

STAFF REPORT



MEETING DATE: April 27, 2023
SUBJECT: Correspondence
AGENDA ITEM: 5-4
STAFF CONTACT: Amy Lindsey, Administrative Associate

DISCUSSION:

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
2/22/23	Shasta College, Geography and Geospatial Program, Instructor and Coordinator, Dan Scollon, GISP	Letter of Support for SRTA's Shasta Planning Dashboard
2/27/23	Shasta County Department of Public Works, Principal Engineer, Shawn Ankeny	Letter of Support for SRTA's Sustainable Transportation Planning Grant Application - Low Stress Shasta
2/27/23	Shasta Living Streets Executive Director, Anne Wallach Thomas	
2/28/23	City of Redding Public Works Director, Chuck Aukland	
2/28/23	Shasta County Department of Resource Management, Director of Resource Management, Paul Hellman	
2/28/23	City of Shasta Lake, City Manager, Jessaca Lugo	
2/28/23	Healthy Shasta Steering Committee, Chair, Janessa Hartmann, MS	
3/2/23	California State Senate, Senator, 1st District, Brian Dahle	
3/2/23	Pat River Tribe, Pit River Tribal Chairperson, Agnes Gonzalez	
3/6/23	California State Controller, Local Apportionments Section Manager, Melma Dizon	Letter of Allocation for Fiscal Year 2022-23 Second Quarter State of Good Repair Program
3/6/23	California State Controller, Local Apportionments Section Manager, Melma Dizon	Letter of Allocation for Fiscal Year 2022-23 Second Quarter State Transit Assistance Allocation
3/6/23	Caltrans Internal Audits Office, Department of Transportation, Audit Chief, Ben Shelton	Letter of Management Decision – Single Audit Report (SAR)

OUTGOING CORRESPONDENCE

Date	To	Subject
2/24/23	City of Redding, City Manager, Barry Tippin	Letter of Support for city of Redding South Bonnyview Intersection for RAISE Funding
2/27/23	U.S. Department of Transportation, Secretary of Transportation, The Honorable Pete Buttigieg	Letter of Support for Butte County Association of Government Fiscal Year 2023 RAISE Grant Application for North Valley Rail Project
3/2/23	California Department of Transportation DRMT, MS 39, 5311(f) Grants Committee	Letter of Support for Tehama County Transit Agency's FTA 5311(f) Application
3/8/23	VMP Forestry – CAL FIRE Shasta-Trinity (SHU), David Jaramillo	Letter of Support for the city of Redding's Priority Hazardous Fuel Management Project
3/9/23	Division of Rail & Mass Transportation, Rural Transit & Intercity Bus Branch, Chief, Kathy Pongratz	Letter of Support for Trinity County Transportation Commission's FTA 5311(f) Application
3/17/23	Caltrans, District 2, Asset Management, SHOPP and NonSHOPP Coordinator, Kelly Zolotoff and Caltrans District 6, Program Management and Asset Management, Director, Nabeelah Abi-Rached	Letter of Request from SRTA and Tulare County Association of Governments (TCAG) to amend the 2022 State Transportation Improvement Program (STIP)
3/28/23	Federal Transit Administration	Letter for Designated Authority for FTA Systems User Manager
3/29/23	California Resources Board Staff	Technical Methodology to Estimate Greenhouse Gas Emissions for the 2022 Regional Transportation Plan & Sustainable Communities Strategy for the Shasta Region
4/3/23	California Resources Board Staff	2022 RTP/SCS Off-Model Strategy Quantification for the Shasta Region

Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters



Shasta College

Shasta-Tehama-Trinity Joint Community College District

11555 Old Oregon Trail • P.O. Box 498006
Redding, CA 96049-6006

(530) 242-7500 • Fax: (530) 225-4990
www.shastacollege.edu

February 22, 2023

To Shasta Regional Transportation Agency:

Redding is a medium-sized city by California standards, but plays an outsized role as a business and employment hub for the vast, sparsely populated of far northern region of the state. This situation presents unique and critical transportation issues. It is for this reason that I support the Shasta Planning Dashboard proposed by the Shasta Regional Transportation Agency (SRTA).

For over 25 years I have lived in Shasta County and taught Geography and GIS at Shasta College. This has given me a personal and professional perspective on the transportation issues of our region. As a proponent of active transportation in general, and bicycle commuting in particular, Redding and its surroundings present both opportunities and challenges. These include traffic congestion, bottlenecks and risks to motorists and non-motorists alike. These are exacerbated by services, facilities and infrastructure that is spread out over a large geographic area, contributing to a carbon footprint that is disproportionate to our population.

For decades, SRTA has been a leader in addressing current and future transportation needs. Your staff have engaged in community-wide efforts to engage citizens and staff from different agencies and organizations in our region. As one of the principles for NorthStateGIS.org, your organization has provided leadership in this multi-stakeholder initiative to provide data and resources in support of addressing the needs of the region. This proven track-record makes SRTA well positioned to implement the Shasta Planning Dashboard to address our transportation needs for the decades ahead.

Sincere regards,

Dan Scollon, *GISP*

Instructor and Coordinator
Geography and Geospatial Program
Shasta College

Governing Board Members

Stephen Bell Patrick W. Carr Richard Lawrence Dr. Rob Lydon Rhonda E. Nehr Kendall S. Pierson Scott J. Swendiman

Superintendent/President

Joe Wyse, Ed.D.



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

ALFRED V. CATHEY, DIRECTOR
C. TROY BARTOLOMEI, ASST. DIRECTOR
KEN D. CRISTOBAL, DEPUTY

FPA 020212

February 27, 2023

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

Subject: Low-Stress Shasta

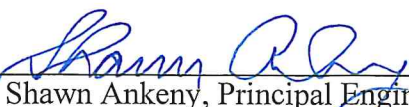
Dear Mr. Tiedgen:

The County of Shasta supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders. The project will help implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions and involves regional coordination with local partners to integrate land use and transportation solutions into the development of these projects.

The County of Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Alfred V. Cathey, Director

By: 
Shawn Ankeny, Principal Engineer
Special Projects Division

SRA/ldr

Shasta Living Streets

Clean & Active Transportation: Shasta Bike Depot, Redding Bikeshare

*Giving people the resources, skills and confidence they need
to get around safely and conveniently, walking and biking.*

February 27, 2023

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

Subject: **Enthusiastic support for a comprehensive planning effort to identify best facilities for biking and walking corridors to connect neighborhoods, towns and cities in Shasta County with a trail-like experience. *Low Stress Walk/Bike Facilities***

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas. The project's objective is to bridge the gap between plans and construction in the region's Strategic Growth Areas, providing active transportation implementation tools to stakeholders.

Shasta Living Streets is a community-based organization supporting our community as we grow together and imagine and build a bigger sense of what our city can be. Across the country, and here in California, we've learned what works and what doesn't — how to plan effectively, design for transportation safety, convenience, and accessibility, and how to make investments to create spaces and provide amenities to enable increasing numbers of people to walk, bike, and roll.

Challenges we face with no transportation choice

In our region, the high cost and lack of transportation choice destabilizes families, leads to poor health, and drives talented young people and retired couples to seek another place to live and play. Leaving our families stressed, our businesses without the employees they need, and our children at risk. Today Shasta County has unacceptably high rates of debilitating health outcomes directly related to inactivity, along with some of the highest levels in the U.S. of death and life-altering injuries from car collisions with people walking and biking.

Enabling Trail-oriented and Transit-oriented Development

We believe our community has an exciting opportunity to build great cities and towns for our residents and visitors by providing access for all-day, all-purpose trips for people walking and bicycling, and by combining this with easily accessible affordable housing to create transit-oriented and trail-oriented development in our region.

This is not about thinking bikes are cool and it's not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling, walking, and transit safe, accessible and convenient for everyday transportation brings tremendous advantages — it allows families to be healthy and save money on housing and transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists. While at the same time powerfully reducing the emissions that cause climate change and preparing our frontline communities for the future.

Preparing our neighborhoods, cities, and towns for the future

We expect this planning process will

- Assess the transportation needs of our community that can be met by high-quality, biking and walking trails, giving people a *trail-like* experience that will enable people of all ages and abilities to walk and ride, especially now that pedal-assist bikes are becoming so popular here for the hills and longer distances in our region.
- Plan for biking and walking corridors that are essential linkages between neighborhoods and new-housing, helping to prepare us for the future.
- Thus enabling the trail-oriented development that will accompany transit-oriented development, to create connected communities, enable people to travel regularly without use of a car, and prepare families and business for the future.

Great need in our community

Creating convenient and safe bicycle networks and walkable neighborhoods in our community is essential to

- Enable the (survey-reported) 60%+ of interested-but-concerned people in our community to replace a car trip with a walking or biking trip
- Reduce transportation costs
- Reduce currently increasing, high rates of injury and death from car crashes in our region
- Reverse alarming negative health outcomes and inactivity behaviors that cause disease

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment.

Low rates of access to exercise opportunities. The latest Robert Wood Johnson County Health data shows access to exercise opportunities significantly lower than the state average.

Access to exercise opportunities:

68% of residents in Shasta County have access to exercise / 93% in State of California

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for this community planning effort that will bring essential trail-oriented development to connect neighborhoods and affordable housing improvements in our region.

For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.



Anne Wallach Thomas

Executive Director, Shasta Living Streets

athomas@shastalivingstreets.org | 530 355-2230



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
530.245.7024

February 28, 2023

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

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Redding Public Works Department supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The Public Works Department strives to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. These projects would help to implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions. The projects support regional coordination with local partners and integrate land use and transportation solutions into the development of these projects.

The Public Works Department looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

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

Chuck Aukland, Director of Public Works
City of Redding





Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Paul A. Hellman
Director
Adam Fieseler
Assistant Director

February 28, 2023

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

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Shasta County Planning Division supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) Low-Stress Shasta application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

Objectives and policies found in the Shasta County General Plan seek to encourage and achieve a reduction in greenhouse gases, a more efficient and multimodal transportation network, and implementation of adopted bikeway plans. The County and its residents would benefit from the Sustainable Communities grant application because it would be a step towards furthering the County General Plan's objectives and policies. The projects which would be boosted by this grant would help provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability consistent with Caltrans and other agency and State objectives as well. Furthermore, the grant objectives would help to implement the Regional Transportation Plan's Sustainable Communities Strategies by readying projects which reduce greenhouse gas emissions, and promote sustainability, preservation, accessibility, safety, innovation, an improved economy, public health, and social equity.

Land use plays a key role in transportation solutions and the Shasta County Planning Division looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs and to further the goals of the citizens of the Shasta County as they are conveyed in the Shasta County General Plan, GoShasta Active Transportation Plan and Sustainable Communities Strategies. Good luck on the grant application.

Sincerely,

Paul A. Hellman
Director of Resource Management

PH/ds/trh

☐ Suite 101
AIR QUALITY MANAGEMENT DISTRICT
(530) 225-5674
(530) 225-5237

☐ Suite 102
BUILDING DIVISION
(530) 225-5761
FAX: (530) 245-6468

☒ Suite 103
PLANNING DIVISION
(530) 225-5532
FAX: (530) 245-6468

☐ Suite 201
ENVIRONMENTAL HEALTH
(530) 225-5787
FAX: (530) 225-5413

☐ Suite 200
ADMINISTRATION & COMMUNITY ED
(530) 225-5789
FAX: (530)-225-5807

Toll Free Access Within Shasta County 1-800-528-2850

February 28, 2023

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

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

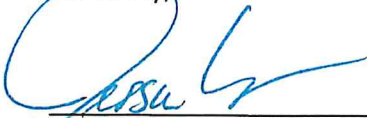
The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The project would benefit the City of Shasta Lake by providing SRTA with the capacity to assist with planning, public engagement, design, and grant assistance, bringing our active transportation projects to shovel ready status.

The City's anticipated active transportation projects will create a safe, sustainable transportation system, connecting individuals and households to key destinations in the community. The projects would incorporate collaboration with local partners to implement solutions fulfilling the goals of the Regional Transportation Plan. As an underserved community with a majority of our households considered low to moderate-income, safe, equitable, accessible transportation options are imperative for the livability of our residents, successful economic growth, and progress towards net zero emissions.

The City of Shasta Lake looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



Jessaca Lugo, City Manager
City of Shasta Lake



Caltrans, District 2
City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Dignity Health, Mercy
Medical Center
Redding
First 5 Shasta
Good News Rescue
Mission
Northern Valley
Catholic Social Service
Pathways to Hope for
Children
Redding Rancheria
Redding School District
Shasta College
Shasta Community
Health Center
Shasta County Office of
Education
Shasta Regional
Transportation Agency
Shasta Family YMCA
Shasta Head Start
Simpson University
The McConnell
Foundation
Turtle Bay Exploration
Park
University of California
Cooperative Extension
Viva Downtown
Whiskeytown National
Recreation Area

February 28, 2023

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

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Healthy Shasta Collaborative supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between planning and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

This project will contribute to Healthy Shasta's vision of 'making the healthy choice the easy choice,' by continuing to make it easier and safer for people to walk, bike, scooter, and use public transportation to get to key destinations. Prioritizing active transportation can greatly encourage walking and biking for transportation and recreation leading to a healthier community. We know that 35% of residents do not drive, which means having active transportation that is safe and accessible is important to serving over one third of the community.

Healthy Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. Healthy Shasta staff plan to collaborate with SRTA on these activities. Grant funding would positively benefit the Shasta region and we support the funding of SRTA's efforts in this area.

