Supplies	$ 200		$ 200
Human Resources	$ 65		$ 65
Consultant	$ -		$ -
TOTAL:	**$ 2,973**	**$ 5,469**	**$ 8,442**

Prior Fiscal Year Work

Grant applications were developed for the Fix 5 Cascade Gateway Project, Low-Stress Shasta, and SRTA Planning Data Dashboard and submitted.

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 in place to charge this work, which typically requires >40 hours to develop and submit each application. This new work element remedies this issue. Upon award of grants for specific projects, they are 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, 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 tracking current and new grant program opportunities, competing directly for grants, and 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 these discretionary funding sources. Due to tight grant program timelines and large variations in work effort required, SRTA maintains a technical services contracts with consultant to augment SRTA staff time.

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

Regional funds are used exclusively for this work element because grant writing is not an eligible of federal planning funds. The RTP cannot be fully implemented and regional, state, and federal outcomes and performance targets cannot be met without cost sharing. Grants fill funding gaps that could not otherwise be accompllshed with regional funds - nor should they since many of the region's interstate and interregional corridors are heavily used by non-local traffic traveling through the region and support state and federal goals for the mobility for freight and people. Successful grant writing efforts help ensure a state of good repair on regional roadways by replacing pavement and bridges, enhance safety by bringing facilities up to modern design standards, and help ensure long-term system performance for these critically-important facilities by increasing capacity, enhaning traffic operations, and reducing congestion.

Deliverables (anticipated delivery date)

SRTA typically prepares 1 to 3 grant applications per year. The timing and specific grant program vary from year to year. Examples of prior recent efforts are listed above under Previous Accomplishments. As needed, consultant services area also procured to assist with grant applications.

Task 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 2023 – Jun 2024
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.		

Task 2:	**Grant development consultant contract**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Administer procurement process for consultant services.	SRTA	Jul 2023 – Jun 2024
2.2	Manage consultant contracts, including review of invoices and progress made on deliverables.		
2.3	Consultant work as required to develop grant applications. *Deliverable(s): grant application package(s).*	Consultant	

WORK ELEMENT 703.01 — Active Transportation Planning

Agency: SRTA **Total Budget (FY 2023/24):** $ 407,503

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24												
	Expenditures												
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	FHWA PL	5303	Toll Credits*	Total 5303	FHWA PL (CS)	Toll Credits*	Total FHWA PL (CS)	Non-Motorized	LTF
Personnel	$ 75,398	$ 152,296	$ 9,310	$ 1,206	$ 10,516	$ 80,411	$ 10,418	$ 90,829	$ 17,867	$ -	$ 20,182	$ -	$ 106,166
Services & Supplies	$ 15,000		$ 13,277	$ 1,720	$ 14,997	$ 3	$ 0	$ 3					
Human Resources	$ 1,810		$ 65	$ 8	$ 73	$ 647	$ 84	$ 731	$ 143	$ -	$ 162	$ -	$ 844
Consultant (Kittelson)	$ 150,000											$ 150,000	
Bike Month Promotional	$ 13,000												$ 13,000
TOTAL:	**$ 255,207**	**$ 152,296**	**$ 22,651**	**$ 2,935**	**$ 25,586**	**$ 81,061**	**$ 10,502**	**$ 91,563**	**$ 18,011**	**$ -**	**$ 20,344**	**$ 150,000**	**$ 120,010**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

SRTA performed oversight for previously awarded projects through the Regional Non-Motorized Program. SRTA staff provided technical consultation, coordination, and project development assistance to member agencies and Caltrans District 2 for anything not covered by the scope of Shasta Trunk Lines (703.06). Funded Healthy Shasta's use of an application to promote Bike Month and gather active transportation data.

Objective

To implement the GoShasta Regional Active Transportation Plan (adopted February 2018) and increase the share of trips made via bicycle and walking. Ambitious targets for the reduction of vehicle miles traveled and associated greenhouse gas emissions documented in the RTP/SCS cannot be achieved using incremental implementation of outdated strategies serving geographically dispersed development patterns and segregated land uses. A new generation of intrastructure, policies, and programs, combined with supportive land use, is required. The regional vision and strategies presented in the adopted GoShasta Regional Active Transportation Plan describes the next generation of facilities, programs, and policies required to achieve the RTP/SCS. This work element helps to focus regional resources and effort to expedite the planning and funding of GoShasta priorities, including the creation of active transportation 'trunk lines'. This work element supports projects that are not included within the scope of 703.05 (Sustainable Shasta) or 703.07 (Low-Stress Shasta).

Discussion

Public interest and usage of 'active' (i.e. bicycle and pedestrian) travel options continues to grow in the Shasta Region. 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 adopted Active Transportation Plan. GoShasta services this purpose and guides regional investments. As part of the regional planning process and local implementation thereof, SRTA coordinated with Caltrans District 2 and local jurisdictions on their respective planning processes and provided technical support where appropriate.

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

This work element supports system performance through the development of a complete and connected network of non-motorized facilities. Properly designed and implemented, these facilities result in increased active transportation mode share, thereby reducing VMT and increasing performance on the vehicle network. Safety is also increased by filling network gaps and enhancing facilities where a history of collisions have occured, thereby helping to meet adopted goals for fewer transportation related injuries and deaths. Increased active transportation usage also reduces Criteria Pollutants in support of National Ambient Air Quality and reduces transportation sector greenhouse gas emissions in support of CARB-assigned regional greenhouse gas emission reduction targets.

Deliverables (anticipated delivery date)

Active transportation technical advisory committee meeting (Sept 2022, April 2023). Active transportation trainings (monthly).

Task 1:	Active Transportation planning, policy development and education		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Host and participate in bicycle and pedestrian planning and policy workgroups and advisory committees.	SRTA	Jul 2023 – Jun 2024
1.2	Host active transportation educational opportunities (E.g. seminars, webinars, trainings, etc.) for local and regional transportation partners.		
1.3	Participate in interagency consultation and provide general technical support toward the development of active transportation projects, programs, promotion, and grant applications.		

Task 2:	Provide Active Transportation Technical Assistance to Local Agencies and Organizations		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Monitor funding opportunities for bicycle and pedestrian planning and construction.	SRTA	Jul 2023 – Jun 2024
2.2	Provide technical assistance, as needed, for local agencies to prepare bicycle and pedestrian projects consistent with the GoShasta ATP. In addition to planning consultation and public engagement support, SRTA may include project concepts, preliminary designs or other drawings, and grant-writing assistance to support grant seeking (for those efforts not otherwise falling under Low-Stress Shasta (WE 703.07)).	SRTA	
2.3	Provide technical support, as needed, for community-based organizations seeking to improve the active transportation user experience, including amenties and programmatic support tasks documented in GoShasta (e.g., Bike Month activities).	SRTA	

Task 3:	Manage SRTA's non-motorized programs		
Task/Activity		**Resp. Agency**	**Schedule**
3.1	Administer and manage Rural BLAST Program and 2% TDA bicycle and pedestrian set-aside, including accounting and project monitoring, for projects that are consistent with the GoShasta Regional Active Transportation Plan.	SRTA	Jul 2023 – Jun 2024

WORK ELEMENT 704.01 — Public Information and Participation

Agency: SRTA **Total Budget (FY 2023/24):** $ 109,854

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	Total FHWA PL	FHWA PL Carryover FY 2022/23	Toll Credits*	FHWA PL Carryover FY 2022/23	LTF
Personnel	$ 33,297	$ 67,257	$ 54,772	$ 7,096	$ 61,868	$ 11,200	$ 1,451	$ 12,651	$ 26,036
Services & Supplies	$ 1,000		$ 885	$ 115	$ 1,000	$ -	$ -		$ -
Human Resources	$ 799		$ 435	$ 56	$ 492	$ 89	$ 12	$ 101	$ 207
Consultant (web hosting)	$ 7,000		$ 6,197	$ 803	$ 7,000	$ -	$ -		$ -
SSL Certificate/Misc.	$ 500		$ 443	$ 57	$ 500	$ -	$ -		$ -
TOTAL:	**$ 42,596**	**$ 67,257**	**$ 62,732**	**$ 8,128**	**$ 70,860**	**$ 11,289**	**$ 1,463**	**$ 12,751**	**$ 26,242**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Provided public notices for SRTA Board of Directors and Technical Advisory Committee (TAC) agendas and meetings. Updated agency website as information became available and managed social media announcements on Facebook and Twitter accounts. Developed and adopted 2022 Shasta Public Participation and Partnership Plan (Title VI).

Objective

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.

Discussion

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 Shasta Public Participation and Partnership Plan (Title VI) outlining 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 this plan, 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. Appendix A of the plan documents SRTA's procedures directing the roles, responsibilities, and key decision points for consultation with Tribal Governments and Federal Land Management Agencies (FLMAs) pursuant to 23 CFR 450.316 (e) (see www.srta.ca.gov/166/Public-Participation). Consultation with Tribal Governments and and FLMAs carried out under WE 701.01.

