SRTA Planning & Administration Funding Overview

SRTA's annual Overall Work Program (OWP) outlines all planning and administrative activities of the agency. The following fact sheets provide background on many of the different sources of planning funds referenced in the OWP, including:

- Federal Highway Administration (FHWA) Metropolitan Planning (PL)
- Federal Transit Administration (FTA) Section 5303
- State Planning, Programming & Monitoring (PPM)
- Local Transportation Fund (LTF) for Transportation Development Act Administration
- Transportation Development Act (TDA) for Transit Agency Administration
- Federal and State Discretionary Transportation Planning Grants (under "Other", below)
- North State Super Region Collaborative (also under "Other", below)

The below graphs summarize SRTA's approximate revenues and expenses:

Fact Sheet: Federal Highway Administration (FHWA) Metropolitan Planning (PL) & Federal Transit Administration (FTA) Section 5303 Fund ing

Funding Source:	Approximate Annual Revenue:
FHWA Metropolitan Planning (PL)	$560,000 to $580,000
FTA 5303	$65,000 to $75,000

Source:

FHWA PL and FTA 5303 funds are authorized each year through federal transportation authorizations (aka highway bills) for planning and administrative activities by metropolitan planning organizations (MPOs). Each MPO is apportioned federal gas taxes based on a minimum share, plus factors for population and air quality.

Designated Uses:

FHWA PL and FTA 5303 funds are used to fulfill the core responsibilities of the MPO:

- Overall Work Program (OWP) development and administration
- Regional Transportation Plan (RTP) preparation
- Transportation Improvement Program (TIP) development and maintenance
- Travel demand modeling
- Intelligent Transportation Systems (ITS) planning
- Transit, bicycle, pedestrian, and freight planning
- Public Participation Plan and related outreach activities, and interagency consultation

Other, non-core planning initiatives are eligible provided that they do not supersede core responsibilities and are consistent with overarching Federal Planning Factors and California Planning Emphasis Areas. (See SRTA Financial and Accounting Policies and Procedures, Section 1210. Priorities and Procedures for the Distribution of Planning Funds)

Uses in Shasta Region:
FHWA PL and FTA 5303 funds represent SRTA's primary revenue source. Funds are used for: core planning responsibilities; administering board of directors meetings; disseminating information to the public; developing corridor studies; and other special projects. Funds are also provided to local agency sub-recipients for eligible planning activities supporting SRTA's planning responsibilities. The Fiscal Year 2014-15 OWP provides detail about planning fund use.

Fact Sheet: State Planning, Programming & Monitoring (PPM) Funding

Funding Source:	Approximate Annual Revenue:	Local Match Required
Planning, Programming & Monitoring (PPM)	$147,000 to $218,000+	None

Source:
PPM is derived from the state gasoline excise tax and is allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP).

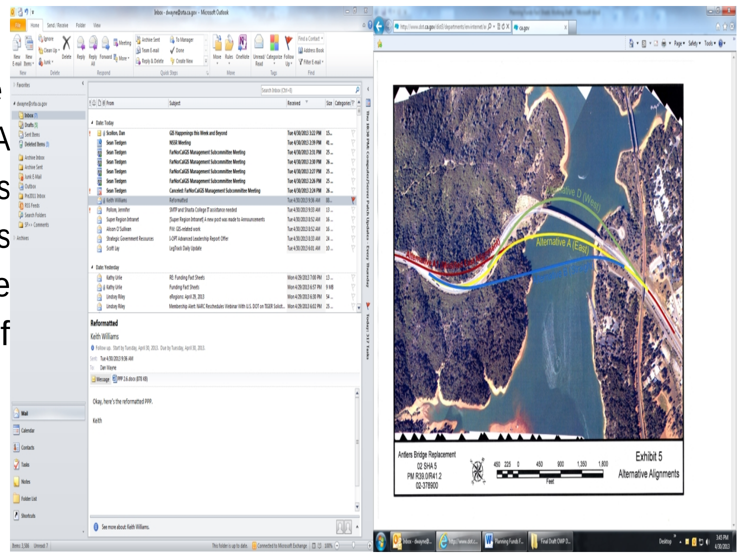
Designated Uses:
The CTC STIP Guidelines describe the following eligible PPM activities:

- Regional transportation planning – includes development and preparation of the regional transportation plan;

- Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- Program development – includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Uses in Shasta Region:

PPM is SRTA's other staple funding source for planning activities, in addition to FHWA PL and FTA 5303 revenue. SRTA utilizes PPM to augment federal funds. PPM is also used for activities required by the state that are not eligible for the use of federal funds.



Fact Sheet: Local Transportation Fund (LTF) for SRTA Administration

Funding Source:	Approximate Annual Revenue:	Local Match Required
Local Transportation Fund (LTF)	As needed for program administration—currently $226,000; balance goes to transit and local agencies.	None

Source:

Local Transportation Fund (LTF) is derived from a 1/4 cent of the general sales tax as provided for under the 1971 Transportation Development Act (TDA). All revenues are considered local funds and returned to the originating county for the designated Regional Transportation Planning Agency (SRTA in Shasta County) to administer, within the general guidelines and priorities of the program. Because funds are based on sales tax, revenues vary from year-to-year depending on the economy.

Designated Uses:

LTF provides for public transit planning and operations as well as coordination between transit providers serving the region. Additionally, bicycle and pedestrian projects may be funded with LTF. In regions with limited public transit needs, LTF may be used to fund local street and road improvements—as long as there are no unmet transit needs that are deemed reasonable to meet.