Sincerely,

A handwritten signature in cursive script that reads "Janessa Hartmann".

Janessa Hartmann, MS
Healthy Shasta Steering Committee Chair

CAPITOL OFFICE
1021 O STREET
SUITE 7230
SACRAMENTO, CA 95814
TEL (916) 651-4001

DISTRICT OFFICES
11230 GOLD EXPRESS DRIVE
SUITE 304
GOLD RIVER, CA 95670
TEL (916) 464-4201

1320 YUBA STREET
SUITE 102
REDDING, CA 96002
TEL (530) 224-7001

California State Senate

SENATOR
BRIAN DAHLE
FIRST SENATE DISTRICT



VICE CHAIR
ENERGY, UTILITIES
AND COMMUNICATIONS
MEMBER
BANKING &
FINANCIAL INSTITUTIONS
BUDGET & FISCAL REVIEW
SUBCOMMITTEE #2 ON
RESOURCES, ENVIRONMENTAL
PROTECTION, & ENERGY
EDUCATION
ENVIRONMENTAL QUALITY
TRANSPORTATION

March 2, 2023

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

Subject: Support for SRTA's "Low-Stress Shasta" Grant Application

Dear Mr. Tiedgen:

I write to share my strong support for the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, Strategic Growth Areas in the Shasta Region. The project's objective is to help the partner jurisdictions move active transportation goals forward.

California's rural and smaller urban cities and counties, including those in Shasta County, have limited resources to build and maintain critical transportation infrastructure for all modes of transportation. They frequently rely on leveraging limited local resources, combined with state or federal funds to meet their community's needs and create safe, sustainable, and efficient transportation facilities.

SRTA's project would provide critical project development assistance for multiple local and regionally significant active transportation projects to compete well for future capital funding opportunities. This effort would dial forward federal, state, regional, and local goals of creating more efficient and safer multimodal transportation networks, create more bikeable and walkable communities, help encourage a reduction in greenhouse gas emissions, and support implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy.

I applaud and supported SRTA's related planning efforts to help local partners create context-sensitive and community-supported projects, which have already helped generate over \$83 million in capital funding in the past seven years. They have incentivized a broad consortium of partners to work together on this next project, which I strongly encourage Caltrans to fund.

Sincerely,

A handwritten signature in black ink that reads "Brian Dahle".

BRIAN DAHLE
Senator, 1st District

AGNES GONZALEZ
TRIBAL CHAIRPERSON

DAMION STEDMAN
VICE CHAIRPERSON

JOLIE GEORGE
TRIBAL SECRETARY



ALEXANDRO URENA
TRIBAL TREASURER

BETTY GEORGE
RECORDING SECRETARY

ANDREW MIKE
SERGEANT AT ARMS

ELEVEN AUTONOMOUS BANDS

36970 Park Ave

Burney CA 96013

Phone: (530) 335-5421

March 2, 2023

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

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Pit River Tribe supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to local partners.

The Pit River Tribe recognizes the value of collaborating with Shasta Regional Transportation Agency in providing opportunities for the Tribe and community to have access for safe corridor of travel. The community utilizes the roadways to have access to and from Tribal business and operations. The Pit River Tribe appreciates the attention to details and communicating with the Tribe and is eager to work with the SRTA to identifying the needs of the areas on and near Pit River Tribal lands.

The Pit River Tribe looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs.

If there are further questions, I can be reached at (530) 360-7470.

Sincerely,

Agnes Gonzalez

Agnes Gonzalez, Pit River Tribal Chairperson
Pit River Tribe



MALIA M. COHEN
California State Controller

March 6, 2023

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

**SUBJECT: Fiscal Year 2022-23 Second Quarter State of Good Repair
Program Allocation**

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the second quarter of fiscal year (FY) 2022-23 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated August 1, 2022.

This is the second allocation for FY 2022-23. The total amount allocated to all agencies for the second allocation is \$29,890,800.00. The payment is scheduled to issue on March 7, 2023. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System
March 6, 2023
Page 2

Information for the SGR program can be found on the California Department of Transportation website at:
<https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

**Melma
Dizon**

Digitally signed
by Melma Dizon
Date: 2023.03.06
15:14:26 -08'00'

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION SUMMARY
MARCH 7, 2023

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2022-23 Quarter 2	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2	Total Fiscal Year 2022-23 Quarter 2
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 2,903,864.00	\$ 8,040,381.00	\$ 10,944,245.00
Sacramento Area Council of Governments	754,869.00	260,048.00	1,014,917.00
San Diego Association of Governments	361,600.00	89,381.00	450,981.00
San Diego Metropolitan Transit System	892,180.00	367,996.00	1,260,176.00
Tahoe Regional Planning Agency	41,156.00	2,371.00	43,527.00
Alpine County Transportation Commission	458.00	34.00	492.00
Amador County Transportation Commission	15,369.00	538.00	15,907.00
Butte County Association of Governments	76,893.00	4,278.00	81,171.00
Calaveras County Local Transportation Commission	17,182.00	209.00	17,391.00
Colusa County Local Transportation Commission	8,317.00	371.00	8,688.00
Del Norte County Local Transportation Commission	10,381.00	539.00	10,920.00
El Dorado County Local Transportation Commission	66,307.00	4,558.00	70,865.00
Fresno County Council of Governments	385,700.00	70,163.00	455,863.00
Glenn County Local Transportation Commission	10,965.00	314.00	11,279.00
Humboldt County Association of Governments	51,553.00	8,631.00	60,184.00
Imperial County Transportation Commission	68,396.00	6,541.00	74,937.00
Inyo County Local Transportation Commission	7,238.00	0.00	7,238.00
Kern Council of Governments	347,003.00	21,320.00	368,323.00
Kings County Association of Governments	57,982.00	2,332.00	60,314.00
Lake County/City Council of Governments	25,709.00	1,314.00	27,023.00
Lassen County Local Transportation Commission	11,547.00	492.00	12,039.00
Los Angeles County Metropolitan Transportation Authority	3,761,072.00	4,910,754.00	8,671,826.00
Madera County Local Transportation Commission	60,031.00	2,006.00	62,037.00
Mariposa County Local Transportation Commission	6,501.00	192.00	6,693.00
Mendocino Council of Governments	34,326.00	2,523.00	36,849.00
Merced County Association of Governments	108,447.00	5,226.00	113,673.00
Modoc County Local Transportation Commission	3,314.00	284.00	3,598.00
Mono County Local Transportation Commission	5,103.00	7,439.00	12,542.00
Transportation Agency for Monterey County	165,419.00	51,727.00	217,146.00
Nevada County Local Transportation Commission	38,614.00	1,823.00	40,437.00
Orange County Transportation Authority	1,206,081.00	434,082.00	1,640,163.00
Placer County Transportation Planning Agency	121,182.00	17,406.00	138,588.00
Plumas County Local Transportation Commission	7,224.00	1,125.00	8,349.00
Riverside County Transportation Commission	928,910.00	152,745.00	1,081,655.00
Council of San Benito County Governments	24,974.00	399.00	25,373.00
San Bernardino County Transportation Authority	834,376.00	177,142.00	1,011,518.00
San Joaquin Council of Governments	299,131.00	67,980.00	367,111.00
San Luis Obispo Area Council of Governments	107,067.00	7,390.00	114,457.00
Santa Barbara County Association of Governments (SBCAG)	169,786.00	43,004.00	212,790.00
Santa Cruz County Transportation Commission	101,668.00	91,892.00	193,560.00
Shasta Regional Transportation Agency	68,855.00	3,577.00	72,432.00
Sierra County Local Transportation Commission	1,232.00	47.00	1,279.00
Siskiyou County Local Transportation Commission	16,717.00	715.00	17,432.00
Stanislaus Council of Governments	209,566.00	11,954.00	221,520.00
Tehama County Transportation Commission	24,811.00	513.00	25,324.00
Trinity County Transportation Commission	6,111.00	201.00	6,312.00
Tulare County Association of Governments	181,170.00	19,252.00	200,422.00
Tuolumne County Transportation Council	21,088.00	535.00	21,623.00
Ventura County Transportation Commission	317,955.00	51,656.00	369,611.00
State Totals	\$ 14,945,400.00	\$ 14,945,400.00	\$ 29,890,800.00

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year
		2022-23 Quarter 2
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 11,736.00
Santa Clara Valley Transportation Authority	NA	6,771.00
San Joaquin Regional Rail Commission	NA	37,916.00
Regional Entity Totals	0	56,423.00
	0	(56,423.00)
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	5,353,726.00
Central Contra Costa Transit Authority	12,684,408	33,412.00
City of Dixon	123,850	326.00
Eastern Contra Costa Transit Authority	6,132,724	16,154.00
City of Fairfield	2,250,751	5,929.00
Golden Gate Bridge Highway and Transportation District	138,827,667	365,687.00
Livermore-Amador Valley Transit Authority	6,084,421	16,027.00
Marin County Transit District	23,726,064	62,497.00
Napa Valley Transportation Authority	1,722,522	4,537.00
Peninsula Corridor Joint Powers Board	144,681,126	381,105.00
City of Petaluma	739,065	1,947.00
City of Rio Vista	39,373	104.00
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	103,921.00
San Mateo County Transit District	145,105,738	382,224.00
Santa Clara Valley Transportation Authority	439,800,215	1,158,479.00
City of Santa Rosa	2,483,478	6,542.00
Solano County Transit	5,290,076	13,935.00
County of Sonoma	3,459,517	9,113.00
Sonoma-Marin Area Rail Transit District	29,993,581	79,006.00
City of Union City	1,879,467	4,951.00
City of Vacaville	402,817	1,061.00
Western Contra Costa Transit Authority	8,044,931	21,191.00
Regional Entity Subtotals	3,045,389,776	8,021,874.00
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	11,736.00
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	6,771.00
Regional Entity Totals	3,045,389,776	8,040,381.00
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	7,791.00
County of Sacramento	1,189,071	3,132.00
Sacramento Regional Transit System	88,543,261	233,232.00
Yolo County Transportation District	4,689,895	12,354.00
Yuba Sutter Transit Authority	1,343,449	3,539.00
Regional Entity Totals	98,723,306	260,048.00
San Diego Association of Governments		
North County Transit District	33,932,036	89,381.00

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

** The 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
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	89,449.00
San Diego Transit Corporation	62,951,421	165,821.00
San Diego Trolley, Inc.	42,794,978	112,726.00
Regional Entity Totals	139,704,540	367,996.00
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	312,713.00
Orange County Transportation Authority	NA	137,327.00
Riverside County Transportation Commission	NA	69,880.00
San Bernardino County Transportation Authority	NA	70,566.00
Ventura County Transportation Commission	NA	33,443.00
Regional Entity Totals	0	623,929.00
	0	(623,929.00)
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	2,371.00
Alpine County Transportation Commission		
County of Alpine	12,816	34.00
Amador County Transportation Commission		
Amador Transit	204,076	538.00
Butte County Association of Governments		
Butte Regional Transit	1,601,714	4,219.00
City of Gridley - Specialized Service	22,232	59.00
Regional Entity Totals	1,623,946	4,278.00
Calaveras County Local Transportation Commission		
Calaveras Transit Agency	79,417	209.00
Colusa County Local Transportation Commission		
County of Colusa	140,877	371.00
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	204,530	539.00
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,730,379	4,558.00
Fresno County Council of Governments		
City of Clovis	1,770,328	4,663.00
City of Fresno	22,991,076	60,561.00
Fresno County Rural Transit Agency	1,875,194	4,939.00
Regional Entity Totals	26,636,598	70,163.00
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	314.00

 *** 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
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
Humboldt County Association of Governments		
City of Arcata	213,054	561.00
Humboldt Transit Authority	3,063,481	8,070.00
Regional Entity Totals	3,276,535	8,631.00
Imperial County Transportation Commission		
Imperial County Transportation Commission	2,462,028	6,485.00
Quechan Indian Tribe	21,107	56.00
Regional Entity Totals	2,483,135	6,541.00
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	164.00
City of California City	25,760	68.00
City of Delano	279,451	736.00
Golden Empire Transit District	5,882,508	15,495.00
County of Kern	1,194,767	3,147.00
City of McFarland	12,106	32.00
City of Ridgecrest	159,250	419.00
City of Shafter	57,568	152.00
City of Taft	360,169	949.00
City of Tehachapi	28,252	74.00
City of Wasco	31,839	84.00
Regional Entity Totals	8,093,822	21,320.00
Kings County Association of Governments		
City of Corcoran	122,620	323.00
Kings County Area Public Transit Agency	762,823	2,009.00
Regional Entity Totals	885,443	2,332.00
Lake County/City Council of Governments		
Lake Transit Authority	498,852	1,314.00
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	492.00

