

STAFF REPORT



MEETING DATE:	February 26, 2025
SUBJECT:	Receive Correspondence—Information Item Only
AGENDA ITEM:	10-3
STAFF CONTACT:	Amy Lindsey, Executive Assistant

RECOMMENDATION:

It is recommended that the board of directors receive correspondence determined to be of interest to the board of directors.

DISCUSSION:

Attached and summarized below is correspondence determined to be of interest to the board of directors. This item is for information only.

OUTGOING CORRESPONDENCE

1/7/25	California State Transportation Agency, Rail and Transit, Chief Deputy Secretary, Chad Edison	Letter of public comment on the updated 2024 Senate Bill 125 Guidelines.
1/17/25	California State Department of Transportation, Division of Financial Programming, MS 82, Chief, Kien Le	Letter of approval for Formal Amendment No. 1 to the Shasta 2025 Federal Transportation Improvement Program (FTIP).
1/22/25	California Department of Transportation, Caltrans Division of Transportation Planning	Letter of support for the City of Redding's Active Transportation Collision Reporting Plan (COR-ATCRP) Grant Application.
1/30/25	California State Controller, Local Government Reporting Unit, Supervisor, Dang Nguyen	Letter of submission regarding the 2023-24 Transportation Planning Agency Financial Transactions Report (FTR).
2/18/25	State of California, ATP Manager	Joint Letter of request (SRTA & City of Redding) for ATP State Funding for the Victor Improvement Project.

INCOMING CORRESPONDENCE

12/13/24	California State Department of Transportation, Division of Local Assistance, Office of Project Management Oversight-North, Chief, Felicia Haslem	Letter of funding allocation from the Regional Improvement Program for SRTA 2024/25 State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring.
12/16/24	U.S. Department of Transportation Federal Highway Administration, California, Division Administrator, Elissa K. Konove	Letter of approval for the California 2025 Federal Statewide Transportation Improvement Program (FSTIP).
2/13/25	California State Controller, Bureau of Payments, Bureau Chief, Evelyn Calderon-Yee	Letter of allocation to the Low Carbon Transit Operations Program (LCTOP).



Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters



1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Sean Tiedgen, AICP, Executive Director

January 7, 2025

Chad Edison
Chief Deputy Secretary, Rail and Transit
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Subject: Public Comment on the Updated 2024 Senate Bill 125 Guidelines

Dear Mr. Edison,

Thank you for the opportunity to provide feedback on the updated 2024 Senate Bill (SB) 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Guidelines that were published on December 19, 2024. We appreciate the efforts of the California State Transportation Agency (CalSTA) in refining these guidelines to better address the needs of transit operators and regional agencies and to reflect changes made by the state legislature as part of the fiscal year (FY) 2024/25 budget process.

As the Regional Transportation Planning Agency for the Shasta Region, we have reviewed the updated guidelines and would like to offer the following comments and suggestions:

1. Additional Clarity in TIRCP Fund Source Composition

The updated guidelines state that TIRCP funding comes from a "mix of General Fund (GF) and Greenhouse Gas Reduction Fund (GGRF)," but do not specify the proportions of each fund source. This lack of clarity creates challenges for RTPAs like SRTA in administering the funds, determining compliance and reporting requirements for each applicable fund source, and providing guidance to our transit operators.

We request that CalSTA provide:

- A clear breakdown of the proportions of TIRCP funding derived from GF and GGRF by funding year.
- Guidance on whether reporting requirements for GGRF (e.g., greenhouse gas reductions, co-benefits, and priority population impacts) apply to the entire TIRCP allocation, including the General Fund portion, or only to the GGRF-funded portion.

2. Alignment of TIRCP GGRF Reporting Requirements with ZETCP GGRF

ZETCP GGRF funds are subject to detailed reporting requirements, including semi-annual updates and CARB-compliant quantification methodologies. It is unclear whether the same level of reporting applies to TIRCP GGRF allocations in the updated guidelines.

We recommend:

- Clarifying whether TIRCP GGRF allocations require the same semi-annual reporting and detailed metrics as ZETCP GGRF.

- Ensuring consistency in reporting expectations across programs to streamline compliance for RTPAs.
-

3. Clarity on Reporting for Projects with Multiple Fund Sources

Agencies, including SRTA, may have or desire to have a project funded by both TIRCP and ZETCP allocations. We request guidance on how to approach reporting in such cases, specifically:

- Whether the benefits (e.g., greenhouse gas reductions, ridership increases) should be apportioned between the two programs or reported collectively.
- Whether stricter ZETCP GGRF reporting requirements apply to the entire project or only to the ZETCP-funded portion.

Clarifying these details will help RTPAs ensure compliance and consistency in reporting for mixed-fund projects.

4. Additionally, SRTA seeks clarification on the following:

- The first full sentence on page 6 states: "Funds will be disbursed separately from each fund source supporting SB 125 (General Fund for TIRCP; PTA and GGRF for ZETCP) and identified as such when disbursed." There is no mention of GGRF for TIRCP, even though there are GGRF funds under TIRCP.
- Page 6, section 5; The subsection for "TIRCP funding" makes no mention of GGRFs. At a minimum, the first paragraph of the section should be expanded to say, "In order to be eligible for TIRCP capital project funding under this program, a capital project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the relevant sections of the ZETCP Quantification Methodology, as expending GGRF funds requires benefits reporting." This would ensure consistency with text in paragraph two of the "ZETCP Funding" subsection of Section 5, Eligible Projects.

SRTA is committed to advancing the goals of SB 125 by supporting innovative transit solutions that meet the needs of our region. We look forward to collaborating with CalSTA to ensure that the updated guidelines are clear, equitable, and supportive of all regions, including rural and underserved communities.

Thank you for your consideration of our comments. Should you have any questions regarding SRTA's comments to the draft updated SB125 Guidelines please contact Associate Transportation Planner Laurent Beauregard by email at lbeauregard@srta.ca.gov or by phone at (530)262-6205.

Respectfully,



Sean Tiedgen, AICP, Executive Director

Cc: Steve Bade, Executive Officer, Redding Area Bus Authority
Anthony Serna, California State Transportation Agency



1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Sean Tiedgen, AICP, Executive Director

January 17, 2025

Mr. Kien Le, Office Chief
Department of Transportation
Division of Financial Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Formal Amendment No. 1 to the Shasta 2025 Federal Transportation Improvement Program (FTIP)

Dear Mr. Le:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 1 to the Shasta 2025 Federal Transportation Improvement Program (FTIP) for forwarding to California Department of Transportation (Caltrans) for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2025 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2022 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2022 Public Participation and Title VI Plan. The public and interagency review period ran from January 3, 2025, through January 17, 2025, meeting the requisite 14-day review period.

This amendment includes the following programming changes listed below:

- **Fix 5 Cascade Gateway (aka I-5 North Redding Six Lane) (CTIPS ID No. 111-0000-0269)**
 - Programs \$3,000,000 in Trade Corridor Enhancement Program (TCEP) funding in FY2024/25 toward construction of the Fix 5 Cascade Gateway project.
- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)**
 - Programs \$539,052 of FTA5311 funds in FY2024/25 toward operations assistance in rural areas outside the Redding urbanized area for RABA. \$435,197 in LTF/STA, already in the 2025 FTIP, will serve as local match.

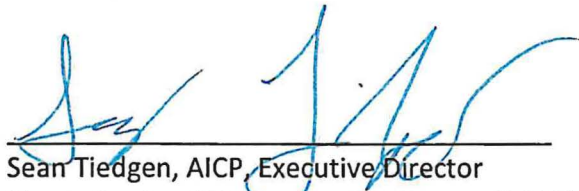
- Programs \$155,919 in FTA5311(f) funds including \$125,881 in toll credits in FY2024/25 toward operations assistance for Route 299x.
- Reprograms \$157,005 in Carbon Reduction Program funds awarded to the Redding Area Bus Authority, for operating assistance in FY2024/25, as FTA5307 funds.
- **RABA Capital Vehicles (CTIPS ID No. 211-0000-0059)**
 - Programs \$1,944,000 in FTA5339(a) and \$486,000 in SB125 funds (local match) for FY2024/25 toward the acquisition of one diesel bus and four battery electric vans for RABA.
 - Removes all programmed FTA5339(c) funds (\$3,660,000) from FY2024/25 - FY2025/26 and from outside FY2026/27 (\$3,371,000) because no award was received.
 - Removes \$524,000 in FTA5310 from FY2024/25 because no award was received.
- **RABA Transit Capital (CTIPS ID No. 211-0000-0060)**
 - Removes \$380,000 in programmed Local Transportation Funds from FY2025/26 as RABA no longer needs these match funds.
- **Grouped Projects for Bridge Rehabilitation and Reconstruction – Highway bridge Program - HBP (CTIPS ID No. 211-0000-0083)**
 - Updates the HBP Group Project listing in all active years of the 2025 FTIP to align with the list updated by Caltrans Headquarters on October 18, 2024.
- **Grouped Projects for Safety Improvements - HSIP (CTIPS ID No. 211-0000-0093)**
 - Corrects an administrative error by removing \$925,000 of Highway Safety Improvement Program funding in FY2025/26 that had been carried over from Shasta County's Riverland Drive Project.
- **Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing - SHOPP Minor (CTIPS ID No. 211-0000-0108)**
 - Corrects an administrative error made from Administrative Modification 9 of the 2023 FTIP by displaying the correct amount of \$3,263,000 in SHOPP Advanced Construction funds for FY2024/25 instead of \$2,361,000.
- **Grouped Projects for Bicycle and Pedestrian Facilities (CTIPS ID No. 211-0000-0115)**
 - Programs \$325,250 in FY2021/22 Carbon Reduction Program (CRP) funds and \$174,750 in FY2022/23 CRP funds toward construction of the Victor Avenue and Cypress Avenue Active Transportation (VCAT) Project in FY2024/25. State Active Transportation Program funding already programmed, will serve for the \$57,350 in local match required for the federal CRP funds. This amendment also removes \$397,854 in local match which the city of Redding will now use on its California Street Bikeway project.
 - Programs \$326,441 in FY2023/24 CRP funds, \$326,441 in FY2024/25 CRP funds, and \$326,441 in FY2025/26 CRP funds in FY2025/26 toward construction of the City of Shasta Lake's Shasta Dam Boulevard Complete Streets project. \$112,328 of the project's Affordable Housing Sustainable Communities Development funding will serve as local match for the federal CRP funds.
- **Grouped Projects for Social Services Transit (CTIPS ID No. 211-0000-0122)**
 - Brings this grouped project listing into the 2025 FTIP.

