

Overview of the Shasta Regional Transportation Agency



The overall goal is to provide a safe, balanced, coordinated, and cost-effective transportation system that conserves energy, preserves air quality, and serves the needs of the local metropolitan area and region.

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Disclaimer

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List of Acronyms

ARRA	American Reinvestment and Recovery Act
CMIA	Corridor Mobility Improvement Account
COGs	Councils of Governments
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographic Information Systems
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LTF	Local Transportation Fund
MPO	Metropolitan Planning Organization
OWP	Overall Work Program
PPM	Planning, Programming and Monitoring
PTMISEA	Public Transit Modernization, Improvement, and Service Enhancement Account
RABA	Redding Area Bus Authority
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
S&R	Streets and Roads
SB 375	Senate Bill 375 (Steinberg)
SRTA	Shasta Regional Transportation Agency
SCS	Sustainable Communities Strategy (SB375)
SSNP	Shasta Senior Nutrition Programs
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance Fund
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDA	Transportation Development Act

SRTA Websites

SRTA: <http://www.sрта.ca.gov>

Fix-5 Partnership: <http://www.fixfive.org>

ShastaFORWARD>>: <http://www.shastaforward.com>

North State Super Region: <http://www.superregion.org>

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Contact Us

For more information about the material in this document, contact the-SRTA at 530-262-6190; come by the office at 1255 East Street Suite 202, Redding, California, 96001; or visit our website at www.srta.ca.gov.

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SRTA Board Members and Alternates

RABA:
Missy McArthur - Chair
Francie Sullivan – Alternate

Shasta County:
Leonard Moty - Vice Chair
David Kehoe
Pam Giacomini
Bill Schappell – Alternate 1
Les Baugh - Alternate 2

City of Anderson:
Susie Baugh
Melissa Hunt– Alternate

City of Redding:
Kristen Schreder
Brent Weaver – Alternate

City of Shasta Lake:
Greg Watkins
Pamelyn Morgan - Alternate



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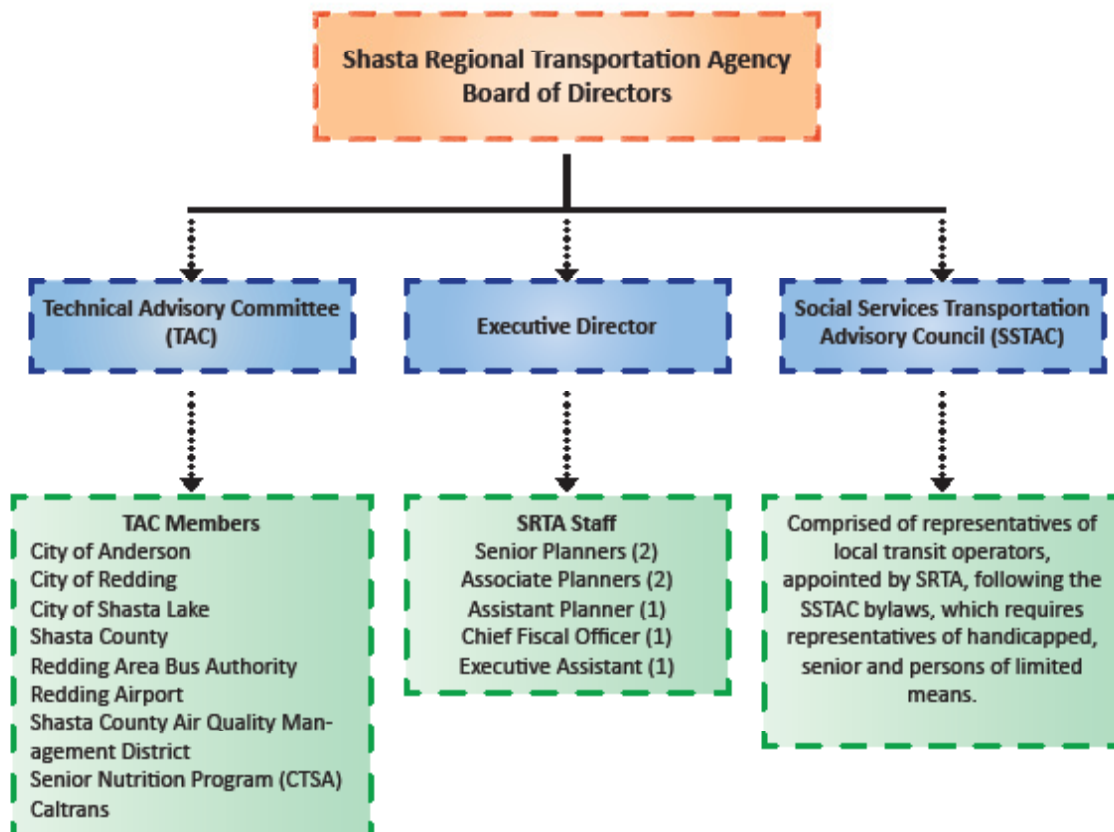
SRTA Overview

The Shasta Regional Transportation Agency (SRTA) was established by state and federal law in 1972. Legislation over recent years has shifted significantly to direct more funding and planning responsibilities from cities and counties to regional agencies such as the SRTA. The SRTA is governed by a board established by minimum requirements under state law. The SRTA board consists of seven local elected officials representing each of Shasta County's local agencies:

- * Shasta County Board of Supervisors (3);
- * Redding City Council (1);
- * Anderson City Council (1);
- * Shasta Lake Council (1); and
- * Redding Area Bus Authority Board (typically a Redding City Council member)(1).

The SRTA board members are selected by their respective agencies. The SRTA executive director is appointed by the SRTA board. Initially the executive director and his seven member staff were employees of the Shasta County Department of Public Works, performing both SRTA functions and county public works functions. Per the SRTA board, the SRTA separated fully from Shasta County on June 30, 2012. It is now a fully independent government agency with roughly seven full-time employees. An organizational chart is provided in **Figure 1** below.