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	53,543.00
City of Arcadia	0	0.00
City of Burbank	0	0.00
City of Claremont	0	0.00
City of Commerce	4,235,696	11,157.00
City of Culver City	15,278,536	40,245.00
Foothill Transit	67,815,955	178,634.00
City of Gardena	13,772,242	36,278.00
City of Glendale	0	0.00
City of La Mirada	0	0.00
Long Beach Public Transportation Company	60,542,189	159,474.00
City of Los Angeles	98,801,791	260,254.00
County of Los Angeles	6,316,927	16,639.00
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	3,509,346.00
City of Montebello	20,096,742	52,937.00
City of Norwalk	9,188,277	24,203.00
City of Pasadena	0	0.00
City of Redondo Beach	2,905,619	7,654.00
City of Santa Clarita	26,010,198	68,514.00
City of Santa Monica	47,544,183	125,236.00
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	53,927.00
Regional Entity Subtotals	1,982,447,104	4,598,041.00
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	312,713.00
Regional Entity Totals	1,982,447,104	4,910,754.00
Madera County Local Transportation Commission		
City of Chowchilla	524,476	1,382.00
City of Madera	169,785	447.00
County of Madera	67,286	177.00
Regional Entity Totals	761,547	2,006.00
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	192.00
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	2,523.00
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	2,700.00
Yosemite Area Regional Transportation System (YARTS)	958,913	2,526.00
Regional Entity Totals	1,984,038	5,226.00
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	284.00
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	7,439.00

*** 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
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
Transportation Agency for Monterey County Monterey-Salinas Transit District	19,637,486	51,727.00
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 692,160	972.00 851.00 1,823.00
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA 112,658,754	5,032.00 291,723.00 296,755.00 137,327.00 434,082.00
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 6,607,798	58.00 14,251.00 3,097.00 17,406.00
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 427,027	914.00 211.00 1,125.00
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 31,458,326 NA 31,458,326	549.00 839.00 1,124.00 463.00 1,300.00 48,282.00 30,308.00 82,865.00 69,880.00 152,745.00
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	399.00
San Bernardino County Transportation Authority Morongo Basin Transit Authority Mountain Area Regional Transit Authority City of Needles Omnitrans Victor Valley Transit Authority Regional Entity Subtotals San Bernardino County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,027,787 564,732 58,190 34,279,207 4,530,204 40,460,120 NA 40,460,120	2,707.00 1,488.00 153.00 90,295.00 11,933.00 106,576.00 70,566.00 177,142.00

*** 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
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
San Joaquin Council of Governments		
Altamont Corridor Express*	21,420,132	NA
City of Escalon	51,911	137.00
City of Lodi	887,825	2,339.00
City of Manteca	77,826	205.00
City of Ripon	44,345	117.00
San Joaquin Regional Transit District	10,156,807	26,754.00
City of Tracy	194,489	512.00
Regional Entity Subtotals	32,833,335	30,064.00
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	37,916.00
Regional Entity Totals	32,833,335	67,980.00
San Luis Obispo Area Council of Governments		
City of Arroyo Grande - Specialized Service	0	0.00
City of Atascadero	37,783	100.00
City of Morro Bay	42,401	112.00
City of Pismo Beach - Specialized Service	0	0.00
City of San Luis Obispo Transit	821,105	2,163.00
San Luis Obispo Regional Transit Authority	1,903,882	5,015.00
Regional Entity Totals	2,805,171	7,390.00
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	183.00
City of Lompoc	136,501	360.00
County of Santa Barbara	0	0.00
Santa Barbara County Association of Governments (SBCAG)	1,620,453	4,268.00
Santa Barbara Metropolitan Transit District	13,488,703	35,531.00
City of Santa Maria	906,214	2,387.00
City of Solvang	104,313	275.00
Regional Entity Totals	16,325,709	43,004.00
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	91,892.00
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	3,577.00
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	47.00
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	715.00
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	11,180.00
City of Turlock	293,666	774.00
Regional Entity Totals	4,538,011	11,954.00
Tehama County Transportation Commission		
County of Tehama	194,589	513.00

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

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
Trinity County Transportation Commission County of Trinity	76,212	201.00
Tulare County Association of Governments		
City of Dinuba	276,368	728.00
City of Porterville	846,792	2,231.00
City of Tulare	589,094	1,552.00
County of Tulare	1,191,032	3,137.00
City of Visalia	4,391,535	11,568.00
City of Woodlake	13,667	36.00
Regional Entity Totals	7,308,488	19,252.00
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	535.00
Ventura County Transportation Commission		
City of Camarillo	751,079	1,978.00
Gold Coast Transit District	4,272,461	11,254.00
City of Moorpark	299,991	790.00
City of Simi Valley	1,167,392	3,075.00
City of Thousand Oaks	423,749	1,116.00
Regional Entity Subtotals	6,914,672	18,213.00
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	33,443.00
Regional Entity Totals	6,914,672	51,656.00
STATE TOTALS	\$ 5,673,806,324	\$ 14,945,400.00

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



MALIA M. COHEN
California State Controller

March 6, 2023

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

**SUBJECT: Fiscal Year 2022-23 Second Quarter State Transit
Assistance Allocation**

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the second quarter of fiscal year (FY) 2022-23 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated August 1, 2022. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

This is the second allocation for FY 2022-23. The total amount allocated to all agencies for the second allocation is \$274,008,706. The payment is scheduled to issue on March 7, 2023. Please refer to the schedule for the amounts that relate to your agency.

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System
March 6, 2023
Page 2

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

**Melma
Dizon**

Digitally signed by
Melma Dizon
Date: 2023.03.06
15:12:01 -08'00'

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER ALLOCATION SUMMARY
MARCH 7, 2023

Regional Entity	PUC 99313		PUC 99313		PUC 99314 Fiscal Year 2022-23 Quarter 2	Total Fiscal Year 2022-23 Quarter 2		
	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		Funds from RTC Sections 6051.8(b), and 6201.8(b)					
	Fiscal Year 2022-23 Quarter 2		Fiscal Year 2022-23 Quarter 2					
	A	B	C	D= (A+B+C)				
Metropolitan Transportation Commission	\$	14,556,283	\$	12,063,414	\$	73,413,208	\$	100,032,905
Sacramento Area Council of Governments		3,783,951		3,135,922		2,374,380		9,294,253
San Diego Association of Governments		1,812,602		1,502,181		816,095		4,130,878
San Diego Metropolitan Transit System		4,472,254		3,706,348		3,360,014		11,538,616
Tahoe Regional Planning Agency		206,305		170,973		21,649		398,927
Alpine County Transportation Commission		2,295		1,901		309		4,505
Amador County Transportation Commission		77,042		63,848		4,908		145,798
Butte County Association of Governments		385,445		319,435		39,057		743,937
Calaveras County Local Transportation Commission		86,127		71,377		1,910		159,414
Colusa County Local Transportation Commission		41,692		34,552		3,388		79,632
Del Norte County Local Transportation Commission		52,037		43,125		4,919		100,081
El Dorado County Local Transportation Commission		332,380		275,458		41,617		649,455
Fresno County Council of Governments		1,933,408		1,602,298		640,633		4,176,339
Glenn County Local Transportation Commission		54,966		45,553		2,864		103,383
Humboldt County Association of Governments		258,422		214,165		78,804		551,391
Imperial County Transportation Commission		342,851		284,135		59,722		686,708
Inyo County Local Transportation Commission		36,283		30,069		0		66,352
Kern Council of Governments		1,739,431		1,441,541		194,663		3,375,635
Kings County Association of Governments		290,646		240,871		21,295		552,812
Lake County/City Council of Governments		128,872		106,802		11,998		247,672
Lassen County Local Transportation Commission		57,880		47,967		4,495		110,342
Los Angeles County Metropolitan Transportation Authority		18,853,241		15,624,487		45,382,423		79,860,151
Madera County Local Transportation Commission		300,918		249,384		18,316		568,618
Mariposa County Local Transportation Commission		32,588		27,007		1,756		61,351
Mendocino Council of Governments		172,065		142,598		23,033		337,696
Merced County Association of Governments		543,613		450,516		47,717		1,041,846
Modoc County Local Transportation Commission		16,615		13,769		2,589		32,973
Mono County Local Transportation Commission		25,579		21,198		67,925		114,702
Transportation Agency for Monterey County		829,203		687,196		472,298		1,988,697
Nevada County Local Transportation Commission		193,560		160,412		16,647		370,619
Orange County Transportation Authority		6,045,757		5,010,378		3,963,411		15,019,546
Placer County Transportation Planning Agency		607,454		503,423		158,924		1,269,801
Plumas County Local Transportation Commission		36,214		30,012		10,270		76,496
Riverside County Transportation Commission		4,656,373		3,858,936		1,394,645		9,909,954
Council of San Benito County Governments		125,186		103,747		3,641		232,574
San Bernardino County Transportation Authority		4,182,501		3,466,217		1,617,410		9,266,128
San Joaquin Council of Governments		1,499,465		1,242,671		620,693		3,362,829
San Luis Obispo Area Council of Governments		536,698		444,785		67,467		1,048,950
Santa Barbara County Association of Governments (SBCAG)		851,089		705,334		392,648		1,949,071
Santa Cruz County Transportation Commission		509,632		422,354		839,025		1,771,011
Shasta Regional Transportation Agency		345,149		286,040		32,658		663,847
Sierra County Local Transportation Commission		6,174		5,116		428		11,718
Siskiyou County Local Transportation Commission		83,797		69,446		6,525		159,768
Stanislaus Council of Governments		1,050,500		870,594		109,143		2,030,237
Tehama County Transportation Commission		124,370		103,071		4,680		232,121
Trinity County Transportation Commission		30,634		25,387		1,833		57,854
Tulare County Association of Governments		908,158		752,630		175,777		1,836,565
Tuolumne County Transportation Council		105,708		87,605		4,888		198,201
Ventura County Transportation Commission		1,593,823		1,320,869		471,655		3,386,347
Subtotals	\$	74,917,236	\$	62,087,117				
State Totals			\$	137,004,353	\$	137,004,353	\$	274,008,706

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23	Fiscal Year 2022-23	Fiscal Year 2022-23
		Funds from RTC Sections	Funds from RTC Sections	Fiscal Year 2022-23
		7102(a)(3), 6051.8(a), and 6201.8(a)	6051.8(b), and 6201.8(b)	Quarter 1 Paid
		Quarter 2 Gross Allocation	Quarter 2 Gross Allocation	Quarter 1 Paid
		A	B	C= (A+B)
Altamont Corridor Express*				
Alameda County Congestion Management Agency	\$ NA	\$ 58,595	\$ 48,561	\$ 107,156
Santa Clara Valley Transportation Authority	NA	33,806	28,016	61,822
San Joaquin Regional Rail Commission	NA	189,308	156,887	346,195
Regional Entity Totals	0	281,709	233,464	515,173
	0	(281,709)	(233,464)	(515,173)
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	26,730,134	22,152,409	48,882,543
Central Contra Costa Transit Authority	12,684,408	166,820	138,251	305,071
City of Dixon	123,850	1,629	1,350	2,979
Eastern Contra Costa Transit Authority	6,132,724	80,655	66,842	147,497
City of Fairfield	2,250,751	29,601	24,532	54,133
Golden Gate Bridge Highway and Transportation District	138,827,667	1,825,803	1,513,121	3,338,924
Livermore-Amador Valley Transit Authority	6,084,421	80,020	66,316	146,336
Marin County Transit District	23,726,064	312,035	258,597	570,632
Napa Valley Transportation Authority	1,722,522	22,654	18,774	41,428
Peninsula Corridor Joint Powers Board	144,681,126	1,902,785	1,576,920	3,479,705
City of Petaluma	739,065	9,720	8,055	17,775
City of Rio Vista	39,373	518	429	947
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	518,857	429,999	948,856
San Mateo County Transit District	145,105,738	1,908,370	1,581,548	3,489,918
Santa Clara Valley Transportation Authority	439,800,215	5,784,067	4,793,504	10,577,571
City of Santa Rosa	2,483,478	32,662	27,068	59,730
Solano County Transit	5,290,076	69,573	57,658	127,231
County of Sonoma	3,459,517	45,498	37,706	83,204
Sonoma-Marin Area Rail Transit District	29,993,581	394,463	326,908	721,371
City of Union City	1,879,467	24,718	20,485	45,203
City of Vacaville	402,817	5,298	4,390	9,688
Western Contra Costa Transit Authority	8,044,931	105,804	87,684	193,488
Regional Entity Subtotals	3,045,389,776	40,051,684	33,192,546	73,244,230
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	58,595	48,561	107,156
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	33,806	28,016	61,822
Regional Entity Totals	3,045,389,776	40,144,085	33,269,123	73,413,208
Sacramento Area Council of Governments				
City of Davis (Unitrans)	2,957,630	38,898	32,236	71,134
County of Sacramento	1,189,071	15,638	12,960	28,598
Sacramento Regional Transit System	88,543,261	1,164,484	965,057	2,129,541
Yolo County Transportation District	4,689,895	61,680	51,116	112,796
Yuba Sutter Transit Authority	1,343,449	17,668	14,643	32,311
Regional Entity Totals	98,723,306	1,298,368	1,076,012	2,374,380