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

Involving the public is one of five core MPO planning functions, and is carried out in accordance with federal and state requirements. SRTA maintains a Public Participation and Partnership Plan (Title VI), prepared in accordance with state and federal guidance, to guide SRTA's activities. Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

Deliverables (anticipated delivery date)

1) Agency website maintenance and updates (ongoing); and 2) social media posts (ongoing).

Task 1:	Agency website (www.srta.ca.gov)		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Ongoing updates and periodic refreshing of agency website.	SRTA	Ongoing
1.2	Website services, including web-domain hosting, security certificate, and social media.	SRTA	Annual
1.3	Manage online community engagement tools, including Facebook, Twitter, and community voice modules on agency website.	SRTA	Jul 2023 – Jun 2024
1.5	Evaluate current website service provider and procure new service provider if needed	SRTA	Jul 2023 – Jun 2024

Task 2:	Public Information and Notifications		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Provide information to the public regarding regional transportaton infrastructure and services, including but not limited press releases, social media, and presentations to community groups.	SRTA	Jul 2023 – Jun 2024
2.2	Provide ready-to-publish information to member agencies on transportation projects with a regional funding component, for use in local public outreach efforts.	SRTA, Consultant	
2.3	Legal notices and advertisments regarding SRTA planning and programming activities.	SRTA	
2.4	Review Public Participation Plan periodically for potential updates including consistency with outreach to disadvantaged communities and other groups.	SRTA	

WORK ELEMENT 705.02 — GIS Applications

Agency: SRTA **Total Budget (FY 2023/24):** **$41,223**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 5,330	$ 10,765	$ 16,095
Services & Supplies			$ -
Human Resources	$ 128		$ 128
Consultant:			
ArcGIS Licenses	$ 5,000		$ 5,000
Consultant Services (TBD)	$ 20,000		$ 20,000
TOTAL:	**$ 30,457**	**$ 10,765**	**$ 41,223**

Prior Fiscal Year Work

Performed GIS analysis as needed for SRTA projects, including completed on-demand rides and mapping traffic count data. Acquired access for new employees to online GIS system. Began transition to ArcGIS Pro. Development and release of request for proposal (RFP) for consultant services to support GIS tasks. Evaluation, selection, and contracting with consultant for limited GIS tasks. Kickoff meeting with consultant.

Objective

To 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 and federal performance-based planning and programming.

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

Core MPO planning functions include establishing a setting and evaluating alternatives. Geospatial technical tools are needed to accomplish these functions. GIS serves as the technical foundation for planning, policy analysis, and performance measuring by allowing data to be correlated to geographic locations efficiently and accurately. As such, GIS is integral to all core activities and supports all federal and state goals, including federal Performance Based Planning and Programming and state grant program goals. GIS is used to generating a portion of the data needed to develop performance targets and track progress.

Deliverables (anticipated delivery date)

Task orders for on-call GIS services (as needed). RFP (June 2024).

Task 1:	Regional GIS Program		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Maintain requisite GIS licensing needed for SRTA operations.	SRTA	Annual
1.2	Maintain and enhance agency GIS capabilities by participating in GIS training.	SRTA	As needed (typically 1x/yr)
1.3	Participate in interagency GIS user groups.	SRTA	Quarterly

Task 2:	On-call GIS Support Services		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Manage existing on-call GIS consultant services contract, including invoices and budget tracking *(Note: Synergy TSA expires 11/15/22)*.	SRTA	As needed
2.2	Administer new on-call GIS services consultant procurement process and contracting.	SRTA	As needed
2.3	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	As needed

WORK ELEMENT 705.05 — Travel Demand Model

Agency: SRTA **Total Budget (FY 2023/24):** $ 108,485

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	**Direct**	**Indirect**	**FHWA PL**	**Toll Credits***	**Total FHWA PL**	**FHWA PL Carryover 2022/23**	**Toll Credits***	**FHWA PL Carryover 2022/23**	**LTF**
Personnel	$ 17,703	$ 35,758	$ 47,328	$ 6,132	$ 53,460	$ -	$ -	$ -	$ -
Services & Supplies	$ 100					$ 89	$ 11	$ 100	
Human Resources	$ 425		$ 376	$ 49	$ 425	$ -	$ -	$ -	$ -
Consultant Services (DKS)	$ 46,000					$ 40,724	$ 5,276	$ 46,000	$ -
Cube Software License	$ 8,500					$ 7,525	$ 975	$ 8,500	$ -
						$ -	$ -	$ -	$ -
TOTAL:	**$ 72,728**	**$ 35,758**	**$ 47,704**	**$ 6,181**	**$ 53,885**	**$ 48,337**	**$ 6,263**	**$ 54,600**	**$ -**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Updates to the model were started in prepartation for the 2022 RTP, including updates to the model's DaySIM and transit components, as well as data updates based on regional and local data. Model outputs were reviewed and validation/calibration activities were conducted based on pre-COVID traffic counts and available Big Data. A task order to model the impact of the Fix 5 Cascade Gateway Project was completed. SRTA, along with four other small MPOs, were awarded grant funds for an Integrated Land Use Model and Development Monitoring Framework Tool. MPO members signed MOUs, initiated and RFP, selected a consultant, and started inital work on the project. ShastaSIM 3.0 was adopted.

Objective

Manage and maintain the region's activity-based travel demand model (ShastaSIM) consistent with state and federal law and in support of Performance-Based Planning and Programming, RTP, TIPs, modal studies, and other regional activities.

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 of the 2017 Regional Transportation Plan (RTP) Guidelines for Metropolitan Planning Organizations (MPO). The RTP Guidelines also specify certain capabilities for medium-sized MPOs (Sections 3.4 and 3.5). 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. SRTA may contact TMIP staff to determine an appropriate time to conduct a peer review given SRTA's RTP schedule. SRTA received funding, in partnership with California's "Small 6" MPOs, to develop a land use model to integrate with ShastaSIM. SRTA will develop a new regional land use model over the next two years, which will be used for the 2026 RTP/SCS. ShastaSIM 3.0 was adopted.

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

As an MPO SRTA is required to maintain a travel demand model for assessing transportation system needs and evaluating the impact of projects on the peformance of the network. The travel demand model is used in Performance Based Planning and Programming to prioritize investments based on system performance measures, including vehicle hours of delay and other key metrics.

Deliverables (anticipated delivery date)

Deliverables in the form of technical memos will be available as travel demand model is developed in advance of the 2026 RTP.

Task 1:	SRTA-led operation and maintenance of ShastaSIM activity-based travel demand model		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Manage technical advisory committee, known as the Shasta Model Users Group (SMUG). Deliverables include meeting agendas and minutes.	SRTA, Consultant	Jul 2023 – Jun 2024 (as needed)
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.		
1.3	SRTA-led operation of TDM in support of other work elements. Deliverables typically include scenario model files, Excel workbook outputs, and documentation via memo, narratives in appropriate report or email.		
Task 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. Deliverables typically include a memo and updated modeling files.	Consultant	Jul 2023 – Jun 2024 (as needed)
2.2	Consultant support to SRTA for travel model data requests or assistance in responding to modeling questions or issues. Deliverables typically include phone calls/emails with SRTA and/or consultant requesting assistance. May include updated model files. Typically there is one request every quarter.		
2.3	Consultant-led operation of TDM in support of other work elements. Deliverables include model outputs, post-processing (e.g. emissions) outputs, model files, and memos on work conducted.		
Task 3:	**Education and training for operation of travel demand modeling**		
Task/Activity		**Resp. Agency**	**Schedule**
3.1	SRTA staff participation in national or statewide travel demand modeling technical training and practitioner workgroups.	SRTA	Jul 2023 – Jun 2024 (as needed)
3.2	Consultant-administered training for SRTA staff on TDM operation, maintenance, and emissions post-processing. Consultant led training of regional partners on use of the model, including materials.	SRTA, Consultant	
Task 4:	**Model Updates for 2026 RTP/SCS**		
Task/Activity		**Resp. Agency**	**Schedule**
4.1	Review and update land use development and jobs information. Review data on future growth forecasts and update model forecasts as appropriate. Deliverables - updated model files and technical memos.	Consultant	Jul 2023 – Jun 2024
4.2	Review 2020 US Census data and update model files as necessary. Deliverable: updated boundary files; population files; technical memo (as needed).	SRTA, Consultant	
4.3	Upload new ShastaSIM regional travel demand model files and user guides online; Distribute new model to local agencies and interested consultants; Share model results and data with CARB for review as part of 2022 RTP/SCS evaluation.	SRTA, Consultant	July 2023 – Sept 2023
Task 5:	**Integrated Land Use Model and Development Monitoring Framework Tool**		
Task/Activity		**Resp. Agency**	**Schedule**
5.1	Work with MPO project team to review and approve invoices, provide quarterly updates, and conduct project meetings	SRTA	Jul 2023 – June 2024
5.2	Develop the Land Use Model framework, develop the GIS platform, develop land use modules	SRTA, Consultant	Jul 2023 – Dec 2023
5.5	Develop land use model interface between land use model and travel models, validate and test interoperability, develop a land use model user guide and update ShastaSIM user guide as necessary	SRTA, Consultant	Jul 2023 – Dec 2023
5.6	Conduct stakeholder and public outreach as needed for land use model, prepare final report and presentation materials, conduct user workshop/training session	SRTA, Consultant	Dec 2023 – May 2024
5.7	Finish staff training, finalize land use model development and user guides, and adopt final land use model for Shasta Region.	SRTA	Jan 2024-June 2024

