STAFF REPORT

MEETING DATE:	**June 24, 2026**
SUBJECT:	**Hold Fiscal Year 2026/27 Unmet Transit Needs Public Hearing and Approve Fiscal Year 2026/27 Annual Transit Needs Assessment, Unmet Transit Needs Findings in Resolution 26-05, Transportation Development Act (TDA) Budget, and TDA Payment Instructions**
AGENDA ITEM:	**10**
STAFF CONTACT:	**Jennifer Pollom, AICP, Senior Transportation Planner** **Jessica Carlson, Chief Fiscal Officer**

SUMMARY:

As regional administrator for Transportation Development Act (TDA) funds in the Shasta Region, SRTA determines the appropriate use of funds in accordance with statutorily defined priorities under TDA. This includes conducting an annual transit needs assessment to identify potential unmet transit needs and certify that all reasonable-to-meet transit needs have been met before allocating any remaining Local Transportation Funds (LTF) *"not directly related to public transportation services, specialized transportations services, or facilities provided for the exclusive use of pedestrians and bicycles"* (Public Utilities Code (PUC) § 99401.5) to other eligible uses including local streets and roads.

The Fiscal Year (FY) 2026/27 Transit Needs Assessment is complete. To date, ***staff recommend that there are no new unmet transit needs that are reasonable to meet for FY 2026/27.*** The Social Services Transportation Advisory Council (SSTAC) reviewed the findings and provided their concurring recommendation (Attachment A). The final report is available on SRTA's website (hyperlink provided in Attachment B). TDA funding is apportioned to each jurisdiction via the annual claims process. The FY 2026/27 TDA budget – excluding state and federal transit grants – is estimated at $10,940,480, of which $1,762,146 is apportioned to RABA for public transit and CTSA services, and $7,331,962 is available for streets and roads.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Hold a public hearing to receive public comments on unmet transit needs;
2. Approve the FY 2026/27 Transit Needs Assessment and Unmet Transit Needs recommendations (hyperlink provided in Attachment B);
3. Authorize the Chair to sign Resolution 26-05, finding that there are no unmet transit needs considered reasonable to meet in FY 2026/27, (Attachment C);
4. Approve the FY 2026/27 TDA Budget of Apportionments and Transit Obligations (Attachment D);
5. Approve payment instructions to the Shasta County Auditor-Controller (Attachment F); and
6. Authorize the executive director to make minor administrative amendments to the TDA Budget and payment instructions as appropriate.

BACKGROUND:

TDA provides two major sources of funding for public transportation: State Transit Assistance (STA) and LTF. STA funding must be used for transit operations. LTF funding may be utilized for the following statutorily defined priorities:

1. SRTA expenses to manage TDA and perform other regional transportation agency mandates;
2. Two percent of the remaining LTF balance for pedestrian and bicycle facilities;
3. Five percent of the remaining LTF balance for transit services provided by the CTSA;
4. Public transit services administered by RABA; and
5. Other eligible transportation uses of LTF not required for public transportation, including improvements to local streets.

As the designated recipient and administrator of LTF for the Shasta Region, SRTA is responsible for carrying out the annual transit needs assessment and certifying that all reasonable-to-meet needs have been met before allocating remaining funds to other eligible uses, such as streets and roads. (See Attachment B, Appendix 2 for the region's adopted "reasonable to meet" definition) When determining unmet transit needs and their reasonableness to be met, including against available funding, SRTA, as the transportation planning agency, is constrained by the following under PUC § 99401.5(c): *"The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads."*

DISCUSSION:

This agenda item serves two purposes. First, it brings the annual transit needs assessment to a close with approval of the final report and unmet transit needs recommendations. Second, the TDA budget for the upcoming fiscal year, consistent with the transit needs assessment and unmet transit needs findings, is presented for approval. A summary of both is provided below. Complete details are provided by attachment.