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

** The 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
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Quarter 2 Gross Allocation	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b) Quarter 2 Gross Allocation	Fiscal Year 2022-23 Quarter 1 Paid
		A	B	C= (A+B)
San Diego Association of Governments				
North County Transit District	33,932,036	446,260	369,835	816,095
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	33,958,141	446,603	370,119	816,722
San Diego Transit Corporation	62,951,421	827,911	686,125	1,514,036
San Diego Trolley, Inc.	42,794,978	562,822	466,434	1,029,256
Regional Entity Totals	139,704,540	1,837,336	1,522,678	3,360,014
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	1,561,318	1,293,931	2,855,249
Orange County Transportation Authority	NA	685,646	568,225	1,253,871
Riverside County Transportation Commission	NA	348,898	289,147	638,045
San Bernardino County Transportation Authority	NA	352,324	291,986	644,310
Ventura County Transportation Commission	NA	166,973	138,377	305,350
Regional Entity Totals	0	3,115,159	2,581,666	5,696,825
	0	(3,115,159)	(2,581,666)	(5,696,825)
Tahoe Regional Planning Agency				
Tahoe Transportation District	900,147	11,838	9,811	21,649
Alpine County Transportation Commission				
County of Alpine	12,816	169	140	309
Amador County Transportation Commission				
Amador Transit	204,076	2,684	2,224	4,908
Butte County Association of Governments				
Butte Regional Transit	1,601,714	21,065	17,458	38,523
City of Gridley - Specialized Service	22,232	292	242	534
Regional Entity Totals	1,623,946	21,357	17,700	39,057
Calaveras County Local Transportation Commission				
Calaveras Transit Agency	79,417	1,044	866	1,910
Colusa County Local Transportation Commission				
County of Colusa	140,877	1,853	1,535	3,388
Del Norte County Local Transportation Commission				
Redwood Coast Transit Authority	204,530	2,690	2,229	4,919
El Dorado County Local Transportation Commission				
El Dorado County Transit Authority	1,730,379	22,757	18,860	41,617

*** 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
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2022-23 Quarter 1 Paid
		Quarter 2 Gross Allocation A	Quarter 2 Gross Allocation B	Quarter 1 Paid C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,770,328	23,283	19,295	42,578
City of Fresno	22,991,076	302,369	250,586	552,955
Fresno County Rural Transit Agency	<u>1,875,194</u>	<u>24,662</u>	<u>20,438</u>	<u>45,100</u>
Regional Entity Totals	26,636,598	350,314	290,319	640,633
Glenn County Local Transportation Commission				
County of Glenn Transit Service	119,071	1,566	1,298	2,864
Humboldt County Association of Governments				
City of Arcata	213,054	2,802	2,322	5,124
Humboldt Transit Authority	<u>3,063,481</u>	<u>40,290</u>	<u>33,390</u>	<u>73,680</u>
Regional Entity Totals	3,276,535	43,092	35,712	78,804
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,462,028	32,380	26,834	59,214
Quechan Indian Tribe	<u>21,107</u>	<u>278</u>	<u>230</u>	<u>508</u>
Regional Entity Totals	2,483,135	32,658	27,064	59,722
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	62,152	817	677	1,494
City of California City	25,760	339	281	620
City of Delano	279,451	3,675	3,046	6,721
Golden Empire Transit District	5,882,508	77,364	64,115	141,479
County of Kern	1,194,767	15,713	13,022	28,735
City of McFarland	12,106	159	132	291
City of Ridgecrest	159,250	2,094	1,736	3,830
City of Shafter	57,568	757	627	1,384
City of Taft	360,169	4,737	3,926	8,663
City of Tehachapi	28,252	372	308	680
City of Wasco	<u>31,839</u>	<u>419</u>	<u>347</u>	<u>766</u>
Regional Entity Totals	8,093,822	106,446	88,217	194,663
Kings County Association of Governments				
City of Corcoran	122,620	1,613	1,336	2,949
Kings County Area Public Transit Agency	<u>762,823</u>	<u>10,032</u>	<u>8,314</u>	<u>18,346</u>
Regional Entity Totals	885,443	11,645	9,650	21,295
Lake County/City Council of Governments				
Lake Transit Authority	498,852	6,561	5,437	11,998
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	186,872	2,458	2,037	4,495

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2022-23
		Quarter 2 Gross Allocation	Quarter 2 Gross Allocation	Quarter 1 Paid
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	20,326,872	267,330	221,548	488,878
City of Arcadia	1,607,131	21,136	17,517	38,653
City of Burbank	3,769,842	49,579	41,089	90,668
City of Claremont	456,234	6,000	4,973	10,973
City of Commerce	4,235,696	55,706	46,166	101,872
City of Culver City	15,278,536	200,937	166,525	367,462
Foothill Transit	67,815,955	891,887	739,145	1,631,032
City of Gardena	13,772,242	181,127	150,107	331,234
City of Glendale	8,225,171	108,174	89,648	197,822
City of La Mirada	874,670	11,503	9,533	21,036
Long Beach Public Transportation Company	60,542,189	796,225	659,866	1,456,091
City of Los Angeles	98,801,791	1,299,400	1,076,868	2,376,268
County of Los Angeles	6,316,927	83,078	68,850	151,928
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	17,521,498	14,520,816	32,042,314
City of Montebello	20,096,742	264,304	219,040	483,344
City of Norwalk	9,188,277	120,840	100,146	220,986
City of Pasadena	7,704,457	101,326	83,973	185,299
City of Redondo Beach	2,905,619	38,213	31,669	69,882
City of Santa Clarita	26,010,198	342,075	283,492	625,567
City of Santa Monica	47,544,183	625,281	518,197	1,143,478
Southern California Regional Rail Authority***	236,865,779	NA	NA	NA
City of Torrance	20,472,763	269,249	223,138	492,387
Regional Entity Subtotals	2,005,084,609	23,254,868	19,272,306	42,527,174
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	1,561,318	1,293,931	2,855,249
Regional Entity Totals	2,005,084,609	24,816,186	20,566,237	45,382,423
Madera County Local Transportation Commission				
City of Chowchilla	524,476	6,898	5,716	12,614
City of Madera	169,785	2,233	1,851	4,084
County of Madera	67,286	865	733	1,618
Regional Entity Totals	761,547	10,016	8,300	18,316
Mariposa County Local Transportation Commission				
County of Mariposa	73,004	960	796	1,756
Mendocino Council of Governments				
Mendocino Transit Authority	957,692	12,595	10,438	23,033
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,025,125	13,482	11,173	24,655
Yosemite Area Regional Transportation System (YARTS)	958,913	12,611	10,451	23,062
Regional Entity Totals	1,984,038	26,093	21,624	47,717

*** 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
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2022-23 Quarter 1 Paid
		Quarter 2 Gross Allocation A	Quarter 2 Gross Allocation B	C= (A+B)
Modoc County Local Transportation Commission				
Modoc Transportation Agency	107,653	1,416	1,173	2,589
Mono County Local Transportation Commission				
Eastern Sierra Transit Authority	2,824,223	37,143	30,782	67,925
Transportation Agency for Monterey County				
Monterey-Salinas Transit District	19,637,486	258,264	214,034	472,298
Nevada County Local Transportation Commission				
County of Nevada	369,077	4,854	4,023	8,877
City of Truckee	323,083	4,249	3,521	7,770
Regional Entity Totals	692,160	9,103	7,544	16,647
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	25,123	20,821	45,944
Orange County Transportation Authority	110,748,483	1,456,518	1,207,078	2,663,596
Regional Entity Subtotals	112,658,754	1,481,641	1,227,899	2,709,540
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	685,646	568,225	1,253,871
Regional Entity Totals	112,658,754	2,167,287	1,796,124	3,963,411
Placer County Transportation Planning Agency				
City of Auburn	21,830	287	238	525
County of Placer	5,410,141	71,152	58,967	130,119
City of Roseville	1,175,827	15,464	12,816	28,280
Regional Entity Totals	6,607,798	86,903	72,021	158,924
Plumas County Local Transportation Commission				
County of Plumas	346,829	4,561	3,780	8,341
County Service Area 12 - Specialized Service	80,198	1,055	874	1,929
Regional Entity Totals	427,027	5,616	4,654	10,270
Riverside County Transportation Commission				
City of Banning	208,349	2,740	2,271	5,011
City of Beaumont	318,557	4,190	3,472	7,662
City of Corona	426,555	5,610	4,649	10,259
Palo Verde Valley Transit Agency	175,762	2,312	1,916	4,228
City of Riverside - Specialized Service	493,635	6,492	5,380	11,872
Riverside Transit Agency	18,329,390	241,060	199,777	440,837
Sunline Transit Agency	11,506,078	151,323	125,408	276,731
Regional Entity Subtotals	31,458,326	413,727	342,873	756,600
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	348,898	289,147	638,045
Regional Entity Totals	31,458,326	762,625	632,020	1,394,645

*** 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
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2022-23
		Quarter 2 Gross Allocation A	Quarter 2 Gross Allocation B	Quarter 1 Paid C= (A+B)
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	1,991	1,650	3,641
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,027,787	13,517	11,202	24,719
Mountain Area Regional Transit Authority	564,732	7,427	6,155	13,582
City of Needles	58,190	765	634	1,399
Omnitrans	34,279,207	450,826	373,619	824,445
Victor Valley Transit Authority	4,530,204	59,579	49,376	108,955
Regional Entity Subtotals	40,460,120	532,114	440,986	973,100
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	352,324	291,986	644,310
Regional Entity Totals	40,460,120	884,438	732,972	1,617,410
San Joaquin Council of Governments				
Altamont Corridor Express *	21,420,132	NA	NA	NA
City of Escalon	51,911	683	566	1,249
City of Lodi	887,825	11,676	9,677	21,353
City of Manteca	77,826	1,024	848	1,872
City of Ripon	44,345	583	483	1,066
San Joaquin Regional Transit District	10,156,807	133,578	110,702	244,280
City of Tracy	194,489	2,558	2,120	4,678
Regional Entity Subtotals	32,833,335	150,102	124,396	274,498
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	189,308	156,887	346,195
Regional Entity Totals	32,833,335	339,410	281,283	620,693
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	37,783	497	412	909
City of Morro Bay	42,401	558	462	1,020
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	821,105	10,799	8,949	19,748
San Luis Obispo Regional Transit Authority	1,903,882	25,039	20,751	45,790
Regional Entity Totals	2,805,171	36,893	30,574	67,467
Santa Barbara County Association of Governments (SBCAG)				
City of Guadalupe	69,525	914	758	1,672
City of Lompoc	136,501	1,795	1,488	3,283
County of Santa Barbara	0	0	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	21,312	17,662	38,974
Santa Barbara Metropolitan Transit District	13,488,703	177,398	147,017	324,415
City of Santa Maria	906,214	11,918	9,877	21,795
City of Solvang	104,313	1,372	1,137	2,509
Regional Entity Totals	16,325,709	214,709	177,939	392,648

* 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
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2022-23
		Quarter 2 Gross Allocation A	Quarter 2 Gross Allocation B	Quarter 1 Paid C= (A+B)
Santa Cruz County Transportation Commission Santa Cruz Metropolitan Transit District	34,885,448	458,799	380,226	839,025
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	17,858	14,800	32,658
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	234	194	428
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	3,568	2,957	6,525
Stanislaus Council of Governments Stanislaus Regional Transit Authority City of Turlock	4,244,345 293,666	55,820 3,862	46,260 3,201	102,080 7,063
Regional Entity Totals	4,538,011	59,682	49,461	109,143
Tehama County Transportation Commission County of Tehama	194,589	2,559	2,121	4,680
Trinity County Transportation Commission County of Trinity	76,212	1,002	831	1,833
Tulare County Association of Governments City of Dinuba City of Porterville City of Tulare County of Tulare City of Visalia City of Woodlake	276,368 846,792 589,094 1,191,032 4,391,535 13,667	3,635 11,137 7,748 15,664 57,756 180	3,012 9,229 6,421 12,981 47,865 149	6,647 20,366 14,169 28,645 105,621 329
Regional Entity Totals	7,308,488	96,120	79,657	175,777
Tuolumne County Transportation Council Tuolumne County Transit Agency	203,234	2,673	2,215	4,888
Ventura County Transportation Commission City of Camarillo Gold Coast Transit District City of Moorpark City of Simi Valley City of Thousand Oaks	751,079 4,272,461 299,991 1,167,392 423,749	9,878 56,190 3,945 15,353 5,573	8,186 46,567 3,270 12,724 4,619	18,064 102,757 7,215 28,077 10,192
Regional Entity Subtotals	6,914,672	90,939	75,366	166,305
Ventura County Transportation Commission - Corresponding to SCRA***	NA	166,973	138,377	305,350
Regional Entity Totals	6,914,672	257,912	213,743	471,655
STATE TOTALS	\$ 5,696,443,829	\$ 74,917,236	\$ 62,087,117	\$ 137,004,353

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

Caltrans Internal Audits Office (CIAO)

Division of Risk and Strategic Management
Department of Transportation
Audits@dot.ca.gov



Jessica Carlson

Chief Fiscal Officer
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001
Phone: (530) 262-6190

3/6/2023

Notice Transmitted via e-mail

**Management Decision Letter:
Single Audit Report (SAR) - Shasta Regional Transportation Agency**

Dear Ms. Jessica Carlson,

This notice is to inform you of the management decision made by the Caltrans Internal Audits Office (CIAO) regarding the resolution of the Shasta Regional Transportation Agency's Single Audit Report (SAR) Finding for Fiscal Year 2021.

Based on CIAO's review of the information received, the finding was determined as **resolved**.

CIAO reviewed the resolution of the finding under the requirements of: *Title 2 Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, & Audit Requirements for Federal Awards, Subpart D-Post Federal Awards Requirements section 200.332(d), and Subpart F-Audit Requirements sections 200.521(c) and 200.521(d)*. These sections require the California Department of Transportation (Caltrans) to issue management decisions on SAR findings and ensure that sub-recipients take appropriate and timely corrective actions.

An independent Certified Public Accountant (CPA), reported the following in regard to Shasta Regional Transportation Agency's SAR finding for FY 2021:

"The Agency has not established written procedures to implement the cash management requirements of 2 CFR section 200.305"

In addition, the CPA also recommended the following:

Caltrans Internal Audits Office (CIAO)

Division of Risk and Strategic Management
Department of Transportation
Audits@dot.ca.gov

"We recommend that the Agency review its policies and formalize written procedures related to cash management requirements with 2 CFR section 200.305."