Figure 1: SRTA Organizational Chart

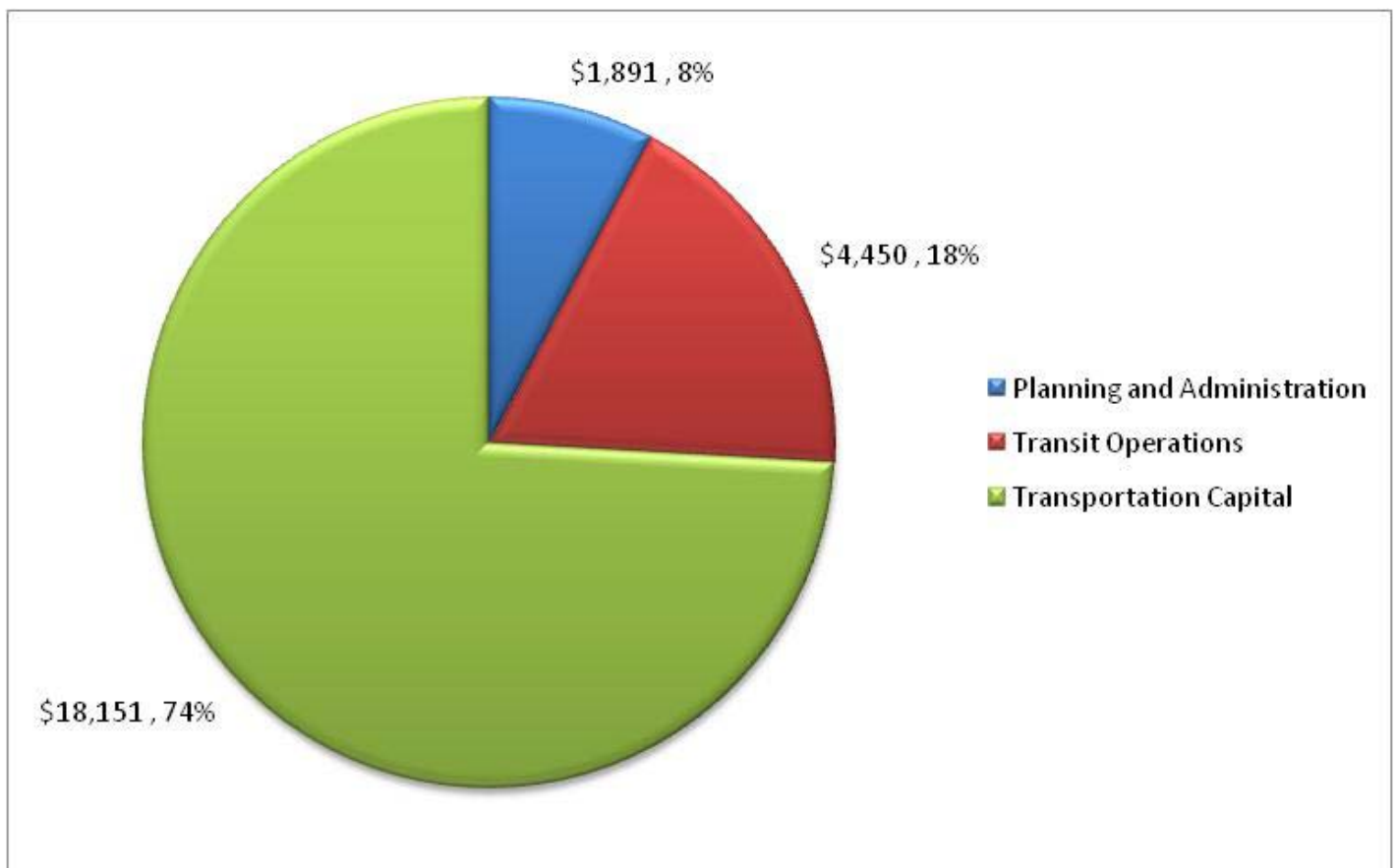


The SRTA distributes over \$24 million in funds annually (**Chart 1**). These funds are generally divided into three categories:

1. Transportation capital;
2. Transit operations; and
3. Planning and administration.

The SRTA's operations and programs are funded entirely through state and federal funding and grants. Core functions of the SRTA include development of long-range transportation policies; pursuit of state and federal transportation grants; local agency funding support and coordination; oversight of public transit funding; and approval of short-range capital improvement programs for all modes of transportation.

Chart 1: SRTA Annual Revenue (in millions)
2009/10 Budget = \$24.5 million



Legal Authority

The creation of a regional transportation planning agency is required under state and federal law. RTPAs are intended to promote better coordination among the cities and counties within each region. The creation of RTPAs placed historically state-led decision making in the hands of local elected officials.

The SRTA (an RTPA) was established under state law in 1972. All California counties were required to form regional agencies as a condition of receiving state transportation funds, including transit funds. Gradually, through laws like the Transportation Development Act (1971) and Senate Bill 45 (1997), RTPAs were delegated greater authority to determine the appropriate use of state transportation revenue. Prior to the creation of RTPAs, these decisions were made by the state.

When Shasta County's urban area population exceeded 50,000 in 1980, the SRTA became recognized as one of 18 metropolitan planning organizations (MPO) in California. Similar to state law, formation of a regional MPO is a requirement for receiving federal transportation dollars (23 U.S.C. 134 and 135). The federal MPO designation added responsibilities that sometimes overlap with state requirements. These new federal responsibilities previously rested with the state, and still do in rural, non-MPO counties where only an RTPA exists.

The result across California is a hodge-podge of sometimes overlapping regional agencies that are: state created RTPAs only; federally created MPOs only; or one agency serving both roles. **Map 1** shows these varied forms of regional transportation planning agencies.



In Shasta County, the SRTA was established as a single agency to fulfill both the state and federal requirements, thereby avoiding the confusion created in other regions of the state where two agencies overlap with similar roles.

Added to the state mix are voluntarily created transit agencies, councils of governments (COGs), and local sales tax transportation authorities that are either separate or merged with the RTPA or MPO. In Shasta County, the Redding Area Bus Authority (RABA) serves as the sole regional transit agency. RABA exists as a separate agency; however the SRTA sets the farebox ratio for the transit agency and RABA has a representative who sits on the SRTA board.

Map 1: California MPO and RTPA Regional Map



History

Regional government in Shasta County can be traced back to 1967 when a Joint Powers Authority (JPA) was created between Shasta County and the cities of Redding and Anderson to create the “Regional Planning Council” with a stated intent as follows:

“The region is rapidly changing from a rural to an urban area. By reason of growth, governmental problems affecting incorporated and unincorporated areas are frequently arising and expected to increase in the future. It is necessary and desirable that a single agency be created with authority to plan for and suggest solutions to common problems.”

With the formation of the SRTA as the federal MPO in 1981, the Shasta County Board of Supervisors withdrew from the JPA and the Regional Planning Council was dissolved. **Table 1** shows a history of regional planning in Shasta County.

Table 1: History of Regional Planning in Shasta County

Table 1: History of Regional Planning in Shasta County	Resolutions	Authority
12/20/67: Regional Planning Council JPA formed.	BOS 67-88 RED 3901 AND 67-28	\$6500 Gov. Code
1971: California Transportation Development Act (TDA) passed. Allocated funds to the Local Transportation Commissions for public transit, with residual funds available for local streets and roads.		
1972: Shasta County Board of Supervisors established Shasta County RTPA. Initial bylaws were adopted, with subsequent amendments allowed by the SCRTPA Board.	BOS 72-184	SB 325 (\$1400 CA Statutes 1971) PUC §130002 \$65600-65604 Gov. Code \$29535 (C), \$29532
12/20/76: Shasta County and the City of Redding approve a JPA to create the Redding Area Bus Authority (RABA).		
1980: Shasta County is federally designated as an Urban Metropolitan Statistical Area due to the federal census showing an Urbanized Area exceeding 50,000 population.		
1981: Cities and County establish Shasta County Metropolitan Planning Organization (MPO). Existing bylaws and structure of SCRTPA determined applicable to MPO. County withdrawal from 1967 Regional Planning Council JPA, Shasta MPO designation approved by governor.	BOS 81-124 RED 81-112 AND 81-22 BOS 81-149	Title 23, §134 USC Oct. 8, 1981 BTH Letter
2/5/91: Shasta County and City of Anderson approve agreement to operate the Anderson-Cottonwood Transit System (ACT). ACT contracted with RABA to provide transit service to the Anderson and Cottonwood areas.		
12/16/97: Shasta County and the cities of Anderson, Redding, and Shasta Lake approve a new JPA to operate RABA (effectively merging ACT into RABA).		
10/2/97: SB 45 (Kopp) passed. Gave the SCRTPA authority over 75% of STIP funds.		
9/30/08: SB 375 (Steinberg) passed. Requires MPOs to create a “Sustainable Communities Strategy” to reduce greenhouse gas emissions.		
2/23/10: ShastaFORWARD>> Regional Blueprint Final Report adopted.		
7/27/10: SCRTPA authorizes joining the North State Super Region - a memorandum of agreement to collaborate as 16 Northern California regional transportation planning agencies.	SCRTPA 10-10	
6/30/12: The SCRTPA separates from Shasta County per a unanimous SCRTPA board vote on 1/24/12. The SCRTPA is now formally the SRTA and an independent agency.		