FY 2026/27 Transit Needs Assessment and Unmet Transit Needs Recommendations – At the April 30, 2026, SRTA Board of Directors meeting, a presentation on the Unmet Transit Needs process was provided. Draft material from the FY 2026/27 Transit Needs Assessment and preliminary unmet transit needs findings were presented. At the same meeting, a public hearing was conducted to receive public comments on unmet transit needs, however no comments were provided (See Attachment B). In accordance with TDA law, the Social Services Transportation Advisory Council (SSTAC) reviewed the draft findings and provided an independent recommendation (Attachment A). In summary, ***staff recommends that the SRTA Board of Directors resolve that no unmet transit needs are considered reasonable to meet in FY 2026/27***, to allow several transit service changes implemented in FY 2024/25 and FY 2025/26 to get established and then evaluated (Attachment C). The SSTAC concurs with the staff recommendation.

FY 2026/27 TDA Budget – The FY 2026/27 TDA budget includes transit claims from each jurisdiction based on the '80/20' transit service and population distribution formula. The remaining balance is allocated to local streets and roads or other eligible uses. Table 1 provides recommended TDA funding apportionments for FY 2026/27. Note that this table includes TDA funds only and excludes state and federal transit grants. The full TDA Budget of Apportionments and Transit Obligations report is detailed in Attachment D.

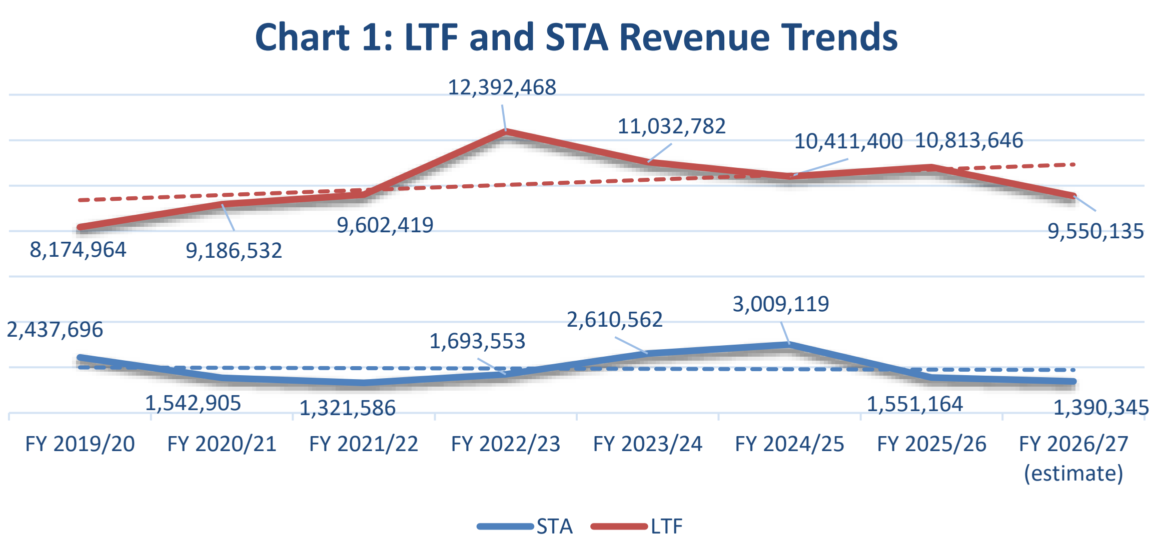
Table 1: Recommended FY 2026/27 Regional TDA Apportionments

TDA Funding Claim	RABA	SRTA	Non-Motorized	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin		$1,799,484						**$1,799,484**
5% CTSA	$371,801							**$371,801**
Non-Motorized			$46,889					**$46,889**
Public Transit (RABA)	$1,390,345							**$1,390,345**
RABA Admin (excluded)	*$1,483,771*							***$1,483,771***
Local Streets & Roads				$437,247	$3,875,837	$402,613	$2,616,264	**$7,331,962**
TOTAL	**$1,762,146**	**$1,799,484**	**$46,889**	**$437,247**	**$3,875,837**	**$402,613**	**$2,616,264**	**$10,940,480**

