



## Shasta County Regional Government Forum: Building Local Partnerships

**Date:** October 21, 2010

**Time:** 2:00pm – 4:30pm

**Place:** Old City Hall Arts Center  
1313 Market Street  
Redding, CA



Are you interested in finding out how our cities and county work together to address regional mobility and related community challenges? Then come join us at the Shasta County Regional Government Forum. This event, hosted by the **Shasta County Regional Transportation Planning Agency (SCRTPA)** and moderated by **KRCR News Channel 7's Mike Mangas**, is a rare opportunity to listen-in and participate with local elected officials.

The **Anderson, Redding, and Shasta Lake city councils and the Shasta County Board of Supervisors** will explore past, present, and future ways in which our local agencies can work together to achieve community goals. Topics of discussion will include:

- ⊕ What is the **role and function** of the Shasta County RTPA?
- ⊕ What are our **common regional challenges**?
- ⊕ When are cities and counties **stronger** by working together?
- ⊕ What is the state and federal **legal framework**?
- ⊕ How do other regions in California **collaborate**?
- ⊕ **Can we do better?**
- ⊕ What do **YOU** think?

Can't make it? Look for broadcasts of this event on **KIXE Channel 9** in November, and check out our website at [www.scrtpa.org](http://www.scrtpa.org). For more information, **contact the Shasta County SCRTPA at 530-225-5654.**

See back page for speaker biographies and discussion outline.

## Regional Government Forum Guest Speakers:



**Rusty Selix** is the Executive Director and legislative advocate for the California Association of Councils of Governments (CALCOG) whose membership includes all of the State's Regional Transportation Planning Agencies. He began working with CALCOG in 1990 and has been a legislative advocate in Sacramento since 1978 when he joined the staff of the League of California Cities. He served as Deputy City Attorney for the City of Sacramento from 1975 to 1978, where he was the city's principal legal advisor on land use and environmental issues. **Rusty brings a statewide legislative and historical perspective to the topic of regional governments in California.**



**Jon Clark** has been the Executive Director for Butte County Association of Governments (BCAG) since 1993. BCAG is responsible for transportation planning and allocation of state and federal transportation funds. BCAG also manages the region's public transit system, Butte Regional Transit or the B-Line, serving each of the incorporated cities and Butte County. Jon worked for the Merced County Association of Governments for 7 years as the transportation program manager prior to coming to BCAG. **Jon offers a perspective from our "sister" agency to the south with challenges, responsibilities, and demographics most similar to the Shasta region.**

## Regional Government Forum Discussion Outline:

1. Overview of Shasta County RTPA - Dan Little, Executive Director (15 minutes)
  - a. History
  - b. Current Role and Focus Areas
  - c. SCRTPA Board and Staff Composition
  - d. SCRTPA Funding and Distribution
  - e. SCRTPA Relationship to Other Agencies
2. Regional Government in California - Rusty Selix (20 minutes)
  - a. History and Changing Roles
  - b. Legal Framework – State and Federal
  - c. Types of Regional Governments
  - d. Expanded Roles and Legal Requirements Beyond Transportation
  - e. Serving Two Masters? Local Officials Voting as Regional Board Members
3. Another Perspective: Butte County - Jon Clark (15 minutes)
  - a. Same Responsibilities/Different Approach
4. Beyond Regions: Coalitions and the North State Super Region -Jon Clark (5 minutes)
5. Agency Discussion: Panel Questions and Discussion (45 minutes)
6. Public Comment and Discussion (45 Minutes)



**Shasta County**

Regional Transportation  
Planning Agency

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**Daniel S. Little, Executive Director**

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## **AGENDA**

### **SHASTA COUNTY REGIONAL GOVERNMENT FORUM**

Hosted by the Shasta County Regional Transportation Planning Agency

The Shasta County Regional Transportation Planning Agency is sponsoring a Regional Government Forum on **THURSDAY, OCTOBER 21, 2010, AT 2:00 P.M.** at the **OLD CITY HALL ARTS CENTER**, 1313 Market Street, Redding, California. This will be a joint meeting of the cities of Redding, Anderson, and Shasta Lake, and the Shasta County Board of Supervisors. No action will be taken.

ITEM #1 CONVENE THE FOLLOWING AGENCIES

- A. CITY OF ANDERSON
- B. CITY OF REDDING
- C. CITY OF SHASTA LAKE
- D. SHASTA COUNTY BOARD OF SUPERVISORS

ITEM #2 APPOINT CHAIR FOR JOINT MEETING

ITEM #3 SHASTA COUNTY REGIONAL GOVERNMENT FORUM

ITEM #4 PUBLIC COMMENT PERIOD

Anyone in the audience who wishes to address the Councils and Board on a subject which is not on tonight's agenda is now invited to come to the podium. Please provide your name and the subject you wish to discuss. By law no action can be taken on matters not on the agenda.

ITEM #5 ADJOURN

Parties with a disability as provided by the American Disabilities Act who require special accommodations or aides in order to participate in the public meeting should make the request to the RTPA at least 48 hours prior to the meeting.



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Regional Transportation Planning Agency  
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# Overview of the Shasta County Regional Transportation Planning Agency



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## LIST OF ACRONYMS

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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
GIS	Geographic Information Systems
JPA	Joint Powers Authority
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
S&R	Streets and Roads
SCRTPA	Shasta County Regional Transportation Planning Agency
SCS	Sustainable Communities Strategy (SB375)
SSNP	Shasta Senior Nutrition Programs
SSTAC	Social Services Transportation Advisory Council
STIP	State Transportation Improvement Program
TDA	Transportation Development Act
TE	Transportation Enhancements

