



OVERALL WORK PROGRAM FOR THE SHASTA REGIONAL TRANSPORTATION AGENCY

Fiscal Year 2023-2024

Final Draft to be Presented to SRTA
Board of Directors April 27, 2023

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PROSPECTUS

ABOUT SRTA

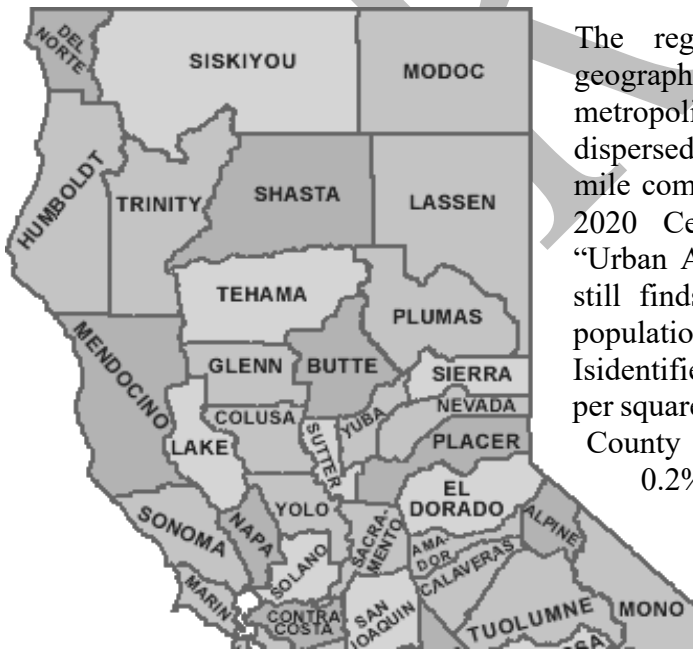
As the federally-designated Metropolitan Planning Organization (MPO) for Shasta County, the Shasta Regional Transportation Agency (SRTA) is responsible for coordinated transportation planning, programming of transportation funding, and the development and implementation of transportation policy for the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

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



THE REGION

Shasta County is located at the geographic center and transportation crossroads of California's North State. The region has an area of 3,750 square miles covering the northern end of the Sacramento Valley and southern portions of the Cascade mountain range. Shasta County is home to approximately 182,000 residents, approximately 66% of which live in the Redding Urban Area (which includes the Cities of Anderson and Shasta Lake) along Interstate 5. The City of Redding is the county seat and the region's socio-economic center.



The region is largely rural in character and geographically separated from other California metropolitan regions. Its population is one of the most dispersed in the state, having 47 persons per square mile compared to the statewide average of 251. The 2020 Census eliminated the distinction between “Urban Areas” and “Urbanized Areas,” but Redding still finds itself among the lowest (20th-percentile) population density of California's 192 Urban Area Identified in the 2020 Census, with just 1,798 persons per square mile. Average annual growth rate for Shasta County between 2010 and 2021 was approximately 0.2%.

ORGANIZATIONAL STRUCTURE

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

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

A memorandum of understanding (MOU) between the county of Shasta, Caltrans, Redding Area Bus Authority (RABA), and the cities of Anderson, Redding, and Shasta Lake was established. The MOU outlines legal foundations and responsibilities for the planning and programming of transportation funding; establishes the agency's organizational structure; and defines general funding processes. The MOU is reviewed and revised periodically to incorporate statutory changes. A master fund transfer agreement is required that sets forth terms and conditions for spending federal transportation planning funds. On July 1, 2012, SRTA became an independent agency, no longer under the county of Shasta. Since this time, the agency's various policies have been revisited and updated as appropriate to reflect independent agency status.

PURPOSE OF THE OVERALL WORK PROGRAM

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

The OWP serves the following functions:

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

The OWP is comprised of the following components:

Section 1: Regional Transportation Planning Process - Describes regional transportation planning responsibilities, priorities, and methods.

Section 2: Consistency with Federal and State Transportation Planning – Describes how the regional transportation planning process aligns with federal and state funding priorities.

Section 3: Fiscal Year Regional Priorities – Outlines current year challenges and opportunities that the work program aims to address.

Section 4: Current and Future Fiscal Year Budget and Work Program – Describes the agencies revenues, expenditures, and work program divided into work elements.

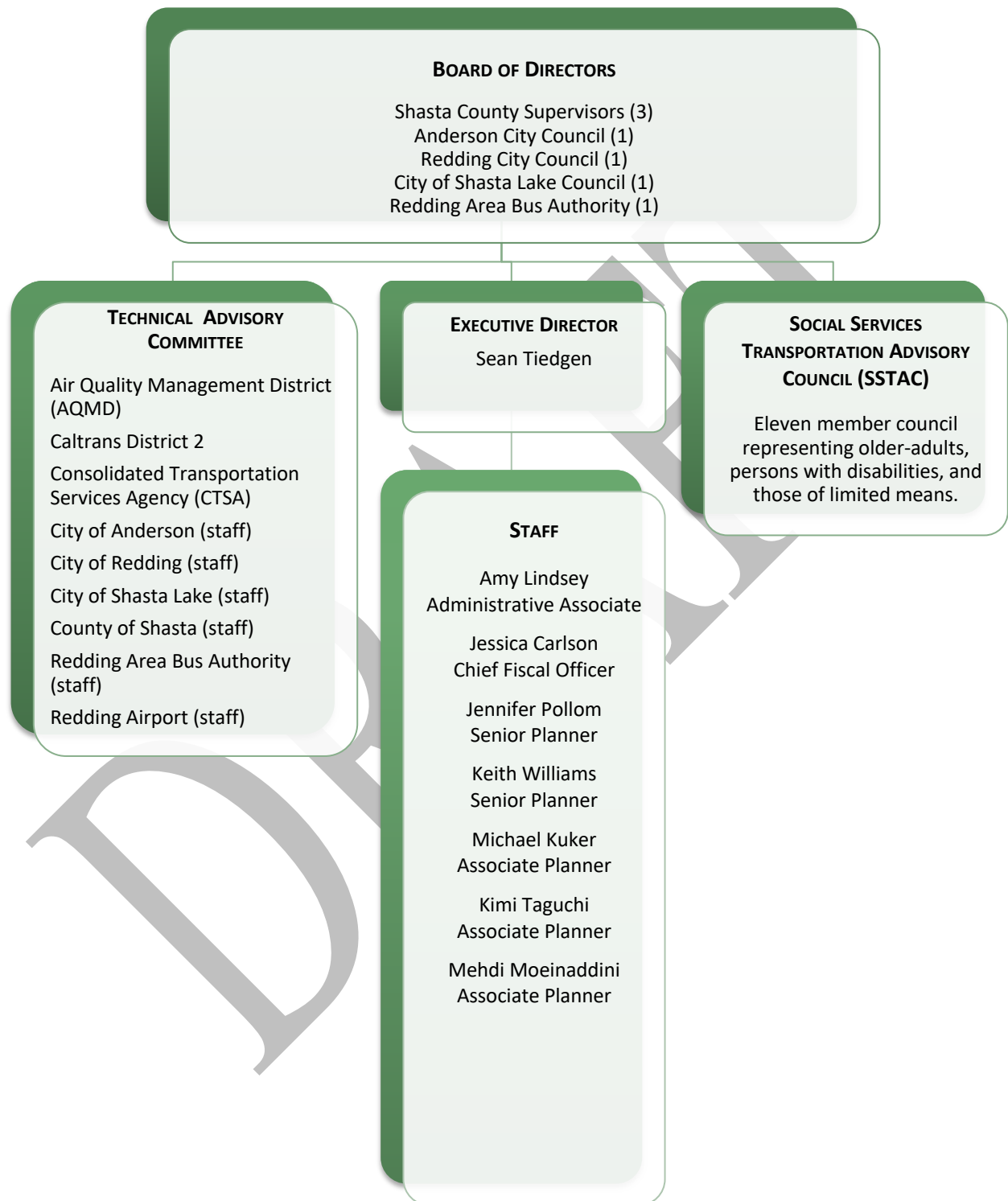
The planning budget in this OWP represents staff hours, consultant services, fixed-assets, and supplies necessary to accomplish work tasks and products. Indirect costs, including some administrative expenses, are accounted for in the agency's Indirect Cost Allocation Plan (ICAP). To ensure planning activities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