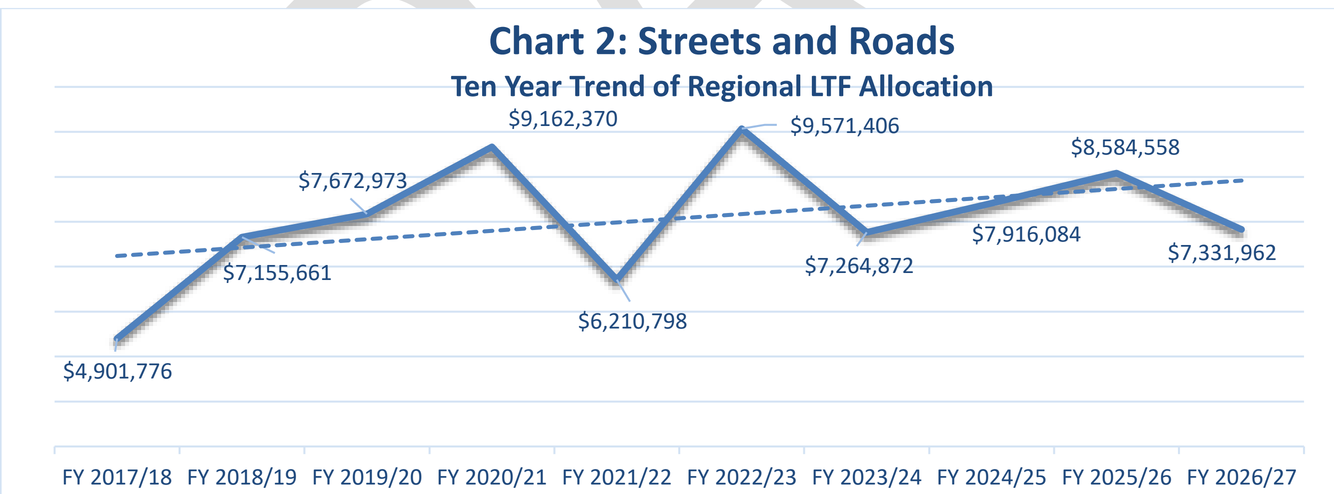
*Excluded from the total but included in RABA's TDA ask. Listed here as a separate line item, to separate from the operations allocation.

Key considerations and takeaways for the FY 2026/27 TDA budget include the following:

- This budget cycle includes the budget-to-actual true up of FY 2024/25. These true-up amounts adjust the respective jurisdictions' FY 2026/27 transit obligations to reconcile any changes in actual federal and TDA allocations from the 2024/25 fiscal year TDA budget.
- Chart 1, below, illustrates revenue for both LTF and STA over the last eight years. LTF funds currently continue to have an upward trend, but FY 2026/27 estimates are the lowest they have been in five years. STA revenue continues to trend relatively even, although the current estimates are historically lower than average.



- Since the FY 2024/25 “true-up” year, the transfer of the recipient role for rural transit funding from Shasta County to RABA, along with delays in required Federal Transit Administration (FTA) administrative amendments, has temporarily restricted RABA’s ability to draw down FTA Sections 5311 and 5311(f) funds, resulting in ongoing cash flow constraints. In addition to regularly apportioned and competitive FTA 5311 funding, Shasta County was awarded three one-time COVID-era grants for rural transit projects. The remaining balance of these funds will be redistributed to RABA through a memorandum of understanding to support rural transit operations and significantly offset the applicable TDA transit obligation, with approximately $2.6 million in FTA 5311 revenue projected for FY 2026/27.
- For the FY 2026/27 budget cycle, the cities and county have no remaining transit obligation after STA funds and other state and federal transit-only funds are apportioned. After deducting LTF funds for regional activities based on TDA’s prioritized categories, the entire remaining LTF allocation has been budgeted for other eligible transportation uses, such as streets and roads. The amounts for each jurisdiction increased from estimates provided at the April 2026 board meeting by seven percent, or $456,853, as a result of the FY 2024/25 true-up.
- Total available TDA funding for streets and roads in FY 2026/27 is projected at $7,331,962, representing a 20 percent decrease from the FY 2025/26 budgeted amount of $8,584,558 and approximately 3.2 percent below the ten-year average allocation of $7,577,246 (see Chart 2). The decrease is primarily attributable to lower LTF revenue estimates and a significantly smaller one-time “true-up” adjustment ($366,002) included in the FY 2026/27 allocation. In contrast, the FY 2025/26 included a $1,215,320 true-up adjustment. Consequently, the total available FY 2026/27 funding is approximately $1.25 million lower than the prior year budget.