- o Changes the name of the listing from "Social Services Transit" to "Grouped Projects for Social Services Transit"

Using the statewide programming database CTIPS, Shasta 2025 FTIP Formal Amendment No. 1 is directly available for review and approval. An electronic copy will be transmitted by email to all regional partners and interested parties, including Caltrans, FTA, and FHWA. The amendment is posted to the SRTA website at <http://www.srta.ca.gov>.

For questions, please do not hesitate to contact Senior Transportation Planner, Keith Williams, at (530) 262-6192 or Assistant Transportation Planner, Laurent Beauregard, at (530) 262-6205. All FTIP related emails should be sent to ftip@srta.ca.gov.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

ST/LB/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP
Amendments
RABA Program of Projects
Summary of Changes Table
Financial Summary Tables
Amended and Original Programming Pages for FTIP Projects
Back-Up Project Listings

C: Wendy Sharp, FTA Region 9
Adekemi Ademuyewo, FHWA CA Division
Peter Kang, Caltrans Headquarters
SRTA Board of Directors
Kelly Zolotoff, CT District 2
Kelly Timmons, CT District 2
John Andoh, RABA
William Bond, City of Shasta Lake Public Works
Michael Webb, City of Redding Public Works
Troy Bartolomei, Shasta County Public Works



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E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Sean Tiedgen, AICP, Executive Director

January 22, 2025

Caltrans Division of Transportation Planning
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for the City of Redding's Active Transportation Collision Reporting Plan (COR-ATCRP) Grant Application

Dear Grant Review Committee,

On behalf of the Shasta Regional Transportation Agency (SRTA), I am pleased to provide this letter of support for the City of Redding's Active Transportation Collision Reporting Plan (COR-ATCRP) grant application. SRTA recognizes the importance of this initiative in improving transportation safety and data collection for all road users, particularly vulnerable groups such as pedestrians, cyclists, and users of emerging micromobility options like e-bikes and scooters.

The COR-ATCRP will address critical gaps in the City's current collision data collection processes by enhancing the accuracy and comprehensiveness of reporting. This effort aligns with SRTA's regional transportation planning goals, which prioritize safety, sustainability, and equitable access to transportation options. Improved data collection and analysis will empower regional stakeholders to identify high-risk locations, prioritize infrastructure improvements, and pursue additional funding opportunities to enhance multimodal transportation safety.

SRTA believes the proposed project will significantly contribute to federal, state, and regional goals, including reducing the numbers of fatalities and serious injuries, promoting active transportation, enhancing public health through safer streets, and reducing greenhouse gas emissions. The project's focus on integrating collision data into Geographic Information Systems (GIS) and leveraging emerging technologies will provide a strong foundation for evidence-based planning and decision-making that is easily digestible by communities and stakeholders.

We commend the City of Redding for its proactive approach in engaging stakeholders, including law enforcement, public health officials, and community-based organizations, to ensure the success of the project. SRTA is committed to collaborating with the City throughout the implementation of the plan and will provide technical assistance as needed to achieve the project's objectives.

We strongly support the City of Redding's application and respectfully urge Caltrans to consider funding this critical initiative. If you have any questions or require additional information, please do not hesitate to contact me by phone at 530-262-6190 or email at stiedgen@srta.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director

From: LGRSupport@sco.ca.gov
To: [Jessica Carlson](#); [Jessica Carlson](#); LGRSupport@sco.ca.gov
Subject: LGRS Online: E-Signature Cover Page Confirmation for Fiscal Year 2024 TPA Agency Shasta Regional Transportation Agency
Date: Thursday, January 30, 2025 2:49:59 PM

This email confirms that you have electronically signed the cover page and verified the submission of the 2024 fiscal year Financial Transaction Reports for the Agency of Shasta Regional Transportation Agency.

If you did not sign this cover page or are not the legally-authorized fiscal officer for the Agency of Shasta Regional Transportation Agency, please contact us immediately at telephone number (916) 322 - 9672 or by email at LGRSupport@sco.ca.gov



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

November 22, 2024

Transportation Fiscal Officer
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

SUBJECT: 2023-24 Transportation Planning Agency Financial Transactions Report

Dear Transportation Fiscal Officer:

This letter provides information regarding the 2023-24 Transportation Planning Agency Financial Transactions Report (FTR). Government Code (GC) section 53891 requires that the financial transactions of each local agency be submitted to the State Controller's Office (SCO) within seven months after the close of the fiscal year or within the time prescribed by the Controller, whichever is later. The report must contain underlying data from audited financial statements prepared in accordance with Generally Accepted Accounting Principles, if this data is available.

The FTR is due to SCO by January 31, 2025. Reporting instructions, including COVID-19 reporting guidance, and information for the 2023-24 Transportation Planning Agency FTR are available on the SCO website at https://www.sco.ca.gov/ard_locinstr_trpa_forms.html.

To file your FTR, visit Local Government Reporting System Online (LGRS Online) at <https://lgrsonline.sco.ca.gov>. The entity type, username, and password for the web-based reporting program are:

Entity Type: Transportation Planning Agencies
Username: Shasta Regional Transportation Agency TPA
Password: Ab#15554503000

The 2023-24 FTR cover page can be signed electronically on LGRS Online.

Transportation Fiscal Officer
November 22, 2024
Page 2 of 2

Please note that in accordance with GC section 12464, if the reports are not made in the time, form, and manner required — or there is reason to believe that a report is false, incomplete, or incorrect — SCO is authorized to conduct an investigation to obtain the information required. Any costs incurred by SCO as a result of such an investigation shall be borne by the transportation planning agency.

If you have any questions, please contact the Local Government Reporting Unit at LGRsupport@sco.ca.gov or (916) 322-9672.

Sincerely,



Dang Nguyen
Supervisor
Local Government Reporting Unit

**TRANSPORTATION PLANNING AGENCY
FINANCIAL TRANSACTIONS REPORT
COVER PAGE**

Shasta Regional Transportation Agency

Fiscal Year: **2023**

ID Number: **15554503000**

Certification:

I hereby certify that, to the best of my knowledge and belief, the report forms fairly reflect the financial transactions of the agency in accordance with the requirements as prescribed by the California State Controller.

Fiscal Officer


yneaaagGCeGlnRr...

Signature

Fiscal Officer

Title

Jessica Carlson

Name (Please Print)

3/19/2024

Date

Per Government Code section 53891(a), this report is due within seven months after the close of the fiscal year or within the time prescribed by the Controller, whichever is later. The report shall contain underlying data from audited financial statements prepared in accordance with generally accepted accounting principles, if this data is available.

If submitted manually, please complete, sign, and mail this cover page to either address below:

Mailing Address:

Local Government Reporting Section - TPA
Local Government Programs and Services Division
California State Controller's Office
P.O. Box 942850
Sacramento, CA 94250

Express Mailing Address:

Local Government Reporting Section - TPA
Local Government Programs and Services Division
California State Controller's Office
3301 C Street, Suite 700
Sacramento, CA 95816

The Financial Transactions Report was successfully submitted to the State Controller's Office on 3/19/2024 1:53:14 PM



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

November 22, 2024

Transportation Fiscal Officer
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

SUBJECT: 2025-26 State Transit Assistance Program Eligibility for Transit Operators

Dear Transportation Fiscal Officer:

Public Utilities Code (PUC) section 99243(b) requires that each transportation planning agency, county transportation commission, and the San Diego Metropolitan Transit Development Board report to the State Controller's Office (SCO) the transit operators within their jurisdictions that are "STA-eligible operators" for the purposes of the State Transit Assistance (STA) program.

An "STA-eligible operator" is defined as an entity that:

- is a public transportation "operator" (PUC section 99210);
- operates a "public transportation system" (PUC section 99211); and
- is eligible to claim local transportation funds under either Article 4 (PUC section 99260 et seq.), Article 8 (PUC section 99400 et seq.), or both articles (PUC section 99312.2[b][2]).

