

STAFF REPORT



MEETING DATE:	December 18, 2025
SUBJECT:	Receive Update on the 2027 Regional Transportation Plan and Accept the 2025 Ways and Means Report
AGENDA ITEM:	12
STAFF CONTACT:	Michael Kuker, CNU-A, Senior Transportation Planner

SUMMARY:

Staff will provide an update on preparation of the 2027 Regional Transportation Plan, which is due October 2027, and present the 2025 Ways and Means progress report for acceptance by the board of directors.

STAFF RECOMMENDATION:

It is recommended that the board of directors accept the 2025 Ways and Means report (attached).

DISCUSSION:

Background – SRTA is required by federal and state law to develop a Regional Transportation Plan (RTP) with a minimum 20-year planning horizon. The purpose of an 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.” Key elements of the RTP include:

- A regional vision, supported by actionable short- and long-range strategies;
- An evaluation of regional mobility needs considering population, housing, and employment forecasts;
- A Sustainable Communities Strategy (SCS) for the reduction of greenhouse gas emissions from passenger vehicles; and
- A comprehensive list of transportation improvements, anticipated construction timeline, and funding plan.

The RTP is updated every four years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects must be included in the RTP to be eligible for federal and state funding. An environmental impact report (EIR) is prepared alongside the RTP in accordance with the California Environmental Quality Act (CEQA).

2027 RTP/SCS – It takes 18-24 months to prepare the RTP/SCS and accompanying EIR. The 2027 RTP/SCS planning process is currently underway and will be presented to the board of directors in the following stages for review and approval.

Subject	Timeline	Action
2025 Ways and Means progress report	December 2025	Accept
Preliminary RTP goals and SCS strategies	Feb. – Apr. 2026	Approve
Data collection, scenario development, environmental document preparation	Dec. 2025 – Apr. 2027	–
Draft RTP/SCS and EIR	April 2027	Hold Public Hearing
<i>Hold public workshop and 55-day comment period</i>		
Final RTP/SCS, travel demand model, and EIR	October 2027	Hold Public Hearing and Adopt

2025 Ways and Means Report – Prior to each four-year RTP/SCS update, staff prepares and distributes the Ways and Means report, which serves two primary purposes.

First, the document serves as a progress report on short-term (2022–2026) goals found in the current 2022 RTP/SCS, including any challenges encountered. Since the impact of current projects on long-term performance outcomes is often difficult to see and measure, the completion of short-term goals serves as tangible evidence and an important indicator of regional progress. Documented success in one area or the lack of progress in another, may be referenced by the board of directors when allocating or reallocating regional resources.

Second, the 2025 Ways and Means report previews new short-term goals proposed for the upcoming 2027 RTP/SCS. This gives partner agencies, community stakeholders, and the general public an opportunity to review and provide comments early in the RTP/SCS planning process.

If accepted, the 2025 Ways and Means report will be posted on the SRTA website, and printed copies will be distributed to board members and alternates and be available at SRTA’s office.

ALTERNATIVES:

The board of directors may accept the 2025 Ways and Means report with edits or additions. The board of directors may request additional information and delay this item to the next meeting.

OTHER AGENCY INVOLVEMENT:

/// The Technical Advisory Committee (TAC) met on December 3, 2025, to review and discuss the Ways and Means report. ///

FISCAL IMPACT:

Other than staff time to create the report and printing costs (around \$1,000), there is no direct fiscal impact to the agency.

Sean Tiedgen, AICP, Executive Director

Attachment: 2025 Ways and Means Report

WINTER 2025



WAYS AND MEANS

A FOUR-YEAR
PROGRESS REPORT ON
MOBILITY IN THE
SHASTA REGION





THE SHASTA REGIONAL TRANSPORTATION AGENCY (SRTA) is the designated metropolitan

planning organization for the Shasta Region. SRTA operations and programs are funded entirely through state and federal funding and grants. Core functions include the development of a long-range transportation plan; pursuit of state and federal transportation grants; technical and funding support to local agencies; public transportation oversight; and approval of short-range capital improvement programs for all modes of transportation.

THE FOLLOWING PAGES SERVE AS A PROGRESS REPORT toward short-term (2022-2026) goals found in the 2022 Regional Transportation Plan (RTP), as well as a preview of new short-term goals being considered for the 2027 update to the RTP.