SRTA Revenue and Distribution

The SRTA is 100% funded by state and federal sources for three basic functions: transportation capital, transit operations, and planning/administration. An average of \$24.5 million is distributed annually. Each revenue source and its general uses are briefly described in this section. The projected budget for transportation capital and operations over the next five years are shown in **Charts 2 and 3**. For an explanation of the acronyms, see page 5.

Chart 2: Transportation Capital and Operations 5-year Budget- Revenues

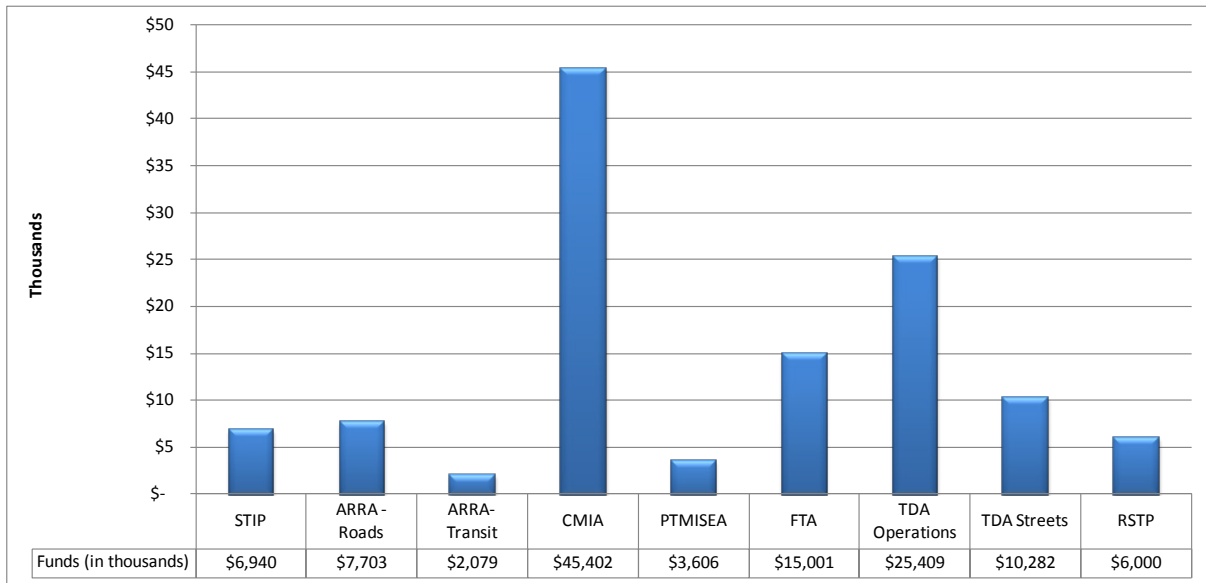
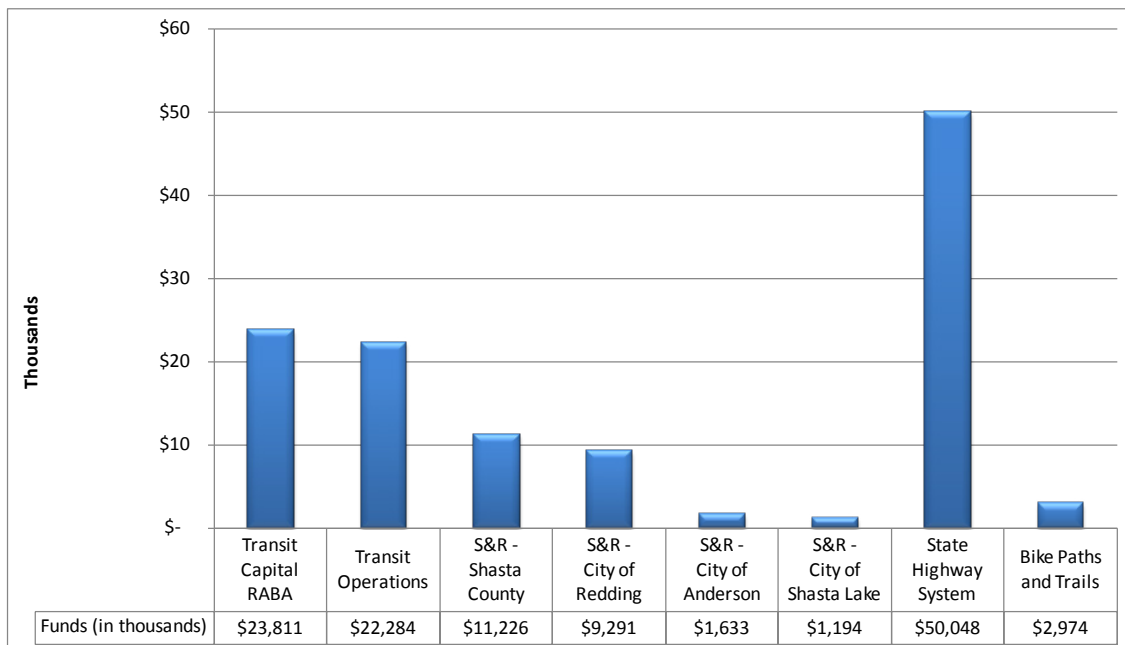


Chart 3: Transportation Capital and Operations 5-year Budget - Expenses



Federal Highway Administration (FHWA) Planning

As a federal MPO, 1.25% of federal gas tax revenue is distributed to carry out federal programs. These funds are limited to planning purposes and total about \$750,000 annually for the Shasta region. Approximately half of these funds are distributed by the SCRTPA to the cities and county in support of their transportation planning activities.

Federal Transit Administration (FTA) Planning

Similar to FHWA planning funds, FTA funds are provided to the SRTA for public transit planning. Approximately \$90,000 is received annually. All of these funds are distributed to RABA in support of transit planning and administration.

State Planning, Programming, and Monitoring (PPM)

The SRTA receives \$330,000 annually in PPM funds through the California Transportation Commission (CTC) to develop, plan, program, and monitor capital improvement projects. Additionally, these funds are used as a match for planning grants. These funds are derived from the state gasoline excise tax. PPM funds are primarily used by the SRTA and are also provided to agencies for special projects, such as corridor plans or area transportation plans.