Enclosed is the list of entities within your jurisdiction. Please certify by checking the appropriate box(es) for each entity's eligibility. If an operator within your jurisdiction is not included on the enclosed list, or is no longer operating, make the necessary changes and provide an explanation in the "Comments" column. Annual STA allocations will be based on qualifying revenue reported two years prior. To receive fiscal year (FY) 2025-26 STA allocations, STA-eligible operators that will submit Transit Operator Financial Transactions Reports for FY 2022-23 must be certified.

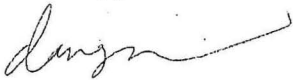
Transportation Fiscal Officer
November 22, 2024
Page 2 of 2

PUC sections 99312.2(d) and 99312.2(e) clarify that transit operators eligible to claim local transportation funds exclusively under Article 4.5 (PUC section 99275 et seq.), are not directly eligible for STA funds. However, transit operators may receive STA revenue based funds (PUC section 99314) from an "STA-eligible operator," or may receive STA population funds (PUC section 99313) from a transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, as sub-recipients. For these entities, check the "NOT ELIGIBLE for State Transit Assistance Funds as Direct Recipient Under PUC 99314 (Revenue Based)" box.

Please complete, sign, and return both the enclosed list of entities and the certification to SCO by January 31, 2025. SCO encourages you to submit this form earlier.

If you have any questions, please contact the Local Government Reporting Unit at LGRsupport@sco.ca.gov or (916) 322-9672.

Sincerely,



Dang Nguyen
Supervisor
Local Government Reporting Unit

Enclosures

2022-23 List of Transit Operators - Shasta Regional Transportation Agency

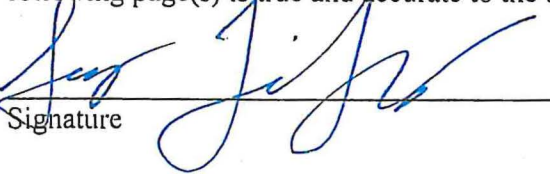
Transit Operators Under Shasta Regional Transportation Agency		County	ELIGIBLE for State Transit Assistance Funds as Direct Recipient Under PUC 99314 (Revenue Based) (Check all that apply)				NOT ELIGIBLE for State Transit Assistance Funds as Direct Recipient Under PUC 99314 (Revenue Based)	Comments (Incorrect transit operator name, not under our jurisdiction, merged, no longer in existence, etc.)
			Public Transportation 'Operator' (PUC 99210)	Operates a 'Public Transportation System' (PUC 99211)	Eligible to Claim Local Transportation Funds Under			
					Article 4 (PUC 99260 et seq.)	Article 8 (PUC 99400 et seq.)		
1	Redding Area Bus Authority	Shasta	☒	☒	☒	☒	☐	
2	Dignity Health Connected Living - Specialized Service	Shasta	☐	☐	☐	☐	☒	

2024-25 STATE TRANSIT ASSISTANCE PROGRAM ELIGIBILITY

Public Utilities Code section 99243(b) requires that each transportation planning agency, county transportation commission, and the San Diego Metropolitan Transit Development Board report to the State Controller's Office (SCO) transit operators within their jurisdictions that were "STA-eligible operators" for the purposes of the State Transit Assistance (STA) program during fiscal year 2022-23. This information shall be provided to SCO within seven months after the end of each fiscal year.

Certification:

On behalf of the agency identified below (transportation planning agency, county transportation commission, or San Diego Metropolitan Transit Development Board), I am authorized and hereby certify that the information regarding transit operators listed on the following page(s) is true and accurate to the best of my knowledge and belief.


Signature

11/30/2023
Date

Sean Tiedgen, AICP
Name (Print)

() 530-262-6190
Telephone #

Executive Director
Title

srt@srta.ca.gov
Email

Shasta Regional Transportation Agency
Agency Name

Please complete, sign, and submit the certification and list by January 31, 2024.

Scan and email the certification and list to LGRsupport@sco.ca.gov, or submit the certification and list by mail to:

State Controller's Office
Local Government Programs and Services Division
Local Government Reporting Unit – TPA/TO Reports
P.O. Box 942850
Sacramento, CA 94250



CITY OF REDDING

777 Cypress Avenue, Redding, CA 96001
PO BOX 496071, Redding, CA 96049-6071
cityofredding.org

**PUBLIC WORKS
ENGINEERING DIVISION
530.225.4170**

February 18, 2025

ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

SUBJECT: REQUEST FOR ATP STATE FUNDING

PROJECT NAME: VICTOR IMPROVEMENT PROJECT

PROJECT DESCRIPTION:

The Victor Improvement Project (PPNO: 02-2632A) will construct low-stress active transportation facilities on Victor Avenue, Mistletoe Lane, and adjacent neighborhood streets to encourage the public to walk and bike. It includes construction of dedicated bike lanes, shared use paths, sidewalk gap closures, curb ramps, rectangular rapid flashing beacons, and speed tables for a safer and more comfortable network accommodating active transportation. Non-infrastructure elements will include events, regularly scheduled activities and in-class curriculum at Mistletoe Elementary to encourage people to utilize the new bike and pedestrian infrastructure.

JUSTIFICATION:

- A. Type of Work: Combined (Infrastructure and Non-Infrastructure)
- B. Project cost: \$9,992,000
- C. Total Project Funding Plan by Fiscal Year:

Phase	Funding Source	ATP Funds	Local Funds	Usage by Year
Preliminary Environmental Scoping (PA&ED)	State ATP	\$700,000	\$0	FY 23/24
Plans Specifications, and Estimates (PS&E)	State ATP	\$1,045,000	\$0	FY 24/25
Construction (Non-Infrastructure)	State STP	\$204,000	\$0	FY 23/24
Construction	Federal ATP	\$6,044,000	\$1,999,000	FY 26/27

- D. The City is requesting State-Only funds to avoid project delays. The NEPA process associated with Federal ATP funding would likely cause delays and prevent construction from starting in FY 2026/2027. Also, since State ATP funds will be utilized for the PA&ED and PS&E phases, it could be more efficient and cost effective for all parties involved if State ATP funding is also used for the construction phase.

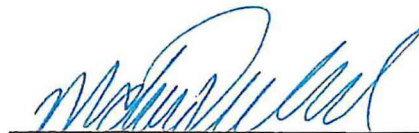
REGIONAL AGENCY CONCURRENCE:

Shasta Regional Transportation Agency (SRTA) concurs with this request for an exception to the Project Funding Policy.

Regional Agency Representative:

 2/18/2025
Sean Tiedgen, SRTA Executive Director Date

City of Redding Representative:

 2/18/2025
Michael Webb, Director of Public Works Date

DEPARTMENT OF TRANSPORTATION
Division of Local Assistance
1120 N STREET
P.O. BOX 942874, MS# 1
Sacramento, CA 94274-0001
TTY 711



December 13, 2024

02-SHA-0-SRTA
PPM25-6496(027)
Adv Id: 0225000002
PPNO: 02-2368
Request No: 1

Mr. Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Tiedgen:

Your letter dated July 1, 2024 requested a fund allocation from the Regional Improvement Program for the Shasta Regional Transportation Agency 2024/2025 STIP Planning, Programming & Monitoring. These funds are programmed in the current State Transportation Improvement Program (STIP), as amended.

At their October 18, 2024 meeting the California Transportation Commission (CTC) allocated funding in the amount(s) shown below.

The State hereby makes the following allocation on October 18, 2024, effective October 18, 2024.

Allocation No. 2025-70		2024 STIP		FUND ALLOCATION	
Senate District No.: 01					
Assembly District 01					
	Amount Programmed	Fiscal Year Programmed	Amount Previously Allocated	This Request	
Const	\$170,000	2025	\$0	\$170,000	
Federal Funds				\$0	
State Funds				\$170,000	
Total	\$170,000		\$0	\$170,000	

This allocation makes available \$0 of federal funds and \$170,000 of State (or State-only) funds for a total of \$170,000.

The effective date of allocation serves as the authorization to proceed and establishes the date for the start of reimbursable work for State-only funded projects.

For This Allocation:

Funds allocated for PPM are available for expenditure until :

June 30, 2027.

The Commission may grant a one-time extension to the deadline specified above if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Please refer to the Local Assistance website at <https://dot.ca.gov/programs/local-assistance> for additional guidance.

This allocation is not a commitment on the part of the State to make reimbursements until the fund transfer agreement is executed between the Agency and the State.

Your attention is directed to the Local Assistance Procedures Manual and the current CTC guidelines for detailed instructions and information.