CONTENTS:

SRTA Board Chair Message.....	4
2025 SRTA Board Members and Staff.....	5
Regional Planning Process.....	6
Regional Transportation Plan & Vision.....	7
Progress Report on 2022-2026 Goals.....	9
Preliminary Goals for 2026-2030 Planning Cycle.....	22
Ways to Get Involved.....	25

SRTA BOARD CHAIR MESSAGE



NO MATTER WHERE YOU'RE HEADING or how you choose to get there, chances are you have benefited from SRTA's investments, programs, and services.

Each year, SRTA administers over \$24 million in state and federal funds for the planning, construction, operation, and maintenance of the regional transportation network. Exactly where, when, and how these funds are spent is determined by local values and priorities, as represented by the SRTA Board of Directors—a seven-member body of city and county elected officials. In applying these resources, SRTA also plays a key role in regional prosperity, health, and safety.

The following report serves as a progress report toward short-term goals found in the 2022 Regional Transportation Plan (RTP), as well as a preview of proposed new goals for the upcoming 2027 RTP. It is one of many efforts by SRTA to inform, consult, and collaborate with our community. Whether you have questions about a current project or program, want to get involved in the regional planning process, or would like to partner with SRTA in bettering the region, we look forward to working with you.

For more information on how to interact with SRTA, see the end of this report and visit us online at sрта.ca.gov.

Greg Watkins, Chair
SRTA Board of Directors

SRTA BOARD MEMBERS AND STAFF

2025 BOARD MEMBERS

Greg Watkins, Council Member, City of Shasta Lake
Mike Gallagher, Council Member, City of Anderson
Tenessa Audette, Council Member, City of Redding
Kevin Crye, Supervisor, County of Shasta - District 1
Chris Kelstrom, Supervisor, County of Shasta - District 5
Matt Plummer, Supervisor, County of Shasta - District 4
Erin Resner, Council Member, City of Redding, RABA Representative

SRTA STAFF

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Jennifer Pollom, MS, AICP, GISP, Senior Transportation Planner
Keith Williams, AICP, Senior Transportation Planner
Moein Khaloee, PhD, Associate Transportation Planner
Laurent Beauregard, Assistant Transportation Planner
Kelli Irving, Accounting Clerk I



REGIONAL PLANNING PROCESS

PLANNING

Activities:

- Identify and prioritize mobility needs through planning and public engagement
- Evaluate potential solutions in consultation with the public and affected stakeholders
- Develop interagency funding strategies required for implementation

Examples:

- Regional Transportation Plan • ShastaFORWARD>> Regional Blueprint
- GoShasta Active Transportation Plan • Long-Range Transit Plan
- ResilientShasta Extreme Climate Event Mobility and Adaptation Plan
- Transit Needs Assessment • North State Bus-to-Rail Plan
- Envision 273 Comprehensive Multimodal Corridor Plan

DECISION MAKING

The SRTA Board of Directors meets five times a year. Meeting dates and agendas are available online at: [srta.ca.gov](https://www.srta.ca.gov). To receive automatic notifications when new agendas are posted, register online at: [srta.ca.gov/list.aspx](https://www.srta.ca.gov/list.aspx).

IMPLEMENTATION

Balanced Mobility Investments

Employ a portfolio of multimodal projects and programs addressing both current and future mobility needs

Collaborative Land Use Shaping

Support transportation-efficient land use patterns where underutilized infrastructure and services exist

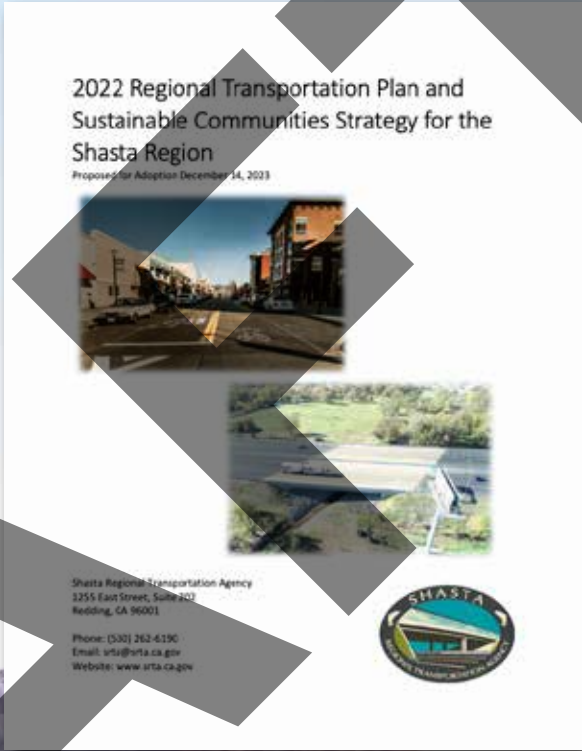
Sustainable Economic Development

Increase economic output and opportunity by remedying transportation-related barriers to business and industry