- Planning, Programming, and Monitoring (PPM) funds and TDA funds are SRTA’s primary sources of administrative funding. For FY 2026/27, the TDA administration budget totals $1,799,484, consistent with the Board-approved FY 2026/27 Overall Work Program (OWP). In addition to supporting ongoing administrative operations, SRTA’s allocation provides the required local match for grant-funded planning activities and supports contributions toward the agency’s building reserve account, scheduled TDA Loan Fund repayments, and building loan obligations.

- FY 2026/27 includes a one-time allocation of $150,000 in regional LTF funds to tentatively procure a consultant to assist SRTA, RABA, and the claimants with reviewing and updating regional TDA policies and procedures as well as evaluating whether changes to the 20-year-old transit service allocation methodology (80/20 formula) among claimants are necessary since transit services have changed from primarily a fixed-route system to a hybrid fixed-route and on-demand set of services. This was discussed between the SRTA executive director, RABA executive officer, and claimant directors who are reviewing information from RABA and SRTA and will determine later this summer on whether to proceed. The effort is intended to better align how transit services and financial responsibility are allocated among claimants, improve administrative efficiency, and may require changes to regional TDA processes while staying consistent with State TDA regulations.
- SRTA's April 2026 estimate for the two percent "off-the-top" Non-Motorized program for FY 2026/27 was estimated at $147,693. However, the FY 2024/25 true-up showed that the program was overpaid by $100,804 in FY 2024/25 after reconciling the actual revenues received by RABA; Specifically, RABA did not receive any FTA 5311 revenue during FY 2024/25. Therefore, there was less operating revenue to attribute to each jurisdiction and the City of Redding did not need to use the STA/LTF exchange policy to cover a portion their transit service responsibility for the year. For FY 2026/27, the two percent "off-the-top" Non-Motorized allocation is being reduced by the overpaid amount from FY 2024/25 to a total of $46,889, to reallocate funds to FY 2026/27 transit services.
- In FY 2025/26, the SRTA Board of Directors discontinued the STA spillover policy for surplus regional STA funds that previously contributed to non-motorized purposes. The FY 2026/27 budget incorporates this policy change, with all STA funds received in FY 2026/27 allocated to RABA for transit purposes, consistent with the prior fiscal year. As a result, the Non-Motorized Program is now funded solely through the regional TDA two percent "off-the-top" apportionment.

Next steps – In accordance with TDA law, the FY 2026/27 TDA budget funds all reasonable-to-meet transit services, as identified through the FY 2026/27 Unmet Transit Needs findings. It is recommended that the board of directors certify by resolution (Attachment C) that the agency finds that no unmet transit needs are considered reasonable to meet in FY 2026/27, to allow several transit service changes implemented in FY 2024/25 and FY 2025/26 to get established and then evaluated and direct the Shasta County Auditor-Controller to disburse funds in accordance with SRTA's FY 2026/27 Payment Instructions (Attachment F).

ALTERNATIVES:

The board of directors may choose to fund other unmet transit needs and direct staff to include these services in the TDA budget. Staff would have to revise the TDA budget and payment instructions to incorporate any changes. This would be an administrative amendment driven by formula and therefore could be executed by the executive director if the board of directors so delegates.

OTHER AGENCY INVOLVEMENT:

The unmet transit needs process is developed in consultation with the SSTAC; county of Shasta; the cities of Anderson, Shasta Lake, and Redding; DHCL; and RABA. The SSTAC provides an independent recommendation (Attachment A). Documentation of the unmet transit needs process is approved by Caltrans. *///The Technical Advisory Committee (TAC) met on June 10, 2026, to review and discuss the*

FY 2026/27 Transit Needs Assessment, the Unmet Transit Needs findings, and the FY 2026/27 TDA budget and to vote on the matter.///

FISCAL & POLICY COMMITTEE REVIEW:

///The Fiscal & Policy Committee met on June 15, 2026, to review and discuss the FY 2026/27 TDA budget and to vote on the matter.///

FISCAL IMPACT:

By approval of the FY 2026/27 TDA Apportionments and Transit Obligations, the Shasta County Auditor-Controller is authorized to distribute $10,940,480 in TDA funds to SRTA; RABA; the cities of Anderson, Redding, and Shasta Lake; and Shasta County, as provided by Attachment F. All expenditures are consistent with anticipated revenues and will be distributed monthly.