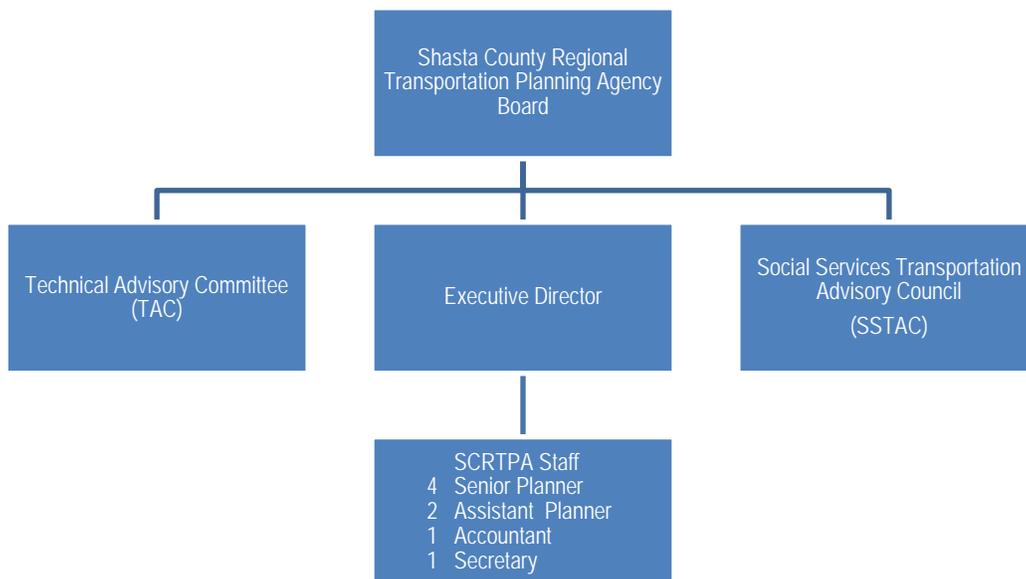
## SHASTA COUNTY RTPA OVERVIEW

The Shasta County Regional Transportation Planning Agency (SCRTPA) was established by state and federal law. Legislation over the past several years has shifted significantly to direct more project funding and planning responsibilities from cities and counties to regional agencies, such as the SCRTPA. The SCRTPA is governed by a board prescribed by minimum requirements under state law. The SCRTPA Board consists of seven local elected officials:

- Three from the Shasta County Board of Supervisors;
- One from the Redding City Council;
- One from the Anderson City Council;
- One from the City of Shasta Lake Council; and
- One from the Redding Area Bus Authority Board (typically also a Redding City Council member).

The SCRTPA Board representatives from each agency are selected by said agency. The SCRTPA Executive Director is appointed by the SCRTPA Board. The Executive Director and his eight member staff are employees of the Shasta County Department of Public Works. They wear two hats and bill work hours according to time spent on SCRTPA functions or County Public Works functions. About six full-time-equivalent positions are currently dedicated to SCRTPA functions. An organizational chart is provided in **Figure 1** below.

**Figure 1: Shasta County SCRTPA Organizational Chart**



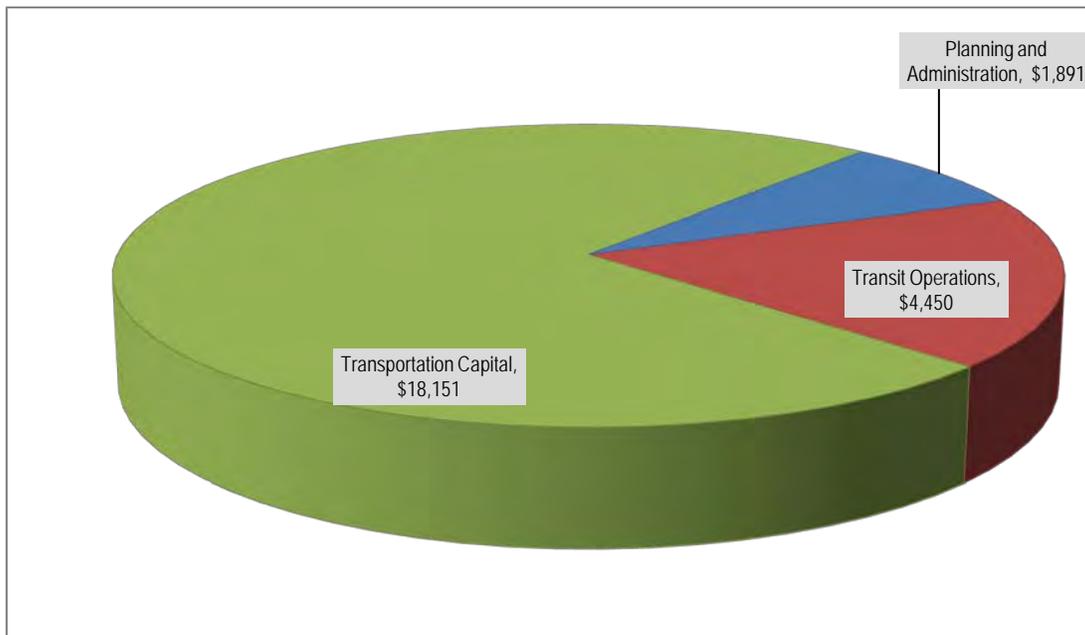
The SCRTPA distributes over \$24 million in funds annually (**Chart 1**). These funds are generally divided into three categories:

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

The SCRTPA's operations and programs are funded entirely through state and federal subventions and grants.

Core functions of the SCRTPA include pursuit of state and federal transportation grants; local agency funding support and coordination; development of long-range transportation policies; oversight of public transit funding; and approval of short-range capital improvement programs for all modes of transportation.

**Chart 1: Annual Revenue and Expense (5-year Average)**  
**Average Budget = \$24.5 million**



## LEGAL AUTHORITY

In Shasta County, as in most areas of California, the creation of a separate and distinct regional transportation planning agency is required under both state and federal law. RTPAs are intended to promote better coordination among the cities and county's within each region, within each region, while also creating more local control and transportation decision making. As such, RTPA Boards were required to consist of local elected officials from the cities and counties themselves.

The SCRTPA was established under state law in 1972. All California counties were required to form these 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.