State and Federal Planning Grants

Competitive state and federal planning grants help offset the declining SRTA formula funds noted above. Currently these grants are derived from state bond programs and the FHWA. In the last four years, the SRTA has been successful in obtaining \$1.4 million in state and federal grants. These funds have been primarily used by the SRTA for “blueprint planning” through ShastaFORWARD>> in response to new “sustainable community strategies” planning requirements under SB (Senate Bill) 375. This effort has included development of Geographic Information Systems (GIS) and travel demand model capabilities.

State Transportation Development Act (TDA)

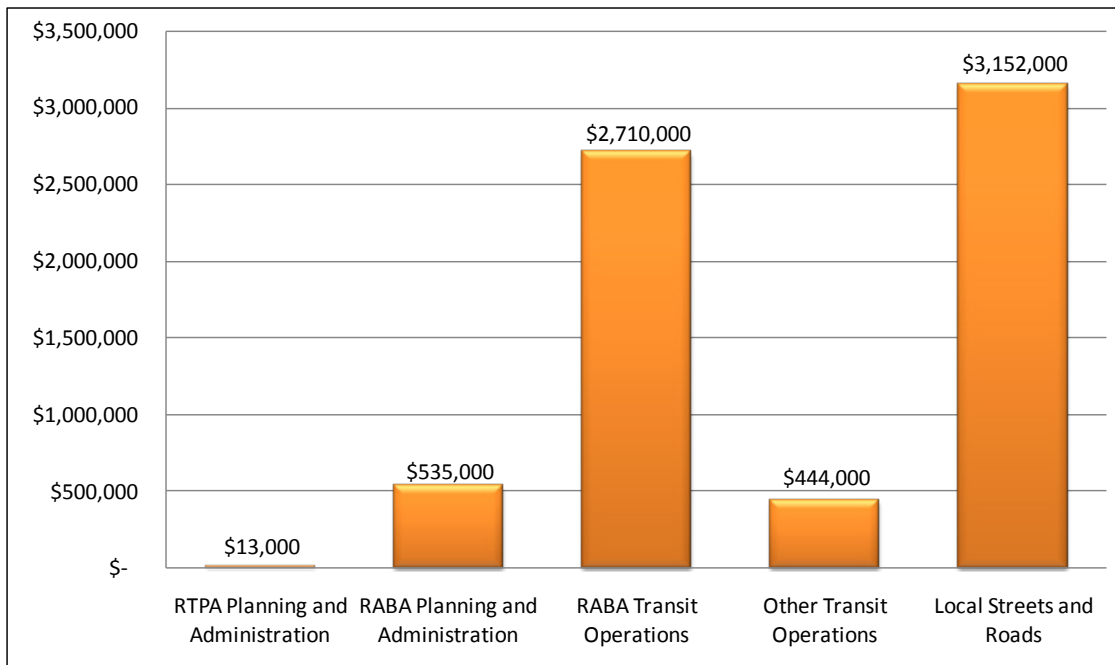
The Transportation Development Act, created by California’s Legislature in 1971, is funded by two sources; the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The LTF is derived from one-quarter cent of the general sales tax collected statewide, while the STA was comprised of a statewide excise tax on gasoline and diesel fuel. TDA funds fluctuate with the economy and the annual state budget.

Currently, the SRTA receives approximately \$7 million annually in TDA revenue. Approximately half of this amount funds public transit, with \$535,000 going to the City of Redding to administer RABA. The formula for distribution is population-based (**Chart 5**). The balance (approximately \$3.1 million) is distributed to the cities and county for maintenance of local streets and roads (**Chart 4** and **Figure 2**). Under TDA law, money cannot



go to streets and roads until all public transit needs that are considered “reasonable to meet” by the SRTA are met (PUC §99401.5 and SRTA Resolution 00-21). Additionally, TDA funding requires that transit services collect fares from riders amounting to 19% of the total operational costs (10% in rural areas of the county).