WORK ELEMENT 705.06 — Shasta Regional Planning Dashboard (FY 2023/24 SB1 Competitive Funds)

Agency: SRTA **Total Budget (FY 2023/24):** $ 564,780

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24			
	Expenditures		Revenue by Fund Source ($)	
SRTA	**Direct**	**Indirect**	**PPM**	**FTA 5304**
Personnel	$ 17,063	$ 34,466	$ 51,530	
Services & Supplies	$ 1,395		$ 1,395	
Human Resources	$ 410		$ 410	
Consultant:				
TBD	$ 511,446		$ 11,446	$ 500,000
TOTAL:	**$ 530,314**	**$ 34,466**	**$ 64,780**	**$ 500,000**

Prior Fiscal Year Work

N/A - New work element.

Objective

Address technical and funding constraints for performance-based planning; reduce need for technical staff and funding resources; optimize the exacting repetitive and time-consuming processes; provide clear and comprehensive future predictions; develop a comprehensive, data-driven, and easy to use decisionmaking tool; and increase public engagement.

Discussion

There are many challenges and constraints for MPOs to advance the region's RTP/SCS, planning priorities, and climate adaptation goals. Limited available data, technical staff, and funding resources make this issue even more challenging for small and mid-size MPOs. Existing data modeling and visualization technologies are valuable tools to improve reporting processes and stakeholder engagement, but the lack of a comprehensive planning data analysis platform and dashboard can lead to delays, redundancies in the required reporting processes ,as well as significant difficulties in decisionmaking and public engagement processes. There is a need for a modern comprehensive data analytics dashboard that supports interactive analysis, visualization of different planning datasets, and scenario analysis. The proposed multi-data views dashboard could include include, land use, traffic volume, travel time, transit ridership, freight traffic, and greenhouse gas emissions, and health/safety indicators such as reported crashes and fatalities.

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

The proposed platform and dashboard will provide a comprehensive, data-driven, and easy-to-use decision-making tool to have a clear and comprehensive prediction for multimodality, accessibility, safety, equity, VMT, and GHG emissions based on the effects of transportation, housing, and land use on each other and on the past, current, and future trends. All community members including disadvantaged community members and tribal entities can use this proposed comprehensive, data-driven, and easy-to-use decision-making tool to have a clear and comprehensive future prediction based on transparent data. This can help them to have effective engagements that lead to informed decisions.

Deliverables (anticipated delivery date)

RFP and TSA (Feb. 2024), Public engagement plan (Mar. 2024) and reports (Mar. 2026), a framework for data collection and uploading (Oct. 2024), updated and integrated models (Mar. 2025), scenario toolkit (Dec. 2025), a toolbox for data query, analysis, and download (Dec. 2025), a data dashboard to present data, maps, figures, and reports (May. 2026).

Task/Activity		Resp. Agency	Schedule
Task 1:	**Project Administration**		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Manage and administer the project	SRTA	Nov. 2023 – Jun 2024
1.2	Quarterly invoices and progress reports		Quarterly
Task 2:	**Consultant Procurement**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Consultant procurement consistent with state and federal requirements	SRTA	Nov. 2023 – Feb. 2024
Task 3:	**Outreach and Public Engagement**		
Task/Activity		**Resp. Agency**	**Schedule**
3.1	Public engagement plan	SRTA & Consultant	Nov. 2023 – Jun 2024
3.2	Evaluating the effects of suggested recommendations		Nov. 2023 – Jun 2024
3.3	Reporting and documentation		Nov. 2023 – Jun 2024
3.4	Dissemination of information		Nov. 2023 – Jun 2024
Task 4:	**Data Collection**		
Task/Activity		**Resp. Agency**	**Schedule**
4.1	Gather required land use, mobility, health, and accident data	Consultant	Mar. 2024 - Jun 2024
4.2	Develop a framework for data collection and uploading		
Task 5:	**Data Updating and Integration**		
Task/Activity		**Resp. Agency**	**Schedule**
5.1	Update and integrate land use, travel, health, accident, and greenhouse gas prediction models	Consultant	Sep. 2024 - Mar. 2025
Task 6:	**Platform Development**		
Task/Activity		**Resp. Agency**	**Schedule**
6.1	Develop scenario toolkit	Consultant	Feb. 2025 - May. 2026
6.2	Develop a toolkit to query, analyze, and download data		
6.3	Develop a dashboard to present data, maps, figures, and reports		
6.4	Develop documentation and training reports		
Task 7:	**Advisory Committee Meetings**		
Task/Activity		**Resp. Agency**	**Resp. Agency**
7.1	Consult the TAC at different stages that include but are not limited to identifying the required data, needs, and priorities	SRTA & Consultant	Nov. 2023 – Jun. 2024
Task 8:	**Board Review / Approval**		
Task/Activity		**Resp. Agency**	**Resp. Agency**
8.1	Involvement of the board members in the development of the dashboard	SRTA	Dec 2023 – Jun 2024
8.2	Evaluating the final version and suggesting specific improvements	SRTA	Dec 2023 – Jun 2024

Future / Ongoing Activities

Task/Activity		Resp. Agency	Resp. Agency
FO1	Project Administration	SRTA	July 2024 – Aug 2026
FO2	Outreach and Public Engagement	SRTA & Consultant	July 2024 – Mar 2026
FO3	Data Collection	Consultant	July 2024 – Oct 2024
FO4	Data Updating and Integration	Consultant	Sep. 2024 - Mar. 2025
FO6	Platform Development	Consultant	Feb. 2025 - May 2026
FO7	Advisory Committee Metings	SRTA & Consultant	Jul 2024 – Dec. 2025
FO8	Board Review / Approval	SRTA	July 2024 – Jan 2026

WORK ELEMENT 706.02 — Public Transportation Planning

Agency: SRTA **Total Budget (FY 2023/24): $ 163,372**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations & Funding Requirements	FY 2023/24								
	Expenditures								
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	FHWA PL Total	FTA 5303 Total	Toll Credits*	FTA 5303 Total	LTF
Personnel	$ 50,715	$ 102,440	$ 122,622	$ 15,887	$ 138,508	$ 3,148	$ 408	$ 3,556	$ 11,091
Services & Supplies	$ 2,000			$ -		$ -	$ -	$ -	$ 2,000
Human Resources	$ 1,217		$ 975	$ 126	$ 1,101	$ 25	$ 3	$ 28	$ 88
Consultant (GTFS management)	$ 7,000								$ 7,000
TOTAL:	**$ 60,932**	**$ 102,440**	**$ 123,596**	**$ 16,013**	**$ 139,609**	**$ 3,173**	**$ 411**	**$ 3,584**	**$ 20,179**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Provided technical assistance to Federal Transit Administration (FTA) grant applicants. Tracked Greenhouse Gas Reduction Fund transit programs. Analyzed and reviewed public transportation performance. Evaluated discretionary funding programs needed to fill transit funding gaps in the region, including FTA programs, California State of Good Repair, and other prospective state and federal funding sources. Organized and held Social Services Transportation Advisory Council (SSTAC) meetings. Provided oversight and project administration of State of Good Repair (SGR), and other state and federal public transit funding programs. Other transit coordination includes regular participation in North State Super Region (NSSR) Transit Working Group meetings to discuss both regional and intercity transit needs, and continously solicting input from the public and other stakeholders. Specialty bus service administration, e.g. Beach Bus and Shasta Connect. Coordination of bus services locally and regionally.

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

SRTA supports the coordination of services among the region's various public transportation providers. SRTA also promotes the effective communication of these services to the public. 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. These efforts are closely related is WE 708.03 (Transportation Development Act Administration), which includes the annual unmet transit needs assessment and leading the Social Services Transportation Advisory Committee (SSTAC).