Sincerely,

For: FELICIA HASLEM , Chief
Office of Project Management Oversight - North
Division of Local Assistance

c: SRTA

Attachment: CTC Vote Box

Mr. Sean Tiedgen
December 13, 2024
Page 3
PPM25-6496(027)

bc: A Wong - LPA
DLA AE Project Files
District - (02) DLAE - Nicole Fortner

CTC MEETING

ACTION TAKEN REPORT / REVISED ESTIMATED TIMED AGENDA

October 17-18, 2024

Tab	Item Description	Ref#	Presenter	Status	Type*	Agency*
106	Request of \$75,360,000 for 61 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support. Resolution FP-24-28 <i>(Related Items under Ref. 2.1a.(1), 2.2c.(1), 2.2c.(3), and 2.5d.(1))</i> <i>(Change List – In the Book Item Attachment 2.5b.(2a) – revision to the EA for Project 15 (PPNO 08-3023J))</i> <i>October 18, 2024 – Day 2 – 01:07:15</i>	2.5b.(2)	Jon Pray James R. Anderson	Approved.	A	D

STIP Allocations

Tab	Item Description	Ref#	Presenter	Status	Type*	Agency*
107	Request an allocation of \$40,571,000 for the Right of Way Capital phase of the State-Administered Lake 29 Expressway - Segment 2B project, on State Route 29, in Lake County. (PPNO 3121) Resolution FP-24-28 Resolution FP-24-26 <i>(Change List – In the Book Item Memorandum and In the Book Item Attachment – revision to the Resolution Number)</i> <i>October 18, 2024 – Day 2 – 01:14:47</i>	2.5c.(1)	Kacey Ruggiero James R. Anderson	Approved.	A	D
108	Request of \$3,700,000 for two State-Administered STIP projects, on the State Highway System. Resolution FP-24-29 <i>(Related Item under Ref. 2.5b.(1))</i> <i>October 18, 2024 – Day 2 – 01:14:47</i>	2.5c.(2)	Kacey Ruggiero James R. Anderson	Approved.	A	D
109	Request of \$1,695,000 for 12 locally-administered STIP and Planning, Programming, and Monitoring projects, off the State Highway System. Resolution FP-24-30 <i>October 18, 2024 – Day 2 – 01:14:47</i>	2.5c.(3)	Kacey Ruggiero Dee Lam	Approved.	A	D



2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	Local STIP Planning, Programming and Monitoring Projects		Resolution FP-24-30	
1 \$100,000 Humboldt County Association of Governments <u>HCAOG</u> 01-Humboldt	Planning, Programming and Monitoring. SB 184 with an effective date of 07/25/2024.	01-2002P RIP/24-25 CONST \$100,000 0125000010	2024-25 101-0042 SHA 20.30.600.670	\$100,000
2 \$43,000 Plumas County Transportation Commission <u>PCTC</u> 02-Plumas	Planning, Programming and Monitoring.	02-2057 RIP/24-25 CONST \$43,000 0225000001	2024-25 101-0042 SHA 20.30.600.670	\$43,000
3 \$170,000 Shasta Regional Transportation Agency <u>SRTP</u> 02-Shasta	Planning, Programming and Monitoring.	02-2368 RIP/24-25 CONST \$170,000 0225000002	2024-25 101-0042 SHA 20.30.600.670	\$170,000
4 \$225,000 Siskiyou County Transportation Commission <u>SCLTC</u> 02-Siskiyou	Planning, Programming and Monitoring.	02-2440 RIP/24-25 CONST \$225,000 0225000012	2024-25 101-0042 SHA 20.30.600.670	\$225,000



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December 16, 2024

In Reply, Refer To:
HDA-CA

ELECTRONIC CORRESPONDENCE ONLY

Mr. James R. Anderson
Chief, Division of Financial Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2025 FSTIP Approval

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the 2025 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated November 15, 2024. As detailed in your letter, the 2025 FSTIP incorporates by reference the following 18 metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53, as amended by Public Law 117-58 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act.

In addition, the MPOs and State are required to meet the transportation conformity requirements. Transportation conformity is required by the Clean Air Act section 176(c) [42 U.S.C. 7506(c)] to ensure that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). The United States Environmental Protection Agency (EPA) has designated the following 14 planning areas in California as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPO Policy Boards made an initial conformity determination on the above FTIPs and associated Regional Transportation Plans (RTPs) and applicable RTP amendments. The FHWA and the FTA reviewed the conformity determinations and find that the FTIPs and the associated RTPs and RTP amendments conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region 9 of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, FHWA and FTA are approving the 2025 FSTIP. This approval is effective December 16, 2024. This approval is based on the understanding that an eligibility determination of individual projects for funding must be met, and the project sponsor must comply with all administrative and statutory requirements.

Included with this approval is the FHWA and FTA Federal Planning Finding (FPF). The FHWA and the FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation

planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Mervin Acebo of the FTA Region 9 office at (213) 202-3957, or by email at Mervin.Acebo@dot.gov; or Ms. Abby Jackson of the FHWA California Division office at (916) 498-5854, or by email at Abigail.Jackson@dot.gov.

Sincerely,

Elissa K.
Konove

Digitally signed by Elissa
K. Konove
Date: 2024.12.16
12:58:44 -08'00'

Elissa K. Konove
Division Administrator, FHWA, California



Ray Tellis
FTA Region 9 Regional Administrator

Enclosure

To:
James Anderson, Division Chief of Financial Programming, Caltrans
james.r.anderson@dot.ca.gov

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U.S. Department
of Transportation

**Federal Highway
Administration**

FHWA, California
Division

FTA, Region IX

Federal Planning Finding



2025 Federal Statewide Transportation Improvement Program

December 16, 2024

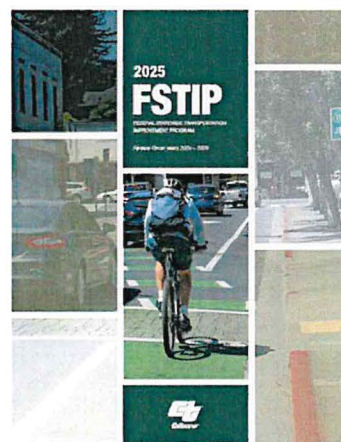


Table 1. List of Acronyms

Acronym, Abbreviation, or Alias	Explanation
BIL	Bipartisan Infrastructure Law
Caltrans	California Department of Transportation
CFMP	California Freight Mobility Plan
C.F.R.	Code of Federal Regulations
CMP	Congestion Management Process
CTC	California Transportation Commission
DOT	Departments of Transportation
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLH	Federal Lands Highway
FLMA	Federal Land Management Agency
FPF	Federal Planning Finding
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program (regional programs)
IAC	Interagency consultation
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PBPP	Performance-based Planning and Programming
POAQC	Project of Air Quality Concern
POP	Program of Projects
PPP	Public Participation Plan
RTP	Regional Transportation Plan
TMA	Transportation Management Area
TPM	Transportation Performance Management
U.S.C.	United States Code
USDOT	United States Department of Transportation

List of California Metropolitan Planning Organizations

Association of Monterey Bay Area Governments (AMBAG)

Butte County Association of Governments (BCAG)

Fresno Council of Governments (FresnoCOG)

Kern Council of Governments (KCOG)

Kings County Association of Governments (KCAG)

Madera County Transportation Commission (Madera CTC)

Merced County Association of Governments (MCAG)

Metropolitan Transportation Commission (MTC)

Sacramento Area Council of Governments (SACOG)

San Diego Association of Governments (SANDAG)

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Southern California Association of Governments (SCAG)

Stanislaus Council of Governments (StanCOG)

Tahoe Metropolitan Planning Organization (TMPO)

Tulare County Association of Governments (TCAG)

INTRODUCTION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required under 23 Code of Federal Regulations (CFR) Part 450.220(b) to document and issue a Federal Planning Finding (FPF) in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP).¹ The FPF verifies, at a minimum, that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 CFR Parts 450 and 500, and 49 CFR Part 613. This report substantiates the issuance of the FPF to support FHWA/FTA joint approval of the FSTIP based on the review of FSTIP and Federal Transportation Improvement Program (FTIP) documents, statewide and metropolitan planning self-certification statements (23 CFR Part 450.220; 23 CFR Part 450.336), and related supporting documentation.

The FPF is one part of the risk-based stewardship and oversight the FHWA and FTA conduct for the California Department of Transportation (Caltrans), the Metropolitan Planning Organizations (MPOs) and planning partners within the state. The FPF serves as a “tool” for FHWA and FTA to ensure an adequate planning process is in place to support transportation improvements through the programming of projects for the state. The FPF ties the statewide, metropolitan, and non-metropolitan planning processes together into one formal risk-based action.

This FPF first addresses the status of finding from the previous FPF issued in December 2022. Following that, this FPF addresses the consistency of the 2025 FSTIP with Federal requirements to support approval of the FSTIP.

STATUS OF FINDINGS FROM PREVIOUS REVIEW

On December 16, 2022, FHWA and FTA issued a FPF in support of an approval of the 2023 FSTIP. That FPF contained recommendations for four areas:

- Recommendation – Fiscal Constraint
- Recommendation – Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation
- Recommendation – Federal Land Management Agency (FLMA) Coordination
- Recommendation – Freight Planning

To determine whether the recommendations were implemented, FHWA and FTA reviewed the following:

- 2023 California FSTIP Federal Planning Finding
- Transportation Management Area Certification Review Reports of 2023 and 2024 for KCOG, MTC, SACOG, SBCAG, SANDAG, and TRPA
- California Division Planning and Air Quality Program Analysis and Risk Assessments for years 2019, 2020, 2021, 2022, 2023 and 2024
- 2023 (FTIPs from all MPOs in California
- 2023 California Freight Mobility Plan (CFMP)

¹ In California, the state’s document referred to as the Federal Statewide Transportation Improvement Program (FSTIP) in federal regulations (23 U.S.C. Section 135(f)) is referred to as the Statewide Transportation Improvement Program (STIP).