Chart 4: Distribution of Transportation Development Act Funds



**Chart 5: Distribution of TDA Revenue to Cities and County
FY 2010/11 Total Budget = \$6.63 million**

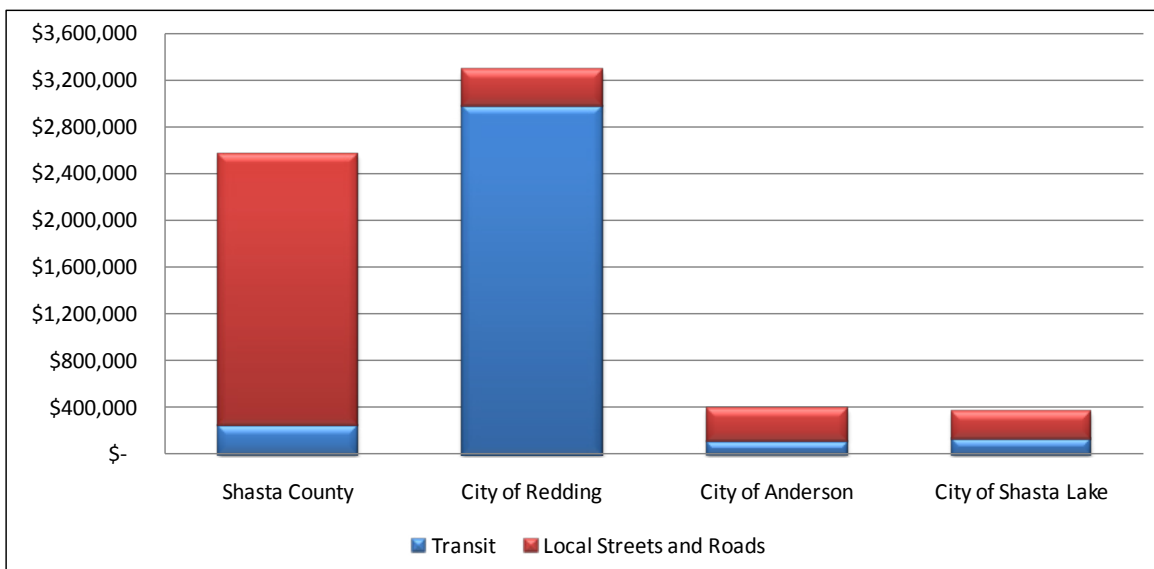
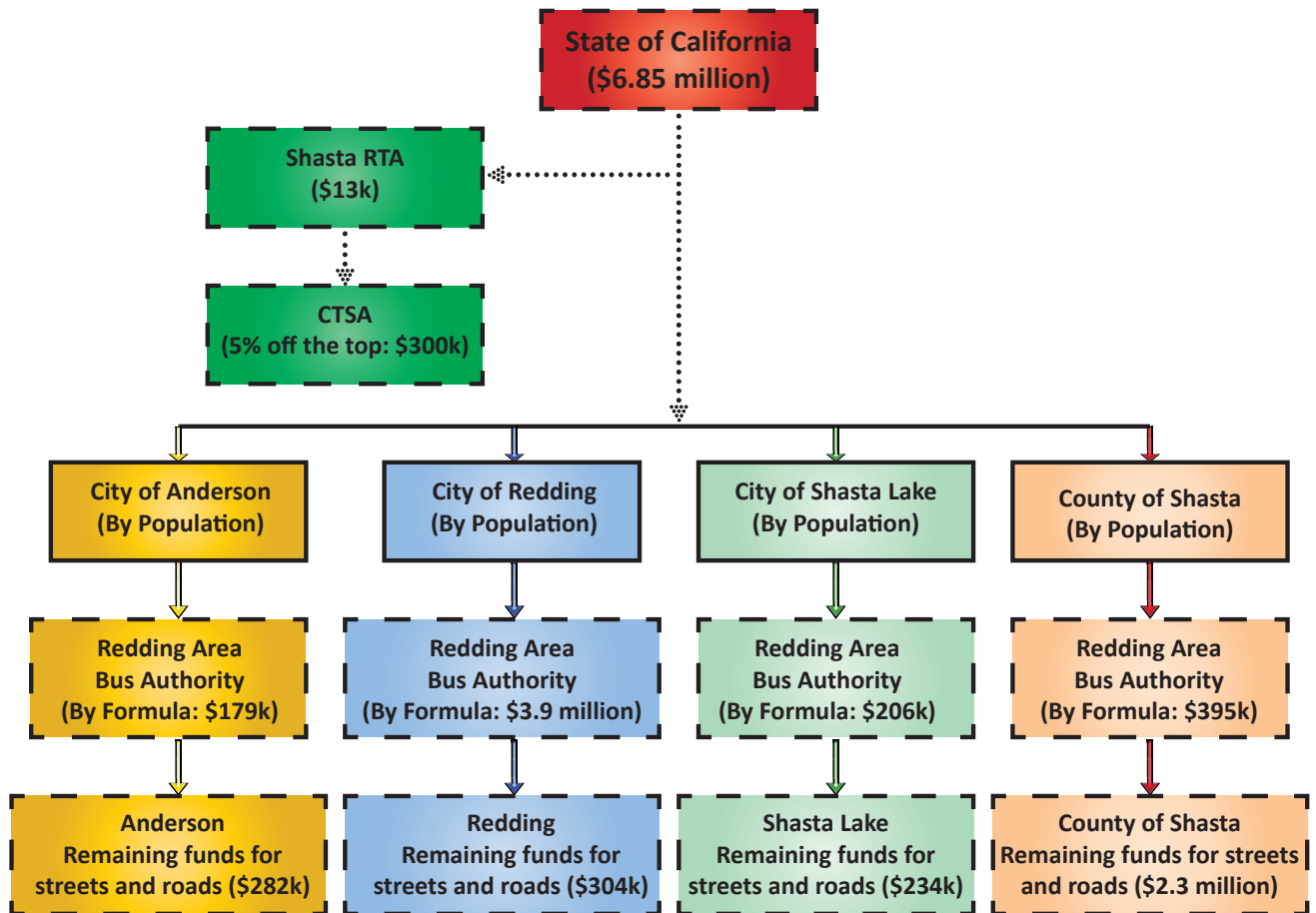


Figure 2: TDA Apportionment/Allocation Funding Priorities (FY 2009/10)



State Transportation Improvement Program (STIP)

Currently, STIP funds are primarily derived from a portion of the state excise tax on gasoline. By SRTA board policy, the RTPA uses STIP funds for major, capacity-increasing transportation projects (i.e., lane additions, new roads, etc.). STIP funding levels have undergone a steep decline since 2000 due to state budget raids and increased maintenance needs on the existing transportation system.



Since the passage of SB 45 in 1997, 75% of STIP funds may be used at the discretion of the SRTA. The other 25% are programmed at the discretion of the CTC and may be used anywhere in the state. The SRTA strives to use its discretionary STIP shares to leverage as much of the CTC's 25% share – and other state grants – as possible. The current SRTA shares are projected at \$1.5 million annually, which is approximately one-half of one percent of the funds generated in the state. These shares may be carried over each year and pooled until a sufficient amount builds up to fund major projects. The most recent examples are the State Route 44 Dana to Downtown Project and the East Redding Bike Lanes.

STIP Transportation Enhancement (TE)

Derived from the federal excise tax on gasoline, these funds are distributed and managed through the STIP program. They can only be used for non-motorized transportation improvements, typically bike lanes, trails and sidewalks. Shasta County receives about \$300,000 annually. Funds have been used for projects such as the Dana to Downtown Bike Lanes and the East Redding Bike Lanes along Old Oregon Trail to Shasta College.

Proposition 1B Corridor Mobility Improvement Account (CMIA)

The CMIA is a \$4.5 billion portion of the Proposition 1B transportation bond program approved by California voters in 2006. This is a competitive grant program for major capacity-increasing projects of state and regional interest. Funds can be used anywhere in the state. The SRTA received CMIA grants totaling nearly \$45 million for two projects to widen Interstate 5 to six lanes: One in Cottonwood and the other in south Redding. These were the only CMIA funds granted north of Sacramento. CMIA funds are nearly 100% committed statewide and will no longer be available after 2012.

Proposition 1B Public Transit Modernization, Improvement, and Service Enhancement Account (PTMISEA)

The PTMISEA is a \$4 billion portion of the Proposition 1B transportation bond program approved by California voters in 2006. These formula funds are for public transit capital improvements. The SRTA will receive \$6.6 million over eight years. These funds are distributed to RABA for bus purchases, bus stop seating and shelters, and other improvements. The PTMISEA program expires in 2016.



Federal Stimulus: American Reinvestment and Recovery Act (ARRA)

ARRA provided over \$9.8 million in formula funds to the SRTA for street and transit capital improvements (**Chart 2**). All ARRA funds have been committed. The Shasta region utilized these funds primarily to rehabilitate existing local roads. Portions of the funds were required to be used for public transit capital. Purchasing new RABA buses was the primary use for these shares. The SRTA also received \$680,000 in discretionary non-motorized ARRA funds to construct the College View Bike Lane Project.

State Regional Surface Transportation Program (RSTP)

RSTP funds are part of the federal excise tax on gasoline. Regions under 200,000 in population, including Shasta, may exchange the federal funds for state funds. The SRTA receives approximately \$1.2 million annually through this program. By SRTA policy, these funds are distributed by formula to the cities and county, and are used primarily to support maintenance of local streets and roads.

Future State and Federal Grant Opportunities

State and federal transportation grant opportunities appear from time to time. State transportation bonds are periodically approved by voters. Federal programs pave grant opportunities each time Congress and the President approve transportation reauthorization bills. Current federal emphasis areas include goods movement via ports and interstates, and job creation.

SRTA Roles and Responsibilities

The prior section of this report described major fund sources available to the SRTA and their general distribution. This section describes the SRTA roles and responsibilities associated with these funds. Again, these roles are divided into three general categories:

- * Transportation capital;
- * Transit operations; and
- * Planning and administration.

Although these required functions are explained in greater detail within this section, it is important not to lose sight of the SRTA's overarching principles that guide all SRTA activities. These are to:

- * Maximize state and federal transportation dollars to the region;
- * Support local agencies and other partners through funding and other resource assistance;
- * Provide a regional policy framework for efficient, coordinated use of limited transportation resources; and
- * Support collaboration, transparency, and public involvement in transportation decision-making.