In response to the CPA recommendation for the SAR finding, FY 2021, Shasta Regional Transportation Authority implemented the following corrective action plan:

"Management was not aware that this was an issue because Section 1(D) of the Master Fund Transfer Agreement (MFTA) between the Shasta Regional Transportation Agency (SRTA) and Caltrans states that No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 49 CFR Part 18.21. As such, SRTA assumed no advances in general would be made as nearly all SRTA's funds are handled between Caltrans and SRTA in accordance with the MFTA. This is due to the unique position that Caltrans has been given to manage many funding programs on behalf of, and in coordination with, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for California. However, SRTA also recognizes the following:

1. Recent federal and state funding programs and policies applicable to metropolitan planning organizations are broadening to other agencies that are not subject to the MFTA between Caltrans and SRTA, and that they may have their own policies or requirements in place, that may allow advances.

2. The Agency should have, at minimum, a basic policy in place to adhere to the requirements of Uniform Guidance 200.305 in anticipation of potential funds the agency may receive not subject to the MFTA between Caltrans and SRTA. The Agency plans to revise policies and procedures to conform to the requirements of Uniform Guidance 200.305, by the end of the 2022 calendar year."

If you have questions, please contact Kyle Vlach, Associate Management Auditor, at Kyle.Vlach@dot.ca.gov or Gerald Lee, Audit Manager, at Gerald.Lee@dot.ca.gov.

Regards,



Ben Shelton, Audit Chief

Caltrans Internal Audits Office
Department of Transportation
Administration, MS 80
1120 N Street, Sacramento, CA 95814
Cell: (916) 858-9694

Caltrans Internal Audits Office (CIAO)

Division of Risk and Strategic Management
Department of Transportation
Audits@dot.ca.gov

CC:

California.lpa@dot.gov

Ian Howat, District Local Assistance Engineer, District 2, California Department of Transportation,

Ben Shelton, Audit Chief, Caltrans Internal Audits Office, California Department of Transportation.

Gerald Lee, Audit Manager, Caltrans Internal Audits Office, California Department of Transportation

DLA.Audits@dot.ca.gov,
DOTP.Audits@dot.ca.gov,
DRMT.Audit@dot.ca.gov,



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

February 24, 2023

Barry Tippin, City Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Support for City of Redding South Bonnyview Intersection for RAISE Funding

As the designated Metropolitan Planning Organization for the Shasta Region, Shasta Regional Transportation Agency (SRTA) is pleased to support the city of Redding's application for funding under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to complete the Interstate 5 South Bonnyview Interchange with an innovative diverging diamond design.

The project supports efforts by SRTA and the California Department of Transportation to enhance capacity and travel time reliability on mainline Interstate 5 (I-5), the most important north-south corridor on the west coast, for goods and people movement. If funded, the project would complement recent improvements made to I-5 and enhance access to Redding's premier southern gateway business park. The project is also consistent with the Regional Transportation Plan, in that the new interchange will continue to support mixed-use development in one of the region's next strategic growth areas, features complete streets design, will improve regional goods movement between I-5 and State Route 273, and will improve access to the Redding Regional Airport.

Thank you for your careful consideration of the Redding South Bonnyview Intersection for RAISE funding.

Respectfully,

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

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



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

February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

RE: Butte County Association of Government Fiscal Year 2023 RAISE Grant Application for North Valley Rail Project

Dear Secretary Buttigieg:

The Shasta Regional Transportation Agency (SRTA) supports the Butte County Association of Governments' (BCAG) application under the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the North Valley Rail Project. SRTA coordinates with and supports BCAG's on-going efforts to improve public transit (bus and rail) accessibility for California's North State communities, including connecting with statewide and national intercity bus and rail systems. Intercity bus and passenger rail services in the North State Super Region make up a coordinated North State Intercity Transportation System. BCAG is focused on public transit for Butte County and intercity connections between Butte County and the Sacramento urban region along State Route 99, while SRTA's focus is on intercity bus and passenger rail service even farther north to Shasta County and the Redding urbanized area along Interstate 5.

The North Valley Rail project proposes to extend the Amtrak San Joaquins and the Altamont Corridor Express passenger trains from Natomas to Chico that will provide four round trips per day to Sacramento where connections can be made to the state's future high speed rail service, the Bay Area, the San Joaquin Valley, and national Amtrak passenger rail service. The project extends daily intercity passenger rail service to northern California urbanized areas of Chico and Marysville/Yuba City and will also serve rural areas of persistent poverty and disadvantaged communities that make up 87% of the project area between Chico and Natomas.

If awarded the \$5 million FY 2023 RAISE Grant, BCAG will prepare preliminary engineering and state/federal environmental documents for the North Valley Rail project in cooperation with Caltrans Division of Rail and Mass Transportation, the San Joaquin Joint Powers Agency/San Joaquin Regional Rail Commission, Union Pacific Railroad, Butte County, Yuba County, Sutter County, other public and community-based organizations, and the public.

SRTA strongly encourages the Department of Transportation to support the North Valley Rail Project, and we look forward to benefits that it will bring to their region and the North State. Thank you again for your consideration of this important project.

Respectfully,

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

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



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Sean Tiedgen, Executive Director

March 2, 2023

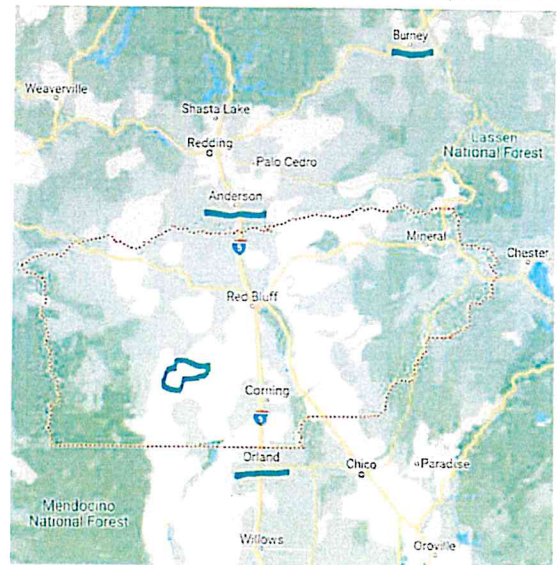
California Department of Transportation
DRMT, MS 39
1120 N Street, Room 3300
PO Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for Tehama County Transit Agency's FTA 5311(f) Application

To 5311 (f) Grants Committee,

The Shasta Regional Transportation Agency (SRTA) supports the Tehama County Transit Agency's Federal Transit Administration (FTA) 5311(f) Intercity Bus Program grant application for intercity bus connections in the North State through their Tehama Rural Area Express (TRAX) system. SRTA coordinates with and supports Tehama's on-going efforts to improve public transit accessibility for communities along the northern Interstate 5 (I-5) corridor and the North State. TRAX bus services provide regional feeder connections for the larger North State Intercity Transportation System, for which SRTA champions with our North State partners to connect our more rural, isolated communities to the larger statewide intercity bus and rail networks.

For over five years TRAX has been evolving to improve accessibility to urban area destinations such as hospitals, medical specialists, and higher education. Specifically, TRAX provides vital intercity bus connections, including stops along I-5 in the city of Anderson (Shasta County) and in the city of Orland (Glenn County), as well as bus service between I-5 and Rancho Tehama – a low-income, rural community west of Red Bluff. Similar to Burney Express (Shasta County), Trinity Transit (Trinity County), and Sage Stage (Modoc County) connecting North State communities to the Redding Area Bus Authority (RABA) urban bus system and intercity transportation networks, TRAX and Glenn Ride services connect North State counties further south to Butte County's B-Line urban bus system serving Chico, CA (all areas show in map at right).



SRTA is pleased to coordinate regularly with Tehama County Transit Agency to develop the North State Intercity Transportation System. TRAX bus services are vital to our remote rural area, and we strongly urge your funding of their project.

Respectfully,

A blue ink signature of Sean Tiedgen, written over a horizontal line.

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



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

March 8, 2023

Mr. David Jaramillo
VMP Forestry – CAL FIRE Shasta-Trinity (SHU)
875 Cypress Ave.
Redding, CA 96001

Dear Mr. Jaramillo,

The Shasta Regional Transportation Agency (SRTA) is pleased to support the *city of Redding's Priority Hazardous Fuel Management Project*. The proposal has the Project Tracking Number 22-WP-SHU-47303642. The proposed project provides a comprehensive approach to manage vegetation on problematic city-owned properties and will be a valuable contribution toward increasing the health and safety of the Redding community.

The project involves a multi-stepped approach to reduce hazardous fuel loading on fifteen city of Redding-owned properties that have significant potential for rapidly spreading a catastrophic wildfire. Many of the identified locations have critical infrastructure on or directly near the sites. These include but are not limited to, transportation infrastructure, hospitals, electric utility infrastructure, railroad tracks, water systems, and surrounding subdivisions.

SRTA recently completed the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan, which included a vulnerability assessment of the region's transportation infrastructure. Projections show extreme increases in wildfire probability and severity in the future, including areas with key transportation infrastructure relied on regionally and for the West Coast. The proposed city of Redding project will, in part, reduce fuels along the Union Pacific Railroad mainline, Interstate 5, regional arterials, Benton Airpark, and Buenaventura Boulevard. The latter carried evacuation traffic from westside neighborhoods fleeing wildfires, most notably during the 2018 Carr Fire.

I urge you to award funding for the *city of Redding's Priority Hazardous Fuel Management Project*. The project will be a great step towards reducing the risk of catastrophic fire in the city to a level that can be maintained by current resources. The project will also result in a safer community, potentially reduce future greenhouse gas emissions brought about by catastrophic fire, reduce the possibility of future fires to impact key regional infrastructure, and provide a vegetation management model for private landowners in the city.

Sincerely,

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

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

ST/mk/jp/

cc: Leslie Bryan, Utility Analyst, City of Redding Electric Utility



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

March 9, 2023

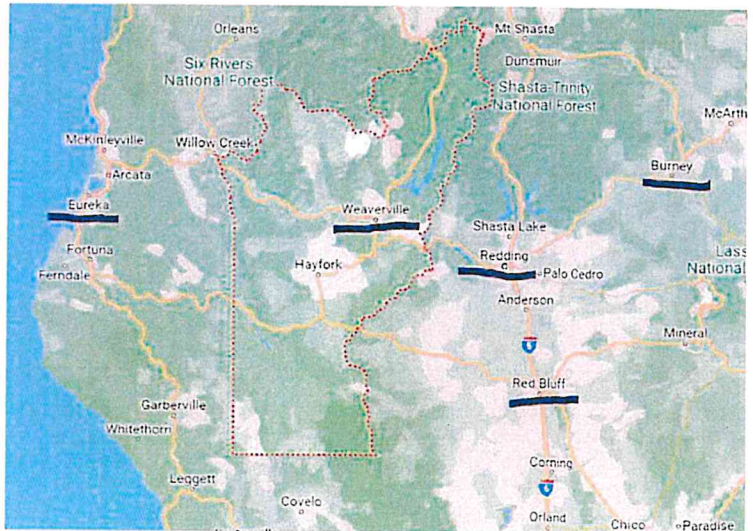
Kathy Pongratz, Chief
Rural Transit & Intercity Bus Branch
Division of Rail & Mass Transportation
PO Box 942873, MS-39
Sacramento, CA 94273-0001

Subject: Letter of Support for Trinity County Transportation Commission's FTA 5311(f) Application

Dear Ms. Pongratz,

The Shasta Regional Transportation Agency (SRTA) supports Trinity County Transportation Commission's (TCTC) and Trinity Transit's Federal Transit Administration (FTA) 5311(f) Intercity Bus Program grant application to provide public transportation that connects Trinity County to the greater North State region. Trinity Transit provides much needed access to essential services in our region, as well as opportunities to connect to other public transportation connections such as Redding Area Bus Authority (RABA), Greyhound, and Amtrak. SRTA coordinates with and supports Trinity's on-going efforts. Trinity Transit bus services provide regional feeder connections for the larger North State Intercity Transportation System, for which SRTA champions with our North State partners to connect our more rural, isolated communities to the larger statewide intercity bus and rail networks.

Trinity Transit provides vital intercity bus connections, along State Route 299, connecting Humboldt, Trinity, and Shasta counties. Similar to Burney Express (Shasta County), Sage Stage (Modoc County), and TRAX (Tehama County) connecting North State communities to the Redding Area Bus Authority (RABA) urban bus system and intercity transportation networks, Trinity Transit services connect North State communities to both the Interstate 5 and State Route 101 corridors (see map).



SRTA is pleased to coordinate regularly with Trinity County Transportation Commission (TCTC) and Trinity Transit to develop the North State Intercity Transportation System. Trinity Transit bus services are vital to our remote rural area, and we strongly urge your funding of their project.