MANAGEMENT OF THE OVERALL WORK PROGRAM

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

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

ORGANIZATIONAL CHART



SRTA TASK DISBURSEMENT & CONTACT INFORMATION

SHASTA REGIONAL TRANSPORTATION AGENCY STAFF ASSIGNMENTS	
LEAD STAFF	AREA OF RESPONSIBILITY (Backup Staff)
Sean Tiedgen Executive Director 530-262-6190 stiedgen@srta.ca.gov	Overall Management of All Work Products
	Human Resources and Staff Development
	Policy and Administration
	Local, State and Federal Agency Liaison
	I-5 Project Implementation
	Manage Board of Directors and Technical Advisory Committee Meetings
	Capital, Operating and Planning Investment Strategies
	Caltrans D2 Coordination
	Overall Work Program (Jessica / Keith)
	Procurement Quality Control (Jessica / Michael)
	Highway/Interstate Grants (All)
	CTC Townhall – April 2023 (Michael / All)
Amy Lindsey Administrative Associate 530-262-6196 alindsey@srta.ca.gov	Administration (Sean)
	Board Meetings, Staff Reports (Sean and Keith)
	SRTA Website Updates (Michael)
	Facility Liaison (Michael)
	Risk Management/Insurance (Jessica / Sean)
	Organize staff meetings (Sean / Jessica)
	Project Photography (All)
	Benefits Administrator (Jessica)
Jessica Carlson Chief Fiscal Officer 530-262-6193 mlong@srta.ca.gov	Fiscal/Accounting (Sean)
	Finance Committee (Sean)
	Financial Reporting to BOD (Sean)
	Audits (Sean)
	Payroll (Amy / Jenn)
	PPM Allocations and Reporting (Keith / Kimi / Sean)
	Fiscal and Human Resources Policies (Sean / Amy)
	Indirect Cost Allocation Plan (Sean)
	Transportation Development Act and Public Transit Compliance (Sean / Jenn)
	Bill Pay (Jenn)
	Procurement Administration and Policy (Sean / Michael)
	Mid-Manager Rotation Duties
	Draft Board of Directors and Technical Advisory Committee Materials
	SRTA Grant Administration (Sean)

SHASTA REGIONAL TRANSPORTATION AGENCY STAFF ASSIGNMENTS (PAGE 2)	
LEAD STAFF	AREA OF RESPONSIBILITY (Backup Staff)
Jenn Pollom Senior Planner 530-262-6195 jpollom@srta.ca.gov	CFO Backup
	Transit Administration Grants (FTA, TIRCP, etc.) (Kimi / Sean)
	Intercity Bus Grants (Kimi)
	Salmon Runner Implementation (Sean / Kimi)
	North State Transit Meetings (Kimi)
	Passenger Rail Planning (Kimi)
	Beach Bus
	Long Range Transit Plan Implementation (Sean / Kimi)
	GIS Contracting and Administration (Michael)
	Regional Transportation Plan (All)
	Alternative Fuel Vehicles and Other GHG Technology (Sean)
	Transit Needs Assessment (Kimi / Sean)
Keith Williams Senior Planner 530-262-6192 kwilliams@srta.ca.gov	Caltrans Planning Grants (All)
	Need a Ride Brochure Update (Jenn / Kimi / Sean)
	Sustainable Shasta Study (TBD)
	Shasta Trunk Lines (Sean / Michael)
	Local Agency Support for ATP Projects (Michael)
	GoShasta Plan Follow-up (TBD)
	Manage SRTA's Non-Motorized Program (Sean)
	AHSC Grants (Sean)
	Carbon Reduction Program (Kimi / Sean)
	RSTP (Jessica / Kimi / Sean)
	Subrecipient Cooperative Agreements (Jessica / All)
Michael Kuker Associate Planner 530-262-6204 mkuker@srta.ca.gov	SR 273 Corridor Plan (Sean)
	SRTA Building Improvement Projects (Sean / Amy)
	Information Technology Liason (Sean)
	SRTA Website Maintenance (Amy / Keith / Sean)
	Healthy Shasta Liason (Jenn)
	Maintain Social Media (Keith / Sean)
	North State Super Region (Sean)
	Rural Counties Task Force (Sean)
	North State GIS Group (Jenn)
	Tribal Governments Liason (Mehdi / Sean)
	Freight Corridor Planning (Kimi / Sean)
	Adaptation Planning
	State Performance Measure Reporting (Mehdi / Sean)
	CEQA Development Review (Sean)

SHASTA REGIONAL TRANSPORTATION AGENCY STAFF ASSIGNMENTS (PAGE 3)	
LEAD STAFF	AREA OF RESPONSIBILITY (Backup Staff)
Kimiko Taguchi Associate Planner 530-262-6205 ktaguchi@srta.ca.gov	Transit Administration Grants (FTA, TIRCP, etc.) (Jenn / Sean)
	Low Carbon Transit Operations Program (Sean)
	State of Good Repair (Sean / Jenn)
	Innovative Clean Transit Rule Rollout Plan (Sean / Jenn)
	DHCL Vehicle Procurements (Jenn / Sean)
	CTSA Administration (Sean / Jessica)
	Update SRTA's Transit History document (Jenn / Sean)
	Social Services Transportation Advisory Committee
	Shasta Coordinated Transportation Plan Implementation (Jenn / Sean)
	Transportation Improvement Programs (RTIP, STIP, FTIP) (Sean / Keith / Jessica)
Mehdi Moeinaddini Associate Planner 530-262-6206 mmoeinaddini@srta.ca.gov	Land Use Model and Development Tool (Sean / Michael)
	Regional Modeling Tools (Michael)
	SRTA Overview Update (Keith)
	Federal Performance Monitoring and HPMS traffic count reporting (Michael / Sean)
	Air Quality Monitoring (Michael / Sean)
	REAP 2.0 (Michael)
	Intelligent Transportation Systems Project Studies and Plans (Michael)
	Public Participation and Title VI Plan (Michael / Keith)
	Disadvantaged Business Enterprise Program (Michael / Keith)
	Census Tracking, Reporting, Dissemination (Jenn)
	Safe Streets for All Program (Michael)
Vacant Position Planner Series	

SECTION 1 – REGIONAL TRANSPORTATION PLANNING PROCESS

STATE AND FEDERAL PLANNING RESPONSIBILITIES

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

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

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

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

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

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

- Transportation and transit enhancement activities.