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

Properly designed and implented public transportation services result in increased mode split, thereby reducing VMT and increasing system performance measures for the vehicle network. Increased public transportation usage also reduce criteria pollutants in support of National Ambient Air Quality Standards and reduces transportation sector greenhouse gas emissions in support of CARB-assigned regional greenhouse gas emission reduction targets.

Deliverables (anticipated delivery date)

New Shasta Coordinated Transportation Plan (June 2024). Public transportation data summary and analysis (June 2024).

Task 1:	Transit Coordination		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Communication and coordination with intercity public transportation providers and public transportation providers operating in surrounding regions needed.	SRTA	Jul 2023 – June 2024
1.2	Participate in interagency meetings and workshops that support public transit planning, including: CalACT, CTA, transit board meetings, and/or similar such meetings.		
1.3	Evaluate discretionary funding programs needed to fill transit funding gaps in the region, including FTA, including Section 5311(c), 5311(f), and 5339(c), California State of Good Repair, and other prospective state and federal funding sources.		
Task 2:	**Public transportation data and analysis**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Collect and review transit performance data.	SRTA	Jul 2023 – June 2024
2.2	Formulate and provide recommendations toward enhancing near-term transit performance and/or efficiencies.		
2.3	Collect, audit, and report progress toward recommendations and performance targets for public transportation at year's end.		
2.4	Update General Transit File Specification (GTFS) files.		
2.5	Evaluate General Transit File Specification (GTFS) file management software options and provide recommendation.		Oct – Dec 2023
Task 3:	**FTA grants technical assistance and management**		
Task/Activity		**Resp. Agency**	**Schedule**
3.1	Work with local agencies and organizations on developing projects and applying for FTA grants, both regionally apportioned and competitive.	SRTA	Jul 2023 – June 2024
3.2	Administer FTA grants.		

WORK ELEMENT 706.06 — Greenhouse Gas Reduction Fund Programs

Agency: SRTA **Total Budget (FY 2023/24):** **$5,785**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 1,868	$ 3,772	$ 5,640
Services & Supplies	$ 100		$ 100
Human Resources	$ 45		$ 45
TOTAL:	**$ 2,012**	**$ 3,772**	**$ 5,785**

Prior Fiscal Year Work

Reviewed annual Low Carbon Transit Operations Programs (LCTOP) allocation; reported on progress of previous fiscal year (FY) allocations; tracked legislative actions related to LCTOP. Prepared applications for and received FY 2020/21 funds toward expanded Sunday On-Demand Transit and Expanded CTSA Rider Eligiblity (Year 2) projects.

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 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 GGRF transportation funds as well, such as the Transit Intercity Rail Capital Program (TIRCP).

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

LCTOP is a state program to support public transportation services that reduce carbon emissions. Annually, SRTA evaluates projects together with partners based on the this objective, and submits projects for funding.

Deliverables (anticipated delivery date)

Prepare and submit annual LCTOP project application(s) for regional public transportation projects. (Jan – April 2024)

Task 1:	**Administer LCTOP Funds**		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Review State Controller's Office LCTOP Eligible Allocation Summary	SRTA	Jan - Feb 2024
1.2	Review statutes, rules, and regulations, and pending legislation pertinent to LCTOP funding		Jul 2023 – June 2024
1.3	Review and process invoices for project work completion.		
1.4	Prepare annual progress and final project closeout reports (as needed)		
1.5	Participate in financial and performance auditing.		

Task 2:	**Prepare FY 2023/24 LCTOP Application**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Prepare and submit application in consultation with regional partners.	SRTA	Jan – June 2024

WORK ELEMENT 707.01 — Corridor Studies & Project Review

Agency: **SRTA** — **Total Budget (FY 2023/24):** **$10,287**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 3,314	$ 6,693	$ 10,007
Services & Supplies	$ 200		$ 200
Human Resources	$ 80		$ 80
TOTAL:	**$ 3,593**	**$ 6,693**	**$ 10,287**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Coordinated with regional partners in the development of the Fix 5 Cascade Gateway Project, the SR 273 Comprehensive Multimodal Corridor Plan, and the Pit River Bridge replacement.

Objective

To advance priority projects in coordination with Caltrans and ensure the safety, preservation, and performance of the regional network for people and goods.

Discussion

SRTA works with Caltrans staff in project development and construction, particularly where SRTA is a funding partner. SRTA also reviews and comments on land use and transportation projects with regard to impacts to the performance of the regional transportation network and consistency with the regional transportation plan. 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 then to prepare cost estimates and devise appropriate actions to resolve issues (23 CFR 450.318). In a typical year, SRTA reviews approximately three environmental impact reports (EIRs), two project study reports (PSRs) and one to two Caltrans transportation concept reports (TCRs). SRTA also coordinates with Caltrans on operational issues and closures related to weather, natural disaster, and collisions. During major road closures, SRTA works with Caltrans to examine alternatives and provide information to member agencies.

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

By advancing priority projects in coordination with Caltrans, the region helps to ensure the safety, maintenance, and system performance of the regional network for people and goods.

Deliverables (anticipated delivery date)

1) Project Study Reports (as needed); and 2) SRTA input, review and comment on 1-2 project per year (as requested)

Product 1: Analysis of Project Study Reports

Task/Activity		Resp. Agency	Schedule
1.1	Communicate 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 funding, programming, and the RTP/SCS.	SRTA	As needed
1.2	In coordination with Caltrans, develop responses to road closures and extreme climate related events, and to provide information during events.	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 and Sustainable Communities Strategy.	SRTA	As needed
2.2	Review development projects and make determination as to whether project is consistent with the adopted Sustainable Communities Strategy (SCS) for CEQA streamlining purposes.		

WORK ELEMENT 707.03 — Alternative Fuels Vehicle Planning

Agency: SRTA **Total Budget (FY 2023/24): $ 86,243**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24								
	Expenditures		Revenue by Fund Source ($)						
SRTA	Direct	Indirect	FHWA PL	Toll Credits*	Total FHWA PL	FHWA PL Carryover FY 2022/23	Toll Credits*	FHWA PL Carryover FY 2022/23	LTF
Personnel	$ 24,144	$ 48,769	$ 64,551	$ 8,363	$ 72,914	$ -	$ -	$ -	$ (0)
Services & Supplies	$ 750		$ 750	$ 86	$ 750				
Human Resources	$ 579		$ 579	$ 66	$ 579	$ -	$ -	$ -	$ (0)
Consultant (Frontier Energy)	$ 12,000								$ 12,000
TOTAL:	**$ 37,474**	**$ 48,769**	**$ 65,880**	**$ 8,516**	**$ 74,243**	**$ -**	**$ -**	**$ -**	**$ 12,000**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Hydrogen fuel planning with ARCH2ES. Communication and coordination with North State Super Region and various public and private sector stakeholders regarding the planning and funding for alternative fuels vehicle planning.

Objective

FHWA is establishing a national network of alternative fueling and charging infrastructure along national highway system corridors. Interstate 5 and SR 299 through the Shasta Region are important north-south and east-west corridors on this network. This work element supports the development of this network through planning of alternative fuels infrastructure in the region to reduce criteria air pollutants (ozone, CO, PM 2.5 and PM10). A collateral benefit is the reduction of greenhouse gas (GHG) emissions, which is a state objective.

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. Regional corridors designated as part of the national "Alternative Fuel Corridors" network, include: Interstate 5 (I-5) and State Route 299 (SR 299). Regional efforts supported or implemented will be included in the 2026 Regional Transportation Plan update.

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

Alternative fuel vehicles are an effective strategy for protection air quality - a core MPO function for non-attainment regions, but still relevant for the Shasta Region. Replacing conventional automobiles with electric and hydrogen vehicles will reduce federal Criteria Air Polutants, including ozone, PM 2.5 and 10, and CO. Although not a federal requirement, a co-benefit is the reduction of greenhouse gas emissions.

Deliverables (anticipated delivery date)

A modest number of staff hours has been allocated to this work element to allow for coordination with partners on regional and state efforts to expand fueling infrastructure and to evaluate grant funding opportunities as they arise (ongoing). SRTA will provide letters of support as appropriate for projects in the region (ongoing). SRTA will also participate in FHWA-sponsored events for corridor nominations, as well as in the North State EV Infrastructure Workgroup (estimated 4 meetings per year). Technical memos related to Shasta Regional Hydrogen Hub Study as requested. Additional tangible deliverables include meeting dates, agendas, and notes (ongoing).