In 1980, the SCRTPA was delegated greater federal responsibility by being recognized as a metropolitan planning organization (MPO). This designation occurred when the region's urban area population exceeded 50,000. Similar to state law, formation of a regional MPO is a requirement of receiving federal transportation dollars. The federal MPO designation added responsibilities that sometimes overlapped with state requirements. These new federal responsibilities previously rested with the state, and still do in rural, non-MPO counties.

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 SCRTPA 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 this 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) is the only such agency and serves as the regional transit agency.

Map 1: 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, as well as 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.”

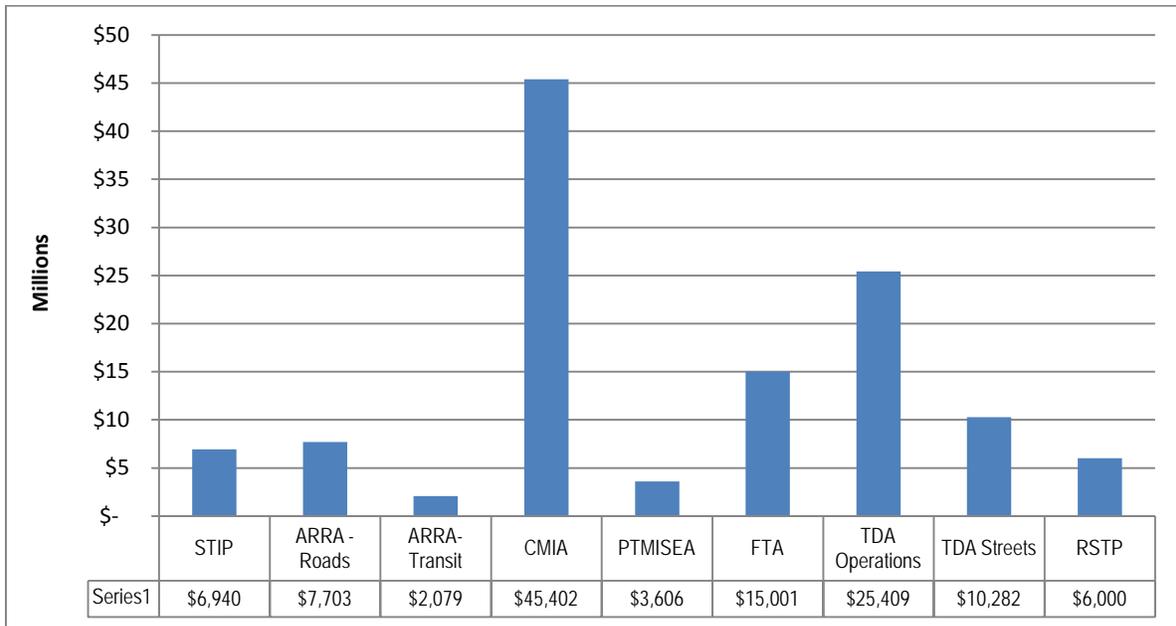
While this statement is as true today as it was over 40 years ago, the Shasta County Board of Supervisors withdrew from the JPA in 1981 and the Regional Planning Council was dissolved. This action occurred with the formation of the SCRTPA as the federal MPO. **Table 1** shows a history of regional planning in Shasta County.

<b>Table 1: History of Regional Planning in Shasta County</b>	<b>Resolutions</b>	<b>Authority</b>
12/20/67: Regional Planning Council JPA formed.	BOS 67-88 RED 3901 AND 67-28	§6500 Gov. Code
1971: California Transit Development Act (TDA) passed. Allocated funds to the SCRTPA for public transit, with residual funds available for local streets and roads.		
1972: Shasta County Board of Supervisors established Shasta County RTPA as the Local Transportation Commission. 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	

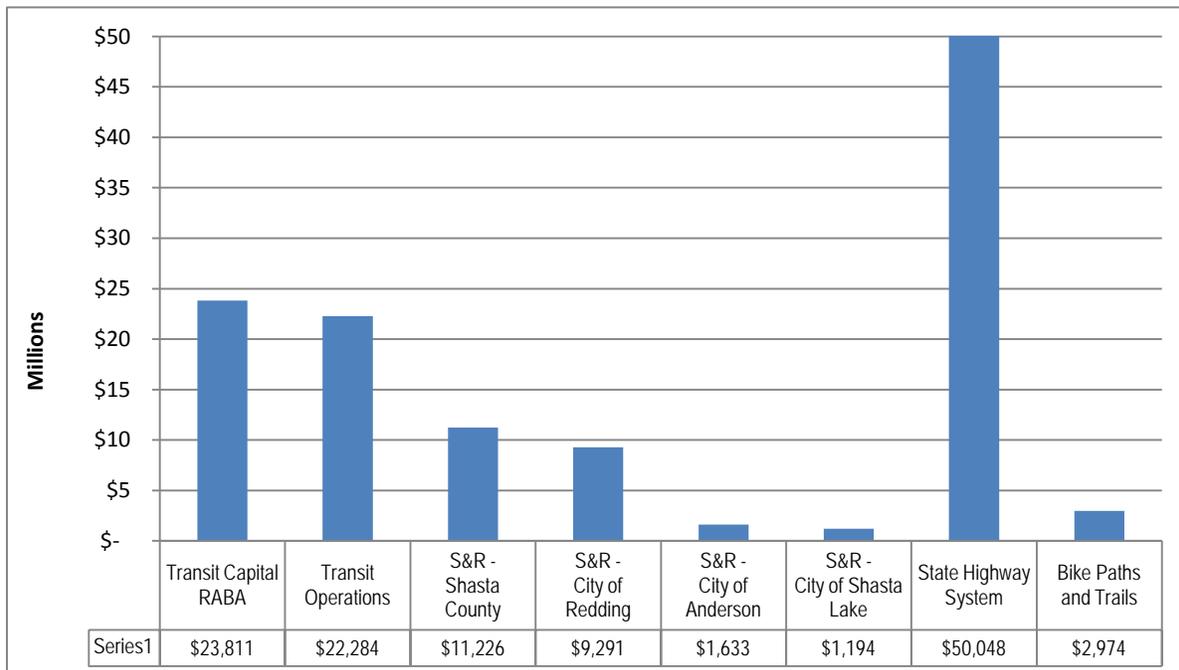
## SCRTPA REVENUE AND DISTRIBUTION

The SCRTPA receives 100% state and federal funding 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**.