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

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

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

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

Additionally, the metropolitan planning process must:

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

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

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

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

Estimated available funding is derived from the prior year's actual revenues with consideration for any large-scale regional projects during the OWP planning period (July 1 through June 30).

Regional funding priorities are outlined in SRTA Policies and Procedures, available on SRTA's website: www.srta.ca.gov/167/Policies-Procedures.

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

REGIONAL VISIONS AND GOALS

Regional Vision¹

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

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life, and will use regional transportation planning, policy-making, and project programming to lead the development of projects that yield multiple community benefits.

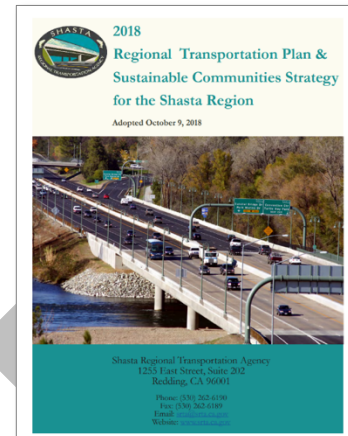
Planning and decision-making processes shall engage partner agencies, community stakeholders, and the public, and be transparent and responsive to documented community values and priorities.”

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

¹ 2018 Regional Transportation Plan for Shasta County: <https://www.srta.ca.gov/300/2018-RTP>

Regional Transportation Plan (RTP)

The RTP is a long-range transportation plan covering at least twenty years and including all transportation modes in Shasta County. The RTP is based on federal and state transportation laws that require comprehensive, cooperative and continuous transportation planning. The purpose of the RTP is to “encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people”². The 2018 RTP was adopted on October 9, 2018, and the 2022 RTP will be adopted in FY 2022/23. The RTP is updated every 4 years and is aligned with the eight-year Regional Housing Needs Allocation (RHNA) cycle. The RTP provides the unified regional vision and goals that serve as the foundation for transportation decision making by local, regional, state, and federal governments. The OWP helps to guide annual activities in support of implementing the RTP. The following series of focused plans are dutifully considered and brought together during preparation of the regional transportation plan.



Sustainable Communities Strategy (SCS)

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

Regional Blueprint Program

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

Shasta Coordinated Transportation Plan

² California Transportation Commission: [2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations](#) (page 9)

The FTA requires that projects funded with Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds “must be included in a locally developed, coordinated public transit-human services transportation plan.” SRTA adopted the Shasta Coordinated Transportation Plan (SCTP) on February 27, 2017. The SCTP provides strategies for meeting local needs for public transit, non-profit and private transportation systems. The SCTP also prioritized transportation services for funding and implementation with an emphasis on transportation needs of persons with disabilities, older adults and individuals of limited means.

PLANNING TOOLS

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

Regional Travel Demand Model (TDM)

Travel models simulate travel behavior and can be used to demonstrate the impact of physical or policy changes in an area on transportation system performance. SRTA coordinates transportation system performance monitoring and maintains the Shasta County activity-based travel demand model, known as ShastaSIM. ShastaSIM is used to forecast current and future traffic conditions, as well as locations and trends of traffic congestion and air pollution related to vehicular sources. These forecasts are integrated into the RTP and other planning documents, as appropriate.

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

Geographic Information Systems (GIS)

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

Vehicle Emissions Modeling & Air Quality Monitoring

Shasta County is currently in attainment for federal air quality standards. SRTA supports goals and measures to reduce emissions, particulate matter and ozone production in Shasta County. SRTA utilizes the ShastaSIM regional travel demand model and the California mobile source emissions post-processing (EMFAC) model to evaluate the impact of transportation projects on air quality. On August 15, 2019, the US Environmental Protection Agency (USEPA) approved the latest California model at the time, known as EMFAC2017 (short for EMISSION FACTors 2017). The EMFAC2017 model is being utilized, as needed, for all on-road emissions analysis as part of the 2022 RTP/SCS. On November 15, 2022, the USEPA approved EFMAC2021, which will be used going forward after the adoption of the 2022 RTP.

TRANSPORTATION PROGRAMMING

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

Federal Transportation Improvement Program (FTIP)

The FTIP identifies regionally significant transportation projects eligible for federal funding during the upcoming four-year period. The FTIP must include a financial plan demonstrating that programmed projects can be implemented with available funding. Federal regulations require an opportunity for public comment prior to FTIP approval. SRTA prepares and adopts the FTIP every two years. All projects funded by FHWA and FTA must be included in the FTIP. SRTA certifies that the FTIP is fiscally constrained and reflects accurate cost information before submitting to the state for inclusion in the Federal Statewide TIP (FSTIP). All federally funded projects must be included in the FTIP and FSTIP to be authorized for federal funds.

State Transportation Improvement Program (STIP)

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

Regional Transportation Improvement Program (RTIP)

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

Overall Work Program (OWP)

The OWP is typically a one-year scope of work and budget for transportation planning activities and funding sources. The OWP is submitted to state and federal funding agencies as a grant application for FHWA and FTA metropolitan planning funds pursuant to 23 CFR 450.308. The OWP provides a comprehensive overview of the MPO's transportation planning activities and activities to be completed by other entities within the region during the state's fiscal year. Federal and state transportation planning certifications are included in the OWP approval process (appendices A, B and C). SRTA moved to a two-year OWP in FY 2017-2018. Moving forward, the first year of each two-year OWP will be approved annually in April by the SRTA Board of Directors, with the second year being illustrative and only for advance planning purposes.

PUBLIC PARTICIPATION AND INTERAGENCY COMMUNICATION

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

Public Participation and Intergovernmental Consultation

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

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

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

To assist SRTA in maintaining coordination and communication with the local jurisdictions within the county, a technical advisory committee is utilized. This committee is made up of representatives from each of the local jurisdictions, Caltrans, the

Consolidated Transportation Services Agency (CTSA), Redding Area Bus Authority (RABA), Shasta County Air Quality Management District, and Redding Regional Airport. This group reviews and advises the SRTA on all transportation planning policies and issues.

Consultation with Tribal Governments

Shasta County has two federally recognized tribal governments within its boundaries: the Redding Rancheria and the Pit River Tribe. Each tribe's transportation plan is reviewed and incorporated into RTP updates. In consultation with the two tribes and consistent with the Code of Federal Regulations 23 U.S.C. 134 and 135, a formal consultation policy was adopted on June 28, 2011 (see www.srta.ca.gov/167/Policies-Procedures). This policy involves early coordination, consultation, and participation measures as mandated by federal and state guidelines and references pertinent regulations and/or statutes to ensure that the needs of Native American Tribes are identified, considered, and addressed during the earliest stages of transportation projects. In addition, SRTA has developed procedures that define the roles, responsibilities, and key decision points for consulting with Tribal Governments. These procedures are documented in Appendix A of the 2022 Shasta Participation and Partnership Plan (www.srta.ca.gov/166/Public-Participation).