2023 Recommendation – Fiscal Constraint

Caltrans reviews the Regional Transportation Plans (RTPs) of MPOs.² Caltrans conducts such reviews consistent with the state's RTP guidelines. FHWA and FTA recommend Caltrans ensures that, consistent with Federal requirements and guidance, MPOs are preparing fiscally constrained Metropolitan Transportation Plans (MTP) and FTIPs. New and future funding sources should be reasonable to assume and MPOs should be able to document this. Existing Caltrans processes currently address this need for FTIPs. Caltrans should address MTP fiscal constraint during MTP reviews and could consider additional emphasis as it works with the California Transportation Commission (CTC) to update the state's RTP guidelines document.

Disposition

The Caltrans Division of Transportation Planning and Division of Programming held statewide FSTIP meetings where the topic of fiscal constraint was emphasized with MPOs. At these events, Caltrans shared updated guidance on fiscal constraint for developing FTIPs, the FSTIP, and the long-range transportation plan. The Caltrans Division of Programming reviews draft FTIPs for fiscal constraint. FHWA participated in the state's RTP guidelines update process, and the updated guidelines address MTP fiscal constraint during MTP reviews.

2023 Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation

The implementation of TPM through PBPP has increasingly become a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. MPOs are required to conduct their planning and programming processes using performance driven processes. FHWA and FTA recommend that Caltrans addresses this topic with each of the MPOs in the state to ensure that they are conducting comprehensive, PBPP processes. With respect to the project selection component of that comprehensive process, MPOs should be able to document that they employ a regionwide, competitive, performance-based project selection process. Consistent with 23 CFR Part 450.326(a), MPOs are the entities responsible for FTIP development to reflect the priorities of the RTP. FHWA and FTA will continue to assist and support Caltrans and the MPOs regarding this topic through, at a minimum, the provision of statewide training to advance TPM through decision-making.

Disposition

In December 2023, Caltrans updated a Planning and Programming Memorandum of Understanding (MOU) to include roles, responsibilities, and written provisions for developing and sharing information with MPOs related to transportation performance data, the selection of performance targets, and the reporting of performance targets. Thereafter, Caltrans sent a five-question poll to all MPOs to survey their current processes to develop, select and report transportation performance targets, the results of which were shared with FHWA in early 2024. The results indicated that there is variation in MPO's implementation of the MOU developed by Caltrans.

Due to this variation, Caltrans continues to assess how best to integrate TPMs with MPO's projects and will work with FHWA and MPOs to determine the best path forward. Some ideas include having MPOs track TPMs for a sample of different project types to compare results and

² In California, the long-range transportation plan of a Metropolitan Planning Organization (MPO) referred to as the Metropolitan Transportation Plan (MTP) in federal regulations is referred to as the Regional Transportation Plan (RTP).

determine how to adjust TPM targets accordingly. Additionally, Caltrans suggested that more discretionary grant funding could help meet performance targets.

2023 Recommendation - Federal Land Management Agency Coordination

State DOTs, MPOs, and FLMAs are required to coordinate throughout their transportation planning and programming processes. The FHWA and FTA recommend that Caltrans ensures that MPOs are coordinating with FLMAs during their planning and programming processes as required. As Caltrans is required to coordinate with FLMAs as it conducts planning and programming efforts as well, there are opportunities for Caltrans to coordinate its efforts with the MPOs to avoid duplicative efforts. Caltrans is encouraged to work with the MPOs to coordinate regional and statewide efforts. The FHWA and FTA are willing to assist partners in California through coordination with Federal Lands Highway.

Disposition

Caltrans has begun to develop coordination procedures with FLMAs. Requirements are addressed in 23 U.S.C. 134, 135 and 201 and the implementing regulations under 23 CFR Part 450 describe how the agencies are required to coordinate throughout their transportation planning processes. The FHWA and FTA continue to be willing to assist partners in California through coordination with FHWA's Office of Federal Lands Highway.

2023 Recommendation – Freight Planning

Under the Bipartisan Infrastructure Law (BIL), an approved BIL compliant plan is required to be in place to receive federal freight funds. The FHWA and the FTA recommend that Caltrans continues its update to the CFMP to be BIL compliant and approved by July 23, 2023; Caltrans is encouraged to contact federal agencies for assistance as needed. FHWA will provide technical assistance to Caltrans as the plan update is developed. Additionally, FHWA recognizes that California is a complex and diverse state and there are multiple offices within Caltrans – within Caltrans headquarters and in twelve districts – that are involved in the freight planning process. Because of this, FHWA will provide freight planning technical assistance in summer 2023 to support and enhance the state's freight planning capacity.

Disposition

Caltrans implemented the recommendation and have a federally compliant freight planning program. On July 23, 2023, the state's BIL compliant plan was signed and approved. FHWA provided technical assistance in 2023 to support the state's freight planning capacity.

FINDINGS RELATED TO THE 2025 FSTIP

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following as they relate to the 2025 FSTIP:

- 2023 California FSTIP FPF
- Transportation Management Area Certification Review Reports of 2023 and 2024 for KCOG, MTC, SACOG, SBCAG, SANDAG, and TRPA
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, 2022, 2023, and 2024
- 2025 MPO FTIPs
- 2023 CFMP

Based on a review of the items listed above, FHWA and FTA find that California's statewide and metropolitan planning process substantially meets the Federal requirements. FHWA and FTA also finds that some improvements are warranted to ensure continued compliance with the Federal requirements and therefore are issuing the following recommendations:

2025 Recommendation –Ensure Project Group Listings are Consistent with Federal Regulations

During the review of the MPO FTIPs, inconsistencies with 23 CFR Part 450.218(j) were found, including:

- In a maintenance and non-attainment area, regionally significant projects and projects not exempt from conformity were included in a grouped project listing.
- Projects in the planning phase are grouped together with projects in the construction phase.

Regionally significant projects and projects not exempt from air quality conformity within non-attainment or maintenance areas will need to be ungrouped and listed individually in the FSTIP. Grouping projects inappropriately presents a risk for all the projects listed within the group. Additional guidance is provided in 23 CFR Part 450.218(j):

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR Part 771.117(c) and (d) and/or 40 CFR Part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations (40 CFR Part 93(a)). In addition, projects proposed for funding under 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the FSTIP.

In the instance mentioned in the paragraph above, divvying projects into fewer group listings puts all the projects at risk in the grouped lists because the groupings were too broad; thereby, undermining the efficiency benefits of grouped listings. Rather, a best practice when utilizing grouped listings is to create numerous grouped listings, where each grouped listing is tailored to a smaller subset of projects, consistent with classifications mentioned in 23 CFR Part 450.218(j) above.

In accordance with 23 CFR Part 450.218 (j), Caltrans will need to ensure that their oversight procedures include sufficient review of the project grouping status. Caltrans shall also ensure that project classifications are consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations (40 CFR Part 93(a)) for all non-attainment and maintenance areas. FHWA and FTA recommend Caltrans' Federal Programs Branch coordinate with their Air Quality Branch to develop oversight procedures for all MPOs within nonattainment or attainment-maintenance areas to ensure that regionally significant projects and projects not exempt from air quality conformity are appropriately identified in the FSTIP.

2025 Recommendation – Considering Transit Operators and Use of Group Project Listings for Administrative Flexibility

FTA allows flexibility in satisfying the public participation process required of the FTA programs through the public participation process of the FTIP update and amendments. Such

flexibility is described in FTA Circular 9050.1A (2024) (pp. V-5-6). Public participation is required under these programs to allow the public to comment on the breadth of projects funded with FTA formula programs known as the Program of Projects (POP). Recipients of FTA formula funding must satisfy the public participation requirements outlined in statute (e.g. 49 U.S.C. 5307(b)(1) through (7) and 49 U.S.C. 5339(a)(3)).

Several MPOs have developed procedures to allow such flexibility to recipients of FTA funds consistent with previous Circular Guidance. Such procedures include documentation in an MPO's FTIP and FTIP Amendments that the public participation process of those updates satisfy the public participation requirements of FTA's programs since the FTIP lists a transit operator's projects similar to the POP. This is allowed as FTIP and FTIP Amendments are released for public review, as outlined in an MPO's public participation plan.

Several FTIPs group transit projects together in either "group listings" or "lump sum" projects. This allows MPOs to "swap" projects in group listings as described in the Administrative Modification procedures so long as those changes meet the threshold of the administrative modification. Unlike FTIP Amendments, Administrative Modifications are not subject to public review. As such, swapping projects through Administrative Modifications inhibits the transparency and accessibility to information and thus opens the transit operators to non-compliance of 49 U.S.C. 5307(b)(1) if the public was not provided an opportunity to comment on new transit projects that are modified, added to, or deleted from a group listing through an Administrative Modification action.

Caltrans should identify and work with those MPOs that utilize group project listings for projects with FTA funds and identify any potential risk of those recipients of FTA funds found in non-compliance of 49 U.S.C. 5307(b)(1). The MPOs should identify and document how the FTA recipients can mitigate this risk. Both FTA and FHWA understand the need for flexibility especially when obligating federal funds. However, this should not place an FTA recipient at risk of non-compliance with Federal statute.

2025 Recommendation – Increase Stewardship of Performance-Based Planning and Programming (PBPP)

The implementation of TPM through PBPP continues to be a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. Notable progress continues to be made by Caltrans and MPOs in this area, including implementation of a MOU that includes a consistent set of roles, responsibilities, and written provisions for developing and sharing information related to transportation performance data, the selection of performance targets, and the reporting of performance targets, continuing to coordinate closely with FHWA and MPOs to identify strategies to better implement a consistent process across MPOs, and documentation in the MPO's FTIPs and the certification review process.