Respectfully,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen".
Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)



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

March 17, 2023

Dear Kelly Zolotoff and Nabeelah Abi-Rached,

The Shasta Regional Transportation Agency (SRTA) and the Tulare County Association of Governments (TCAG) are requesting an amendment to the 2022 State Transportation Improvement Program (STIP). Shasta County Public Works' Cottonwood Lasso project is overprogrammed by \$1.611 million in PS&E in FY 22/23 (\$1.311 million in CRRSSA STIP shares and \$350 regular STIP shares). SRTA and TCAG are requesting a STIP amendment to:

1. Reduce the construction phase of the Caldwell Interchange project (PPNO 6421) in Tulare from \$7 million to \$5.689 million of regular STIP-RIP shares;
2. Program \$1.311 million to the construction phase of the Caldwell interchange project (PPNO 6421) in Tulare utilizing Shasta's RIP-COVID shares. The Caldwell project will remain in FY 23/24 in both counties (pending approval from Caltrans (the implementing agency)); and
3. Let Shasta's Cottonwood Lasso project for PS&E (totaling \$1.661 million) in FY 22/23 lapse.

Below represents the proposed final programming, which has been confirmed by Kacey Ruggiero at the California Transportation Commission.

Tulare:

- Caldwell Interchange Project - \$5.689 million (RIP) in FY 23/24.

Shasta:

- Caldwell Interchange Project - \$1.311 million (RIP-COVID) (Tulare County) in FY 23/24.

As a follow-up action later this year, SRTA and TCAG will program agreed upon amounts in our respective 2024 Regional Transportation Improvement Programs (RTIP), pursuant to a memorandum of understanding between our agencies, to ensure full funding of the \$1.661 million needed for Shasta County's Cottonwood Active Transportation Trunk Line Express (CATTLE) project.

Respectfully,

A blue ink signature of Sean Tiedgen, written in a cursive style.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

A blue ink signature of Theodore Smalley, written in a cursive style.

Theodore Smalley, Executive Director
Tulare County Association of Governments



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

Designation of Authority for FTA Systems User Manager

March 28, 2023

Dear Federal Transit Administration:

FTA Recipient Organization:	Shasta Regional Transportation Agency
Agency Acronym:	SRTA
TEAM ID:	6584
NTD ID:	Not Applicable

Has identified the following individual(s) to serve as User Managers:

	<u>User Manager 1</u>	<u>User Manager 2</u>	<u>User Manager 3</u>
Full Name:	Mr. Sean Tiedgen	Ms. Jennifer Pollom	Ms. Jessica Carlson
Title:	Executive Director	Senior Transportation Planner	Chief Fiscal Office
Email Address:	stiedgen@srta.ca.gov	jpollom@srta.ca.gov	jcarlson@srta.ca.gov
Phone:	530-262-6185	530-262-6195	530-262-6193
Applicable FTA System	TrAMS: yes	TrAMS: yes	TrAMS: yes
	NTD: no	NTD: no	NTD: no

This letter removes Kimiko Taguchi as a User Manager from the system for our organization. Authority is granted to create, modify, and deactivate accounts for employees of Shasta Regional Transportation Agency (SRTA) to the individual(s) listed above.

Sincerely,


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



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

March 29, 2023

To: California Air Resources Board Staff:
Lezlie Kimura, Manager, Sustainable Communities Policy & Planning Section
Kristen Mazur, Air Pollution Specialist, Transportation Analysis Section,
Sustainable Transportation and Communities Division
Nesamani Kalandiyur, Ph.D., Manager, Transportation Analysis Section, Air
Quality Planning & Science Division

From: Shasta Regional Transportation Agency:
Sean Tiedgen, AICP, Executive Director
Jennifer Pollom, Senior Transportation Planner
Mehdi Moenaddini, Associate Transportation Planner

Subject: **Technical Methodology to Estimate Greenhouse Gas Emissions for the 2022
Regional Transportation Plan & Sustainable Communities Strategy for the
Shasta Region**

Introduction

The Shasta Regional Transportation Agency (SRTA) is the metropolitan planning organization (MPO) for the Shasta County region. SRTA is responsible for updating and maintaining a regional transportation plan (RTP) and sustainable communities strategy (SCS) for the long-range planning of transportation investments in the Shasta County region. Senate Bill 375 (SB 375) requires that an MPO must submit to the California Air Resources Board (CARB) a description of the technical methodology to estimate greenhouse gas emissions for the region's SCS, or if appropriate, before it starts its public outreach process [Government Code Section 65080(b)(2)(J)(I)]. This memorandum fulfills that requirement and describes the technical methodology that will be used for the 2022 RTP/SCS.

Focus of the 2022 RTP/SCS

The 2022 RTP/SCS will continue implementation of the 2018 RTP/SCS. Although it will take many years to develop and deliver projects and programs that affect regional travel behavior, early efforts have resulted in notable progress. A combination of local and regional funds; private sector and philanthropic investments; and Affordable Housing & Sustainable Communities program (AHSC), Infill Infrastructure Grant program (IIG) Active Transportation Program (ATP), Low Carbon Transit Operations Program (LCTOP), Clean Mobility Options (CMO), Transit and

Intercity Rail Capital Program (TIRCP), federal Carbon Reduction Program (CRP), Regional Early Action Planning (REAP), and Redding Electric Utility (REU) Cap and Trade grant funds have been coordinated to enhance and transform our region.

Downtown Redding has become a more vibrant urban center featuring LEED-certified affordable and market-rate housing; new complete streets; expanded employment and shopping destinations; enhanced bicycle and pedestrian facilities connected to high-quality transit; a new Class IV urban trail connecting to the Sacramento River Trail, and downtown bikeshare launching in 2023. The city of Shasta Lake and the rural community of Cottonwood, both along the Interstate 5 (I-5) corridor, in SCS designated strategic growth areas (SGA) and in the south central urban region of the county, are also seeing transformative investments. SRTA has implemented enhanced on-demand public transit services in rural areas of our region during the week and is testing on-demand services in the urban area on Sundays – resulting in increased accessibility and mobility for many, including access to housing, jobs, food, medical care, and other essential needs. Collectively, these improvements have and will increase the use of alternative travel modes, shorten trips, expand opportunities for disadvantaged communities, and reduced greenhouse gas emissions. The 2022 RTP/SCS will include a comprehensive update on all such activities aiming for the regional greenhouse gas emission reduction targets.

In addition to continued implementation of current RTP/SCS, the 2022 RTP/SCS will incorporate new and revised requirements of the federal transportation bills Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA). Changes include: Performance-Based Planning and Programming; Highway Safety Improvement Program and transit performance targets; the latest California Planning Emphasis Areas; and FHWA and FTA national goals and priorities.

Greenhouse Gas Targets

The 2015 RTP/SCS was the first time that SRTA was required to quantify a baseline for greenhouse gas (GHG) emission reductions. Per SB 375, SRTA calculated a 2005 baseline of 21.31 lbs. of daily GHG emissions per capita. This same baseline will be used for each subsequent RTP/SCS to show if the region's plan will meet the California Air Resources Board (CARB) established SB 375 GHG emission reduction targets.

For the 2022 RTP/SCS, the regional GHG reduction targets have changed. CARB conducted a review of all California MPO GHG reduction targets in fiscal year (FY) 2017/18. That review resulted in updated targets for all regions based on CARB's determination of what was needed from regions to help California reach its ambitious climate and air quality goals. The regional targets for the 2022 RTP/SCS are: -4.0% for 2020 and -4.0% for 2035. Table 1 summarizes the GHG targets and projected performance for the 2015 and 2018 RTP/SCS efforts.

Table 1: SB 375 GHG Emission Reduction Targets

	2020	2035
2022 RTP/SCS Targets	-4.0%	-4.0%
2015 & 2018 RTP/SCS Targets	0%	0%

Table 2 summarizes the SB 375 GHG per capita reductions the 2015 and 2018 RTP/SCS are strived to achieve.

Table 2: 2015 and 2018 RTP/SCS Projected Daily GHG Emissions per Capita

	2015 RTP/SCS		2018 RTP/SCS	
Year	SB 375 Emissions per Capita	Change in Emissions from 2005	SB 375 Emissions per Capita	Change in Emissions from 2005
2005 Baseline	21.31 lbs.	-	21.31 lbs.	-
2020	20.3 lbs.	-4.9%	20.46 lbs.	-3.97%
2035	21.2 lbs.	-0.5%	21.06 lbs.	-1.16%

Project Timeline and Public Participation

SRTA's 2022 Public Participation Plan (PPP)¹ serves as the guiding document for SRTA's public outreach during development of the 2022 RTP/SCS. The 2022 PPP includes elements that ensure compliance with SB 375. Consistent with Government Code Section 65080(b)(2)(F), SRTA's public outreach will include the following items shown in Table 3. Additionally, because the COVID-19 pandemic increased remote participation opportunities, SRTA is providing options for agencies and the public to participate either in-person and remotely.

Table 3: Public Participation and Outreach for the 2022 RTP/SCS

Activity	Time Required/ Frequency	Locations
Broad outreach	Ongoing	E-mail, written mail, SRTA's website, social media (Facebook, Twitter, Instagram)
Public workshops	One	Centrally-located in the region
Draft document review	45-day comment period and at least 55 days before adoption of final RTP/SCS	SRTA's website, e-mail, written mail, fax
Public hearings	Two	SRTA BOD meetings based on board direction
Public information request	Ongoing	email: RTP@srt.ca.gov or srt@srt.ca.gov

¹ <https://www.srt.ca.gov/DocumentCenter/View/6096/The-2022-Shasta-Public-Participation-and-Title-VI-Plan>

SRTA anticipates the following schedule of activities leading up to the adoption of the 2022 RTP/SCS:

- 1) RTP/SCS Scenario Development (July 2021 – October 2022)
 - a) Review and update local agency land use development forecasts and growth forecasts
 - b) Review transportation networks, transit networks, and non-motorized networks and update as needed
 - c) Review and update financial projections
 - d) Prepare RTP/SCS scenarios for review and public feedback
- 2) Draft RTP/SCS (January 2022 – March 2023)
 - a) Prepare Initial Study and Notice of Preparation
 - b) Perform analysis on RTP/SCS scenarios, including GHG reductions
 - c) Prepare environmental review documents
 - d) Develop and release the Draft 2022 RTP/SCS for agency/public review and comment
 - e) Conduct outreach in accordance with SB 375 requirements and collect input on RTP/SCS scenarios
- 3) Final RTP/SCS and Approval (April 2023 – June 2023)
 - a) Develop the final RTP/SCS
 - b) Develop final environmental document and respond to comments
 - c) SRTA Board of Directors adoption of 2022 RTP/SCS
 - d) Submittal of final 2022 RTP/SCS to CARB

Regional Growth

The California Department of Finance's (DOF) Demographic Research Unit annually posts estimated current year and projected future population and housing data for the state and counties of California. The population baseline estimates through 2021 are based on the 2010 US Decennial Census. Per California DOF, population, and housing estimates for 2022 and beyond will be based on the 2020 US Decennial Census.² Annual population estimates are based on births, deaths and migration. Unique to data in 2020 was the separation of death data between "COVID-19 pandemic" and "non-COVID-19" deaths. Details regarding the DOF's methodology can be found on their website at:

<http://www.dof.ca.gov/Forecasting/Demographics/Projections/>.

For the 2022 RTP/SCS, SRTA reexamined data regarding population, housing (occupied housing units), and jobs since the previous 2015 and 2018 RTP cycles relied on baseline data established in 2011, with minor updates during each RTP cycle. Below is a summary of revised population, housing, and job estimates for the 2022 RTP/SCS.

Population: SRTA reviewed population data provided by the US Census Bureau for the 2020 Decennial Census and California DOF data on estimated and projected population for local

² California Department of Finance. State Population Estimates. May 7, 2021, Release.
<https://www.dof.ca.gov/Forecasting/Demographics/Estimates/>

agencies in the Shasta Region. SRTA found 2020 US Decennial Census population numbers to be four percent lower than estimated in the 2018 RTP/SCS, while 2040 population projections in the 2018 RTP/SCS were twenty-one percent higher than those estimated by California DOF projections. The 2022 RTP/SCS population numbers start with a revised estimate for 2020, based on the 2020 Decennial Census. Future growth projections use the yearly growth rate from the California DOF P-1 Tables published in September 2020. The revised population estimates are shown in Table 4.

Table 4: Population Estimates and Forecasts for the 2022 RTP/SCS

Year	2015/2018 RTP Forecasts	CA DOF Forecast ⁴	Recommended Regionwide Forecast ⁵	City of Anderson ⁵	City of Redding ⁵	City of Shasta Lake ⁵	Shasta County (uninc.) ⁵
2010 ¹	177,223	177,367	177,223	9,932	89,861	10,164	67,266
2015 ²	183,173	178,496	179,113	10,447	91,052	10,270	67,344
2020 ³	190,192	177,692	182,155	11,323	93,611	10,371	66,850
2025	197,747	178,006	182,437	11,343	93,776	10,389	66,929
2030	205,990	180,498	184,991	11,502	95,089	10,535	67,865
2035	214,364	182,530	187,073	11,631	96,160	10,653	68,629
2040	222,738	183,482	188,049	11,692	96,661	10,709	68,987
2045		183,672	188,244	11,704	96,761	10,720	69,059

¹Source: 2010 data based on 2010 Decennial Census

²Source: CA Dept. of Finance, Report E-4, Population Estimates for Cities, Counties, and the State, 2011-2021, with 2010 Benchmark

³Source: 2020 data based on 2020 US Decennial Census

⁴Source: State of California, Department of Finance, P-1. Total Estimated and Projected Population for California and Counties, July 1, 2010 to 2060 in 1-year increments, September 2020. *Note - Data does not account for 2010 or 2020 Decennial Census Population Counts.

⁵Started with CA Dept. of Finance Report P-2A: Total Population Projections Data, 2010-2060 California and Counties (2019 Baseline). Identified annual growth change in table based on projections. Made new projections based on the 2020 US Census Data Population Total for Shasta County.