Consultation with Federal Land Management Agencies (FLMA)

As appropriate, SRTA communicates and coordinates with federal and state land management agencies, including but not limited to the Bureau of Land Management, National Fish and Wildlife Service, U.S. Forest Service, National Parks, California Fish and Wildlife, California State Parks, and the Army Corps of Engineers. A formal FLMA consultation process was adopted in December 2016 and is included in Appendix F of SRTA's 2022 Shasta Participation and Partnership Plan (www.srta.ca.gov/166/Public-Participation).

Information Dissemination

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

Meetings and Interjurisdictional Coordination

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

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

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



Public Outreach During the Pandemic

SRTA's public outreach approach required flexibility and creativity during the COVID-19 pandemic. SRTA leaned heavily on online video meetings and virtual workshops that included storyboards, videos, and other such features to make them engaging. The impacts are two-sided. On one hand, because online meetings are more accessible for most individuals (versus traveling to a open house or public meeting) and online material is available at the public's convenience (versus a one-hour meeting on a specific day and time), access to and participation in the regional planning process increased. On the other hand, individuals with certain physical or mental disability, such as individuals with vision impairment, experienced new challenges when engaging through technology. For this reason, there needs to be a variety of means and opportunities for public participation and a heightened awareness of Americans with Disabilities Act (ADA) web compliance standards.

SYSTEM MANAGEMENT AND OPERATIONS

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

Intelligent Transportation Systems (ITS)

Intelligent transportation systems (ITS) includes a variety of communications and technology infrastructure that improve traffic operations, efficiency, and safety as well as assist users in making 'smarter' travel choices. SRTA, in collaboration with Caltrans District 2, developed and published the region's ITS Architecture and Deployment Plan. This mandated document (23 CFR 940) serves as a framework for the deployment of ITS

strategies. In October 2013, SRTA also completed the Integrated Traffic Data Collection and Management Plan for the Shasta County South Central Urban Region.

Coordination of Public Transportation

The majority of public transportation is provided by the Redding Area Bus Authority (RABA), a joint powers agency consisting of the county of Shasta and the cities of Anderson, Redding, and Shasta Lake. RABA operates fixed-route and complementary paratransit service for persons with disabilities, as mandated by the Americans with Disabilities Act (ADA). RABA's Downtown Transit Center serves as a centralized transfer station for interregional bus services including Amtrak Thruway, Greyhound, Trinity County's Trinity Transit and Modoc County's Sage Stage.



Several non-profits in the region provide transportation to specialized populations. Dignity Health Connected Living (DHCL) provides transportation to persons sixty years of age and older, and for persons with disabilities living outside of RABA's service area. The Shasta County Opportunity Center (OC) provides vocational services to individuals with mental disabilities. Clients are transported to and/or from work sites when public transit or other forms of transportation are not readily available. In addition, private and for-profit transportation agencies provide transportation service to target populations.

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

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

Transportation Data Collection

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



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

SECTION 2 – CONSISTENCY WITH FEDERAL & STATE TRANSPORTATION PLANNING

FEDERAL PLANNING EMPHASIS AREAS

After a several year hiatus in Federal Planning Emphasis Areas (PEAs), new and markedly different guidance was made available on December 30, 2021. PEAs are areas where FHWA and FTA are directed to emphasize when meeting with a Metropolitan Planning Organization (MPO), and to support the inclusion of applicable work tasks in regional work programs. Put another way, the following PEAs are where SRTA may expect the greatest financial support and coordination of resources from federal funding partners. Each PEA includes examples of specific planning activities and projects for MPO consideration.

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**
MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation; shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Consistency and Integration with the FY 2023/24 OWP:

Having laid a groundwork understanding of climate change vulnerabilities and potential responses via the ResilientShasta plan (completed FY 2021/22), the region intends to implement recommendations across the spectrum of agency activities. In most cases, the implementation and success of these activities will depend on one or more partners.

SRTA is also updating the region's Sustainable Communities Strategy (SCS) for the reduction of transportation sector greenhouse gas emissions. A range of greenhouse gas reduction strategies are being developed for inclusion in the 2022 RTP/SCS update. SRTA also has several specific projects focused on the promulgation of zero-emission charging/fueling infrastructure to support to accelerate market adoption, including Salmon Runner zero-emission intercity bus, proposed electric charging stations and hydrogen-ready plans along I-5 as part of the Fix 5 Cascade Gateway Project, and interagency coordination to establish North State interregional corridors as future electric and hydrogen corridors. Specific work elements addressing these activities include:

- Regional Transportation Planning and Sustainable Communities Strategy (WE 701.01)
- Implementation of ResilientShasta (various work elements)
- Alternative Fuel Vehicle Planning (WE 707.03)
- Corridor Studies (WE 707.01)
- SR 273 Comprehensive Multimodal Corridor Plan (WE 707.09A/B)
- North State Hydrogen Plan (WE 701.14)

- **Equity and 'Justice40' in Transportation Planning**

MPOs are encouraged to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

'Justice40' is a reference to Executive Order 14008 and M-21-28, which provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Consistency and Integration with the FY 2023/24 OWP:

Knowing that the region has disadvantaged communities, and knowing where they are more likely to reside within the region, does not mean that disadvantaged communities' mobility challenges and best solutions are understood. Nor that those solutions will be prioritized when allocating regional resources. Included in FY 2023/24 OWP is an updated disadvantaged communities analysis, with the addition of an investment strategy. Targeted outreach to disadvantaged communities has also been incorporated into the following FY 2023/24 work elements, with the intent to identify and pursue one or more 'crossover' projects that coordinate plans and investments across multiple modes, encourage transportation-efficient development, and provide programmatic support.

- Disadvantaged Communities Investment Strategy (WE 701.16)
- Active Transportation Planning (WE 703.01)
-
- Shasta Trunk Lines (WE 703.06)
- Public Transportation Planning & Coordination (WE 706.02)
- On-Demand Transit/GHG Reduction Fund Programs (WE 706.06)
- 273 Northern/Southern Section Multimodal Corridor Plan (WE 707.09A/B)
- Transportation Development Act Management (WE 708.03)

- **Complete Streets**

MPOs are encouraged to plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution—each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Consistency and Integration with the FY 2023/24 OWP:

SRTA's role in complete streets is generally limited to technical and financial support. In FY 2023/24, SRTA will continue providing a wide variety of high-level technical assistance to local agencies toward the development of capital grant applications for active transportation trunk lines. SRTA has also partnered with

Caltrans District 2 to carry out complete streets planning for the entire SR 273 corridor, and has budgeted funds for the technical assistance for local agencies to develop capital grants for complete streets infrastructure. Efforts are spread across various work elements, but include the following:

- Active Transportation Planning (WE 703.01)
- Shasta Trunk Lines (WE 703.06)
- Public Transportation Planning and Coordination (WE 706.02)
- 273 Northern/Southern Section Multimodal Corridor Plan (WE 707.09A/B)

- **Public Involvement**

MPOs are encouraged to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes by providing information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects.

