

<b>SHASTA COUNTY RTPA POLICY AND PROCEDURE MANUAL</b>		Number
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SECTION: Rules of the Shasta County RTPA	Policy for the Use of Federal Stimulus Funds Allocated to the Region	
APPROVAL DATE: 2/10/09		
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**POLICY FOR THE USE OF FEDERAL STIMULUS FUNDS ALLOCATED TO THE REGION**

The federal government is working to enact an economic stimulus package which includes infrastructure investment. The U.S. Department of Transportation has directed Metropolitan Planning Organizations to develop project selection and programming procedures in advance of the bill. This policy may be amended once the stimulus bill is passed and any related state legislation and policies are enacted.

**A. Stimulus Funds for Streets and Highways Assigned to Regions**

- Street and highway federal stimulus funds made available to the SCRTPA (Region) – either directly or through regional shares of the State Transportation Improvement Program (STIP) – shall be apportioned to the three cities and the county (Jurisdictions) on the basis of population. Initial spending targets for each jurisdiction are as follows:

Shasta County	1/1/2008	%	Target
Anderson	10,579	5.8%	\$ 580,511
Redding	90,491	49.7%	\$ 4,965,594
Shasta Lake	10,279	5.6%	\$ 564,049
Unincorporated	70,887	38.9%	\$ 3,889,846
County Total	182,236	100.0%	\$ 10,000,000

(per DOF E-1 report)

*Note: These are not actual stimulus amounts or guarantees; these are merely targets for programming purposes.*

- Jurisdictions shall nominate stimulus projects at their discretion. Projects must meet federal eligibility requirements.
- Jurisdictions may nominate projects totaling more than their funding targets for programming purposes. Actual funding, however, will be limited to their proportional share of the regional stimulus funds available and allocated by the RTPA Board.
- Jurisdictions shall coordinate with the Region on delivery of projects to ensure that no regional stimulus funds are lost under state and federal “use it or loose it” provisions.

- a. In the event there are multiple “use it or lose it” deadlines for portions of the stimulus funds, Jurisdictions are encouraged to spend up to 100% of their shares by the initial deadline.
  - b. A jurisdiction may deliver projects that do not meet the intermediate “use it or lose it” deadlines without losing shares, provided that they coordinate with the Region to ensure that other Jurisdictions can over-deliver projects to prevent loss of stimulus funds to the Region.
  - c. The Region will monitor all projects for timely delivery. If it becomes apparent that a Jurisdiction will cause the Region to lose funds, the Region may allocate the funds to another Jurisdiction which can demonstrate timely delivery.
5. Stimulus projects scheduled for earliest delivery shall be allocated stimulus funds provided directly to the Region. Projects scheduled for the latest delivery shall be assigned stimulus funding through the STIP.
  6. Jurisdictions may be asked to provide non-motorized projects to expend regional Transportation Enhancement (TE) shares.
  7. Notwithstanding the above, the RTPA Board may consider alternative priorities or projects pending any new information in the final stimulus bill or related state legislation and policy.

#### **B. Stimulus Funds for Transit**

1. Stimulus funds for transit capital are expected to be distributed through existing programs such as FTA 5307 and 5311. Use of these funds shall be subject to processes established through these programs. Use of these funds for transit operations may be prohibited by the stimulus bill.