MPOs are required to conduct their planning and programming processes using performance driven processes. PBPP is referenced in the U.S.C. for metropolitan, statewide, and nonmetropolitan transportation planning. In the case of metropolitan transportation planning the U.S.C. states: "[MPOs]..., in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning" (23 U.S.C. Section 134(c)(1); 49 U.S.C. Section 5303(c)(1)). "The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to

support the national goals...." (23 U.S.C. Section 134(h)(2); 49 U.S.C. Section 5303(h)(2)). In the case of statewide and nonmetropolitan transportation planning, 23 U.S.C. Section 135(d)(2) and 49 U.S.C. Section 5304(d)(2) state the following:

The statewide transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals...and the general purposes [of the public transportation program]. The performance measures and targets established [in relation to national performance measures] shall be considered by a State when developing policies, programs, and investment priorities reflected in the statewide transportation plan and statewide transportation improvement program.

While there has been progress related to PBPP in California, ongoing efforts of Caltrans and the MPOs have revealed a continued need for improvement within the state. As a result of the 2021 corrective action, Caltrans created a MOU in 2023 to begin to standardize the implementation of PBPP across MPOs. After rollout of the MOU, a five-question poll assessed how each MPO integrated PBPP – the results of which indicated further efforts would be necessary to implement TPM more broadly and consistently across MPOs. Additionally, 23 U.S.C. Section 150(e) requires “States to report biennially on condition and performance, the progress they have made toward the achievement of targets, the effectiveness of investments...” In the most recent TPM Mid-Year Progress Report (2024) submitted by Caltrans, performance on a number of the 2-year statewide targets fell well below the anticipated target. Caltrans should work with the MPOs to set targets and better integrate the PBPP process in project identification and selection. With support from FHWA, Caltrans should improve its stewardship of the PBPP requirement to support MPOs integrate standardized, yet flexible set of PBPP practices. Some ideas include tracking TPMs across a representative sample of different project types to compare results and determine how to adjust TPM targets accordingly, and tracking progress toward implementation and further refining the 2023 MOU developed by Caltrans.

2025 Recommendation – Increase Federal Land Management Agency (FLMA) Coordination

FLMA consultation and coordination at the statewide level is minimal; however, Caltrans has been an active applicant and recipient of funds from the Federal Lands Access Program (FLAP), as listed in the Rural Non-MPO project Appendices (Exhibit I).

To improve FLMA consultation in project planning and programming, better leverage funds from the FLAP program, and better address projects of greatest need/benefit, a state-structured engagement process could provide Federal Lands Highway (FLH) a coordinated approach for targeted engagement throughout the state. Led by FLH, Multi-Agency Planning is a national effort intended to accomplish better alignment of transportation priorities between FLMA, state, MPO, and local public agencies.

FHWA and FTA recommend the following:

- Caltrans can request each MPO and non-MPO region to outline specific FLMA coordination procedures in their Public Participation Plans, detailing mechanisms for engagement with FLMAs at key stages of transportation planning and programming. This includes notifying FLMA stakeholders about upcoming planning cycles, solicitations for project needs, and opportunities for

public agency comment.

- Caltrans could establish and maintain a centralized, statewide database of FLMA contacts. MPOs and non-MPO regions will be responsible for updating their respective FLMA contacts on a periodic basis, reporting this information to Caltrans to ensure the master contact database remains current. This centralized resource will streamline communication and consultation efforts between state, local, and federal partners.
- Incorporate a structured process for consulting FLMA stakeholders during project selection to ensure FLMA priorities and concerns are addressed. In project selection meetings and consultations, encourage MPOs to provide FLMA partners with opportunities to discuss alignment of projects with federal lands' access needs and public land stewardship goals.
- Caltrans could facilitate coordinated outreach between Federal Lands Highway and MPOs based on MPO planning update cycles, ensuring targeted FLMA engagement at optimal times for influencing regional transportation planning and avoiding duplicative efforts. This coordination would include developing a consultation schedule to synchronize Federal Lands Highway engagement efforts with MPO planning timelines, providing MPOs and FLMA's ample time to address mutual interests and refine project proposals collaboratively.

2025 Recommendation – Process Development for Programming Discretionary Grants

The FSTIP must include all FHWA and FTA discretionary grant projects, inclusive of capital and non-capital (planning or other) surface transportation projects, consistent with 23 C.F.R. Part 450.216(g). However, FHWA understands MPOs may not always be aware of federal discretionary grant awards made directly to local agencies within the boundaries of their jurisdiction. Nonetheless, a prerequisite to executing capital discretionary grant agreements for projects funded through Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 is that the project be programmed in the FSTIP.

As explained in 23 C.F.R. Part 450.218(h), the FSTIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or 49 U.S.C. Chapter 53 funds (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, and congressionally designated projects not funded under title 23 U.S.C. or 49 U.S.C. Chapter 53).

In summary, all Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 discretionary grant projects must be included in their respective FTIPs and FSTIP, regardless of whether the discretionary grant funds planning, operating, or capital activities. Some federal transportation discretionary grants are not funded through Title 23 U.S.C. and Title 49 U.S.C. Chapter 53, such as the Safe Streets and Roads for All discretionary grant program, which is administered by the USDOT Office of the Secretary. These discretionary grant projects are not required (except for those that are regionally significant) to be in the FSTIP. However, it is a best practice to include them in the FSTIP, and FHWA and FTA encourage this practice. The BIL enables the USDOT to award federal funds directly to local public agencies, and a process or mechanism is needed to create awareness of federal discretionary grant programming needs among MPOs and Caltrans to reduce impacts to FHWA-local recipient grant agreement execution dates. As an administrative task, it is recommended that Caltrans, MPOs, FTA, and FHWA engage in process development

to build awareness of Title 23 and Title 49 Chapter 53 discretionary grant projects in need of programming on a recurring basis.

2025 Recommendation - Strengthen Meaningful Tribal Government Involvement and Consultation in Transportation Planning and Programming

State DOTs, MPOs, and Tribal governments are required to coordinate throughout their transportation planning and programming processes. State and MPO planning requirements are addressed in 23 U.S.C. 134 and 135, and the implementing regulations under 23 C.F.R. Part 450 describe how the agencies and governments are required to consult and coordinate throughout their transportation planning processes.

The State is required to consult with Tribal governments in the development of the long-range transportation plan and FSTIP (23 C.F.R. Part 450.210(c)). States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Tribal governments and the Department of the Interior in the development of the long-range statewide transportation plan and the FSTIP. Furthermore, these documented processes should stand apart from any existing public participation plans, recognizing Tribal governments are distinct from the “public” and the requirements outlined in 23 C.F.R. Part 450.210(a). It is recommended that there be documented processes included in the draft 2027 FSTIP for 1) involving Tribal governments in transportation planning and programming, and 2) consulting Tribal governments in transportation planning and programming, recognizing “involvement” and “consultation” are not interchangeable terms. FHWA and FTA also recommend that Caltrans and the MPOs include documentation of the method they will use to periodically assess whether their efforts toward Tribal involvement and Tribal consultation have produced meaningful collaboration with Tribal governments and Tribal involvement in planning decisions.

23 C.F.R. Part 450.316(c) requires Metropolitan Planning Areas (MPA) with Tribal lands appropriately involve Tribal governments in developing RTP and FTIP documents. It is recommended that Caltrans encourage MPOs to document processes that outline roles, responsibilities, and key decision points for consulting with Tribal governments in the development of RTP and the FTIP. A best practice for facilitating involvement with Tribal government representatives is to have Tribal government representation on MPO policy boards or steering committees, in addition to following documented processes for Tribal consultation that is distinct from an MPO’s public involvement processes.

2025 Recommendation – Revisit the Caltrans Public Participation Plan (PPP) to Improve Public Participation in Transportation Planning and Programming Processes

Meaningful public engagement and participation is foundational in order to adequately plan and program transportation facilities and to fulfill numerous state and federal laws. Public participation is required not only for the FSTIP, but other activities including but not limited to the interagency consultation (IAC) process for regional and project-level transportation conformity. Both processes are guided by the Caltrans Public Participation Plan (PPP).

Regarding the FSTIP, public participation must be consistent with 2 C.F.R. Part 452.10. MPOs must involve the public in development of FTIPs consistent with 2 C.F.R. Part 450.316. During the federal review period of the 2025 FSTIP, federal agencies had difficulty accessing some MPOs FTIPs online and lacked access to the Caltrans PPP (the PPP web address was broken).

Furthermore, project listings and groupings in the FSTIP vary amongst each of the MPOs and non-MPO listings. As a result, it is difficult to locate projects since all the listings are organized differently. One example is the difficulty in finding transit projects funded through FTA's State managed funding programs such as Sections 5310, 5311, and 5339, and additional funding sources that can serve tribal governments.

Projects vary greatly throughout the State, from large scale projects in urban centers that move millions to rural transportation projects that provide access to essential goods and services – a concept that is difficult for the public to adequately grasp due to the way in which projects are listed in the FSTIP. As such, we recommend as a best practice that the project listings should be easy to access and understand for all stakeholders.