Consistency and Integration with the FY 2023/24 OWP:

SRTA dedicates a high level of scope and resources within each planning effort toward public engagement, focusing on public awareness, access, and action. These activities are outlined in the Shasta Public Participation and Partnership Plan (Title VI), which was last updated in December 2022. SRTA has experimented with virtual public involvement with considerable success during the COVID-19 pandemic. Virtual strategies will continue to be a part of SRTA's public engagement process, from virtual public meetings to online tools associated with individual planning efforts. Work elements specifically addressing public involvement include the following:

- Public Information and Participation (WE 704.01)
- Public outreach associated with various projects (various work elements)
- Disadvantaged Communities Investment Strategy (WE 701.16)

- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

MPOs are encouraged to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities, including military bases, ports, and depots.

Consistency and Integration with the FY 2023/24 OWP:

There are no DOD facilities within the region; however, SRTA supports projects that improve the performance and state of good repair of interregional facilities that are part of the larger network serving military bases, ports, and depots.

- No directly related planning activities in FY 2023/24.

- **Federal Land Management Agency (FLMA) Coordination**

MPOs are encouraged to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed.

Consistency and Integration with the FY 2023/24 OWP:

SRTA coordinates with FLMA partners as part of the Regional Transportation Plan process, which is currently underway and anticipated for completion in FY 2022/23. Planning and projects identified through this process are included in the RTP project list and support is provided as needed.

- No directly related planning activities in FY 2023/24.

- **Planning and Environmental Linkages**

MPOs are encouraged to use a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Consistency and Integration with the FY 2023/24 OWP:

SRTA provides funding support for environmental assessment of projects with regional involvement, including the Fix 5 Cascade Gateway Project. Project level environmental analysis is also performed as part of the Regional Transportation Plan process. Specific work elements address environmental planning and linkages include:

- Regional Transportation Plan (WE 701.01)
- Corridor Studies and Project Review (WE 707.01)

Opportunity areas that have been identified and discussed for potential future planning and investment strategies include: wildfire buffers, preservation of openspace and working landscapes to limit urban sprawl, and natural contiguous corridors that could be used by active transportation modes.

- **Data in Transportation Planning**

MPOs are encouraged to incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs and issues, including freight, bike and pedestrian planning, equity analyses, managing curb space,

performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking for all parties.

Consistency and Integration with the FY 2023/24 OWP:

SRTA continues to move toward performance-based planning and programming. Efforts to date include the inclusion of near term 4-year priorities in the RTP, the introduction of the Ways & Means mid-cycle performance report, and the collection and publishing of data in graphical formats on SRTA's website. Moving forward the region needs to develop a performance plan that includes a performance metrics and target setting element, a data collection element, and performance tracking and reporting element. These will be tied to the RTP fiscal constraining of projects, the administration of regional funding programs, regional grant seeking activities, and the Regional Transportation Improvement Program. Specific FY 2023/24 work elements addressing data include the following:

- Travel Data (WE 701.11)
- Performance Measures (WE 701.03)
- GIS Applications (WE 705.02)
- Travel Demand Model (WE 705.05)

CORE MPO FUNCTIONS

There are five core MPO functions:

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

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

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

FEDERAL PERFORMANCE-BASED PLANNING AND PROGRAMMING

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

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

Caltrans' 2023 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	FARS	3,808.2
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.216
Number of Serious Injuries	SWITRS	15,156.2
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.904
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,131.7

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

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

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

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)

Regional Response to Performance-Based Planning and Programming

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

- A regional data collection work element (701.11) was added to the OWP, featuring the first regionwide Highway Performance Monitoring System (HPMS) report, which recorded vehicle trips at 186 count locations (completed Summer 2019).
- SRTA experimented with ‘big data’ (i.e., data collected from location-enabled devices) purchased from a third-party vendor.
- Essential data sets have been specified in recent procurements for consultant technical services, including travel demand modeling (705.05) and environmental impact analysis contracts for the development of the 2022 Regional Transportation Plan (701.01).
- SRTA encourages and offers technical and/or financial support to local agencies to participate in the biennial California Statewide Local Streets and Roads Needs Assessment; for seeking funding for the development of Local Roadway Safety Plans (county of Shasta and cities of Redding and Shasta Lake recently received funding); and developing a Transit Asset Management Plan (completed by RABA and the county of Shasta in 2018).

Moving forward, SRTA is working to consolidate data products into a single location, calculate and track performance metrics, and to more fully integrate this information into the planning and decision-making process. One way this integration is occurring is through the ‘Ways and Means’ report (701.01, Task 2.4). The first edition (Summer 2017) focused on recent accomplishments and current and upcoming projects. A new Ways and Means report was developed and published in late 2021 as a lead-in to the 2022 RTP. Future reports will be updated in advance of each four-year RTP cycle. This report will address:

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

ANNUAL OWP COORDINATION MEETING WITH STATE & FEDERAL PARTNERS

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

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

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

CONSISTENCY WITH CALIFORNIA TRANSPORTATION PLAN (CTP) 2050

		701.01	701.03	701.09	701.11	701.14	701.15	701.16	701.17	702.01	702.02	702.03	703.01	703.06	703.07	704.01	705.02	705.05	705.06	706.02	706.06	707.01	707.03	707.04	707.09	707.10	707.11	707.12	708.03	708.04	801.01	802.01
Expand access to safe and convenient active transportation options	X						X	TBD				X	X	X							X			X	X	X					X	
Improve transit, rail, and shared mobility options	X						X	TBD											X	X	X			X	X	X					X	
Expand access to jobs, good, services, and education	X						X	TBD				X	X	X					X	X	X			X	X	X	X				X	
Advance transportation equity	X						X	TBD				X	X	X					X	X	X			X	X	X	X				X	
Enhance transportation system resiliency	X						X	TBD													X	X		X	X	X					X	
Enhance transportation safety and security	X	X					X	TBD				X	X	X							X			X		X					X	
Improve goods movement systems and infrastructure	X							TBD													X			X		X					X	
Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure	X							TBD				X	X	X					X	X	X	X			X	X					X	
Manage the adoption of connected and autonomous vehicles								TBD																								
Price roadways to improve the efficiency of auto travel								TBD																								
Encourage efficient land use	X							TBD													X			X		X	X				X	
Expand protection of natural resources and ecosystems	X		X					TBD				X	X	X					X	X	X	X		X		X	X				X	
Strategically invest in state of good repair improvements	X	X						TBD													X			X		X					X	
Seek sustainable, long-term transportation funding mechanisms								TBD																								

INFORMATION ELEMENT – CALTRANS DISTRICT 2

SRTA and Caltrans District 2 share information and partner on a variety of transportation planning activities in the Shasta region. Below are descriptions of the activities anticipated by Caltrans District 2 in Shasta County for FY 2023/24.

CALTRANS DISTRICT 2 INFORMATION ELEMENT OVERALL WORK PROGRAM MANAGEMENT

OBJECTIVE

To fulfill the State's responsibility in carrying out the review, monitoring and approval responsibility of Shasta Regional Transportation Agency (SRTA) Overall Work Program (OWP), in concert with Caltrans Headquarters Office of Regional and Community Planning (ORCP).