Task 1:	Participation and Support Leading to Accelerated Deployment of Low-Carbon Fueling Infrastructure		
Task/Activity		Resp.	Schedule
1.1	Evaluate opportunities to accelerate the deployment of electric and hydrogen fueling infrastructure within the Shasta Region and along interregional corridors, focusing on benefits to public transportation, freight operations, and the traveling public.	SRTA	Jul 2023 – June 2024
1.2	Paricipate in monthly North State Super Region ZEV Workgroup meetings to discuss coordinated planning and provide project letters of support.	SRTA	Jul 2023 – June 2024

Task 2:	Shasta Regional Hydrogen Hub Study		
Task/Activity		Resp.	Schedule
2.1	Conduct outreach and develop consortium of interested parties. Conduct meetings, prepare presentations, and take meeting minutes.	SRTA, consultant	Jul 2023 – June 2024
2.2	Conduct visioning exercises; identify regional strengths and barriers; identify development and funding opportunities.	SRTA, consultant	Jul 2023 – June 2024
2.3	Conduct planning strategies for identified projects and develop funding scenarios. Consider development of incentives for adoption of hydrogen infratructure.	SRTA, consultant	Jul 2023 – June 2024

WORK ELEMENT 707.04 — Goods & Freight Coordination and Planning

Agency: SRTA **Total Budget (FY 2023/24):** **$6,665**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 2,124	$ 4,290	$ 6,414
Services & Supplies	$ 200		$ 200
Human Resources	$ 51		$ 51
TOTAL:	**$ 2,375**	**$ 4,290**	**$ 6,665**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Staff participated in both the Caltrans Freight Planning Academy and the the California Freight Advisory Committee (CFAC). Performed consultation with California Trucking Association to identify needs and potential solutions on I-5.

Objective

To develop freight projects in consultation with stakeholders that serve to remove transportation-related barriers to new and expanded industry. 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. This is to be accomplished through: 1) more efficient transportation of goods in/out of the region; 2) supporting the development of low trip generating industries; and 3) increased local production and consumption of goods, including the utilization and processing of industrial inputs from within the North State.

Discussion

Goods and freight movement supports economic activity and prosperity at the local, regional, state, and national level. The movement of freight also carries with it adverse impacts to air quality, the environment, and social equity. Consultation and planning with private sector industry stakeholders have highlighted some transportation-related inefficiencies (e.g. partial loads, deadheading, lack of coordination, etc.) that may be suppressing increased economic activity, however, no near-term gaps or deficiencies in the freight network have been identified for regional consideration. Longer term, SRTA will continue to evaluate the appropropriateness of a North State Freight Hub to support consolidation of truck freight and an intermodal linkage with freight rail. SRTA will also continue to reach out to freight stakeholders as part of the RTP process and evaluate emerging needs.

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

In consultation with private sector industry, economic development organizations, and other freight stakeholders, this work element identifies goods and freight related projects for technical evaluation and inclusion the RTP as approriate.

Deliverables (anticipated delivery date)

Freight project nominations for RTP (as identified). Participating in statewide freight planning meetings.

Task 1: Freight Coordination and Planning

Task/Activity		Resp. Agency	Schedule
1.1	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 meetings.	SRTA	As needed
1.2	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.		

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

Agency: SRTA **Total Budget (FY 2023/24):** **$ 526,713**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24				FY 2024/25 (estimated)			
	Expenditures				Expenditures		Revenue by Fund Source ($)	
SRTA	**Direct**	**Indirect**	**PPM**	**Strategic Partnership Grant (SPR)**	**Direct**	**Indirect**	**PPM**	**Strategic Partnership Grant (SPR)**
Personnel	$ 98,156	$ 198,265	$ 59,284	$ 237,137	$ 24,539	$ 49,566	$ 14,821	$ 59,284
Services & Supplies	$ 35,000		$ 7,000	$ 28,000				
Human Resources	$ 2,356		$ 471	$ 1,885				
Consultant (GHD)	$ 162,936		$ 32,587	$ 144,248				
Consultant (TBD)	$ 30,000		$ 6,000	$ 24,000				
TOTAL:	**$ 328,448**	**$ 198,265**	**$ 105,343**	**$ 435,269**	**$ 24,539**	**$ 49,566**	**$ 14,821**	**$ 59,284**

Grant funds expiration date: 6/30/2025

Prior Fiscal Year Work

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

Objective

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

Discussion

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

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

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

Deliverables (anticipated delivery date)

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

Task 1 — Stakeholder and Public Outreach

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

Task 2 — Gather Information on Existing Conditions

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

Task 3 — Conduct Baseline Performance Assessment

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

Task 4 — Identify Potential Projects and Strategies

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

Task 5 — Analyze Improvement Strategies

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

Task 6 — Select and Prioritize Solutions

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

Future / Ongoing Activities (FY 2024/25)

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

WORK ELEMENT 707.09(B) — SR 273 Southern Section Multimodal Corridor Plan

Agency: SRTA **Total Budget (FY 2023/24):** $342,227

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue
SRTA	Direct	Indirect	Special Studies Grant (SPR)
Consultant (GHD)	$ 342,227		$ 342,227
TOTAL:	**$ 342,227**	**$ -**	**$ 342,227**

Grant funds expiration date: 6/30/2025

Prior Fiscal Year Work

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

Objective

Two planning grants were awarded for the State Route 273 (SR 273) corridor. A $500K State Planning and Research (SPR) Special Projects grant was awarded to Caltrans District 2 for the southern portion. A $500K SPR Strategic Partnerships grant was awarded to SRTA for the northern portion of the corridor. SRTA serves as the project manager for both grants so that the entire corridor can be planned together; however, separate work elements have been created in the OWP for each respective grant. WE707.09A is for SRTA's grant, while WE 707.09B is for Caltrans D2's grant. A single procurement and consultant contract will be administered for the entire corridor. Both work elements share tjhe same objectives - i.e., to a) improve travel safety; b) improve system efficiency; c) improve system reliability; d) reduce GHG and pollutant emissions in support of State goals and standards; e) improve multimodal access; f) support economic opportunity and the movement of goods and freight; and g) address the needs and transportation-related impacts of disadvantaged communities that reside along this corridor. Ultimately, the plan will result in a prioritized list of projects for implementation, collectively designed to achieve regional and state performance targets.

Discussion

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

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

This plan will directly inform RTP planning and project list and result in a Comprehensive Mulitimodal Corriodor Plan (CMCP). Projects will support achievement of federal performance measures, including PM1 (Safety), PM2 (Pavement and Bridge Condition), and PM3 (System Performance), as well as state priorities documented in state plans.

Deliverables (anticipated delivery date)

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

Task/Activity	Task 1: Project Initiation	Resp. Agency	Schedule
1.1	Maintain Project TAC	SRTA & Consultant	Jul 2023 – June 2024

Task/Activity	Task 2: Identification and Assessment of Existing Conditions	Resp. Agency	Schedule
2.1	Identify existing conditions of transportation infrastructure	SRTA & Consultant	7/1/2023
2.2	Assess existing conditions		

Task/Activity	Task 3: Stakeholder Outreach	Resp. Agency	Schedule
3.1	Plan and conduct public workshops	SRTA & Consultant	Jul 2023 – June 2024
3.2	Plan and conduct online engagement		
3.3	Plan and conduct stakeholder meetings		

Task/Activity	Task 4: Identify Potential Projects and Strategies	Resp. Agency	Schedule
4.1	Identify freeway / highway / arterial projects and strategies	SRTA & Consultant	Aug 2023 – May 2024
4.2	Identify transit projects and strategies		
4.3	Identify complete projects and strategies		
4.4	Identify freight projects and strategies		
4.5	Identify climate change and resiliency projects and strategies		
4.6	Define improvement strategies		
4.7	Consider corridor integration options		

Task/Activity	Task 5: Analyze Improvement Strategies	Resp. Agency	Schedule
5.1	Group strategies into scenarios and evaluate	SRTA & Consultant	Aug 2023 – May 2024
5.2	Perform feasibility studies		
5.3	Examine and evaluate gateway approaches		

Task/Activity	Task 6: Select and Priortize Solutions	Resp. Agency	Schedule
6.1	Select and prioritize corridor solutions	SRTA & Consultant	May 2024 - Jun 2024

WORK ELEMENT 707.10 — North State Intercity Bus to Rail Plan

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

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

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

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

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

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

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

Alignment with Core MPO Requirements, Performance Measures, and Applicable State Grant Program Objectives
Result of this planning effort will directly inform the RTP, accomplish the goals of the state rail plan, the state intercity bus study, and may lead to projects that support achievement of federal performance measures (PM1, PM2, and PM3).