Regarding the IAC process for regional and project-level transportation conformity, Caltrans has often cited that MPOs struggle to provide adequate documentation demonstrating the fulfillment of the IAC and public consultation requirements (40 C.F.R. Part 93.112). Specifically, there is inconsistent documentation of the public consultation processes, records of significant decisions such as concurrence that a project is not a Project of Air Quality Concern (POAQC) or other determinations documenting the result of the IAC process, and summaries of comments and responses to comments.

Both FHWA and FTA recommend that by December 16, 2025, Caltrans review the process for public engagement with input from offices across Caltrans, FHWA, FTA, and MPOs, including methods to conduct public engagement more meaningfully and effectively; to document the public engagement and decision-making process; and to produce planning and programming documents which are more legible and accessible (including electronic) to the public. In this effort, both FHWA and FTA encourage Caltrans to upload a publicly accessible updated version of the PPP to the Caltrans website and to explore ways in which the public could more easily review and understand the projects programmed in the FSTIP through means additional to a PDF document. The State of Michigan offers a good example.³

2025 Recommendation – Review and Update Congestion Management Processes and Procedures as Defined by Transportation Planning Legislation and Regulations

Federal legislation and regulations require a congestion management process (CMP) in transportation management areas (TMAs). As explained in 23 U.S.C. 134(k)(3) and 23 C.F.R. Part 450.322(a), the CMP is a systematic approach for managing congestion through a process that:

...Provides for the safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C, and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction, ...job access projects, and operational management strategies.

23 C.F.R. Part 450.322(d) mandates that the CMP shall include:

³ [Mi Transportation Program Portal](https://experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal/?views=Home), or <https://experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal/?views=Home>

- Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;
- Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State, affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area, including providers of public transportation;
- Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute to determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;
- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.

Caltrans and its partners have proposed tolling and managed lanes projects throughout California TMAs. FHWA has received several requests to provide technical support and review project proposals. Based on technical assistance provided and review conducted, FHWA could not determine consistency with the TMAs' congestion management processes. FHWA recommends that Caltrans review its processes and update its policies and or procedures related to congestion management, to ensure that the MPOs located in TMAs are implementing a process that complies with 23 U.S.C. 134(k)(3) and 23 C.F.R. Part 450.322(a) and that proposed tolling and managed lanes projects are being vetted through the congestion management process.

Federal legislation allows State laws, rules, or regulations to constitute the CMP if approved by the Secretary (23 U.S.C. 135(j); also see 23 C.F.R. Part 450.322 (g)).

FHWA and FTA also find that Caltrans efforts warrant recognition and thereby issue the following commendations:

2025 Commendation – Sustained Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

23 CFR Part 667 requires that each State department of transportation (State DOT), shall conduct statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. Caltrans has exceeded this requirement by maintaining a listing of sites that have sustained repeated damage, keeping the list up to date.

2025 Commendation – Caltrans implementation of Air Quality Conformity Process Improvements

FHWA and FTA commend Caltrans on their implementation of air quality conformity process improvements. The Caltrans Headquarters Air Quality Branch, in collaboration with the Office of Hazardous Waste, Air, Noise, and Paleontology, conducts quality assurance reviews of all project-level conformity submittals under National Environmental Policy Act (NEPA) Assignment 23 U.S.C. Section 327. Project sponsors are required to complete the FHWA Submittal Package form, which outlines the necessary components regarding project scope and design consistency (40 C.F.R. Part 93.115(b)(1)) and fiscal constraint (23 C.F.R. Part 450.104). Before submitting the complete package to the FHWA, project sponsors must obtain a signature from the Caltrans Headquarters reviewer. This signature ensures the package includes all required materials and content for FHWA review and approval. This process and the FHWA Submittal Package form were developed in partnership with the FHWA to facilitate and streamline the conformity determination process.

2025 Commendation – Support with Implementing Discretionary Grants

Caltrans is a close partner with FTA and FHWA in delivering BIL discretionary grant funded projects. The Caltrans Planning and Modal Program helps those eligible apply for competitive discretionary grant awards. When projects in California are awarded United States Department of Transportation (USDOT) discretionary grants, the Caltrans Office of Federal Programs, within the Division of Local Assistance, is available to serve as a pass-through entity to eligible local agencies. This involves working with Caltrans Legal and the subrecipient to develop designated subrecipient agreements tailored to each discretionary grant program and 2 C.F.R. Part 200 Uniform Administrative Requirements. Caltrans Local Assistance Engineers and Planners conduct oversight of the subrecipients to ensure federal award compliance, including assisting with review of invoices and reporting, and more, as well as conducting environmental and right of way oversight for both subrecipients and direct recipients of federal transportation awards in California. The Caltrans Office of Federal Resources and Caltrans Office of Financial Programming help ensure discretionary grant funds are accounted for and flow to the nonfederal entity as intended.

If you have questions or need additional information concerning the FPF, please contact Mr. Mervin Acebo of the FTA Region IX at (415) 734-9456 or by email at Mervin.Acebo@dot.gov, or Ms. Abby Jackson at (916) 498-5854 or by email at Abigail.Jackson@dot.gov.



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

February 13, 2025

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2024-25 Low Carbon Transit Operations Program.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or by email at LRasmussen@sco.ca.gov with any questions or for additional information.

Sincerely,

Evelyn
Calderon-Yee

Digitally signed by Evelyn
Calderon-Yee
Date: 2025.02.13 07:56:39
-08'00'

Evelyn Calderon-Yee
Bureau Chief, Bureau of Payments

Enclosure

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
ELIGIBLE ALLOCATION FISCAL YEAR 2024-25 SUMMARY

Regional Entity	PUC 99313 Fiscal Year 2024-25 Eligible Allocation	PUC 99314 Fiscal Year 2024-25 Eligible Allocation	Total Fiscal Year 2024-25 Eligible Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 19,614,875	\$ 54,192,959	\$ 73,807,834
Sacramento Area Council of Governments	5,129,210	1,752,746	6,881,956
San Diego Association of Governments	2,459,899	602,434	3,062,333
San Diego Metropolitan Transit System	6,046,677	2,480,331	8,527,008
Tahoe Regional Planning Agency	279,814	15,981	295,795
Alpine County Transportation Commission	3,047	228	3,275
Amador County Transportation Commission	102,383	3,623	106,006
Butte County Association of Governments	532,266	28,832	561,098
Calaveras County Local Transportation Commission	115,904	1,410	117,314
Colusa County Local Transportation Commission	56,200	2,501	58,701
Del Norte County Local Transportation Commission	68,094	3,631	71,725
El Dorado County Local Transportation Commission	450,811	30,721	481,532
Fresno County Council of Governments	2,629,775	472,909	3,102,684
Glenn County Local Transportation Commission	74,275	2,114	76,389
Humboldt County Association of Governments	344,026	58,172	402,198
Imperial County Transportation Commission	472,696	44,086	516,782
Inyo County Local Transportation Commission	48,737	0	48,737
Kern Council of Governments	2,352,871	143,699	2,496,570
Kings County Association of Governments	394,498	15,720	410,218
Lake County/City Council of Governments	173,179	8,857	182,036
Lassen County Local Transportation Commission	72,881	3,318	76,199
Los Angeles County Metropolitan Transportation Authority	25,392,529	33,500,890	58,893,419
Madera County Local Transportation Commission	411,820	13,521	425,341
Mariposa County Local Transportation Commission	43,852	1,296	45,148
Mendocino Council of Governments	231,270	17,003	248,273
Merced County Association of Governments	742,598	35,225	777,823
Modoc County Local Transportation Commission	21,929	1,911	23,840
Mono County Local Transportation Commission	33,242	50,142	83,384
Transportation Agency for Monterey County	1,131,110	348,646	1,479,756
Nevada County Local Transportation Commission	258,930	12,289	271,219
Orange County Transportation Authority	8,144,028	2,925,753	11,069,781
Placer County Transportation Planning Agency	823,895	117,316	941,211
Plumas County Local Transportation Commission	48,699	7,581	56,280
Riverside County Transportation Commission	6,312,864	1,029,514	7,342,378
Council of San Benito County Governments	170,212	2,688	172,900
San Bernardino County Transportation Authority	5,638,394	1,193,958	6,832,352
San Joaquin Council of Governments	2,045,568	458,191	2,503,759
San Luis Obispo Area Council of Governments	719,765	49,803	769,568
Santa Barbara County Association of Governments	1,146,641	289,849	1,436,490
Santa Cruz County Transportation Commission	678,675	619,361	1,298,036
Shasta Regional Transportation Agency	463,169	24,108	487,277
Sierra County Local Transportation Commission	8,196	315	8,511
Siskiyou County Local Transportation Commission	112,200	4,817	117,017
Stanislaus Council of Governments	1,418,350	80,568	1,498,918
Tehama County Transportation Commission	166,218	3,455	169,673
Trinity County Transportation Commission	41,136	1,353	42,489
Tulare County Association of Governments	1,237,869	129,756	1,367,625
Tuolumne County Transportation Council	140,627	3,608	144,235
Ventura County Transportation Commission	2,129,456	348,170	2,477,626
State Totals	\$ 101,135,360	\$ 101,135,359	\$ 202,270,719