Housing: Per the California DOF, the Shasta Region has an average of 2.48 persons per household.³ That metric is consistent with prior RTP assumptions and is applied for all years in the 2022 RTP/SCS. Household data was updated for 2020 based on the 2020 US Decennial Census and then the 2.48 persons per household average was applied for future years based on the projected population. Based on this revised population estimates described above, Table 5 shows the new estimated households by year.

Table 5: Occupied Household Estimates and Forecasts for the 2022 RTP/SCS

³ California Department of Finance, Demographic Research Unit. Table P-4: Projected Households, Household Population, Group Quarters and Persons per Household for the Counties and State of California. Published 6/12/2020.

Year	2015/2018 RTP Forecasts ¹	CA DOF Forecast ²	Recommended Regionwide Forecast	City of Anderson	City of Redding	City of Shasta Lake	Shasta County (uninc.)
2010 ¹	70,346	70,346	70,346	3,944	36,130	3,943	26,329
2015 ¹	73,956	70,993	73,956	4,495	38,669	4,339	26,453
2020 ³	78,054	70,895	72,836	4,502	37,761	4,091	26,482
2025 ⁴	82,054	71,183	73,563	4,574	37,813	4,189	26,988
2030 ⁴	85,859	71,412	74,593	4,638	38,342	4,248	27,365
2035 ⁴	89,274		75,433	4,690	38,774	4,296	27,673
2040 ⁴	92,689		75,826	4,715	38,976	4,318	27,817
2045 ⁴			75,905	4,719	39,017	4,323	27,846

¹Source: 2015 RTP RHNA Consistency Memo: <https://www.srta.ca.gov/DocumentCenter/View/1047/2015-RTP-RHNA-Consistency-Memo-PDF>

²Source: CA Dept. of Finance, Report P-4, Projected Households, Household Population, Group Quarters and Persons per Household for the Counties and State of California 2020-2030. (2019 Baseline)
<https://www.dof.ca.gov/Forecasting/Demographics/Projections/>

³Calculated Based on US 2020 Census Population data and regional average of 2.48 persons per household

⁴Calculated based on projected population and regional average of 2.48 persons per household

Jobs/Employment: For current employment data, SRTA reviewed employment data and projections from the California Employment Development Department (CA EDD) and the Caltrans County-Level Economic Forecast. SRTA found the CA EDD average annual employment data for 2020 (66,500 jobs) to be eight percent less than those forecasted in the 2018 RTP/SCS (72,361 jobs). The Caltrans County-Level Economic Forecast job estimates was nine percent less for 2020 (65,700 jobs), compared to the 2018 RTP/SCS.

The above findings are consistent with prior RTP/SCS efforts looking at jobs/employment data. Specifically, that the CA EDD data reports are focused on full-time equivalent employees and excludes some job types such as part-time and self-employed at home⁴. Due to this difference, prior recommendations for SRTA suggested that jobs/employment data should be adjusted up by roughly 8% in order to try to capture all available jobs types in the region. Because existing jobs/employment data has roughly this same difference to previously prepare jobs/employment forecasts, SRTA has determined that sticking with the existing jobs/employment forecast are still valid. Table 6 below shows the continued jobs “recommended forecast” assumptions by jurisdiction.

Table 6: Employment Estimates and Forecasts for the 2022 RTP/SCS

Year	Recommended Countywide Forecast	Anderson	Redding	Shasta Lake	Shasta County (uninc.)
2000					
2005	69,629	3,373	48,449	2,324	15,483
2010	63,054	2,699	43,635	2,067	14,653
2015	68,387	2,982	46,950	2,234	16,220
2020	72,361	3,263	48,250	2,427	18,420
2025	76,752	3,407	51,366	2,558	19,421
2030	80,517	3,780	53,288	2,623	20,826
2035	83,968	3,942	55,572	2,735	21,718
2040	87,418	4,104	57,856	2,847	22,611

⁴ See November 2011 Memorandum, Shasta County Forecast Assumptions, Dowling Associates,
<https://www.srta.ca.gov/DocumentCenter/View/1049/November-2011-Model-Forecast-Update-PDF>

Land Use Development: SRTA developed a regional forecast for the prior 2015 RTP/SCS in 2011; which was applied to the 2018 RTP/SCS with slight changes. For the 2022 RTP/SCS the same regional forecast will be used, with the following exceptions:

- Model regional growth out to year 2042 (20-year planning horizon);
- Updated land use development information through 2020 was provided by local agencies; and
- Updated known land use development project forecasts through 2042 are based on local agency input.

For regional planning purposes, SRTA will continue the “recession adjustment” factors that were applied in the 2015 and 2018 RTP/SCS. As indicated in the 2015 and 2018 RTP/SCS technical methodologies, SRTA assumes that the region returns to ‘normal’ development activity and land use vacancy rates by year 2030. This ensures forecasts will maintain consistent with the region’s 2018-2028 Regional Housing Need Allocation (RHNA) as prepared by the California Department of Housing and Community Development (HCD). As indicated in the section above, adjustments to regional population forecasts were made based on 2020 US Census and DOF forecast information. Ongoing impacts of climate change, extreme weather, and even the COVID-19 pandemic are being monitored and further updates will be made in the next 2026 RTP/SCS.

City/County Plans

CARB has asked for an update regarding city and county plans and any known updates that have taken place since the 2018 RTP/SCS. Below is the status of various plans in the region. Updated plans will be factored into SRTA’s plans and programs when they are adopted.

Housing Elements:

On December 21, 2018, HCD issued a final letter determining the estimated number of housing units needed to be built in Shasta County between December 31, 2018, to April 15, 2028, to accommodate future housing needs. Each city and county are required to update their General Plan housing elements to accommodate their fair share of the need. Below is the status of that update for each jurisdiction in the Shasta Region.

- Shasta County adopted the 2020-2028 Housing Element on July 28, 2020.
<https://www.co.shasta.ca.us/index/drm/planning/general-plan/2020-2028-housing-element>
- The city of Anderson adopted the 2019-2028 Housing Element on July 21, 2020.
https://www.ci.anderson.ca.us/departments/development_services_and_building_departments/index.php
- The city of Redding adopted the 2020-2028 Housing Element on June 2, 2020.
<https://www.cityofredding.org/departments/development-services/planning/general-plan-and-development-guidelines>
- The city of Shasta Lake adopted the 2020-2028 Housing Element on August 3, 2020.
<https://planshastalake.com/housing-element/>

General Plan Updates:

Periodically cities and counties update their General Plans which provide general guidance regarding the future land use development of the city or county. Here is the status of each jurisdictions General Plan:

- Shasta County last adopted their General Plan in 2004, with periodic updates to various sections since then.
<https://www.co.shasta.ca.us/index/drm/planning/general-plan>
- The city of Anderson last adopted their General Plan on May 1, 2007.
https://www.ci.anderson.ca.us/city_administration/general_plan.php
- The city of Redding last adopted their General Plan on October 3, 2000.
<https://www.cityofredding.org/departments/development-services/planning/general-plan-and-development-guidelines>
- The city of Shasta Lake's General Plan was last adopted in 1999. The City has been in the process of updating their General Plan Land Use, Circulation, Conservation, Open Space, and Health & Safety elements.
<https://planshastalake.com/> A public hearing on adopting an updated General Plan is anticipated for November 1, 2022. The updated General Plan will be considered as part of the 2026 RTP/SCS.

Specific Plans:

- The city of Redding completed an update to their Downtown Redding Specific Plan in April 2018:
<https://www.cityofredding.org/home/showpublisheddocument/5529/636580040332570000>.
- The city of Redding completed a Bechelli/Bonnyview Specific Plan in March 2021. This plan established guidelines for a 222,000 square foot regional retail development on twenty-five acres of land in the southcentral region of the city.
<https://www.cityofredding.org/home/showpublisheddocument/26289/637673027601100000>

Other Projects:

- The city of Shasta Lake has plans for a 30-unit low-income apartment complex for veterans.
<https://www.cityofshastalake.org/1126/Veterans-Village-Housing-Project>
- The city of Shasta Lake has plans for development of an 11-acre parcel that would include a 120-room hotel, retail/commercial space, and other amenities.
<https://www.cityofshastalake.org/1125/RREDCO-Commercial-Center-Project>
- The city of Shasta Lake Downtown Revitalization Project was awarded over \$16.5 million in funding from the Strategic Growth Council in January 2022. This project, estimated at \$36.5 million in total funding, provide 49 units of affordable housing, 7,500 square feet of commercial space, and bike, pedestrian, and transit improvements in the city of Shasta Lake's downtown strategic growth area.
<https://www.cityofshastalake.org/1123/Downtown-Revitalization-Project>

SCS Strategies

Generally, VMT/GHG emission reduction strategies in the 2018 RTP/SCS will be carried over to the 2022 RTP/SCS with minor updates, and several new strategies will be added. The following strategies are anticipated; however, some strategies and methodologies are being finalized, while final strategies will be included in the draft 2022 RTP/SCS. For each factor below, we indicate whether these factors are included in the ShastaSIM regional activity-based travel model or are considered “off-model” with the following notation:

- ShastaSIM Activity-based Model (ABM)
- Off-model (Off-model)

Factor #1 (Carryover with updates): Population and employment shift to SGAs and Increased Residential Densities to SGAs (ABM)

Increased VMT and GHG emission reduction target values may require higher assumptions related to housing and jobs growth in SGAs compared to other areas of the region. This would allow for the potential benefits of other strategies (e.g., increased transit, more infill housing development, etc.) to be realized. Table 7 shows the adjustment assumptions for future housing and jobs growth being redirected towards SGAs. Housing and job growth shifts will rely on local and state investments (e.g., grants). State grants will be very important in bringing affordable housing options into the SGAs.

Table 7: Percent Shift of Future Housing & Jobs Growth from Areas Outside SGAs into SGAs by 2035 and 2042

SGAs	% Shift of Housing to SGA	% Shift of Jobs to SGA
City of Anderson	10%	10%
City of Redding	6%	6%
City of Shasta Lake	10%	10%
Shasta County (unincorporated)	10%	10%

The above actions would result in increased population growth into Strategic Growth Areas. This would lead to increased residential densities and walking, biking, and public transit use.

Factor #2 (Carryover with updates): Auto Operating Costs (ABM)

Auto operating costs (AOC) are one of the greatest influences in travel behavior in the region. AOC includes fuel, maintenance, and tire wear. Other factors such as automobile price, financing costs, insurance and depreciation are currently not factors into regional AOC. Due to the lack of available data, region-specific AOC for Shasta County was not developed into ShastaSIM for the 2015 RTP. Instead SRTA utilized AOC rates similar to those used by the Sacramento Area Council of Governments (SACOG). Details regarding AOC rates can be found in their SACSIM11 Model Reference Report in Appendix C-4 of their Final Environmental Impact Report for the MTP/SCS for 2035.

CARB developed a draft AOC tool that agencies could use as part of their RTP/SCS. SRTA used this tool for the 2022 RTP/SCS.

Factor #3 (Carryover with updates): Increased Public Transportation Frequency (ABM) and Transit Improvements (Off-model)

Benefits and co-benefits of various strategies to reduce VMT/GHG emissions cannot be realized without increases in public transportation use. This is especially true in our region where most transit riders take the bus out of necessity, rather than by choice. Strategies may include: 1) increasing hours of service to later in the day; 2) adding Sunday service (currently in service under an on-demand delivery paradigm rather than traditional fixed route); or 3) adding more on-demand bus services to increase mobility options for the region. These are near-term strategies that may turn into long-term transit improvements to the region. Possible scenarios for increased transit frequency will be updated within the model.

Currently, transit bus stops in the Shasta Region do not have adequate shelters, seating, wayfinding signage, and walking and cycling related amenities. Improving bus stops by providing shelters, seating, signage, and sidewalks is associated with changes in ridership in the areas immediately surrounding improved bus stops^{5 6 7}. ShastaSIM Activity-based Model is not sensitive to improving bus stops, and an off-model calculation based on the existing studies and on methods identified in CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019) can be used for quantification.

The RTP assumes that most mode shift/VMT reductions come from increased transit frequency towards the end of the planning period. Additional benefits to GHG emission reductions will be realized from zero-emission public transit over the life of the 20-year plan. These strategies will rely on state funding support, especially during early implementation years to help provide a service long enough to establish community use.

Factor #4 (Carryover with updates): Accelerated delivery of active transportation investments in SGAs (Off-model)

The GoShasta Active Transportation Plan was adopted in February 2018 and updated in August 2019. The 2022 RTP/SCS will include key GoShasta ATP projects that are planned for implementation. This includes projects that implement GoShasta's regional focus on high-quality trunk lines that connect to/from SGAs. Continued use of regional funds, including SRTA's 2% TDA Non-Motorized Program and a portion of the region's STIP funds, will be programmed for projects that implement GoShasta and the adopted RTP/SCS. An off-model strategy quantification memo and associated spreadsheet tool will be created based on methods identified in CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019). Because most studies focus on large, urban areas, it's anticipated that low or mid-range elasticities may be appropriate for SRTA. Most active transportation projects will rely on a combination of local and state funding in order to be implemented.

⁵Brown, S. Cable, F. Chalmers, K. Clark, C. Jones, L. Kueber, G. Landfried, E. Liles, C. Lindquist, N. Pan, X. (2006). Understanding How the Built Environment around TTA Stops Affects Ridership: A Study for Triangle. Transit Authority.