Transportation Capital Projects

Transportation funds for new roads, lane additions, rehabilitation, and public transit capital come to the SRTA in two basic forms: formula grants and competitive discretionary grants. Competitive grants by far hold the most potential to fund the region's major transportation capital needs. The SRTA has received an average of \$18 million in transportation capital funds annually.

State and Federal Grants

Formula Funds: The SRTA administers and provides oversight for two formula programs that fund local street and road rehabilitation. Approximately \$3.2 million in TDA funds and \$1.34 million in RSTP funds are distributed to the county and three cities annually (see **Chart 5**). A total of \$7.7 million in ARRA funds were also provided to local agencies in 2009.

STIP Funds: The SRTA has approved STIP funds and leveraged other state funds for full funding of the following projects:

- * SR 44 Dana to Downtown Project;
- * Redding Downtown Improvement Project; and
- * Knighton Road Extension to the Redding Airport.

STIP funds have also been used to fund portions of the following major regional projects:

- * Pine Grove Avenue Extension;
- * Cypress Avenue Widening and Bridge Replacement;
- * South Bonnyview Road Widening;
- * Airport Road Bridge Replacement at the Sacramento River; and
- * SR 299 Buckhorn Grade Realignment.

CMIA Competitive Grants: Through strategic planning and early investments in project development, the SRTA received competitive CMIA grant awards for full construction of these projects:

- * I-5 Cottonwood Hills Truck Climbing Lanes Project (funded and under construction - \$22.9 million); and
- * I-5 South Redding Six Lane Project (2011 construction - \$22.5 million).

Bike and Pedestrian Projects

Currently, the only sources of SRTA funds dedicated to non-motorized projects are STIP Transportation Enhancement (TE) funds. Completed projects with full or partial TE funding include:

- * Dana to Downtown Bike Lanes (\$1.5 million TE);
- * College View Bike Lanes Project (discretionary grant award: \$680,000 TE); and
- * Redding Sundial Bridge (\$1 million TE).

Approximately \$2 million in TE funds are currently programmed for the East Redding Bike Lane Project along Old Oregon Trail and Old Alturas Road. This project is scheduled for construction in 2012.

The SRTA also incorporates the “complete streets” concept into street and highway projects. When roads are upgraded for vehicle traffic, bike and pedestrian improvements are also built into the project.



Up to two percent of TDA funds can be used for bike and pedestrian improvements; however, the SRTA has elected to focus TDA funds on transit and local streets and roads.



Transit Capital Projects

The SRTA provides numerous funds for transit capital. Sources include TDA, ARRA and PTMISEA. These funds are used to purchase buses, passenger waiting facilities and maintenance facilities. These funds typically go to RABA and the RABA board determines their use. Other agencies that have received funds for buses include: Shasta County Department of Public Works, Shasta Senior Nutrition Programs and the Shasta County Opportunity Center.

Transit Operations

Pursuant to TDA funding requirements, the SRTA determines the appropriate level of transit service to be provided in the region and determines an equitable cost sharing formula for the three cities and the county to pay for these services. TDA is the primary source of funds for RABA transit operations, including administration of RABA by City of Redding staff. Currently, \$3.7 million in TDA funds are allocated annually for public transit in the county. Transit operations are also funded with FTA grants provided directly to RABA.

Currently, RABA's required farebox ratio is 19% annually. This means that 19% of the cost to run RABA fixed-route services must be paid by passenger fare. While the SRTA sets the farebox ratio, RABA is a separate agency with a separate board and staff that is responsible for system performance and planning. A strong collaborative relationship exists between both agencies with the goal of bringing adequate bus transit service and system performance to Shasta County.

Other TDA-funded transit service includes the county's Burney Express, which is operated under contract with RABA. County Lifeline Service is provided under agreement with Shasta Senior Nutrition Program (SSNP) for service to most unincorporated communities. SSNP also provides Consolidated Transportation Services Agency (CTSA) transit for the elderly in areas not served by RABA, using up to five percent of all LTF funds.

Planning And Administration

The planning and administrative functions of the RTPA are necessary to receive capital and operational funds. These functions include:

- * Transportation planning and policy documents;
- * Transportation capital improvement programs;
- * Annual work program budget; and
- * Annual public transit service review and budget.

Regional Transportation Plan (RTP)

The RTP is a long-range planning and policy document that must be updated every 5 years. Transportation projects must be specifically listed in the RTP to qualify for state and federal funds. The RTP establishes regional priorities for all modes of transportation region-wide over a 20-year horizon. The RTP also addresses transportation-related issues such as air quality, land use and environmental impacts. An environmental impact report must be prepared for the RTP, which can subsequently be used to streamline environmental reviews for individual land use and transportation projects.



Sustainable Community Strategy (SB 375)

SB 375 adds a new chapter to the next update of the RTP. Working with the local agencies, the SRTA must prepare a Sustainable Community Strategy (SCS) element by 2015 to remain in compliance with state and federal law.

The goal of the SCS is to identify land use, housing and transportation strategies that reduce vehicle travel and related greenhouse gas (GHG) emissions. Inherent in this analysis is the need to develop and improve technical tools, such as travel demand models and geographic information systems (GIS). The SRTA completed the ShastaFORWARD>> blueprint plan in 2010, which laid the technical foundation and gathered early public input.

Chart 6: Transportation Planning & Administration FY 10/11 Budgeted Expense = \$1.89 Million