Community Health and Well-Being

Apply people-centered approach to mobility solutions that yield multiple community benefits

REGIONAL TRANSPORTATION PLAN



The Regional Transportation Plan (RTP) is the principal policy document guiding transportation investments in the region. It covers 20 years and is updated every four years. Key elements of the RTP include:

- A regional vision statement supported by goals, objectives, and implementation strategies;
- An assessment of transportation by mode (i.e., automobiles, public transportation, active transportation, aviation, rail, and freight);
- Performance measures and targets;
- A 'Sustainable Communities Strategy,' which is a coordinated set of land use and transportation strategies aimed at reducing per capita greenhouse gas emissions from passenger vehicles;
- A financial element describing anticipated regional revenues; and
- A comprehensive list of regional transportation project needs.

REGIONAL VISION

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.

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. Such considerations are integral to regional transportation planning, policymaking, and project programming. SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.



PROGRESS TOWARD SHORT-TERM GOALS

Short-term goals were added to the Regional Transportation Plan in 2018. These goals were meant to be aspirational as well as adaptable to new public input and funding opportunities. Included were specific projects and initiatives that SRTA aimed to complete or make notable progress toward during the four-year RTP cycle (2022-2026).



In preparation for the 2027 Regional Transportation Plan update, the following pages provide a summary of where SRTA was successful in meeting its short-term goals, and where additional effort and resources are still needed. Also noted is progress toward the region's goal for reducing per capita greenhouse gas emissions from passenger vehicles.



STREETS & ROADS

WHAT SRTA AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE		HOW DID WE DO?
Fix 5 Cascade Gateway Project	Complete environmental review, contingent upon allocation of State Transportation Improvement Program (STIP) funds.	Completed environmental review; secured nearly \$79 million in competitive TCEP funding for the project. Programmed funding towards construction of the project; supported D2 in requested design changes by FHWA. Project construction anticipated by 2027 or sooner.
SR 273 Corridor	Work with Caltrans District 2, city of Redding, and affected residents and stakeholders to identify safety and accessibility issues on SR 273. One emphasis area will be in Redding between Cypress Avenue and Breslauer Way. Develop solutions consistent with regional plans and fund improvements as identified.	The Envision 273 Comprehensive Multimodal Corridor Plan was completed and approved by the board of directors on April 30, 2025. The plan identified solutions over the short-, medium-, and long-term to improve safety and mobility on the SR 273 corridor. Upcoming Caltrans projects (Brighter 273, the Downtown Redding Capital Maintenance (CAPM) project, and other smaller projects will bring some of the identified improvements to the corridor (improved lighting, median barriers, and improved active transportationj facilities for people who walk, bike, or roll) over roughly the next five years.
Public Information Program	Utilizing contracted consultant services, provide factual information to the public, information gatekeepers, and decision makers on roadway conditions and the current and future use of transportation funding in the region.	Secured competitive SB1 grant funding to develop a public-facing Data Dashboard portal. The dashboard will report on progress made in addressing transportation performance metrics and future needs. Anticipated completion is Summer 2026.

PUBLIC TRANSPORTATION

WHAT SRТА AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE		HOW DID WE DO?
Intercity bus to Sacramento	Implement North State Intercity Bus System in accordance with the project grant award, including: completion of interagency agreements and ticketing; marketing and launching of new service; and obtaining funding for feeder services.	SRТА finalized the North State Intercity Bus to Rail Plan in April 2025 to address intercity travel options to/from Shasta County and around the North State. RABA implemented intercity service via "Route 5X" between Redding and Chico. Future plans are underway to make Route 5X run along I-5 connecting the Redding Regional Airport, Sacramento Airport, and Sacramento Amtrak Station within the next year. SRТА confirmed \$471,000 in state rail funds previously awarded to SRТА are available for the project. SRТА supports efforts by other regional partners in implementing the North State Express Connect intercity bus concept.
Implementation of RABA's Short Range Transit Plan	Assist RABA with implementation of their new Short Range Transit Plan, adopted in 2024.	RABA has implemented the RABA Runner program, which provides affordable late-night and early-morning transportation via Uber; RABA Runabout, which offers on-demand services in areas not served by fixed-route service, and Route 5X to Sacramento. RABA has also partnered with Redding Bikeshare to provide "last-mile" services for riders, included with RABA fare.