**Chart 2: Transportation Capital and Operations**  
**Total 5-Year Revenue Budget = \$122.4 million**



**Chart 3: Transportation Capital and Operations**  
**Total 5-Year Expense Budget = \$122.4 million**



## FEDERAL HIGHWAY ADMINISTRATION (FHWA) PLANNING

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Due to the SCRTPA designation 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 to 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

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Similar to federal FHWA planning funds, FTA funds are provided to the SCRTPA 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)

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

## STATE AND FEDERAL PLANNING GRANTS

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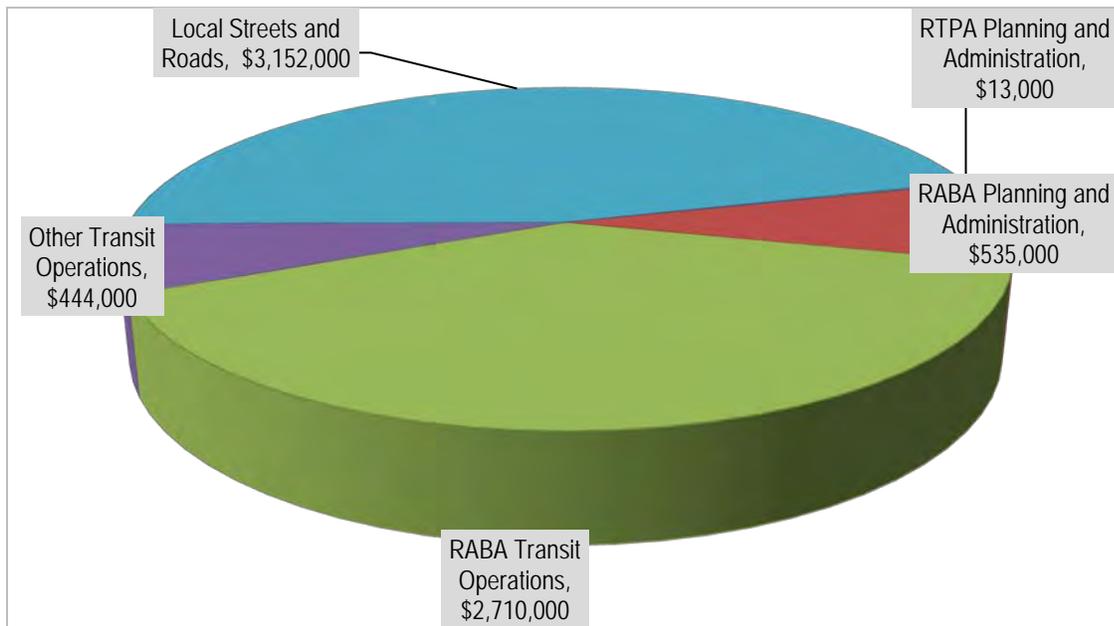
Increasingly, competitive state and federal planning grants are available to offset the declining SCRTPA formula funds noted above. Currently, these grants are derived from state bond programs, but may also come from the FHWA. In the last four years, the SCRTPA has been successful in obtaining \$1.2 million in state and federal grants. These funds have been primarily used by the SCRTPA for “blueprint planning” through ShastaFORWARD>>, and to meet new “sustainable community strategies” planning requirements under SB 375. This effort has included development of Geographic Information Systems (GIS) mapping and modeling data used to support SCRTPA and local agency functions.

## STATE TRANSPORTATION DEVELOPMENT ACT (TDA)

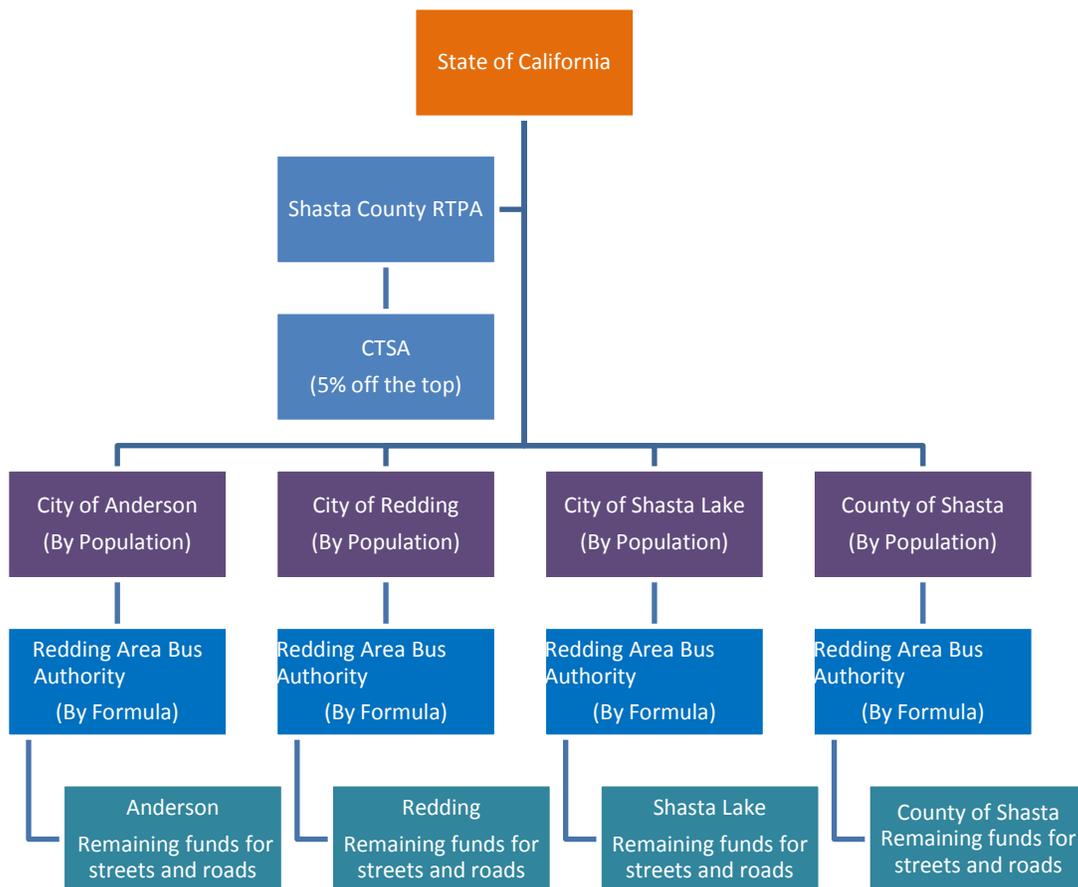
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Enacted in 1971, TDA is primarily derived from one-quarter cent of the general sales tax, and also from the state gas excise tax. TDA fluctuates with the economy and the annual state budget. Currently, the SCRTPA collects approximately \$7 million annually in TDA revenue. Approximately half of this amount funds public transit, including RABA. \$535,000 goes to the City of Redding to administer RABA. \$13,000 is used by the SCRTPA. The balance, about \$3.1 million, is distributed to the cities and county for maintenance of local streets and roads (**Chart 4**). Under TDA law, money cannot go to streets and roads until all public transit needs are met, provided such transit service can collect fares amounting to 18% of the total operational costs (10% in the County)(**Figure 2**).