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Sean Tiedgen, AICP, Executive Director

Attachments:

A: Social Services Transportation Advisory Council Recommendation
B: FY 2026/27 Transit Needs Assessment Final Report (May be viewed online at: https://srta.ca.gov/146/Unmet-Transit-Needs-Process)
C: Resolution 26-05, FY 2026/27 Unmet Transit Needs Findings
D: FY 2026/27 TDA Budget of Apportionments and Transit Obligations
E: FY 2026/27 TDA Budget Flow Chart of Apportionments and Transit Obligations
F: FY 2026/27 Shasta County Auditor-Controller Payment Instructions

Social Services Transportation Advisory Council
to the Shasta Regional Transportation Agency

April 8, 2026

Kevin Crye, Chair
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Dear Chair Crye:

The Shasta Region's Social Services Transportation Advisory Council (SSTAC) meets at least twice per year to review transit needs in the Shasta Region. The SSTAC is responsible for preparing an unmet needs recommendation to the SRTA Board of Directors as part of the annual unmet transit needs process. SSTAC met more often this fiscal year meeting on:

- October 15, 2025
- January 14, 2026
- April 8, 2026

At the April 8, 2026, meeting, the SSTAC reviewed and discussed the 2026/27 unmet transit needs. The SSTAC approved a recommendation to the SRTA Board of Directors.

The SSTAC reviewed and concurred with the following SRTA staff recommendations:

- Staff does not recommend adding any new transit needs in fiscal year 2026/27 to continue to allow several transit service changes implemented in 2024/25 and 2025/26 to have time to get established and then evaluated.

Sincerely,

Wendy Longwell

Wendy Longwell, Chari, SSTAC

SSTAC Voting Membership:

Wendy Longwell	Social Service Provider for the Disabled (Non-Transportation) – Chair
Patrick Geagan	Transit User with Disabilities – Vice-Chair
Hallie Fonseca	Social Service Provider for the Disabled (Transportation)
Sheila Black	Transit User 60 years of Age or Older (New Member)
Denise Highfill	Social Service Provider for Seniors (Non-Transportation)
Alef Chavarria	Social Service Provider for Seniors (Transportation)
Vacant	Social Services Provider for Persons of Limited Means
Brody Wilbourn	Consolidated Transportation Services Agency (Administrator)
David Koentopf	Consolidated Transportation Services Agency (Operator)

Alternate Voting Members (if a member from above is absent):

Tamy Quigley	Additional Member
John Andoh	Additional Member
Kelly Babcock	Additional Member
Donald Kirk	Additional Member
Vacant	Additional Member
Vacant	Additional Member

Tel. 530-262-6190
Email: sstac@srta.ca.gov
Web: https://srta.ca.gov/161/Social-Services-Transportation-Advisory-

RESOLUTION 26-05

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY MAKING FISCAL YEAR 2026/27 UNMET TRANSIT NEEDS FINDINGS

WHEREAS, the Transportation Development Act (TDA) was enacted by the California Legislature to improve public transportation services and encourage regional coordination of services; and

WHEREAS, TDA established two funding sources for public transportation – the Local Transportation Fund (LTF) and the State Transit Assistance (STA) – to support public transportation services that comply with regional transportation plans; and

WHEREAS, providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction, and maintenance; and

WHEREAS, prior to making any LTF allocations to claimants for non-transit purposes, Shasta Regional Transportation Agency (SRTA) is required to fund identified unmet transit needs that are consistent with a "reasonable to meet" definition adopted by the SRTA Board of Directors; and

WHEREAS, the SRTA Board of Directors, on December 13, 2016, by Resolution Number 16-14, adopted a definition for "reasonable to meet"; and