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Allamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 79,102
Santa Clara Valley Transportation Authority	NA	45,636
San Joaquin Regional Rail Commission	NA	255,559
Regional Entity Totals	0	380,297
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	36,084,647
Central Contra Costa Transit Authority	12,684,408	225,201
City of Dixon	123,850	2,199
Eastern Contra Costa Transit Authority	6,132,724	108,881
City of Fairfield	2,250,751	39,960
Golden Gate Bridge Highway and Transportation District	138,827,667	2,464,763
Livermore-Amador Valley Transit Authority	6,084,421	108,024
Marin County Transit District	23,726,064	421,235
Napa Valley Transportation Authority	1,722,522	30,582
Peninsula Corridor Joint Powers Board	144,681,126	2,568,686
City of Petaluma	739,065	13,121
City of Rio Vista	39,373	699
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	39,452,081	700,437
San Mateo County Transit District	145,105,738	2,576,225
Santa Clara Valley Transportation Authority	439,800,215	7,808,266
City of Santa Rosa	2,483,478	44,092
Solano County Transit (SOLTRANS)	5,290,076	93,921
County of Sonoma	3,459,517	61,421
Sonoma-Marin Area Rail Transit District	29,993,581	532,510
City of Union City	1,879,467	33,368
City of Vacaville	402,817	7,152
Western Contra Costa Transit Authority	8,044,931	142,831
Regional Entity Subtotals	3,045,389,776	54,068,221
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	79,102
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	45,636
Regional Entity Totals	3,045,389,776	54,192,959
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	52,510
County of Sacramento	1,189,071	21,111
Sacramento Regional Transit System	88,543,261	1,572,008
Yolo County Transportation District	4,689,895	83,265
Yuba Sutter Transit Authority	1,343,449	23,852
Regional Entity Totals	98,723,306	1,752,746

* The estimated available amounts to the member agencies of Allamont Corridor Express are included with their corresponding transportation planning agency.

** The estimated available amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
San Diego Association of Governments		
North County Transit District	33,932,036	602,434
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	602,897
San Diego Transit Corporation	62,951,421	1,117,647
San Diego Trolley, Inc.	42,794,978	759,787
Regional Entity Totals	139,704,540	2,480,331
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	2,107,718
Orange County Transportation Authority	NA	925,596
Riverside County Transportation Commission	NA	470,999
San Bernardino County Transportation Authority	NA	475,624
Ventura County Transportation Commission	NA	225,406
Regional Entity Totals	0	4,205,343
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	15,981
Alpine County Transportation Commission		
County of Alpine	12,816	228
Amador County Transportation Commission		
Amador Transit	204,076	3,623
Butte County Association of Governments		
Butte Regional Transit	1,601,714	28,437
City of Gridley - Specialized Service	22,232	395
Regional Entity Totals	1,623,946	28,832
Calaveras County Local Transportation Commission		
Calaveras Transit Agency	79,417	1,410
Colusa County Local Transportation Commission		
County of Colusa	140,877	2,501
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	204,530	3,631
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,730,379	30,721

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Fresno County Council of Governments		
City of Clovis	1,770,328	31,431
City of Fresno	22,991,076	408,186
Fresno County Rural Transit Agency	1,875,194	33,292
Regional Entity Totals	26,636,598	472,909
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	2,114
Humboldt County Association of Governments		
City of Arcata	213,054	3,783
Humboldt Transit Authority	3,063,481	54,389
Regional Entity Totals	3,276,535	58,172
Imperial County Transportation Commission		
Imperial County Transportation Commission (ICTC)	2,462,028	43,711
Quechan Indian Tribe	21,107	375
Regional Entity Totals	2,483,135	44,086
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	1,103
City of California City	25,760	457
City of Delano	279,451	4,961
Golden Empire Transit District	5,882,508	104,441
County of Kern	1,194,767	21,212
City of McFarland	12,106	215
City of Ridgecrest	159,250	2,827
City of Shafter	57,568	1,022
City of Taft	360,169	6,384
City of Tehachapi	28,252	502
City of Wasco	31,839	565
Regional Entity Totals	8,093,822	143,699
Kings County Association of Governments		
City of Corcoran	122,620	2,177
Kings County Area Public Transit Agency	762,823	13,543
Regional Entity Totals	885,443	15,720
Lake County/City Council of Governments		
Lake Transit Authority	498,852	8,857
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	3,318

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	360,886
City of Arcadia	1,607,131	28,533
City of Burbank	3,769,842	66,930
City of Claremont	456,234	8,100
City of Commerce	4,235,696	75,201
City of Culver City	15,278,536	271,257
Foothill Transit	67,815,955	1,204,013
City of Gardena	13,772,242	244,514
City of Glendale	8,225,171	146,031
City of La Mirada	874,670	15,529
Long Beach Public Transportation Company	60,542,189	1,074,873
City of Los Angeles	98,801,791	1,754,139
County of Los Angeles	6,316,927	112,151
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	23,653,343
City of Montebello	20,096,742	356,800
City of Norwalk	9,188,277	163,130
City of Pasadena	7,704,457	136,786
City of Redondo Beach	2,905,619	51,587
City of Santa Clarita	26,010,198	461,788
City of Santa Monica	47,544,183	844,105
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	363,476
Regional Entity Subtotals	2,005,084,609	31,393,172
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA**	NA	2,107,718
Regional Entity Totals	2,005,084,609	33,500,890
Madera County Local Transportation Commission		
City of Chowchilla	524,476	9,312
City of Madera	169,785	3,014
County of Madera	67,286	1,195
Regional Entity Totals	761,547	13,521
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	1,296
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	17,003
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	18,200
Yosemite Area Regional Transportation System (YARTS)	958,913	17,025
Regional Entity Totals	1,984,038	35,225

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	1,911
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	50,142
Transportation Agency for Monterey County		
Monterey-Salinas Transit	19,637,486	348,646
Nevada County Local Transportation Commission		
County of Nevada	369,077	6,553
City of Truckee	323,083	5,736
Regional Entity Totals	692,160	12,289
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	33,915
Orange County Transportation Authority	110,748,483	1,966,242
Regional Entity Subtotals	112,658,754	2,000,157
Orange County Transportation Authority - Corresponding to SCRRA***	NA	925,596
Regional Entity Totals	112,658,754	2,925,753
Placer County Transportation Planning Agency		
City of Auburn	21,830	388
County of Placer	5,410,141	96,052
City of Roseville	1,175,827	20,876
Regional Entity Totals	6,607,798	117,316
Plumas County Local Transportation Commission		
County of Plumas	346,829	6,157
County Service Area 12 - Specialized Service	80,198	1,424
Regional Entity Totals	427,027	7,581
Riverside County Transportation Commission		
City of Banning	208,349	3,699
City of Beaumont	318,557	5,656
City of Corona	426,555	7,573
Palo Verde Valley Transit Agency	175,762	3,121
City of Riverside - Specialized Service	493,635	8,764
Riverside Transit Agency	18,329,390	325,422
Sunline Transit Agency	11,506,078	204,280
Regional Entity Subtotals	31,458,326	558,515
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	470,999
Regional Entity Totals	31,458,326	1,029,514

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	2,688
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	18,247
Mountain Area Regional Transit Authority	564,732	10,026
City of Needles	58,190	1,033
Omnitrans	34,279,207	608,597
Victor Valley Transit Authority	4,530,204	80,430
Regional Entity Subtotals	40,460,120	718,334
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	475,624
Regional Entity Totals	40,460,120	1,193,958
San Joaquin Council of Governments		
Altamont Corridor Express (ACE)*	21,420,132	NA
City of Escalon	51,911	922
City of Lodi	887,825	15,763
City of Manteca	77,826	1,382
City of Ripon	44,345	787
San Joaquin Regional Transit District	10,156,807	180,325
City of Tracy	194,489	3,453
Regional Entity Subtotals	32,833,335	202,632
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	255,559
Regional Entity Totals	32,833,335	458,191
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	671
City of Morro Bay	42,401	753
City of San Luis Obispo Transit	821,105	14,578
San Luis Obispo Regional Transit Authority	1,903,882	33,802
Regional Entity Totals	2,805,171	49,803
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	1,234
City of Lompoc	136,501	2,423
County of Santa Barbara	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	28,770
Santa Barbara Metropolitan Transit District	13,488,703	239,480
City of Santa Maria	906,214	16,089
City of Solvang	104,313	1,852
Regional Entity Totals	16,325,709	289,849

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2024-25 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Eligible Allocation
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	619,361
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	24,108
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	315
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	4,817
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	75,354
City of Turlock	293,666	5,214
Regional Entity Totals	4,538,011	80,568
Tehama County Transportation Commission		
County of Tehama	194,589	3,455
Trinity County Transportation Commission		
County of Trinity	76,212	1,353
Tulare County Association of Governments		
City of Porterville	846,792	15,034
City of Tulare	589,094	10,459
County of Tulare	1,191,032	21,147
Tulare County Regional Transit Agency	290,035	5,149
City of Visalia	4,391,535	77,968
Regional Entity Totals	7,308,488	129,756
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	3,608
Ventura County Transportation Commission		
City of Camarillo	751,079	13,335
Gold Coast Transit District	4,272,461	75,854
City of Moorpark	299,991	5,326
City of Simi Valley	1,167,392	20,726
City of Thousand Oaks	423,749	7,523
Regional Entity Subtotals	6,914,672	122,764
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	225,406
Regional Entity Totals	6,914,672	348,170
STATE TOTALS	\$ 5,696,443,829	\$ 101,135,359

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.