DESCRIPTION

Regulations and Statutes authorizing regional transportation planning are found primarily in Titles 23 and 49 of the United States Code (USC) and in section 65080 et seq., and 29532 et seq., of the California Government Code. Governing regulations are found in the Code of Federal Regulations (CFR) and the California Code Regulations.

Federal accounting and auditing requirements as per Titles 48 and 49 USC and CFR, and the Office of Management and Budget (OMB) and the Federal Transit Administration (FTA) Circulars and guidance. State accounting and auditing requirements per Government Code, the Public Utilities Code, the Public Contracts Code and the Health and Safety Code.

PREVIOUS AND ONGOING RELATED WORK

Monitor development and progress of the OWP Planning activities

- Administer FHWA PL, FTA section 5303, and California SB1 Formula funds.
- Coordinate with HQ and SRTA staff the needed changes to improve process and content in the Request for Reimbursement and Quarterly Progress Reporting submittals.
- Continue to consult and coordinate with HQ and FHWA/FTA the implementation of early consultation process with regards to SRTA's preparation for the next FY's OWP.
- Continue to communicate and coordinate with SRTA and HQ ORCP the resolutions to unresolved/reoccurring issues in previous OWPs.
- Assist Planning Managers in the administration of FHWA Strategic Partnership Grants under the Caltrans Sustainable Transportation Planning Grant Program.

TASKS

- Transmit to SRTA the Federal and State guidance for the development of annual OWP.
- Review all drafts of OWPs to ensure that they meet the needs of statewide programs and/or policies.
- Circulate Draft OWP with a comment transmittal memo to HQ ORCP District Liaison and other reviewers.
- Collect all draft OWP comments to include in a comprehensive letter to SRTA.
- Ensure all comments are included in the final OWP.
- Develop Caltrans District Work Elements for the regions planning activities.

- Review SRTA's quarterly reports for consistency and progress towards completion of their deliverables as noted in the OWP and submit to HQ ORCP District Liaison.
- Participate in OWP coordination and development meeting with FHWA, FTA and Caltrans HQ at SRTA's office building.
- Provide recommended approval letter, Draft and Final OWPs to HQ ORCP and FHWA/FTA by their respective dates.
- Approve and send all additional OWP documentation, i.e., Amendments, Certifications and Assurances to ORCP District Liaison.
- Review all RFRs to ensure expenditures are accurate, for eligible activities, for delivered products, and completed in accordance with work elements in the OWP and Federal and State requirements. Review, approve and submit to HQ ORCP SRTA Year End Packages.

Products	Estimated Completion
Caltrans Work Elements for OWP Annual Update	March/April
Progress reports on Caltrans OWP Activities	Quarterly
Reimbursement of CPG funds	Quarterly
Participation at policy level meetings	As needed
Amendment approval	As needed
Closeout Package for Discretionary funds	As needed

Estimated Cost by Funding Source	Estimated Person-Months and Costs
Not funded through the OWP process.	N/A

CALTRANS DISTRICT 2 INFORMATION ELEMENT PLANNING LIAISON

OBJECTIVE

To strengthen the connections between the Department's long-range planning efforts, regional planning and project selection process, and the districts Advance Planning corridor studies/project study reports/project initiation documents and programming function. To support a comprehensive project identification, selection and programming process.

DESCRIPTION

Provide a liaison role between Caltrans Planning, Programming, Operations and Design and Asset Management, as well as coordination of local, State and federal programming [i.e., TIP/STIP – Interregional Transportation Improvement Program (ITIP) & State Highway Operations and Protection Program (SHOPP)], and planning documents [California Transportation Plan, Interregional Transportation Strategic Plan (ITSP). Regional Transportation Plan/Sustainable Communities Strategy, and Countywide Transportation Plans].

PREVIOUS AND ONGOING RELATED WORK

- Monitor and coordinate with Statewide Planning and Programming Initiatives (California Transportation Plan (CTP); CTC STIP guidelines and exercises.

- Monitor and coordinate with RTP and Sustainable Communities Strategies (SCS)
- Monitor 10-Year SHOPP Plan development and biennial STIP and SHOPP Cycles
- Manage and assist with Sustainable Communities/Strategic Partnership Planning Grants
- Review and approve amendments and scope changes to grant programs

TASKS

- Coordination between Office of System and Regional Planning and Headquarters Division of Transportation Planning (DOTP) on new initiatives and draft legislation emanating from the federal, State and regional levels.
- Monitor the newly enacted Federal Authorization – Infrastructure Investment and Jobs Act (IIJA)
- Implementation of Federal Initiatives (e.g. Carbon Reduction Program, PROTECT, Active Transportation Infrastructure Investments Program, etc.)
- Assist in implementation of Sustainable Communities/Strategic Partnership Grant programs
- Provide technical assistance to regional and local partners regarding Sustainable Communities/Strategic Partnership Grant programs

Estimated Cost by Funding Source	Estimated Person-Months and Costs
Not funded through the OWP process.	N/A

CALTRANS DISTRICT 2 INFORMATION ELEMENT LOCAL DEVELOPMENT/INTERGOVERNMENTAL REVIEW (LD/IGR)

OBJECTIVE

Ensure development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible; achieve Caltrans Strategic Management Plan goals of increasing non-auto mode transportation shares by increasing investment in our bicycle and pedestrian travel network, as well as rail and transit, leveraging new technologies to develop a more seamless multimodal system, and creating greater access for historically underserved communities. While we have made great strides to advance complete streets, we must continue to do our part to reduce the environmental impact of our system by reducing greenhouse gas emissions from our local development projects. The LDR programs achieves these goals by reviewing and commenting on federal, state and local environmental documents prepared pursuant to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

DESCRIPTION

Local Development Review is a mandated ongoing collaboration between public and private stakeholders focused primarily on reducing vehicle trips associated with local development. Accordingly, LDR ensures that the local land use planning process results in a variety of transportation choices, especially transit, walking and bicycling. LDR professionals collaborate

with stakeholders to achieve a shared vision in promoting sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. LDR professionals consult with local jurisdictions early and often to provide timely and technically accurate information and share analytical methodologies with stakeholders including local government decision makers.

PREVIOUS AND ONGOING RELATED WORK

LDR professionals coordinate review of environmental and technical documents for local development projects with a diverse array of experts from a variety of disciplines; comments are collected and analyzed and transmitted to Lead Agencies (LA's) as "CEQA Letters" that identify potential impacts to state facilities. LDR professionals advocate for mitigation in the form of traffic impact fees, Transportation Demand Management Programs, enhancing options for using transit and for bicycling and walking. LDR professionals liaise with LA's, developers and consultants whenever possible, and review encroachment permits for compliance with CEQA and to ensure that agreed upon mitigation measures are implemented.