WHEREAS, pursuant to Section 99401.5 of the California Public Utilities Code (PUC), SRTA administered the Fiscal Year (FY) 2026/27 Transit Needs Assessment for the Shasta Region, which included the following actions:

a. Consultations with and recommendation received from the Social Services Transportation Advisory Council (SSTAC).
b. Identification of transit needs, as documented in the FY 2026/27 Unmet Transit Needs report, through the following process:
    1. An assessment of the size and location of identifiable groups which are likely to be transit dependent or transit disadvantaged, including but not limited to the elderly, the disabled and persons of limited means.
    2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately- and publicly-provided services, in meeting the identified transit need.
    3. An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet the transit need.
c. Advertising on April 12, 2026, for an Unmet Transit Needs public hearing on April 30, 2026, at the SRTA Board of Directors meeting; public review of the draft Transit Needs

Assessment from April 24, 2026, through May 18, 2026, providing over three weeks for public and regional partners to review and provide feedback.

d. Advertising on May ##, 2026, for an Unmet Transit Needs public hearing on June 24, 2026, at the SRTA Board of Directors meeting.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency makes the following FY 2026/27 unmet transit needs findings:

1. There are no unmet transit considered reasonable to meet in FY 2026/27, to allow several transit service changes implemented in FY 2024/25 and FY 2025/26 to get established and then evaluated.

PASSED AND ADOPTED this 24th day of June 2026, by the Board of Directors of the Shasta Regional Transportation Agency.

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Kevin W. Crye, Chair
Shasta Regional Transportation Agency

ATTEST:

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Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

1 # Attachment D

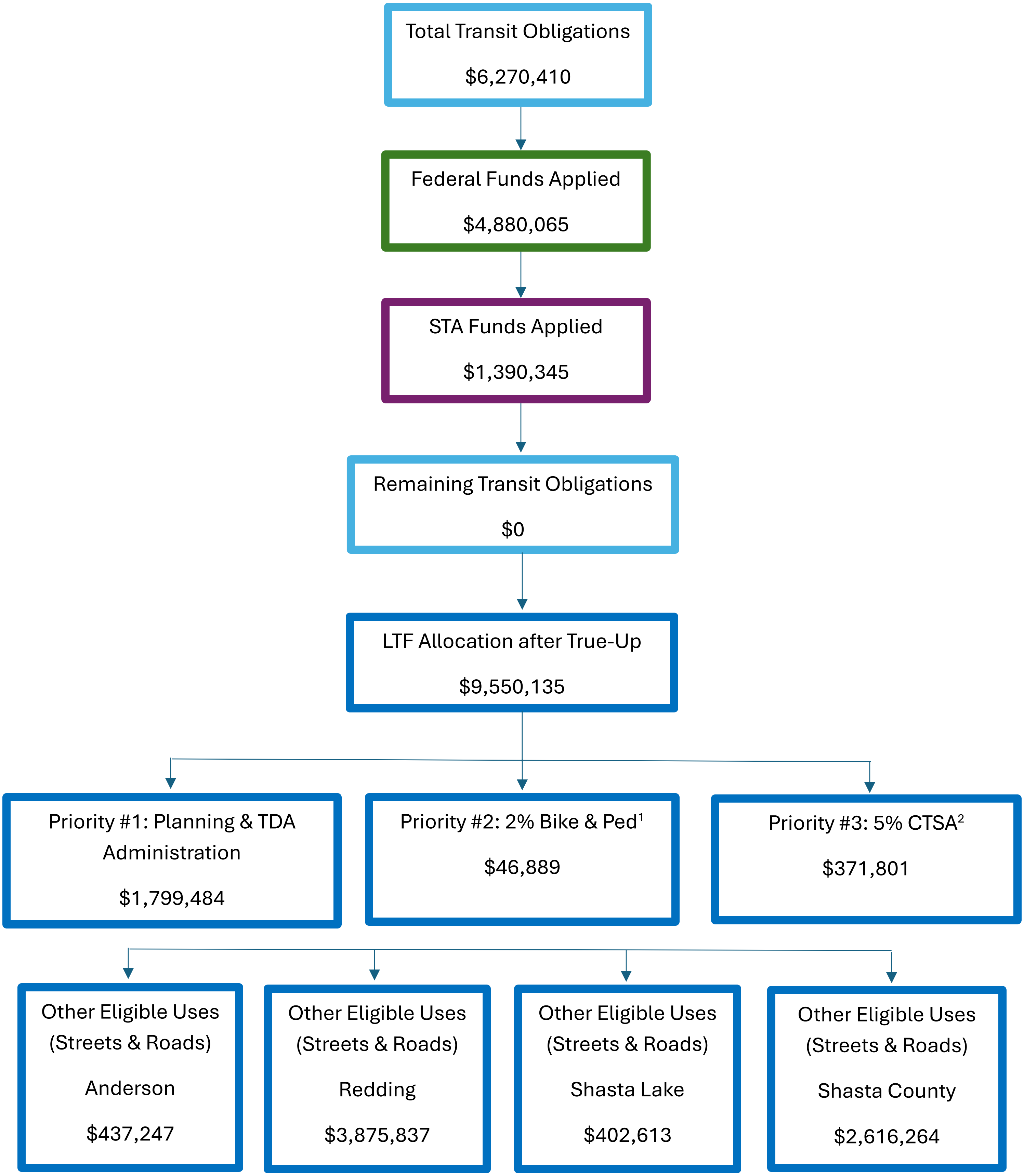
2 **SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2026/27 TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS**