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

Task/Activity		Resp. Agency	Schedule
Task 1:	**Project Administration**		
1.1	Contract management, fiscal accounting and reporting.	SRTA	Jul 2022 – Jun 2025
Task 2:	**Consultant Procurement**		
2.1	RFP and consultant contracting.	SRTA	Nov 2023 – Apr 2025
Task 3:	**Bus Enhancements**		
3.1	Plan for the implementation of improved bus connections, with greater emphasis on coordination between 101 and I-5 corridors, including needs assessments for zero emission vehicles and refueling infrastructure to comply with the Innovative Clean Transit rule requirements.	SRTA & Caltrans	Apr 2024 – Apr 2025
Task 4:	**Passenger Rail Opportunities**		
4.1	Feasibility assessment of daytime passenger rail.	SRTA	Apr 2024 – Apr 2025
Task 5:	**Public Outreach & Community Engagement**		
5.1	Plan and conduct public workshops and other outreach strategies to gather public input about proposed	SRTA	Apr 2024 – Apr 2025
Task 6:	**Partner Coordination**		
6.1	Meetings with regional stakeholders to move the planned improvements into realistic outcomes.	SRTA & Caltrans	Apr 2024 – Apr 2025
Future / Ongoing Activities			
FO1	Contract management, fiscal accounting and reporting.	SRTA	Jul 2024 – Jun 2025
FO2	Evaluation of transportation governance structure between partner agencies in the North State and	SRTA & Consultant	Aug 2024 – Apr 2025
FO3	Plan and conduct public workshops and other outreach strategies to gather public input about proposed	SRTA	July 2024 – Apr 2025
FO4	Meetings with regional stakeholders to move the planned improvements into realistic outcomes.	SRTA & Caltrans	July 2024 – Apr 2025
FO5	Draft plan based on community and partner comments and Caltrans review.	SRTA	Sep 2024 – Apr 2025
FO6	SRTA Board of Directors' approval of final North State Intercity Bus to Rail Plan.	SRTA & Consultant	Nov 2024 – Apr 2025

WORK ELEMENT 707.11 — Pit River Tribe Long-Range Transportation Plan Update

Agency: SRTA **Total Budget (FY 2023/24):** **$148,626**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24				
	Expenditures		Revenue by Fund Source ($)		
SRTA	**Direct**	**Indirect**	**Caltrans Sutainable Transportation Planning Grant**	**Pit River Tribe Local Cash Match**	**LTF (SRTA is not charging the grant for admin staff time)**
Personnel	$ -	$ -			$ -
Services & Supplies					
Human Resources					
Pit River Tribe Local Cash Match	$ 19,299	No indirect per grant agreement		$ 19,299	
Consultant (tbd)	$ 129,327		$ 129,327		
TOTAL:	**$ 148,626**	**$ -**	**$ 129,327**	**$ 19,299**	**$ -**

Note: Match requirement noted here for RFR purposes only (not included in budget)

Previous Accomplishments

The Pit River Tribe prepared and issued a request for proposals and held a kickoff meeting with SRTA and Caltrans staff.

Objective

• Review the existing transportation system and identify those elements that are important to the Tribe.
• Identify the public roads within the Road Inventory Field Data System (RIFDS) within Tribal jurisdiction.
• Conduct field studies and collect data to assess Tribal transportation needs.
• Engage Tribal members, Caltrans, and other local, regional, and federal agencies in the planning process for public input.
• Perform transportation engineering and planning evaluations to identify existing and future needs of the roadway network as well as other multimodal transportation.
• Develop a plan for improvements to the overall transportation system that are necessary to meet the existing and future transportation needs within the study area.
• Identify needed transportation system improvement projects, establish Tribal priorities, and determine a reasonable implementation time frame.
• Establish a continuous planning process for transportation systems on Tribal lands.

Discussion

This work element was created to enable the Pit River Tribe to receive state grant funds. SRTA is providing in-kind grant administration, including the review and processing of invoices for reibursement. Reasonable technical support may also be provided upon request.

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

The PRT LRTP will support intergovernmental planning and coordination - a core activity required of MPOs.

Deliverables (anticipated delivery date)

Consultant procurement (Jul–Aug 2023). Advisory group roster and public outreach plan (Dec 2023)

Task 01: Project Administration

Task/Activity		Resp. Agency	Schedule
0.1	The Tribe will conduct an initiation meeting with Caltrans district staff to discuss grant procedures and project expectations, including invoicing, quarterly progress reports, along with relevant project information.	Pit River Tribe w/ SRTA support	May 2022- Feb 2025
0.2	The Tribe will submit quarterly project reports and fiscal reports to Caltrans district staff to provide a summary of project progress and grant/local match expenditures.	Pit River Tribe	
0.3	The Tribe will submit complete invoice packages to Caltrans district staff (at least quarterly, but no more frequently than monthly).	Pit River Tribe	

Task 02: Consultant Procurement

Task/Activity		Resp. Agency	Schedule
0.1	The Tribe will prepare a Request for Proposals (RFP) to solicit a consultant team to develop the Tribal LRTP. The procurement process will be consistent with the standards and procedures established by Caltrans for these projects. The RFP will be distributed to qualified organizations.	Pit River Tribe	July 2023 – August 2023
0.2	The Tribe will conduct a review of the proposals received. The Tribe will make the final approval of the selected consultant and execute signed contracts.	Pit River Tribe	
0.3	The Tribe will conduct an initiation meeting with the selected consultant to discuss project expectations, including invoicing, expected deliverables, and other relevel project information. Caltrans district staff will be invited to participate.	Pit River Tribe	

Task 1: Advisory Group

Task/Activity		Resp. Agency	Schedule
1.1	The Tribe will designate a staff member for project oversight and operations. Recurrent project team meetings will be held to ensure good communication and orderly progress on all upcoming tasks. Consultants will be included in meetings after they are selected. Caltrans district staff will be invited to participate in project team meetings.	Pit River Tribe	Jul 2022- Jan 2025
1.2	The Tribe will convene an advisory group for project guidance and meet at least three times throughout the course of the project. Participants will include members from the Tribal Council, staff from local and regional agencies, and other stakeholders that reflect community perspectives. Caltrans district staff will be invited to participate. The advisory group will identify key stakeholders to engage, important sensitivities to consider, and pertinent background information regarding the conditions, history, and needs of the community. The Advisory Group will determine strategies for engaging all segments of the community and maximizing participation at public events.	Pit River Tribe	

Task 2: Existing Conditions

Task/Activity		Resp. Agency	Schedule
2.1	The selected consultant will work with the Tribe, appropriate agencies, and other sources to compile and organize available information on existing conditions for the project area to be used to guide preparation of the Tribal LRTP. This information may include but is not limited to: Tribal background; existing roadway inventory (data provided by Tribe) within the Tribal Transportation Program (TTP); other travel modes such as transit, pedestrian, and bike facilities; traffic data; crash data; existing and planned land uses both on Tribal lands and within surrounding areas. The consultant will then prepare an existing conditions report for use at meetings and public events.	Pit River Tribe	Aug 2023 – Jun 2024

Task 3: Public Outreach

Task/Activity		Resp. Agency	Schedule
3.1	The Tribe, in coordination with the advisory group and consultant, will prepare an outreach plan to inform the community about the project and upcoming community events. The Tribe will distribute materials publicizing events to maximize participation and positive input. Due to the current COVID-19 environment, these activities are envisioned to be held virtually at accessible times until further notice. Should conditions improve, in-person events may be held with appropriate social distancing measures. The Tribe will arrange facilities and food (in accord with grant guidelines for eligible snack and refreshment expenses) for all in-person events.	Pit River Tribe & Consultant	Aug 2023 – Jun 2024
3.2	The Tribe, in coordination with the advisory group and consultant, will prepare a community survey to assess Tribal members' priorities regarding transportation needs such as maintenance/repair of existing roads, improved traffic safety, upgraded bike facilities, expanded transit services, sidewalk construction/repair, etc. The survey will be distributed online and in appropriate community forums to maximize public involvement.	Pit River Tribe & Consultant	
3.3	The consultant, in coordination with the Tribe and advisory group, will prepare the Community Workshop #1 PowerPoint presentation to introduce concepts and objectives of the Tribal LRTP. It will review the findings of the existing conditions report and community survey results. Based on these findings, this workshop will introduce priority transportation improvement projects. Tribal members, Caltrans district staff, and identified stakeholders will be invited to participate and provide feedback.	Pit River Tribe & Consultant	
3.4	The consultant, in coordination with the Tribe and advisory group, will prepare the Community Workshop #2 PowerPoint presentation to present the draft outline for the Tribal LRTP to be prepared in Task 4.1. Tribal members, Caltrans district staff, and identified stakeholders will be invited to participate and provide feedback. The provided comments will be considered in preparation of the draft Tribal LRTP in Task 4.2.	Pit River Tribe & Consultant	
3.5	The consultant, in coordination with the Tribe and advisory group, will prepare the Community Workshop #3 PowerPoint presentation to present the draft Tribal LRTP to be prepared in Task 4.2. Tribal members, Caltrans district staff, and identified stakeholders will be invited to participate and provide feedback. The provided comments will be considered in preparation of the final draft Tribal LRTP in Task 4.3.	Pit River Tribe & Consultant	