**Chart 4: Distribution of Transportation Development Act Funds**  
**FY 10/11 Total Budget = \$6.85 million**



**Figure 2: TDA Apportionment/Allocation Funding Priorities**



## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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Currently, STIP funds are primarily derived from a portion of the new state excise tax on gasoline. By SCRTPA 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. With the passage of SB 45 in 1997, 75% of STIP funds may be used at the discretion of the SCRTPA. The other 25% are programmed at the discretion of the CTC and may be used anywhere in the state. The SCRTPA 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 SCRTPA shares are projected at \$1.5 million annually. These shares may be carried over each year and pooled until a sufficient amount builds up to fund major projects, such as the State Route 44 Dana to Downtown Project.

## STIP TRANSPORTATION ENHANCEMENT (TE)

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Transportation Enhancement funds are 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, which are typically bike lanes, trails, and sidewalks. Shasta County receives about \$300,000 annually, and has used the funds for projects such as the Dana to Downtown Bike Lanes, and the East Redding Bike Lanes planned along Old Oregon Trail to Shasta College.

## PROPOSITION 1B CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)

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The CMIA is a \$4.5 billion portion of the Proposition 1B transportation bond program approved by California voters in 2006 (**Chart 2**). The funds are for major capacity-increasing projects of state and regional interest. Funds can be used anywhere in the state; the CTC administers this competitive grant program. The SCRTPA 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)

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The PTMISEA is a \$4 billion portion of the Proposition 1B transportation bond program approved by California voters in 2006 (**Chart 2**). These formula funds are for public transit capital improvements. The SCRTPA will receive \$6.6 million over eight years. These funds are provided to RABA for bus purchases, bus stop seating and shelters, and other improvements. The PTMISEA program sunsets in 2016.

## FEDERAL STIMULUS: AMERICAN REINVESTMENT AND RECOVERY ACT (ARRA)

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ARRA provided over \$9.8 million in formula funds to the SCRTPA for street and transit capital (**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. New RABA bus purchases were the primary use for these shares. The SCRTPA also received \$680,000 in

discretionary non-motorized ARRA funds to construct the College View Bike Lane Project. Additional stimulus funds may be available with Congressional passage of a new stimulus bill. Regions that have “shovel ready” projects will have a major competitive advantage.

#### STATE REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

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RSTP funds originated as a federal source derived from the federal excise tax on gasoline. Regions under 200,000 in population, including Shasta, may exchange the federal funds for state funds. The SCRTPA receives approximately \$1.2 million annually through this program (**Chart 2**). By SCRTPA 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

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State and federal transportation grant opportunities appear from time to time in the form of state transportation bonds approved by voters and federal programs which change every six years when Congress and the President approve transportation reauthorization bills. Current federal emphasis areas are goods movement through ports and along interstates, and job creation.

## SCRTPA ROLES AND RESPONSIBILITIES

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

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

The planning and administration functions of the RTPA can be thought of as necessary tasks to receive capital and operational funds. Planning and administrative functions include:

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

Although these required functions are explained in greater detail within this section, it is important not to lose sight of the SCRTPA's overarching principles that guide all SCRTPA 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 SCRTPA in two basic forms: formula grants and competitive discretionary grants. By far, competitive grants hold the most potential to fund the region's major transportation capital needs. The SCRTPA has received an average of \$18 million in transportation capital funds annually

### STREETS, ROADS, HIGHWAYS, AND INTERSTATE PROJECTS

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**STIP Funds:** The SCRTPA 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
- ✓ 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
- ✓ SR 299 Buckhorn Grade Realignment (environmental review funding)

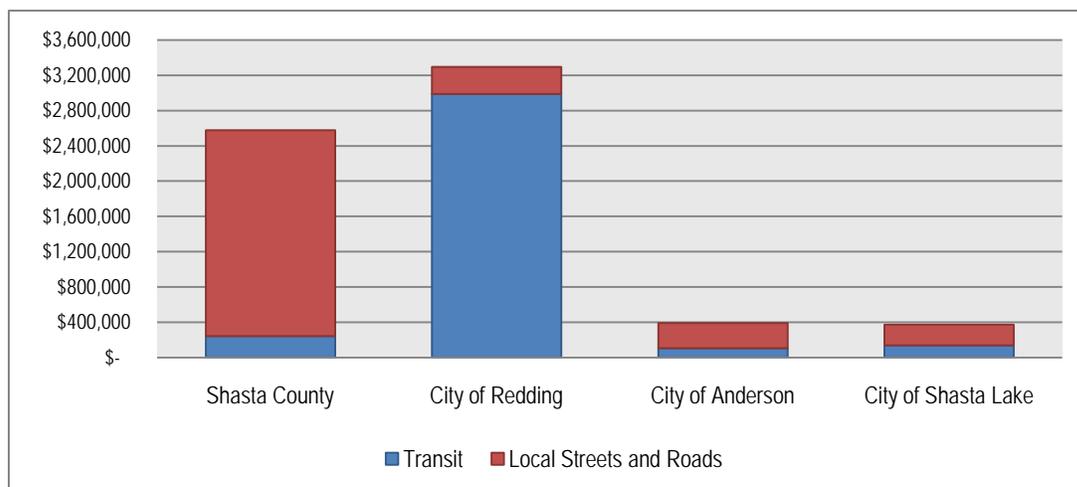
**CMIA Competitive Grants:** Through strategic planning and early investments in project development, the SCRTPA received competitive CMIA grant awards for full construction of these projects:

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



**Formula Funds:** The SCRTPA 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 (**Chart 5**). \$7.7 million in ARRA funds were also provided to local agencies in 2009.

**Chart 5: Distribution of TDA Revenue to Cities and County**  
**FY 10/11 Total Budget = \$6.63 million**



## BIKE AND PEDESTRIAN PROJECTS

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Currently, the only sources of SCRTPA 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)
- ✓ 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 SCRTPA also incorporates the “complete streets” concept into street and highway projects. When roads are upgraded for vehicle traffic, bike and pedestrian improvements are also incorporated into the project.



**Dana to Downtown Bikeway**

Up to 2% of TDA funds can be used for bike and pedestrian improvements; however, the SCRTPA has elected to focus TDA funds on transit and local streets and roads.

## TRANSIT CAPITAL PROJECTS

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The SCRTPA 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 Public Works, Shasta Senior Nutrition Programs, and the Shasta County Opportunity Center.

## TRANSIT OPERATIONS

Pursuant to TDA, the SCRTPA 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 using TDA funds. 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. Transit operations are further subsidized with FTA grants provided directly to transit operators, such as RABA.

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 Programs (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 5% of all TDA funds.

## PLANNING AND ADMINISTRATION

As a prerequisite to receive state and federal funds for all of the above capital projects and transit operations, the SCRTPA is responsible for project development, project oversight, and preparation of several plans and programs, as described below.

### REGIONAL TRANSPORTATION PLAN (RTP)

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The RTP is a long-range planning and policy document. Projects must be specifically listed in the RTP to qualify for state and federal funds. The RTP examines needs for all modes of transportation region-wide over a 20-year horizon, and must be updated every five years. 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.

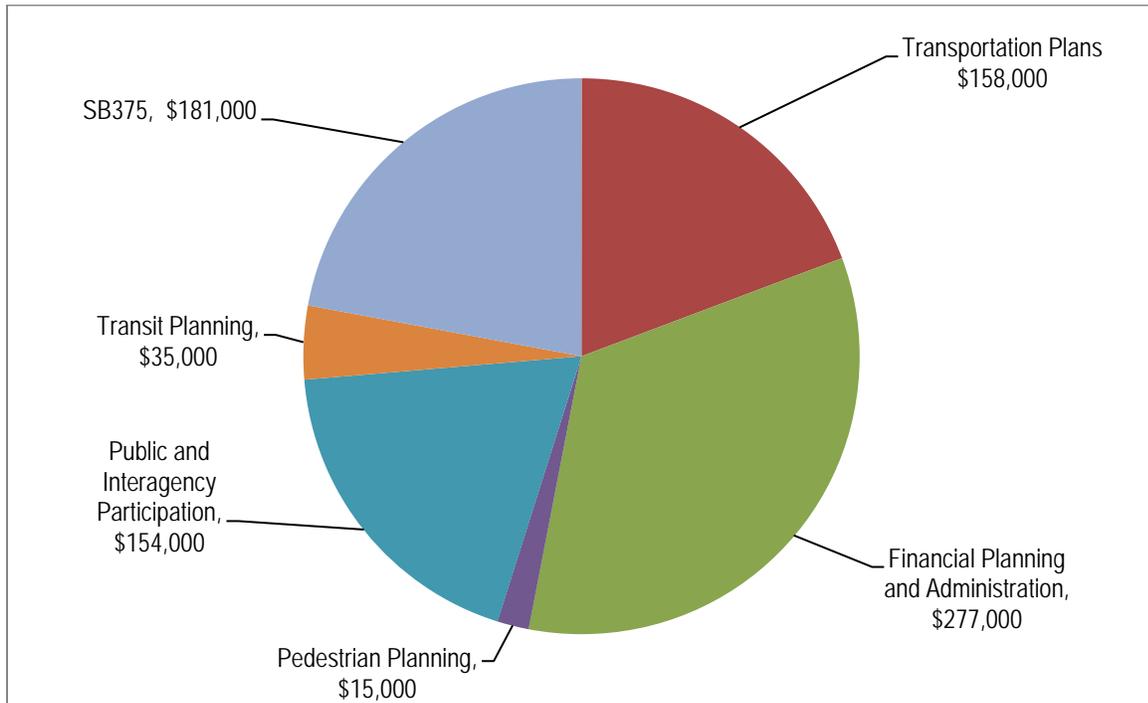
### SUSTAINABLE COMMUNITY STRATEGY (SB 375)