3

4

Row		Regional Apportionments	Anderson	Redding	Shasta Lake	Shasta County (un-incorporated)	SRTA	STA Reserve	CTSA	Non-motorized
5–6	(SRTA Policy)									
7	**Transit Funding Requirements**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
8	Redding Area Bus Authority-Operating	5,433,530								
9	Redding Area Bus Authority-Administration	1,483,771								
10	Required FY 2026/27 RABA Funding Requirement (1313.2)	6,917,301	445,263	4,425,092	516,026	1,530,921				
11	**Total Transit Obligations Filed Under Article 4 and 8**	**6,917,301**	**445,263**	**4,425,092**	**516,026**	**1,530,921**				
12										
13	**Federal Transit Administration Formula Funds**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
14	FTA 5307 - Operating Allocation	2,501,857	151,954	1,296,680	140,196	913,028				
	FTA 5310 - Enhanced Mobility Operating	365,000	22,169	189,175	20,453	133,203				
	FTA 5311 - Operating Apportionment FY 2026/27	0								
15	FTA 5311 - Operating Apportionment FY 2025/26	550,635	33,444	285,387	30,856	200,949				
16	FTA 5311 - Operating Apportionment FY 2024/25	539,052	32,740	279,384	30,207	196,722				
	FTA 5311(f) - Operating Apportionment - FY 2026/27	0								
17	FTA 5311(f) - Operating Apportionment - FY 2025/26	300,000	18,221	155,486	16,811	109,482				
18	FTA 5311(f) - Operating Apportionment - FY 2024/25	281,800	17,115	146,053	15,791	102,840				
19	FTA 5311(f) - CRRSAA & ARPA one-time allocation	988,612	60,045	512,385	55,399	360,784				
20	**Total FTA Available**	**5,526,956**	**335,687**	**2,864,549**	**309,713**	**2,017,008**				
21	**Redistribute County FTA funds to other jurisdictions with transit obligation**		**46,489**	**396,706**	**42,892**	**(486,086)**				
22	**Total Transit Obligations Remaining after FTA Funds are Applied (Line 11-Line 20-Line 21)**	**1,390,345**	**63,087**	**1,163,837**	**163,421**	**0**				
23										
24	**State Transit Assistance (STA)**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
25	STA Allocation FY 2026/27 (Population Formula)	1,637,941	99,482	848,923	91,785	597,750				
26	STA Revenue Basis (Section 99314)	85,561	5,197	44,345	4,795	31,225				
27	FY 2024/25 STA True Up - (Overpaid) STA in FY 2024/25; Actuals due to RABA	(333,157)	(36,466)	(1,091,005)	(43,751)	(154,610)		992,675		
28	Redistribute FY 2024/25 STA Reserve Overpayment		60,291	514,490	55,626	362,267				
29	**Total STA Available**	**1,390,345**	**128,505**	**316,753**	**108,455**	**836,632**				
30	**Redistribute County STA funds to other jurisdictions with transit obligation**		**80,014**	**682,794**	**73,823**	**(836,632)**				
31	**Total Transit Obligations Remaining after STA Funds are Applied (Line 22-Line 29-Line 30)**		**(145,432)**	**164,289**	**(18,857)**	**0**				
32	**Redistribute Cities STA funds to other jurisdictions with transit obligation**		**145,432**	**(164,289)**	**18,857**	**0**				
33	**No Transit Obligations Remain after STA funds are Applied (Line 31-Line 32)**		**0**	**0**	**0**	**0**				
34										
35	**Local Transportation Fund (LTF)**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
36	LTF Allocation FY 2026/27	9,184,133								
37	LTF FY 2024/25 True-ups	456,854	19,679	312,559	17,354	107,262			9,953	(100,804)
38	LTF for Off the Top Distributions	(2,309,025)					1,799,484		361,848	147,693
39	**Total LTF Available for Jurisdictions**	**7,331,962**	**437,247**	**3,875,837**	**402,613**	**2,616,264**				
40										
41			Anderson	Redding	Shasta Lake	County	SRTA Admin	STA (RABA)	CTSA (RABA)	Non-Motorized
42	**Total for SRTA (Admin and 2% Bike & Ped)**	**1,846,373**					1,799,484			46,889
43	**Total STA to Transit Operations**	**1,390,345**						1,390,345		
44	**Total LTF to Transit Operations (5% CTSA)**	**371,801**							371,801	
45	**Total Available for Other Uses (i.e., Streets & Roads)**	**7,331,962**	437,247	3,875,837	402,613	2,616,264				
46										
47	**Total Distributions**	**10,940,480**	**437,247**	**3,875,837**	**402,613**	**2,616,264**	**1,799,484**	**1,390,345**	**371,801**	**46,889**