TASKS

- LDR professionals engage with stakeholders including Caltrans functional units, discipline experts, project proponents, LA's through strategic partnerships to implement the SB 743 focus on Vehicle Miles Traveled, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (Meeting New Challenges through Teamwork)
- Through strategic partnerships with stakeholders including LA's, consultants and project proponents, LDR professionals collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees.
- Leverage LDR professional training to maximize opportunities to enhance bike, ped, ADA, transit and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Management Plan targets of increasing active transportation (Sustainability, Livability & Economy).
- Utilize leadership by representing Caltrans on Technical Advisory Committees, develop strategic partnerships with LA's to collaborate on land use and transportation projects affecting Caltrans.
- Collaborate with Environmental Analysis, System Planning, Permits, Project Management, Right of Way and other functional units by providing project history and previous responses to LA's
- Utilize Leadership in collaboration with our local partners to incorporate LA Conditions of Approval and Mitigation Monitoring Reports in CEQA records
- Engage with Headquarters and the Office of Planning and Research for training, interpreting and implementing SB 743-mandated changes to CEQA analysis and
- Pro-actively works with tribal governments to mitigate traffic impacts from proposed tribal projects (System Performance)

Products	Estimated Completion
Written comments to LA's on Their proposed projects and environmental Documents.	Ongoing

Estimated Cost by Funding Source	Estimated Person- Months and Costs
Not funded though the OWP process.	N/A

CALTRANS DISTRICT 2 INFORMATION ELEMENT TRANSIT REPRESENTATIVE

OBJECTIVE

- To encourage alternative modes of transportation on the State Highway System
- To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities

DESCRIPTION

The District Transit Representative seeks opportunities to increase mobility options within the State Highway System (SHS). This function assists the department in meeting goals with AB 32, SB 375 and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Specifically, emphasis is placed on three areas: 1) leveraging the existing SHS to promote faster transit service, 2) promoting connectivity and integration of all rail systems, and 3) enhancing the existing District Park and Ride program. Internally work with other functional units to ensure transit/rail/Park and Ride accommodations are included in Caltrans plans and projects. The District Transit Representative also collaborates with the Division of Rail and Mass Transportation (DRMT) and the Division on Research Innovation and System Information (DRISI) on statewide modal issues. Externally the DTR develops partnerships with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

TASKS

- Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.
- Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.
- Participate on DRMT working groups
- Provide project management support for transit projects on State Highway System
- Participate in Project Development Teams (PDTs) for projects with transit components
- Comment on Caltrans projects for transit accommodations
- Manage 5311 and 5311(f) Grants for transit capital and operating assistance
- Work with DRMT staff collecting transit procurement forms, Disadvantaged Business Enterprise semi-annual reports, etc.
- Conduct compliance monitoring, including third party operating agreement and procurement reviews
- Distribute DRMT policy and program announcements to local agencies

- Provide technical assistance to local agencies

Estimated Cost by Funding Source	Estimated Person- Months and Costs
Not funded through the OWP process.	N/A

SECTION 3 – REGIONAL PRIORITIES

In addition to required core planning activities, the OWP seeks to implement or otherwise advance projects and policies from the Regional Transportation Plan (RTP), including short-term goals for the 4-year RTP cycle located at the end of each modal section. Each year in December, the SRTA Board of Directors approves regional planning priorities for the upcoming fiscal year based on these goals as well as current needs and opportunities. FY 2023/24 priorities, and how they integrated into the OWP, are described in the table below.

FY 2023/24 Regional Planning Priorities

Regional Planning Priority	Work Element	Scope of Work
State Route 273 Corridor	707.09A/B (State Route 273 Northern/Southern Section Multimodal Corridor Plan)	Carry out the grant-funded planning process in partnership with Caltrans District 2. Provide technical support to local agencies to prepare high-priority projects for capital funding.
Resilient Shasta Implementation	Various work elements	Utilize regional plans, projects, programs, and services to address vulnerabilities where possible.
Interstate 5 Corridor	707.01 (Corridor Studies & Project Review) 702.03 (Grant Writing)	Continue to refine project scope, assemble funding, and prepare grant applications. Consider other grant programs for complementary zero-emission planning and infrastructure. Identify other future I-5 improvements as appropriate, such as Pit River Bridge.
I-5 Corridor Management Plan	702.03 (Grant Writing)	Seek planning grant funds and utilize deliverables to support grant seeking efforts for the Fix 5 Cascade Gateway Project.

Implementation of the Long-Range Transit Plan and Coordination and Integration of transit services	706.02 (Public Transportation Planning and Coordination) 708.03 (TDA Management)	Through the unmet transit needs process, explore the following: • Implementation of the Long-Range Transit Plan, including exploring more on-demand services for lower performing routes or days in the RABA system. For example, making Sunday service permanent, going to a Saturday on-demand system, and adding to the current Monday-Friday service area. • Explore single-provider strategy for operating all on-demand services (i.e., ShastaConnect and RABA paratransit services). In consultation with RABA, explore options for moving public transportation fleets to zero-emission and apply for funding. Complete the recently funded Bus-to-Rail Plan.
North State Intercity Bus	702.03 (Grant Writing) 706.02 (Public Transportation Planning and Coordination) 706.06 (Greenhouse Gas Emission Reduction Programs) 707.03 (Alternative Fuels Vehicle Planning) 707.10 (North State Bus to Rail Plan)	In consultation with CalSTA, Caltrans, RABA, city of Redding, REU, and other partners, identify implementation process to provide hydrogen fuel station for intercity bus and complimentary public transit and government agency fleet use. Pursue new funding sources.
Active Transportation Trunk Line Network	703.01 (Active Transportation Planning) 703.06 (GoShasta Trunk Lines)	Continue developing projects to expand the active transportation network consistent with the GoShasta Regional Active Transportation Plan. Pursue planning grant funds to support early identification of competitive projects for next ATP grant cycle and initiate outreach, planning, and early design activities.

Disadvantaged Communities Outreach	701.16 (SCS Development & Support) 707.09 (SR-273 Northern Section Multimodal Corridor Plan)	Update regional disadvantaged communities analysis with latest data. Test and evaluate targeted outreach strategies as part of 273 Comprehensive Multimodal Corridor Plan.
Develop strategies for meeting new Regional Greenhouse Gas Emission Reduction Targets	701.01 (Regional Transportation Plan) 701.16 (SCS Development & Support)	Revisit once 2022 RTP Sustainable Communities Strategies has been finalized and prioritized for implementation. May include a vehicle miles traveled (VMT) mitigation bank study, on-demand service studies, or other planning efforts.
Develop Integrated Work Program Concepts	707.09A/B (State Route 273 Northern/Southern Section Multimodal Corridor Plan) 701.15 (SCS Development & Support)	As part of the SR 273 Comprehensive Multimodal Corridor Plan, develop a crossover project, define regional partner roles, and identify funding opportunities.
Regional Early Action Planning (REAP) 2.0 Program	707.12 (Regional Early Action Planning (REAP) 2.0)	Administer new REAP 2.0 program based on final projects approved by California Department of Housing and Community Development

SECTION 4 – BUDGET AND WORK PROGRAM

WORK PROGRAM ORGANIZATION

SRTA's work program is divided into nine work element series. Within each series are work elements describing a single category of work. Each work element includes:

- Budgeted expenditures by recipient;
- Revenue by fund source;
- Previous accomplishments;
- Objectives;
- Discussion describing the general purpose and background of the work element;
- Alignment with core MPO requirements, federal Performance-Based Planning and Programming, and/or applicable state grant program objectives;
- Deliverables anticipated during the fiscal year (and month/year of anticipated completion);
- Work tasks;
- Responsible entities; and
- Schedule.