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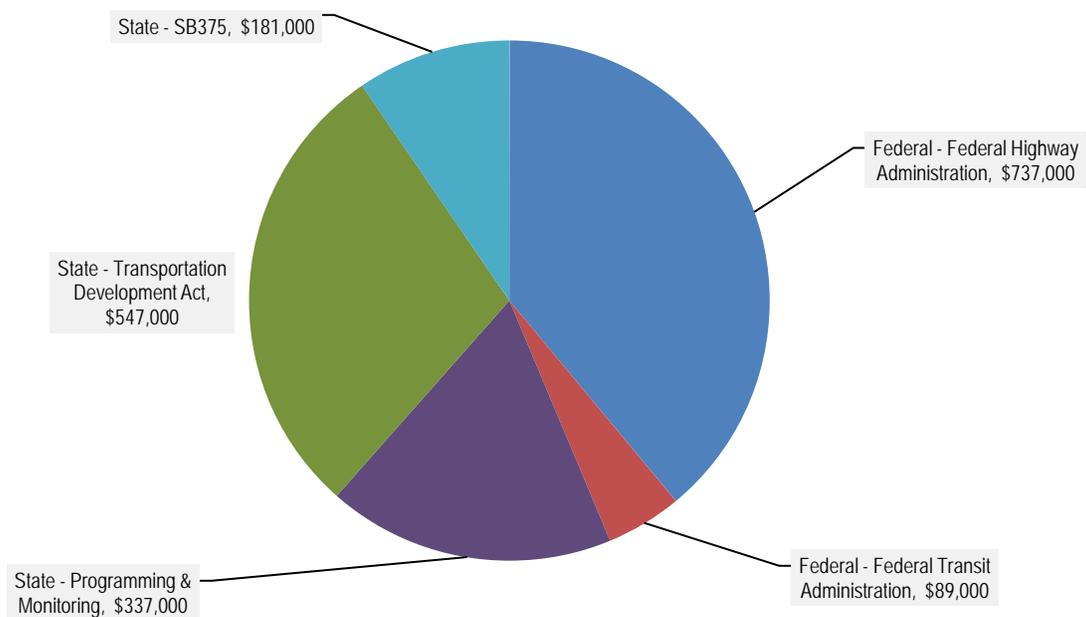
SB 375 adds a new requirement to the next update of the RTP. Working with the local agencies, the SCRTPA must prepare a Sustainable Community Strategy (SCS) element by 2015. Failure to prepare a SCS means the region has a non-compliant RTP. A non-compliant RTP means no state and federal transportation funding for the region.

The goal of the SCS is to identify land use and transportation strategies that reduce vehicle travel and related air emissions. Inherent in this analysis is the need to develop improved technical tools, such as travel demand models and geographic information systems. The SCRTPA completed the ShastaFORWARD>> blueprint plan in 2010, which spearheaded the development of these technical tools while gathering early public input. With help from ShastaFORWARD>> and resulting state grants, the region is in a good position to meet SB 375 requirements in a fashion that is consistent with local agency and community goals.

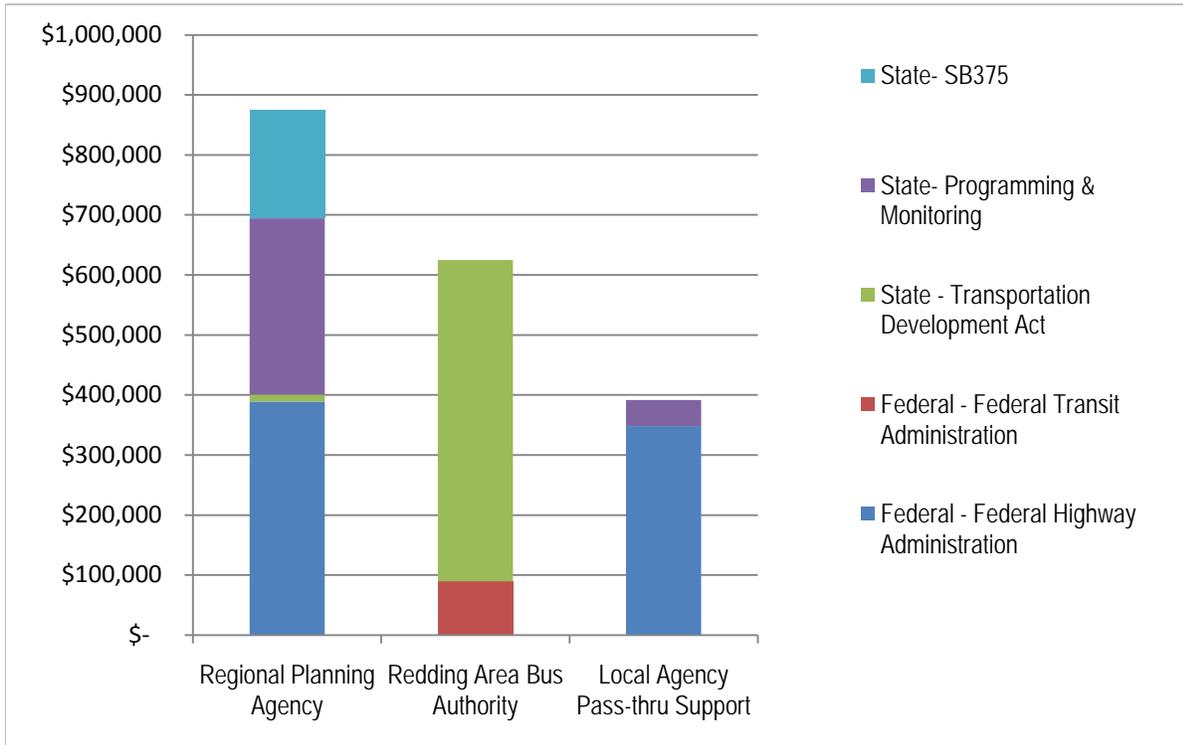
**Chart 6: SCRTPA Planning Activities**  
**FY 10/11 Total Budget = \$820,000**