Attachment E: FY 2026/27 TDA Budget Flow Chart of Apportionments and Transit Obligations



[1]Less than two percent after FY 2024/25 true-up; [2]More than five percent after FY 2024/25 true-up

Attachment F

Shasta Regional Transportation Agency
2026/27 TDA Payment Instructions

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Article 4 - Transit Operator													
Redding Area Bus Authority (RABA)	0	0	0	0	0	0	0	0	0	0	0	0	0
Article 4.5 - CTSA													
Redding Area Bus Authority (RABA)	30,983	30,983	30,983	30,983	30,983	30,983	30,983	30,983	30,983	30,983	30,983	30,983	371,801
"Off -the-Top" Regional TDA Priorities													
SRTA - TDA Administration	149,957	149,957	149,957	149,957	149,957	149,957	149,957	149,957	149,957	149,957	149,957	149,957	1,799,484
SRTA - Non-Motorized	23,444	23,444	0	0	0	0	0	0	0	0	0	0	46,889
Article 8 - Other Eligible Uses													
Anderson	36,437	36,437	36,437	36,437	36,437	36,437	36,437	36,437	36,437	36,437	36,437	36,437	437,247
Redding	322,986	322,986	322,986	322,986	322,986	322,986	322,986	322,986	322,986	322,986	322,986	322,986	3,875,837
Shasta Lake	33,551	33,551	33,551	33,551	33,551	33,551	33,551	33,551	33,551	33,551	33,551	33,551	402,613
County of Shasta	218,022	218,022	218,022	218,022	218,022	218,022	218,022	218,022	218,022	218,022	218,022	218,022	2,616,264
Total LTF Distribution	**815,382**	**815,382**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**791,937**	**9,550,135**

STA			Q1			Q2			Q3			Q4	Totals
STA to RABA			347,586			347,586			347,586			347,586	1,390,345
City of Anderson	128,505												
City of Redding	316,753												
City of Shasta Lake	108,455												
County of Shasta	836,632												
Total STA Distribution													**1,390,345**