Uses in Shasta Region:

- Administration of Transportation Development Act (TDA) funds
- TDA audits
- Transit planning and coordination
- Local match for federal funds
- Activities that are ineligible for reimbursement, such as indirect (overhead) costs

Fact Sheet: Transportation Development Act (TDA) for Transit Agency Administration

Funding Source:	Approximate Annual Revenue:	Local Match Required
Transportation Development Act (TDA)	As needed for transit agency administration—currently $566,180.	None

Source:

Transportation Development Act (TDA) funds are a combination of Local Transportation Funds (LTF) and State Transit Assistance (STA) funding. LTF is derived from a 1/4 cent of the general sales tax and is explained in more detail in a the LTF fact sheet. STA funds come from the statewide sales tax on diesel fuel. SRTA is the designated recipient and responsible administrator of TDA funds. Because the TDA components are based on sales tax, revenues vary from year-to-year depending on the economy.

Designated Uses:

TDA provides for public transit planning and operations as well as coordination between providers serving the region. In the Overall Work Program (OWP), TDA funding is under work element 708.04, and outlines the responsibilities of the region's service providers in administering the use of TDA funds for public transit.

Uses in Shasta Region:

Transit agency administration by the following:

- city of Redding to administer RABA;
- Shasta Senior Nutrition Programs (SSNP) to administer Consolidated Transportation Service Agency (CTSA) transit services; and
- county of Shasta to administer Burney Express.

Fact Sheet: Federal and State Discretionary Transportation Planning Funds

Discretionary grant funds are awarded competitively in response to SRTA applications. Revenues vary from year-to-year based on availability of funds, program award maximums, the quality of proposals submitted, and the competitiveness of the grant funds' particular cycles. SRTA tracks various grant programs and prepares proposals, as appropriate. In addition, SRTA supports local partner agencies in identifying, pursuing and administering complementary grants.

Sources:

Federal and state government departments make transportation planning funds available for specific purposes. Some programs receive annual, ongoing funding. Others are limited to a set number of grant cycles based on funding limitations.

Recent and Active Grant Programs	Schedule	Match Requirement
Caltrans Sustainable Transportation Planning Grant Program: • Strategic Partnerships • Sustainable Communities	Annual, ongoing	20% of total for strategic partnerships, and 11.47% of tota for sustainable communities
State Planning & Research (SPR)	Annual, ongoing	20% of total project
Strategic Growth Council Proposition 84 Programs: • Sustainable Communities • Modeling Enhancements	Three cycles	None, although match leveraging suggested
Active Transportation Program (ATP)	Annual, ongoing	11.47%, or none
Affordable Housing and Sustainable Communities Program (AHSC) under Cap and Trade – new per Strategic Growth Council (1st cycle expected to provide $130M)	Guidelines under development; 1st cycle expected Dec. 2014; awards spring 2015	Unknown

Seven-Year SRTA Grant Revenue History:

Program	Amount Awarded	Purpose
California Regional Blueprint Program	$384K (Round 1) $197K (Round 2) $325K (Round 3)	Regional Blueprint development Note: This funding source is no longer available.
Proposition 84 Sustainable Communities	$300K (Round 1) $528K (Round 2)	Sustainable Communities Strategy & related technical tasks
Proposition 84 Modeling Enhancements	$400K	Develop new activity-based travel demand model and regional parcel/roadway data
State Planning & Research	$225K $90K	North State Transportation for Economic Development Study Intelligent Transportation Systems (ITS) Study
Safe Routes to School (now subsumed under ATP)	$405K $500K (2015-16)	Develop and implement programs promoting safe routes to school in Shasta County (non-infrastructure grant) Same as above, within three school districts (Shasta County Health and Human Services is the implementing agency)

Fact Sheet: Other Transportation Planning Funding – North State Super Region

Funding Source:	Approximate Revenue:	Local Match Required
North State Super Region (NSSR) members	$500 from each contributing partner initially; FY 2014-15 budget is $2,190 of carryover funding.	None

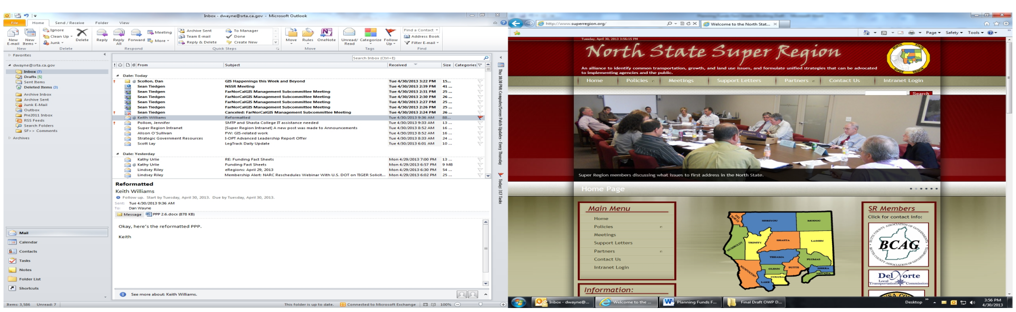
Background:

The North State Super Region (NSSR) is an alliance of transportation planning agencies representing California's sixteen-county, North State. The NSSR identifies and jointly addresses state and federal legislation, policies, and programs affecting North State transportation and other related systems. SRTA is the administering agency; partner agencies contribute voluntary, as-needed dues to support the alliance.

SRTA was instrumental in forming the coalition. The NSSR relies upon SRTA to provide continual support and leadership to maintain an effective and influential partnership.

SRTA History of Funding:

In 2010, sixteen regional transportation planning agencies from northern California signed a memorandum of agreement forming the North State Super Region (www.superregion.org).



SRTA NSSR Activities:

- Organize two NSSR meetings per year;
- Maintain and update the NSSR website;
- Communicate to state and federal partners the impacts of state/federal policy and funding decisions on the North State, including proposed solutions;
- Provide support letters for grant projects; and
- Pursue grant funding for projects to address mutual needs/concerns.