Photo courtesy of RABA

ACTIVE TRANSPORTATION

WHAT SRTA AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE		HOW DID WE DO?
Active transportation trunk line model corridor (alignment to be determined)	Utilizing regional active transportation funds, lend technical support to local agency partners to turn the conceptual network of active transportation trunk lines into specific routes and grant-ready designs, then assemble necessary financing through a combination of regional funds, local funds, and grants. 	SRTA provided assistance to local jurisdictions for five Active Transportation Program (ATP) Cycle 6 grant applications and two Clean California grants. State Active Transportation Program funds totalling \$16 million were awarded to the city of Redding for the Victor Improvement Project and Butte Street Boogie. Anticipated construction for both projects is FY 2027/28. The City of Redding also received Clean California grants of \$2 million to fund Oregon Street Improvements and \$4 million to fund the Calaboose Creek project.
Active transportation data collection program	Initiate a starter-program of automatic bicycle and pedestrian counters along popular routes and near recent and planned transportation and development projects. Combine results with data collected from smart phones and other location-enabled devices to inform active transportation planning, prioritize projects; measure changes in greenhouse gas emissions; and bolster grant seeking efforts.	SRTA contracted for regional traffic count and active transportation count services in support of local and regional projects. Obtained summarized data from Love to Ride app as part of Bike Month efforts to identify preferred routes.
Provide technical support needed for continuation of regional active transportation mapping and guide	Provide in-kind and/or funding support needed to maintain accurate and up-to-date mapping of regional bicycle and pedestrian facilities. Make the maps and other helpful information available to the community via an online guidebook.	SRTA coordinated with NorthStateGIS and Healthy Shasta on providing online and printed maps of the region's bicycle and pedestrian facilities.



FREIGHT

WHAT SRTA AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE

Evaluate preliminary strategic freight nodes and corridors

Perform stakeholder outreach and a technical evaluation of obstacles and solutions to efficient goods movement inside the region and to/from external markets.

HOW DID WE DO?

SRTA has allocated \$335,000 in SB1 Formula funds to help fund the region's first Regional Freight Plan. A consultant has been procured and preliminary work has begun. The plan is expected to be completed April 2027. Applied for competitive grant funds to prepare a regional railroad crossing study.





AVIATION

WHAT SRTA AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE

HOW DID WE DO?

Integrated
intercity
transportation
plan

Develop a plan that integrates
intercity transportation service
options, including passenger air,
intercity bus, and passenger rail.

The North State Bus to Rail Plan, adopted April 30, 2025, has identified various strategies over the near-, mid-, and long-term to better integrate passenger air, intercity bus, and passenger rail.



PASSENGER RAIL

WHAT SRTA AIMED TO ACCOMPLISH DURING THE 2022–2026 RTP CYCLE

Long-Range Passenger Rail Plan

Acquire grant funding and conduct a long-range plan for intercity public transportation connecting north state residents to passenger rail and airports over the next 30 years. This would include the feasibility of daytime rail service to Redding and interim rapid transit bus connections to train depots.

The study will consider impacts to air quality, traffic congestion, climate resiliency, and greenhouse gas emissions. Results will be made available to partners across the sixteen-county North State Super Region and inform the statewide interregional mobility planning.

HOW DID WE DO?

The North State Bus to Rail Plan was adopted by the SRTA board of directors at the April 30, 2025 meeting. RABA now operates Amtrak Thruway bus service between Redding, Red Bluff, and Chico with connections to Sacramento and beyond. The service offers two round trips daily, seven days a week. SRTA staff is now coordinating with North State Super Region partners for additional improvements as identified in the North State Bus to Rail Plan.

SUSTAINABLE COMMUNITIES STRATEGIES

What are Sustainable Community Strategies?

Sustainable Community Strategies (SCS) are a set of strategies developed by a metropolitan planning organization (MPO) that, if implemented, would allow the region to meet its greenhouse gas (GHG) reduction targets. Currently, SCS are required by the State to be updated as a part of the Regional Transportation Plan (RTP) update, which is federally required to be done every four to five years. SRTA is on a four-year RTP update cycle.