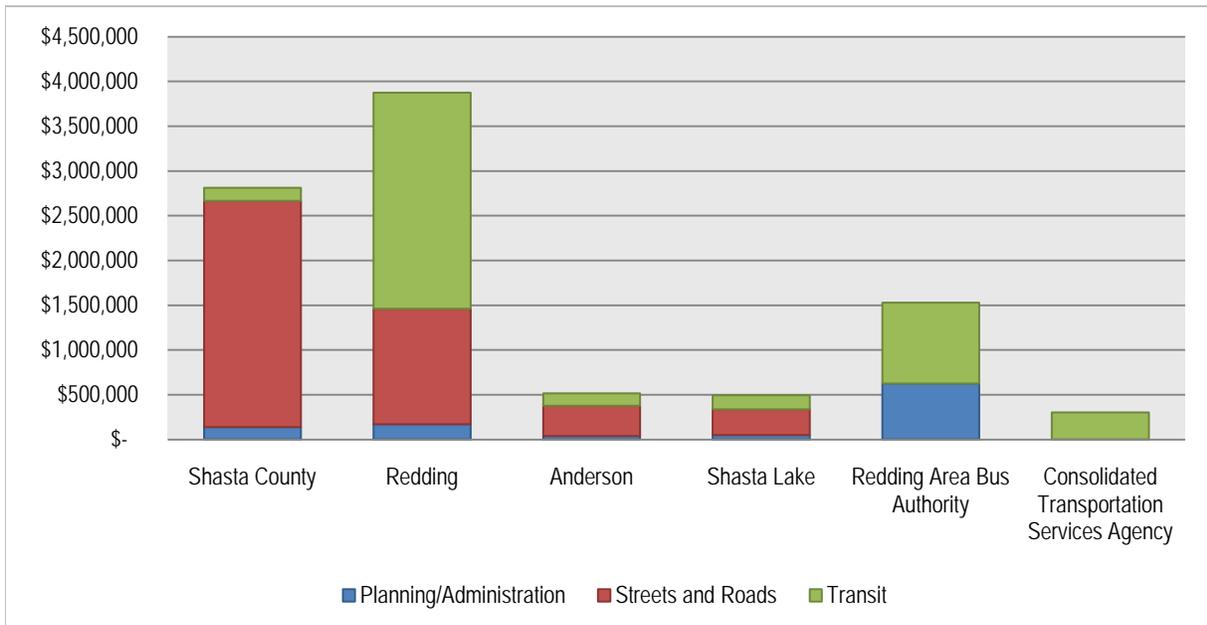
**Chart 7: Transportation Planning & Administration**  
**FY 10/11 Budgeted Revenue = \$1.89 million**



**Chart 8: Transportation Planning & Administration**  
**FY 10/11 Budgeted Expense= \$ 1.89 million**



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



## PROJECT PROGRAMMING

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To receive state and federal capital funding, projects must first be approved in state and federal transportation improvement programs. These are detailed, four to five year budgets approved by the SCRTPA for all capital projects. The SCRTPA-approved capital improvement programs are then rolled into statewide programs that must be fiscally constrained. Since project needs statewide far exceed financial resources, the SCRTPA must plan strategically to be placed in the statewide programs to 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 SCRTPA, and serves as our recommendation to the state for STIP funding. RTIP projects are not always included in the state-adopted program due to fiscal constraints. The RTIP is updated by the SCRTPA 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 includes projects with funding sources for which the SCRTPA is not responsible, such as most state highway maintenance activities. The FTIP is updated by the SCRTPA every two years.

## COMPETITIVE CAPITAL GRANTS

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As opportunities arise, the SCRTPA aggressively pursues competitive grants. Success depends on planning and programming strategies; pairing the right projects with the grant criteria; leveraging other funds; and, positive working relationships with other agencies. The SCRTPA has received over \$45 million in competitive capital grants over the past three years.

## PROJECT DEVELOPMENT AND MONITORING

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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 benefits must be demonstrated, and a project scope and cost developed.

Once projects are funded through either formula funds or competitive grants, the SCRTPA must work with the delivering agency to manage project cost, scope, and schedule. The SCRTPA must also ensure other grant requirements are met. A proven regional track record on project delivery helps secure subsequent grant approvals.

## OVERALL WORK PROGRAM (OWP)

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The SCRTPA must prepare and maintain an annual budget that tracks the use of all planning and administrative funds by program, including administrative support funds provided to local agencies and RABA.

## TRANSIT PLANNING AND OVERSIGHT

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

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

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

## TRAVEL DEMAND MODELING

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The SCRTPA developed 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 transportation needs, and for traffic analysis on individual public and private development projects. Model updates and training are provided with consultant assistance.

## GEOGRAPHIC INFORMATION SYSTEMS (GIS)

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The SCRTPA is funding a coordinated GIS platform to develop and house digitized mapping data in a common format. 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

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

## LOCAL AGENCY GRANT FUNDING AND TECHNICAL SUPPORT

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The SCRTPA is often asked by partner agencies to provide assistance with planning, operational, or capital grants. The SCRTPA 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 SCRTPA also provides technical support to partner agencies, such as mapping data, modeling support, public involvement, training, job recruitment and consultant selection.

## DEVELOPMENT REVIEW

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The SCRTPA is periodically asked to comment on environmental documents and other actions related to transportation projects and land use proposals. Comments are limited to projects with major impacts on the regional transportation system.

## BIKE PLANS

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The SCRTPA 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 PARTICIPATION PLAN

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

## FISCAL AND PERFORMANCE AUDITS

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

## GENERAL ADMINISTRATION

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The SCRTPA 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

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The SCRTPA routinely takes the lead role in special projects and corridor studies at the request of partner agencies. Past studies included:

- ✓ Shasta County Interchange Study
- ✓ South County Traffic Study
- ✓ Riverside/Ox Yoke Corridor Study
- ✓ Fix Five Partnership
- ✓ Google Transit Feasibility Study

## CONTACT US

For more information, contact the Shasta County RTPA at 530-225-5654; come by the office at 1855 Placer Street, Redding, California, 96001; or visit our website at [www.scrtpa.org](http://www.scrtpa.org)

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### SCRTPA BOARD MEMBERS AND ALTERNATES

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RABA: Dick Dickerson – Chair  
Rick Bosetti – Alternate

Shasta County: Leonard Moty – Vice-Chair  
Glenn Hawes  
Les Baugh  
Linda Hartman – Alternate

City of Anderson: Norma Cornick  
Butch Schaefer – Alternate

City of Redding: Patrick Jones  
Mary Stegall – Alternate

City of Shasta Lake: Greg Watkins  
Dolores Lucero - Alternate