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Task 4:	Draft and Final Plan		
Task/Activity		**Resp. Agency**	**Schedule**
4.1	The consultant will review community input from Community Workshop #1 in Task 3.3. Based on the existing conditions report and the received feedback, the consultant will develop a draft outline for the Tribal LRTP with a list of priority transportation improvement projects for the Tribe. The draft outline for the Tribal LRTP will be submitted for review by the appropriate members of the project team, Caltrans staff, and advisory group before being presented in Community Workshop #2 in Task 3.4.	Consultant	August 2023 – Jun 2024
4.2	The consultant will prepare any analysis necessary to determine the potential impacts of the priority transportation improvement projects identified in the draft outline of the Tribal LRTP. The consultant will prepare a draft Tribal LRTP based on the analysis results and community input from Community Workshop #2 in Task 3.4 detailing their analysis, findings, and conclusions. The consultant will review and identify potential funding sources for future implementation of the priority project list. The draft LRTP will be suitably documented with appropriate text, tabular, graphic, and appendix materials. The draft Tribal LRTP will be submitted for review by the appropriate members of the project team, Caltrans staff, and advisory group before being presented in Community Workshop #3 in Task 3.5.	Consultant	
4.3	The consultant, in coordination with the Tribe and advisory group, will prepare a final draft Tribal LRTP based on the community input from Community Workshop #3 in Task 3.5 and resolve any remaining issues. The final draft LRTP will be suitably documented with appropriate text, tabular, graphic, and appendix materials. The consultant will circulate the final draft LRTP to the project team, Caltrans staff, and the advisory group for feedback.	Pit River Tribe & Consultant	
4.4	The consultant will make final revisions to the document based on project team, Caltrans staff, and advisory group input. Based on the project findings, the final LRTP will provide recommendations for implementation of the Tribal LRTP, including submittal to the Pit River Tribal Council, submittal to the BIA, and developing a Tribal Transportation Improvement Program (TTIP) for the priority transportation improvement projects. The final LRTP will be suitably documented with appropriate text, tabular, graphic, and appendix materials. The project team will submit both hard copies and electronic copies of the final document to Caltrans, and credit Caltrans for its financial contribution on the cover of the report.	Consultant	

Ongoing / Future Tasks			
Task/Activity		**Resp. Agency**	**Schedule**
FO1	Develop draft and final plan	Pit River Tribe & Consultant	Jul 2024 – Feb 2025
FO2	Tribal Council Review and Approval	Pit River Tribe	

WORK ELEMENT 707.12 — Regional Early Action Planning (REAP 2.0)

Agency: **SRTA** **Total Budget (FY 2023/24):** **$31,257**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24			
	Expenditures			
SRTA	**Direct**	**Indirect**	**LTF**	**REAP 2.0 Funds**
Personnel	$ 10,137	$ 20,477	$ -	$ 30,614
Services & Supplies	$ 400		$ -	$ 400
Human Resources	$ 243		$ -	$ 243
			$ -	$ -
Applicant Projects (TBD)	$ -		$ -	$ -
			$ -	$ -
TOTAL:	**$ 10,781**	**$ 20,477**	**$ -**	**$ 31,257**

**Toll Credits are shown for matching purposes only and are not considered revenue*

Prior Fiscal Year Work

Performed public outreach and engagement, developed call for projects, issued call for projects, selected potential projects for funding via suballocation (contingent upon award), developed, and submitted grant application to HCD.

Objective

Fund transformative planning and implementation activities that meet California and regional housing goals, state equity goals, reduce vehicle miles traveled (VMT) per capita, and advance implementation of SRTA's Sustainable Communities Strategy (SCS) component of the Regional Transportation Plan (RTP).

Discussion

This work element is funded by the California Department of Housing and Community Development (HCD). The funds are being directly allocated to the state's metropolitan planning organizations (MPOs). SRTA will request funds by submitting an application of eligible projects. SRTA can apply for up to $2,243,909. SRTA may submit projects to manage or suballocate funds to projects that will be managed by eligible entities. Entities eligible for the purpose of suballocation include counties, cities, cities and counties, transit agencies or districts, county transportation agencies, Tribal Entities, community-based organizations, Public Housing Authorities, academic institutions, developers of affordable housing, or a regional Housing Trust Fund. This effort will be helpful to have more Housing options and affordability in mixed-use neighborhoods with different transportation options like walking, cycling, and transit.

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

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

Deliverables (anticipated delivery date)

Projects submitted for review by HCD (Dec 2022), approval by State HCD (May 2023)

Task 1:	Project Administration		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	Contract management, fiscal accounting and reporting.	SRTA	Aug 2022 - June 2024
1.2	Project development, outreach, development of call for projects, and submittal of applications to HCD	SRTA	Aug 2022 - Feb 2023
Task 2:	**Applicant Project(s) (TBD)**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	Projects submitted for review by HCD. Will update projects once funding is approved.	Local Agency or Private firm	Feb 2023 - Jun 2024
Future / Ongo			
Task/Activity		**Resp. Agency**	**Schedule**
FO1	Contract management, fiscal accounting and reporting.	SRTA & Local Agencies	Jul 2024 - June 2026

WORK ELEMENT 708.03 — Transportation Development Act Management

Agency: SRTA **Total Budget (FY 2023/24):** **$100,440**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24 Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 29,608	$ 59,806	$ 89,414
Services & Supplies	$ 500		$ 500
Human Resources	$ 711		$ 711
Consultant Services (Financial Audit)	$ 4,815		$ 4,815
Consultant Services (Triennial Audit) (none this FY)	$ -		$ -
Consultant Services (Technical/outreach toward TNA (Task #2))	$ 5,000		$ 5,000
TOTAL:	**$ 40,634**	**$ 59,806**	**$ 100,440**

Prior Fiscal Year Work

Preparation, adoption, and administration of Transportation Development Act (TDA) budget and associated fiscal auditing of expenditures. Produced and distributed 2022/23 Transit Needs Assessment and Unmet Transit Needs processes. Organized, held and supported Social Services Transportation Advisory Council (SSTAC) regular, as well as special meetings.

Objective

To administer the allocation of funds from the Local Transportation Fund (LTF) and State Transit Assistance (STA) to member entities. To provide a forum for input on public transit service and its connections. To administer the annual Unmet Transit Needs Process required under TDA in order to be able to use LTF for local streets and roads.

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 claimants and ensures that fiscal audits and other requirements are performed in accordance to TDA law.

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

TDA funds are generated locally and administered by the state of California. As a recipient of TDA funds, the following tasks are required to ensure the appropriate, effective, and efficient use of TDA funds.

Deliverables (anticipated delivery date)

1) Transit Needs Assessment (Nov 2023 - Feb 2024); 2) Unmet Transit Needs findings (April 2024); 3) TDA budget (April 2024); and 4) SSTAC regularly-scheduled meetings (September 2023 and March 2024).

Task 1: TDA Administration

Task/Activity		Resp. Agency	Schedule
1.1	Prepare LTF and STA Findings of Apportionment.	SRTA	Feb 2023
1.2	Review LTF and STA claims submitted by claimants including associated technical assistance needed for adequate and proper reporting.	SRTA	May-June 2023
1.3	Review statutes, rules, and regulations, and pending legislation pertinent to transit and transit funding.	SRTA	Ongoing
1.4	Organize and support Social Services Transportation Advisory Council (SSTAC).	SRTA	Jul 2023 - Jun 2024
1.5	Prepare audits as required under the TDA.	SRTA	Sept – Oct 2023
1.6	Engage independent auditor.	SRTA	Sept – Oct 2023
1.7	Prepare claims for Board of Directors approval.	SRTA	Jun 2024
1.8	Claim scheduling and payment.	SRTA	Jun 2024
1.9	Perform TDA fund accounting.	SRTA	Monthly

Task 2: Annual Transit Needs Assessment

Task/Activity		Resp. Agency	Schedule
2.1	Review prior year Transit Needs Assessment; solicit public input (comments, surveys, interviews, etc.); collect transit data and reports, perform farebox analysis, and conduct CTSA performance analysis; prepare data for inclusion in draft document, update tables, and information.	SRTA	Oct 2023 - Jan 2024
2.2	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 utilizing data collected and public input. Evaluate potential performance of scenarios. Identify any scenarios that may be reasonable.	SRTA	Oct 2023 - Jan 2024
2.3	Provide draft document to transit operators, CTSA, and SSTAC for review; revise and prepare final draft for public comment and adoption.	SRTA	Feb 2024
2.4	Prepare staff report and presentation for SRTA Board of Directors/public hearing.	SRTA	Feb 2024
2.5	SSTAC to consider at their regularly-scheduled March meeting to provide SSTAC recommendation on unmet transit needs.	SRTA	Mar 2024
2.6	Present staff and SSTAC unmet transit needs recommendations, including resolution, to SRTA Board of Directors for approval.	SRTA	Apr 2024
2.7	Submit final document to Caltrans for acceptance.	SRTA	Jun 2024

WORK ELEMENT 708.04 — RABA and CTSA Administration

Agency: **SRTA** **Total Budget (FY 2023/24):** **$87,711**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24		
	Expenditures		Revenue by Fund Source ($)
SRTA	**Direct**	**Indirect**	**LTF**
Personnel	$ 28,783	$ 58,138	$ 86,920
Services & Supplies	$ 100		$ 100
Human Resources	$ 691		$ 691
TOTAL:	**$ 29,573**	**$ 58,138**	**$ 87,711**

Prior Fiscal Year Work

Provided funds to RABA for their administration of services. Provided oversight of funds provided to Dignity Health Connected Living (DHCL) for operation of the CTSA services, including review of monthly invoices. Worked with DHCL to develop budget for FY 2023/24. Prepared and executed CTSA ridership agreement between DHCL, RABA and SRTA in 2021. Extended SRTA/DHCL agreement for specialized transportation services.