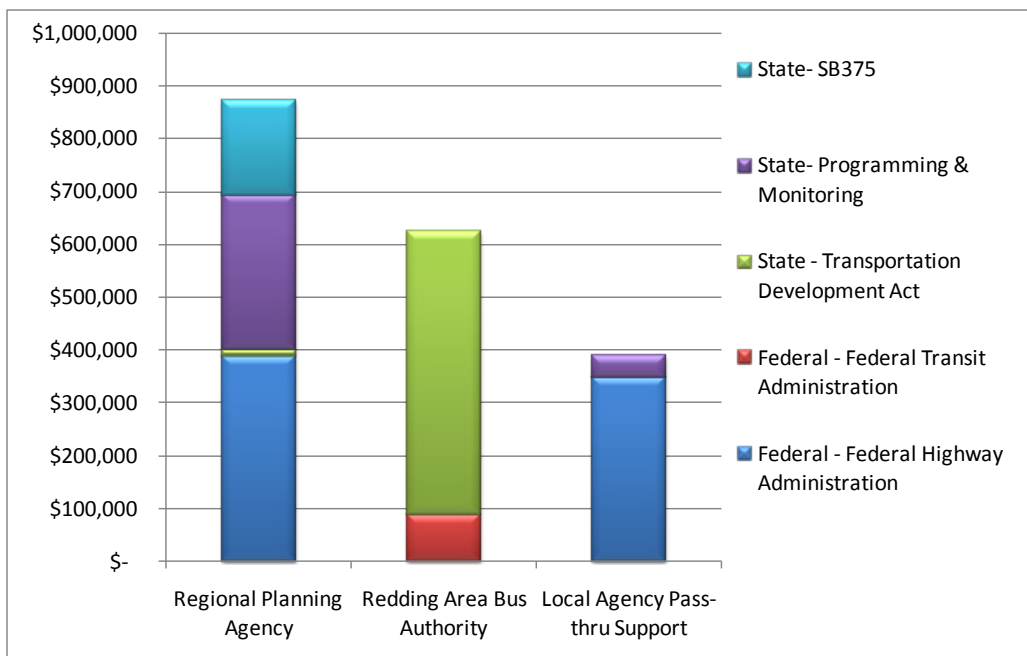
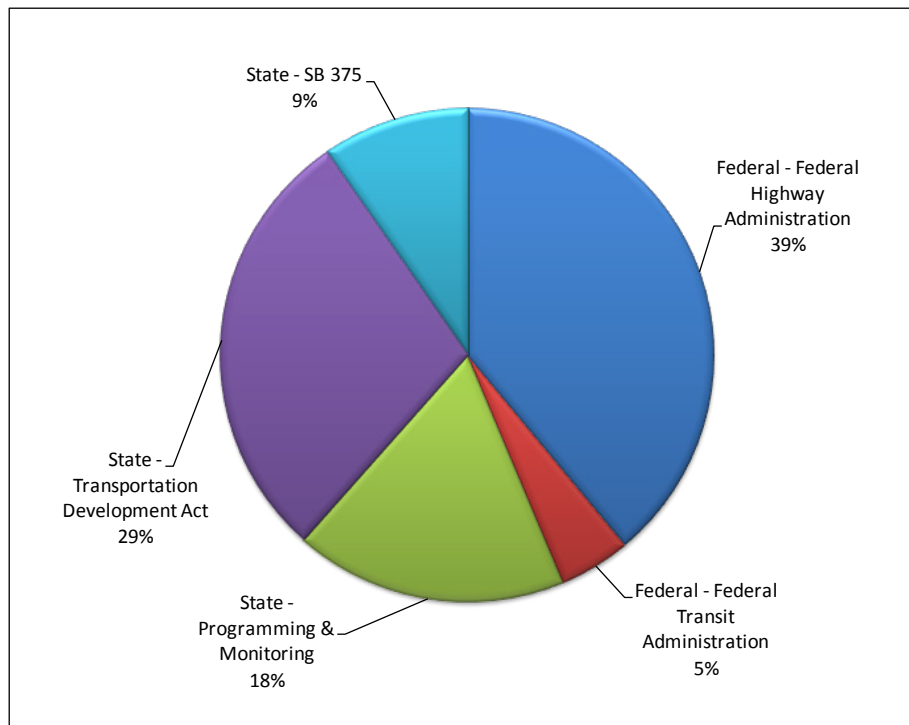


Chart 7: Transportation Planning & Administration FY 10/11 Budgeted Revenue = \$1.89 Million



Project Programming

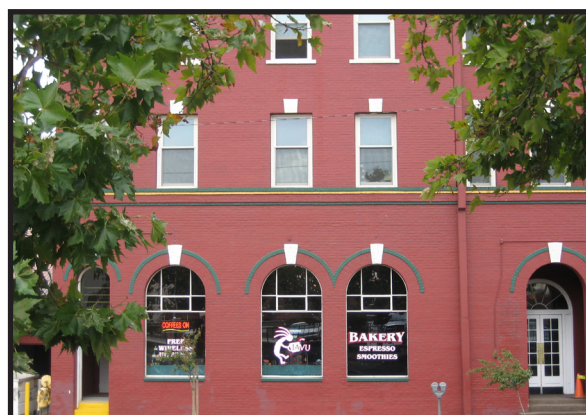
To receive state and federal capital funding, projects must be approved in state and federal transportation improvement programs. These are detailed, four-to five year budgets approved by the SRTA for all capital projects. The SRTA-approved capital improvement programs are then rolled into statewide programs that must be fiscally constrained. Since project needs statewide far exceed financial resources, the SRTA must plan strategically to be placed in the statewide programs and receive funding. Different programs are needed for different funding sources:

- * **Regional Transportation Improvement Program (RTIP):**

This is a five-year program of projects adopted by the SRTA, and serves as the agency's recommendation to the state for allocating STIP funding. RTIP projects are not always included in the state-adopted program due to fiscal constraints. The RTIP is updated by the SRTA every two years.

- * **State Transportation Improvement Program (STIP):** This is a statewide, five-year program of projects adopted by the CTC to direct the use of STIP funds. The STIP is updated every two years.

- * **Federal Transportation Improvement Program (FTIP):** This is a four-year program of all projects receiving federal funds. The FTIP is updated by the SRTA every two years.



Competitive Capital Grants

As opportunities arise, the SRTA aggressively pursues a variety of competitive grants. Success depends on planning and programming strategies; pairing the right projects with the grant criteria; leveraging other funds; and having strong partnerships with other agencies. The SRTA has received over \$45 million in competitive capital grants over the past three years.

Project Development and Monitoring

Before projects can receive programming or funding approval, they must be initiated and developed within the context of regional priorities. Through needs assessments and public involvement, the project scope and cost is developed.

Once projects are funded, the SRTA must work with the delivering agency to manage project cost, scope, and schedule. The SRTA must also ensure other grant requirements are met. A proven regional track record for project delivery helps secure subsequent grant approvals.

Overall Work Program (OWP)

The SRTA must prepare and maintain an annual work program and budget (called the OWP) that tracks the use of all planning and administrative funds by program. This includes administrative support funds provided to local agencies and RABA.

Transit Planning and Oversight

The SRTA must ensure that all public transit funds are distributed, utilized and reported pursuant to state and federal laws and regulations.

The SRTA must also prepare a Coordinated Human Services Transportation Plan to recommend efficiency measures where there may be overlapping transit services or support. The SRTA funds and assists RABA in the development of short- and long-range transit plans.

The SRTA funds and provides staff support to two non-paid, transportation advisory committees: the Consolidated Transportation Services Agency (CTSA) and the Social Services Transportation Advisory Council (SSTAC). The CTSA and SSTAC advise the SRTA Board on public transit and related matters.

Travel Demand Modeling

The SRTA develops and maintains the Shasta County Travel Demand Model which forecasts land use and corresponding travel behavior at least 20 years into the future. The model is used to determine travel needs and conduct traffic impact analysis for new development projects. Model updates and training are provided with consultant assistance. The SRTA will be working over the next couple of years on further enhancing the travel demand model to reflect changes in the local housing and job markets. Additional tools will be added to meet Senate Bill 375 (SB 375) requirements.



Geographic Information Systems (GIS)

The SRTA is funding a coordinated GIS platform to develop and house digitized mapping data in a common format that will be utilized by all local agencies within the county. GIS is a spatial analysis tool used for project development, public involvement and planning. This work is being performed with consultant assistance.

State and Federal Legislation Monitoring

The SRTA monitors and sometimes comments on, state and federal legislation and budgets. Comments are guided by a legislative platform periodically adopted by the SRTA Board. Although common with other regional agencies, the SRTA does not employ lobbyists.