Why are we doing this?

In 2005, then-Governor Schwarzenegger signed executive order S-3-05, establishing California's mission to reduce GHG emissions that cause climate change. The California Legislature subsequently passed AB 32, the Global Warming Solutions Act of 2006, requiring the California Air Resources Board (CARB) to adopt regulations for the reporting and verification of statewide GHG emissions and to monitor and enforce compliance with this program. The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was signed into law and directed CARB to set regional GHG reduction targets from light-duty passenger vehicles in each of California's 18 MPO regions. SRTA is one of those regions.

What is CARB?

The California Air Resources Board (CARB) was established in 1967 and is responsible for attaining and maintaining healthy air quality and protecting the public from exposure to toxic air contaminants. CARB is overseen by a 16-member governing board who are appointed by both the California Legislature and the Governor. More information can be found here: <https://ww2.arb.ca.gov/>

What is the Shasta Region's GHG reduction target?

The current target for the Shasta Region is a 4% GHG reduction for the years 2020 and 2035 when compared to the baseline year of 2005. CARB is required to review and update GHG reduction targets every eight years and is currently in middle of that periodic process, with an estimated completion by the end of 2026. More information can be found here: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets>

How is the Shasta Region's progress measured?

Directly measuring the tailpipe emissions of every vehicle traveling in the region is not practical. SRTA utilizes observed traffic and socio-economic census data, records of completed housing and employment projects, along with travel demand and air quality computer models to assess progress. SRTA prepares a technical memo detailing the exact methodology as part of each RTP/SCS update for review and approval by CARB.

SUSTAINABLE COMMUNITIES STRATEGIES	PROGRESS 2022–2026 WHAT DID THE REGION DO?
Population and employment shift to Strategic Growth Areas	Construction on Cascade Village in the City of Shasta Lake, a 52,918 sq. ft. mixed-use project with 49 units of affordable housing and 7,500 sq. ft. of commercial space, funded in part by a Affordable Housing and Sustainable Communities grant from the California Strategic Growth Council.
Encourage population and job growth in Strategic Growth Areas (SGAs)	The City of Redding is nearing completion of its new Riverfront Specific Plan for the Turtle Bay and Park Marina Area.
Improved public transportation service and accessibility	RABA has implemented the RABA Runner program, which provides affordable late-night and early-morning transportation via Uber; RABA Runabout, which offers on-demand services in areas not served by fixed-route service; and service to Chico, soon to be replaced by service to Sacramento. RABA has also partnered with Redding Bikeshare to provide "last-mile" services for riders, included with RABA fare.
Implementation of the GoShasta Regional Active Transportation Plan	Construction on Redding's Bechelli Lane Improvements Project, California Street Bikeway and Continental-Butte-Trinity Bikeway has been completed. Funds have been awarded for the Calaboose Creek project, Victor-Cypress Active Transportation project, Victor Improvement Project, and Butte Street Boogie projects.
Support increased use of zero-emission vehicles (ZEVs)	Tesla Superchargers have been installed at the Turtle Bay Exploration Park and Redding WinCo. State funding has been awarded for the construction of a medium and heavy-duty truck charging facility at the Cottonwood scales. Caltrans, the City of Redding, and RABA have added ZEVs to their fleets.

GHG REDUCTION		
	ASSIGNED TARGET ¹	HOW DID WE DO?
2020	-4%	-4.3%
2035	-4%	-12.94% ²
1. Compared to 2005 levels. 2. Current trajectory, subject to change.		

PRELIMINARY GOALS FOR 2027-2031

In preparation for the 2027 update to the Regional Transportation Plan and Sustainable Communities Strategy, the following preliminary goals are presented for community review and discussion. Final goals, including any new or modified goals as a result of community input, will be incorporated into the final plan.

As regional goals are addressed, SRTA strives to coordinate multiple strategies at key locations to amplify performance benefits and promote transformational change.

Active Transportation

- Active Transportation Trunk Line Network** - Continue to provide technical and financial support to local agency partners for the design and construction of an interconnected, low-stress, active transportation trunk line network.
- GoShasta Active Transportation Plan Update** – Complete the update of the GoShasta Active Transportation Plan.
- Data Collection Program** – Depending on partner interest and available funding, launch a starter program of automated bicycle and pedestrian trackers that include fixed counters at key gateways and mobile counters for project-level collection. Continue to obtain data via support of Healthy Shasta's Love to Ride platform.