Objective

To support the cost-effective delivery of high quality public transportation services.

Discussion

SRTA is the designated recipient and responsible administrator of Transportation Development Act (TDA) funds. SRTA provides general oversight to ensure the most effective, efficient, and transparent use of TDA funds. The city of Redding performs Redding Area Bus Authority (RABA) administration. The county of Shasta contracts with RABA to provide Burney Express service.

SRTA administers Consolidated Transportation Services Agency (CTSA) transportation, while Dignity Health Connected Living (DHCL - formerly Shasta Senior Nutrition Program) provides CTSA transportation services under agreement with SRTA. SRTA issued a new CTSA service agreement July 2017 to DHCL for up to five years, with an option to extend up to five years. SRTA is responsible for updating CTSA policies and procedures

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

TDA funds are generated locally and administered by the state of California. As a recipient of TDA funds, the following tasks are required to ensure the appropriate, effective, and efficient use of TDA funds.

Deliverables (anticipated delivery date)

Approved invoices. Budget for subsequent year and performance standards (Jun 2024).

Task 1:	**RABA Administration**		
Task/Activity		**Resp. Agency**	**Schedule**
1.1	RABA administration, management and operations.	Redding/ Shasta County	Jul 2023 – Jun 2024

Task 2:	**CTSA Administration**		
Task/Activity		**Resp. Agency**	**Schedule**
2.1	SRTA administration and oversight of specialized transit services, including monthly invoicing review and approval.	SRTA	Jul 2023 – Jun 2024
2.2	Periodic coordination meetings with DHCL, RABA and SRTA, as needed.		
2.3	Review and approve final FY 2024/25 CTSA budget provided by DHCL.		Feb - June 2024

WORK ELEMENT 801.01 — North State Super Region (NSSR)

Agency: **SRTA** **Total Budget (FY 2023/24):** **$7,615**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24			
	Expenditures		Revenue by Fund Source ($)	
SRTA	**Direct**	**Indirect**	**NSSR**	**LTF**
Personnel	$ 2,255	$ 4,556	$ 6,811	$ -
Services & Supplies	$ 750		$ 750	$ -
Human Resources	$ 54		$ 54	$ -
TOTAL:	**$ 3,060**	**$ 4,556**	**$ 7,615**	**$ -**

Prior Fiscal Year Work

NSSR meetings held; NSSR intranet website maintained; commented on legislative and other issues of potential impact to the North State; and provided letters of support for regional projects. Invoiced contributing agencies of the NSSR.

Objective

To bolster the agency's influence on state and federal legislation, policy, and programs and other general activities potentially affecting the North State.

Discussion

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.

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

This work element is funded entirely through member dues from NSSR partners.

Deliverables (anticipated delivery date)

NSSR meeting agendas and minutes (as scheduled). Website maintenance/updates. Presentations from NSSR Town Hall (April 2023)

Task 1: **North State Super Region**

Task/Activity		Resp. Agency	Schedule
1.1	Attend and help facilitate NSSR meetings.	SRTA	2 per year
1.2	Maintain and update NSSR website as needed.		Jul – Jun (annually)

WORK ELEMENT 801.02 — SB 125 TIRCP/ZETCP Administration

Agency: SRTA **Total Budget (FY 2023/24):** $ 68,963

NEW WORK ELEMENT

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Staff Allocations and Funding Requirements	FY 2023/24				FY 2024/25 (estimated)			
	Expenditures		Revenue by Fund Source ($)		Expenditures		Revenue by Fund Source ($)	
SRTA	**Direct**	**Indirect**	**SB125**	**LTF**	Direct	Indirect	SB125	LTF
Personnel	$ 22,656	$ 45,763	$ 68,419	$ -	$ 14,422	$ 20,436	$ 34,858	$ -
Services & Supplies	$ -		$ -	$ -	$ -		$ -	$ -
Human Resources	$ 544		$ 544	$ -	$ 346		$ 346	$ -
TOTAL:	**$ 23,200**	**$ 45,763**	**$ 68,963**	**$ -**	$ 14,768	$ 20,436	$ 35,204	$ -

Prior Fiscal Year Work

n/a

Objective

SRTA is responsible for overseeing the administration of the SB 125 TIRCP/ZETCP funds. These duties include: distributing funds to eligible public agencies (passenger rail, urban rail transit, bus, ferry transit); managing capital and operating projects and partnering with eligible agencies; submitting an Initial Allocation Package by December 31, 2023, addressing deficits and improving ridership through 2025/26, project descriptions, and transit operator data; submitting a long-term financial plan by June 30, 2026, demonstrating ridership retention, recovery strategies, and a five-year operating funding forecast.

Discussion

SB 125 funds are distributed to regional transportation planning agencies (RTPAs), there is no specific deadline for expending the funds. Assembly Bill (AB) 102 and Senate Bill (SB) 125 adjusted the 2023 Budget Act to provide $4 billion from the General Fund over two years to the TIRCP and $910 million from Greenhouse Gas Reduction Fund (GGRF) funding along with $190 million from Public Transportation Account (PTA) funding over four years for the ZETCP. TIRCP was established to fund essential capital improvements for California's intercity, commuter, and urban rail systems, as well as bus and ferry transit systems. ZETCP provides funding for projects related to zero-emission transit equipment, transit facilities, and network improvements. SRTA can also use TIRCP and ZETCP funds for transit operating expenses to prevent service cuts and boost ridership. SRTA is discussing project ideas with regional partners for use of the funds.

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

Result of this effort will implement the RTP, accomplish the goals of the TIRCP and ZETCP programs, and may lead to projects/services that support achievement of federal performance measures (PM1, PM2, and PM3).

Deliverables (anticipated delivery date)

Initial Allocation Package by December 31, 2023; a long-term financial plan by June 30, 2026; Annual reports

Task 1: Administration and Reporting

Task/Activity		Resp. Agency	Schedule
1.1	Distributing funds to eligible public agencies (passenger rail, urban rail transit, bus, ferry transit)	SRTA	Dec 23 - Dec 27
1.2	Managing capital and operating projects and partnering with eligible agencies		Jan 24 - Dec 27
1.3	Submitting annual reports on project progress, expenses, and remaining funds.		Jan 24 - Dec 27

Task 2: Short-Range Transit Capital Program

Task/Activity		Resp. Agency	Schedule
2.1	Submitting an Initial Allocation Package addressing deficits and improving ridership through 2025/26	SRTA	Oct 23-Dec 23
2.2	Submitting a long-term financial plan demonstrating ridership recovery strategies, and a five-year operating funding forecast		Dec 23 - Jun 26

SB125 Projects (Information Only)

Task/Activity		Cost	Resp. Agency	Schedule
TBD	TBD	TBD	TBD	TBD

WORK ELEMENT 802.01 — Local Agency Planning Projects – Informational

Agency: **SRTA** **Total Budget (FY 2023/24):** **$ 360,000**

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE

Funded Agency	FY 2023/24 Revenue by Fund Source ($)			
	Safe Streets For All	FTA 5307	TBD	TBD
City of Anderson		$ -		$ -
City of Redding	$ 300,000	$ -		$ -
City of Shasta Lake		$ -		$ -
Shasta County				
Redding Area Bus Authority (RABA)		$ 60,000		
TOTAL:	**$ 300,000**	**$ 60,000**	**$ -**	**$ -**

Prior Fiscal Year Work

N/A – New Work Element

Discussion

This is an informational work element only, requested by the FHWA to track non-CPG transportation planning projects in the region.

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

Activities support implementation of the regional transportation plan.

Agency	Title of Project	Description	Funds Awarded	Fund Source	Expected Completion
City of Redding	TBD	Safe Streets for All Action Plan	$ 300,000	Safe Streets for All	TBD
RABA	Short Range Transit Plan	Five year plan for RABA services, including a fare study	$ 60,000	FTA 5307	Dec-23