Local Agency Grant Funding and Technical Support

The SRTA is often asked by partner agencies to provide assistance with planning, operational or capital grants. The SRTA has provided letters of support, acted as co-applicant or has taken the lead in preparation of other agency grants. This role is expected to increase as local agencies continue to face budget and staffing cutbacks. The SRTA also provides technical support to partner agencies, such as mapping data, modeling support, public involvement, training, job recruitment and consultant selection.

Chart 8: SRTA Planning Activities FY 10/11 Total Budget = \$820,000

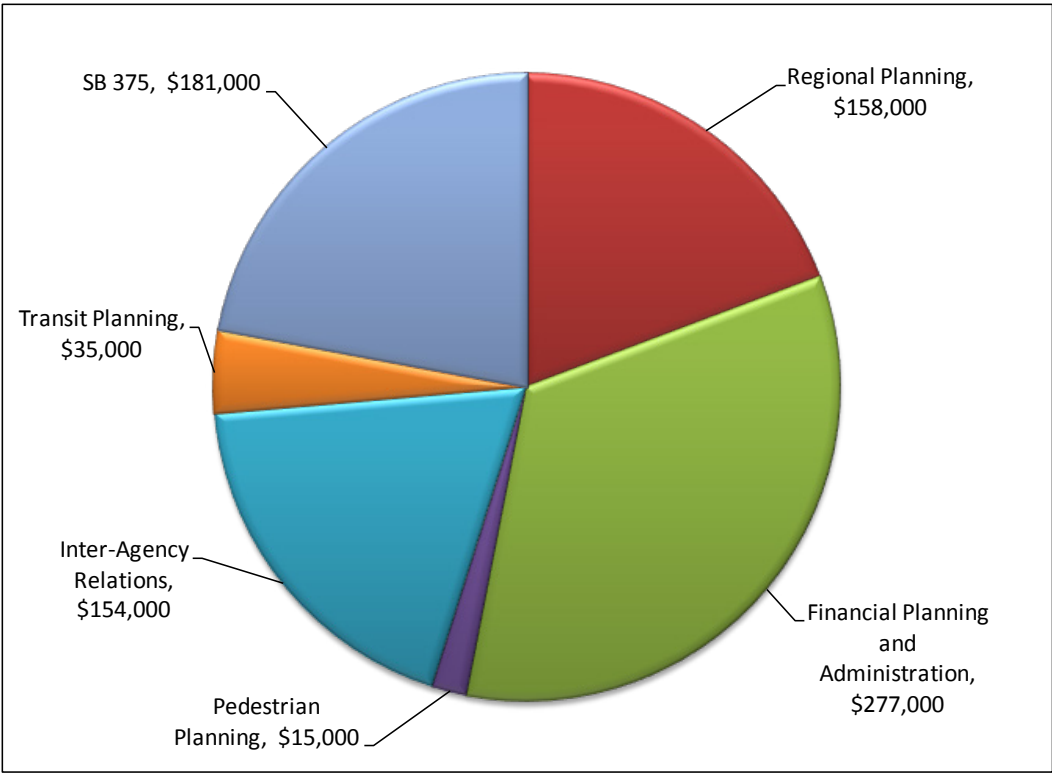
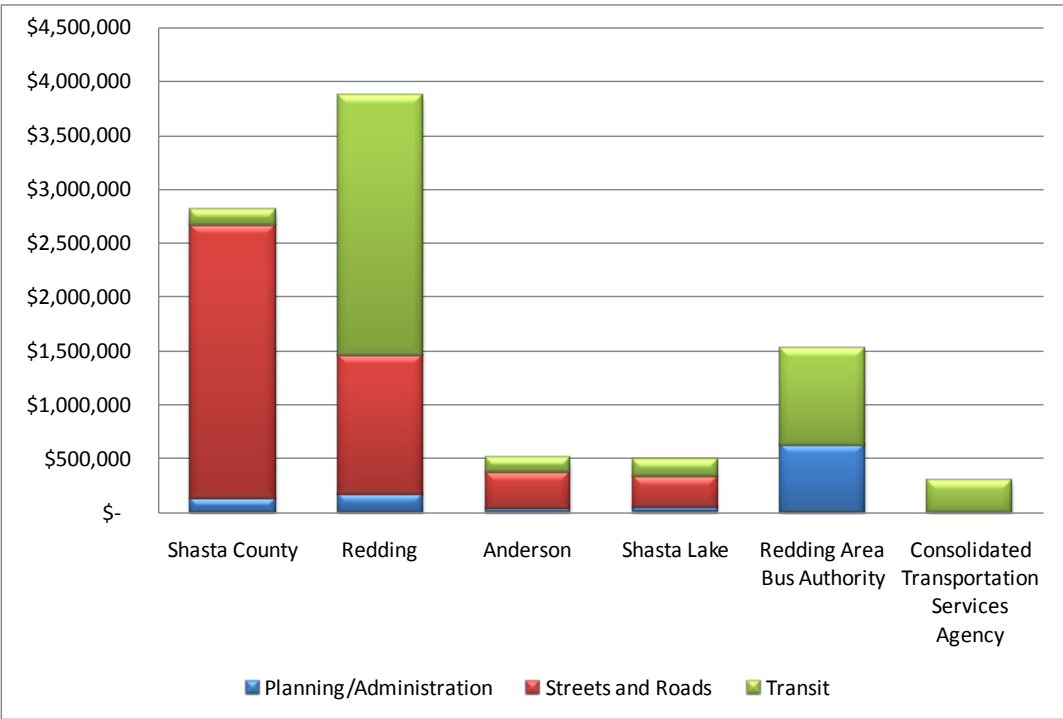


Chart 9: All SRTA Funds Passed Through to Agencies FY 10/11 Total Budget = \$9.52 million



Development Review

The SRTA is periodically asked to comment on environmental documents and other actions that have transportation impacts on the regional transportation system.

Bicycle Transportation Plans

The SRTA must ratify and coordinate local agency bike plans. Bike plans must be prepared by local agencies to qualify for funds through the State Bicycle Transportation Account.



Public and Agency Participation Plan

The SRTA must prepare and periodically update a comprehensive Public and Agency Participation Plan that details how the SRTA will ensure public, agency and tribal government involvement.

Fiscal and Performance Audits

The SRTA must undergo annual fiscal audits to ensure all state and federal funds are properly used and accounted. The SRTA must also undergo triennial performance audits to ensure compliance with state and federal processes, rules and regulations.

General Administration

The SRTA conducts several general agency functions including preparation of Board agendas, conduct of meetings, facilitation of a Technical Advisory Committee, recruitment and development of staff, legal services, and office and fiscal management.

Special Projects

The SRTA routinely takes the lead role in special projects and corridor studies at the request of partner agencies. Past and present studies and efforts include:

- * Shasta County Interchange Study;
- * South County Traffic Study;
- * Riverside/Ox Yoke Corridor Study;
- * Fix Five Partnership;
- * Google Transit Feasibility Study;
- * Shasta County Metropolitan Improvement Program; and
- * North State Super Region white paper
- * North State Super Region Transportation for Economic Development Study
- * Integrated Traffic Data Collection Management Plan for the South Central Urban Region.