Freight

- Regional Freight Plan** – Complete the Regional Freight Plan, including identification of key regional non-highway freight corridors, and begin implementation, contingent on funding and partner interest.

Rail

- Identify Opportunities and Support Activities** - Identify opportunities and support state-level activities to improve passenger rail accessibility at existing facilities. Monitor rail activities in the North State Super Region and identify opportunities to extend daytime passenger service to Redding.
- Railroad Crossing Plan** – Develop a regional railroad crossing plan to help make improvements at and near the region's railroad crossings.

Streets and Roads

- Fix 5 Cascade Gateway Project** - Continue coordination with Caltrans and other stakeholders on finalizing and constructing the Fix 5 Cascade Gateway project.
- SR 273 Multimodal Corridor Plan** - Coordinate with Caltrans and local agencies on the implementation of the SR 273 Comprehensive Multimodal Corridor Plan, beginning with the Brighter 273 safety project and Downtown Redding pavement maintenance project.
- Public Information Program** – Complete the SRTA Planning Data Dashboard.
- Pit River Bridge** - Continue to partner with Caltrans to identify and seek funding for eventual reconstruction or replacement of the Pit River Bridge.
- Regional Comprehensive Multimodal Corridor Plans** – Assist Caltrans with development of Comprehensive Multimodal Corridor Plans for state highways in the region, including Interstate 5 and State Route 44.
- Safety** – Identify opportunities and pursue funding to improve traffic safety on our region's highways, streets, and roads where fatalities or serious injuries most occur.

Aviation

- Identify Opportunities and Support Activities** - Identify opportunities and support activities to connect intercity services to North State Super Region airports.
- Airport Land Use Compatibility Plan** – Based on funding and partner interest, support local agencies on finding funding to update their Airport Land Use Compatability Plan.

Public Transportation

- Intercity Bus to Sacramento** - Continue phased implementation of intercity bus service to Sacramento, contingent on funding and partner interest.
- Support RABA's Short-Range Transit Plan** – Continue to assist RABA with implementation of their current short-range transit plan and, if requested, assist with development of an updated plan.
- Continue Implementation of Long Range Transit Plan** – As funding and partner interest allow, continue to implement the 2040 Long Range Transit Plan.
- Coordinated Transportation Plan** – Prepare an update of the Coordinated Transportation with an anticipated completion of early 2029.



WAYS TO GET INVOLVED...

Great communities don't just happen – we need you! SRTA offers a variety of tools and opportunities that welcome public participation at any level – from a simple question to partnering with SRTA.

- 1. COMMENT DURING A SRTA BOARD OF DIRECTORS MEETING** – Meetings are held five times a year. Sign up online at sрта.ca.gov/AgendaCenter to receive advance notice of upcoming meetings and agendas. Speaker request cards are available at the meeting.
- 2. PROVIDE WRITTEN OR ONLINE COMMENTS** – Letters may be addressed to 1255 East Street, Suite 202, Redding, CA 96001, or visit our website to submit an online comment at: questions@sрта.ca.gov
- 3. LIKE AND FOLLOW US ON SOCIAL MEDIA** – Get regular updates on SRTA happenings via social media.
- 4. SUBSCRIBE TO SRTA NEWS AND PUBLIC NOTICES** – Sign up at sрта.ca.gov/list.aspx to receive an email or text message for regional news, project updates, or funding opportunities.
- 5. ATTEND A PUBLIC WORKSHOP** – Public workshops and outreach events are held in association with all planning processes. Register online to receive news and calendar invites via email or text message: sрта.ca.gov/list.aspx
- 6. REQUEST A PRESENTATION** – SRTA staff will visit with your organization or interest group to discuss regional plans, programs, and projects, learn about your needs, and answer questions.
- 7. JOIN A TECHNICAL ADVISORY COMMITTEE** – SRTA maintains a general technical advisory committee and ad-hoc committees associated with specific planning projects. Public members are welcome.
- 8. CALL OR VISIT THE SRTA OFFICE** – A staff directory is available online at sрта.ca.gov/Directory.aspx. Not sure who to talk to? Call 530-262-6190 and we'll get you pointed in the right direction. Or visit the SRTA office located at 1255 East Street, Suite 202, Redding.



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