FUNDING SOURCES REFERENCED IN THE OWP WORKSHEETS

- **FHWA PL:** Federal Highway Administration Planning or Metropolitan Planning Funds (PL funds) are distributed by State Departments of Transportation to Metropolitan Planning Organizations to encourage and promote the safe and efficient management, operation, and development of surface transportation systems (see Title 23 of the U.S. Code 134).
- **FHWA PL C/O:** Federal Highway Administration Planning Carryover is funding from prior years that have not lapsed.
- **State Toll Credits:** First established in Section 1044 of ISTEA (1991) use of certain toll revenue expenditures are used as a credit toward the non-Federal matching share. They are shown in the OWP budget for information purposes and are not considered regional revenue.
- **FTA 5303:** Federal Transit Administration Section 5303 for planning and administrative activities by metropolitan planning organizations.
- **FTA 5303 Carryover:** Federal Transit Administration Section 5303 funding from prior years that have not lapsed.
- **FTA 5304:** Federal Transit Administration Section 5304 (i.e., Strategic Partnership grants) support partnerships with Caltrans that identify and address statewide, interregional, or regional transportation deficiencies in the state highway system or multi-modal transportation system for transit-focused projects.
- **TDA/LTF/STA:** The Transportation Development Act (TDA) is funded by two sources: Local Transportation Fund (LTF) and State Transit Assistance Fund (STA). LTF is derived from one-quarter cent of the general sales tax collected statewide, while the STA is comprised of a statewide excise tax on gasoline and diesel fuel. Funding is for public transportation, bicycle and pedestrian facilities, and local streets and roads.
- **LCTOP:** Low-Carbon Transit Operations Program is funded by auction proceeds from the California Air Resources Board Cap-and-Trade Program. LCTOP provides public

transportation operating and capital assistance to transit agencies to reduce greenhouse gas emissions and improve mobility through new and enhanced services.

- **PPM:** State Planning Programming and Monitoring is derived from the state gasoline excise tax for regional transportation planning, project planning, program development and monitoring the implementation of projects.
- **NSSR:** North State Super Region is an alliance of sixteen North State regional transportation agencies that provide membership dues to SRTA for administration activities.
- **TIRCP:** Transit and Intercity Rail Capital Program provides grants from California's Greenhouse Gas Reduction Fund for transformative intercity public transportation projects that reduce greenhouse gas emissions, congestion, and vehicle miles traveled.
- **SB 1 Formula Funds:** Senate Bill 1 funds allocated to regional by formula for planning that supports Sustainable Communities Strategy planning (coordinated transportation and land use plans that support regional and statewide targets for reducing greenhouse gas emissions).
- **RSTP:** The Regional Surface Transportation Program (RSTP) provides flexible funds for a variety of highway, bridge, transit, and pedestrian and bicycle infrastructure projects.
- **SGR:** State of Good Repair is an SB 1-funded program that provides funding for transit maintenance, rehabilitation and capital projects.

APPENDIX A – PLANNING PROCESS CERTIFICATION

FHWA & FTA METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FY 2022/2023 FHWA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Shasta Regional Transportation Agency, the designated Metropolitan Planning Organization for the Shasta County urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MPO Authorizing Signature

Daniel S. Little
Title

4/19/2022
Date



Caltrans District Approval Signature

District 2 Deputy Director Planning and Local Assistance
Title

5/05/2022
Date

APPENDIX B – FTA CERTIFICATION AND ASSURANCES

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

Certifications and Assurances

Fiscal Year 2022

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Shasta Regional Transportation Agency (MPO)

The Applicant certifies to the applicable provisions of all categories: *(check here)* X

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

Certifications and Assurances

Fiscal Year 2022

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Shasta Regional Transportation Agency (MPO)

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

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

Certifications and Assurances

Fiscal Year 2022

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

Signature Don Little

Date: 4-18-22

Name Daniel S. Little, Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Shasta Regional Transportation Agency

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

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature John S. Kenny

Date: 4/7/22

Name John S. Kenny Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

APPENDIX C – DEBARMENT

CALIFORNIA DEPARTMENT OF TRANSPORTATION DEBARMENT AND SUSPENSION CERTIFICATION

Fiscal Year 2022/2023 California Department of Transportation Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

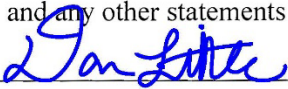
(Nonprocurement), 49 CFR 29.100:

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

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2022/2023**

SIGNATURE PAGE

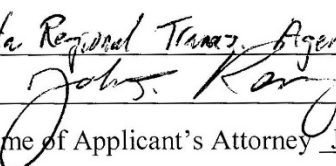
In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 4-18-22
Printed Name Daniel S. Little, Executive Director

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For Shasta Regional Transit Agency (Name of Applicant)
Signature  Date 4/7/22
Printed Name of Applicant's Attorney John S. Kenny

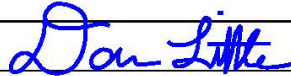
APPENDIX D – LOBBYING

DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB
0348-0046

Disclosure of Lobbying Activities

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure)

1. Type of Federal Action: a. contract <u>b</u> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: a. bid/offer/application <u>b</u> b. initial award c. post-award	3. Report Type: a. initial filing <u>a</u> b. material change For material change only: Year _____ quarter _____ Date of last report _____
4. Name and Address of Reporting Entity: ____ Prime <u>X</u> Subawardee Tier <u>1</u> , if Known: Congressional District: District 1	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: CA Department of Transportation 1120 N. Street Sacramento, CA 95814 Congressional District: District 1	
6. Federal Department/Agency: Federal Transit Administration	7. Federal Program Name/Description: CFDA Number, if applicable: <u>20.505</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ CA CPG Allocation	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> n/a	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> n/a	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u></u> Print Name: <u>Daniel S. Little</u> Title: <u>Executive Director</u> Telephone No.: <u>(530) 262-6190</u> Date: <u>4/19/22</u>	
Federal Use Only	Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)	

APPENDIX E – LIST OF FREQUENTLY USED ACRONYMS

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

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

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

FTA – Federal Transit Administration. One of the modal administrations of the U.S. Department of Transportation. Provides funds for public transportation for the elderly and/or persons with disabilities. Provides financial aid for the planning and development of transit systems in both urbanized and non-urbanized areas.

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

GHG – Greenhouse gas. A gas that contributes to climate change by absorbing infrared radiation, e.g., carbon dioxide and chlorofluorocarbons.

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

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

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

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

MPO – Metropolitan Planning Organization. An organization created by intergovernmental agreement to carry out regional transportation planning responsibilities in urbanized areas (with a population over 50,000) through an Overall Work Program (OWP). These responsibilities are

mandated by the U.S. Department of Transportation as a condition to receive federal planning funds.

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

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

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

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

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

SGA – Strategic Growth Area(s). SGAs are small geographic areas, identified by each local jurisdiction, wherein coordinated local and regional plans, programs, and investments are layered to promote job growth, increase number of households, enhance mobility options, and develop vacant and underutilized land.

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

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

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

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

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