⁶ Kim, J Y. Bartholomew, K. Ewing, R. (2020). Another one rides the bus? The connections between bus stop amenities, bus ridership, and ADA paratransit demand. *Transportation Research Part A* 135:280–288.

⁷ Shi, X. Moudon, A V. Hurvitz, P M. Mooney, S J. Zhou, C. Saelens, B E. (2021) Does improving stop amenities help increase Bus Rapid Transit ridership? Findings based on a quasi-experiment. *Transportation Research Interdisciplinary Perspectives* 10:10332.

Factor #5 (New): Plug-in electric vehicles charging infrastructure (Off-model)

Compared to other regions across California, Shasta County has a relatively small percentage of hybrid and plug-in all electric vehicles (PEV). This primarily stems from the issue of range anxiety and lack of available infrastructure for quick charging. SRTA will evaluate statewide assumptions for future PEV ownership due to state actions and determine whether regional/local efforts can more rapidly encourage PEV ownership. SRTA will look at methodologies described in the Upstate Region PEV Readiness Plan (<http://www.siskiyoucounty.org/pev/>) and CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019) to develop a spreadsheet tool to forecast anticipated PEV adoption over the RTP period and the potential benefits of adding more PEV infrastructure. This would be compared to statewide adoption rates and forecasts already shown in EMFAC.

Factor #6 (New): Transportation Systems Management strategies (Off-model)

Transportation systems management (TSM) strategies have the ability to reduce VMT/GHG emissions by improving mobility through the proactive corridor management which can improve traffic operations. Ramp metering is one of the Transportation System Management strategies that Caltrans District 2 uses to operate I-5 at its full potential. Successful operation of ramp metering systems leads toward integration with other activities that actively manage the freeway network. Implementing these effective ramp meters can have long-term benefits like decreased travel time, collisions, and emission for the region. While the magnitude of the benefits may vary depending on the level of congestion and configuration, the widespread benefits make it one of the most cost-effective freeway management strategies. An off-model strategy quantification memo and associated spreadsheet tool will be created based on methods identified in CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019).

Factor #7 (New): Car Share (Off-model)

In the Shasta region, the number of required vehicles will significantly decrease if individuals share vehicles. In addition, individuals in this region use their cars only for a small portion of each day, as little as a few hours. This typical demand pattern can justify car sharing as one of the strategies that can reduce car ownership and VMT. SRTA estimates the car share membership population of TAZs identified as having sufficient residential densities to support car sharing and the CO2 emissions from car sharing members' discarded or shed vehicles VMT, CO2 emission rates for shed private automobiles, and VMT from car share members driving car share vehicles. An off-model strategy quantification memo and associated spreadsheet tool will be created to evaluate the potential impacts of increased car share activities. Methods will be identified and based on CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019).

Factor #8 (New): Bike and Scooter Share (Off-model)

Implementing bike share programs allows people to ride a bike or a scooter to their destinations for a small fee. This strategy can reduce GHG emissions by providing access to bicycles and scooters, and this accessibility can be used to encourage active transport modes and reduce auto trips. This strategy also can encourage public transportation usage by improving first and last-

mile travel options. SRTA estimates reducing VMT by providing access to bicycles and replacing auto trips with bike and scooter trips. This estimation can be used to calculate the potential reduction in GHG emissions. The area and number of stations for the planned service areas in Redding, Shasta Lake, Anderson, and other Shasta County communities are used for this estimation. An off-model strategy quantification memo and associated spreadsheet tool will be created to evaluate the potential impacts of increased bike share activities. Methods will be identified and based on CARB's *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019).

Other Recent Trends

Transit

Since adoption of the 2018 RTP new transit services have been attempted in the region to further the SCS and increase ridership:

- Redding Area Bus Authority (RABA) initiated a new Crosstown Express service in September 2016 that provides more frequent service between the Downtown Transit Center, Redding Civic Auditorium and Canby Road Transfer Center. This service has continued and is the only route in the region with a 30-minute (or less) headway.
- RABA has partnered with Shasta Community College to allow students to ride RABA for free. Students swipe their college-issue ID card to ride the buses.
- SRTA partnered with Dignity Health Connected Living (DHCL) to improve transit services:
 1. Initiated a new on-demand ridesharing public transit service that serves the cities of Anderson, Redding, and Shasta Lake on Sundays. This service started in October 2019 and has provided over 8,000 passenger trips since its launch.
 2. Expanded the eligibility of riders on the rural Monday-Friday service provided by DHCL to include anyone 18 years of age and older.
 3. SRTA and DHCL have initiated an on-demand service to provide improved public transit services in eastern Shasta County to the communities of Burney, Cassel, Fall River, and McArthur. This new service will allow residents to commute in and between those communities Monday-Friday. Trips can be booked by phone, mobile app, or email.
- SRTA, DHCL, and RABA are working on plans to implement the California Innovative Clean Transit rule. Since the services provided in the region are considered "small transit", 25% of all new bus purchases must be zero-emission starting in 2026, and 100% of all new bus purchases must be zero-emission starting in 2029.

California has seen a decline in public transit ridership overall for several years. Despite efforts to increase transit ridership, total RABA ridership has decreased approximately 23.3 percent since adoption of the 2018 RTP/SCS, with an average decline of 9.3 percent annually. Part of that period was also severely impacted by the COVID-19 pandemic. It's possible that the impact of the COVID-19 pandemic may delay any hoped-for changes in increased ridership during the next four years. RABA is preparing an update to their Short Range Transit Plan, which may explore some new strategies for encouraging more ridership.

Household Travel Survey Data

The 2010-2012 California Household Travel Survey was completed in January 2013. While a very low number of surveys were completed for the region, SRTA utilized available data to review travel trends for the 2015 RTP/SCS. This helped to refine travel behavior assumptions in the travel demand model (ShastaSIM) for the 2015 RTP/SCS. This same information carries over into the 2022 RTP/SCS.

The 2016 National Household Travel Survey was completed in April 2017. This data will be utilized to review and update regional travel trends for the 2026 RTP/SCS.

Technical Tools, Models and Data

Land Use Tool

SRTA does not currently utilize a separate land use model such as Cube Land, UPlan, UrbanSim, or other similar products. Instead, SRTA utilizes a macro-enabled Microsoft Excel spreadsheet that allocates land uses, housing and jobs to parcels. More details on this tool are in Appendix A.

SRTA and four other small MPO's (AMBAG, BCAG, SLOCOG, TRPA) were awarded a Caltrans technical planning grant to create an Integrated Land Use Model and Development Monitoring Framework Tool. This tool will help create an easy-to-use land use model for each MPO region that is based on a common framework. That effort started in 2022 and is anticipated for completion in 2024. Once the tool is complete SRTA anticipates using the land use model as part of the 2026 RTP/SCS update.

ShastaSIM

SRTA's activity-based travel demand model, called ShastaSIM (version 1.2), is the region's primary modeling for evaluating projects and performance of the RTP/SCS. A summary of the ShastaSIM model is provided in Appendix A, while more details are available in the following model development report: <http://www.srta.ca.gov/174/Travel-Demand-Modeling>.

SRTA will update the model's land use data, transportation network data and transit network data to be consistent with any changes since the 2018 RTP. As indicated earlier, to the extent feasible, SRTA will also update auto operating costs. Additionally, a 2042 model forecast year will be added. For the 2022 RTP/SCS the following model years will be used for forecasting and evaluating results:

Table 8 – 2022 RTP/SCS Analysis Years

Year	Purpose
2005	Base year for SB 375 analysis
2020	SB 375 GHG reduction target year/ base year for 2022 RTP/SCS
2035	SB 375 GHG reduction target year
2042	2022 RTP/SCS horizon year

EMFAC

Per guidance by CARB, SRTA will utilize the 2014 version of CARB's EMFAC emissions model to quantify criteria pollutants, calculate GHG emissions and conduct SB 375 analysis of the 2022 RTP/SCS. The 2014 EMFAC model is approved by the US Environmental Protection Agency (EPA) for use in California. CARB guidance states that SRTA should use the same EMFAC model between the third and second RTP/SCS's since implementation of SB 375 to ensure proper comparison between plans. ShastaSIM will provide model outputs files that can be converted into input files for the EMFAC model, including VMT by speed bin and time of day.

For the 2018 RTP/SCS, the EMFAC 2014 model was used to calculate GHG emissions. Because there are differences in EMFAC models, CARB developed methodologies for MPOs to follow to adjust the calculations in the percent reduction in per capita CO₂ emissions to ensure consistency in meeting targets. SRTA will follow the methods described in the CARB memo *Methodology to Calculate CO₂ Adjustment to EMFAC Output for SB 375 Target Demonstrations* to quantify and compare emissions between the 2022 and 2018 RTP/SCS.

Off-Model Tools

There are policy scenarios that cannot be measured within travel models. SRTA may however consider these policies within the RTP/SCS to meet the region's GHG emission reduction targets. In these situations, SRTA may develop or rely on existing off-model tools or techniques to quantify the benefits of these policies. These tools will be based on accepted best practices or academic literature, collaboration with other MPOs, and be compared to CARB's policies and practices guidelines. Any off-model tools or techniques used will be documented, with supporting data and analysis in the final 2022 RTP/SCS.

Modeling Interregional Trips

SRTA will model interregional trips in the same way they were conducted for the 2015 and 2018 RTP/SCS. Interregional trips are described as follows:

- Internal-External (I-X) trips are trips that originate within Shasta County and have a destination outside of the region.
- External-Internal (X-I) trips are trips that originate outside Shasta County and have a destination within the region.
- External-External (X-X) or "through" trips are trips that travel through the region, but never stop.

The following methodology is applied regarding interregional trips for purposes of GHG emissions estimation for the 2022 RTP/SCS:

- I-X trips – are modeled from their origin up to the Shasta County boundary.
- X-I trips – are modeled from the Shasta County boundary to their destination.
- X-X trips – are excluded from the SCS for GHG calculations.

VMT associated with interregional trips are planned to be calculated for years 2035, 2040, and 2042. While the exclusion of interregional trips as described above will be used for calculating the region's effort to meet the SB 375 GHG emission reduction target, all VMT will be calculated to estimate the overall impact VMT has on the region's transportation system.

SB 743

Senate Bill (SB) 743 changed the way that transportation impacts are evaluated under the California Environmental Quality Act (CEQA). SB 375 shifted the review and determination of a project's transportation impacts away from Level of Service (LOS) to vehicle miles traveled (VMT). To assist local and regional partners on evaluating projects, SRTA will be providing a post-processing tool that will provide VMT-per-capita information at both a regional level and jurisdictional level (i.e., city or unincorporated county). Because the land uses within the ShastaSIM regional model are very high-level and do not go into detail that local city and county General Plans and Zoning Codes do, the tool is provided as a guide for local agency use in evaluating projects. Lead or local agencies will be responsible for determining the appropriate thresholds of significance for each project under the transportation impacts section of CEQA.

Appendix A: ShastaSIM Model Summary

SRTA's travel model is the Shasta Activity-Based Travel Simulation model, or ShastaSIM. SRTA hired DKS Associates to develop the model, along with sub-consultants John Bowman, Mark Bradley, and Resource Systems Group Inc. (RSG). Initial development of the model started in 2011 and was completed June 2014 (v1.0). Subsequent updates to the model were adopted in June 2015 (v1.1) and October 2018 (v1.2), corresponding with the adoption of the 2015 and 2018 Regional Transportation Plan and Sustainable Communities Strategy.

ShastaSIM is an advanced forecasting tool that simulates an individual's travel patterns as a series of "trip-legs," connecting activities during a typical 24-hour day. Travel behavior is simulated at the parcel level and can be aggregated up to a Traffic Analysis Zone (TAZ) or Census Block Group level. Households and jobs are allocated at the parcel level, allowing greater sensitivity to smaller-scale land use or policy changes. ShastaSIM comprises of the following primary components:

- A parcel-based macro-enabled Microsoft Excel spreadsheet that allocates land uses, housing, and jobs to parcels, for each model year. Allocations are based on general plan land use data, local city/county anticipated projects and US Census Block Group occupancy rates. The spreadsheet includes functions to estimate land use shifts of housing and jobs to Strategic Growth Areas (SGAs) as part of the region's Sustainable Community Strategy.
- A population synthesizer, built within DaySim, which creates a synthetic population with similar characteristics of the region and allocations persons to households.
- DaySim, which is a person-day activity and travel simulator. DaySim simulates the travel behavior of every synthetic "person" with the region over the course of a typical 24-hour period. Outputs are created for every "person" and can be associated with households in the region (**Updated for 2022 RTP**).
- Citilabs Cube Base/Voyager software, which is used to run the model via the Scenario Manager interface and generate outputs. Output files can be developed into an ArcGIS map via Cube's GIS window or as tables, charts or maps that can be formatted in CUBE, ArcGIS or Microsoft Excel.

A) Cube Base/Voyager

Except for the macro-enabled Excel land use spreadsheet tool, all other components of ShastaSIM are run using Citilabs'® Cube Base/Voyager software (<http://www.citilabs.com/>). The model is opened using catalog files and run within the Scenario Manager. The model can be run completely or individual components called "applications" can be opened and independently run.

B) Macro-enabled Land Use Tool

SRTA does not use a separate land use model (e.g., CubeLand, UPlan, Community Viz, etc.) to estimate future land use growth for the region. Instead, SRTA utilizes a macro-enabled Microsoft Excel spreadsheet that allocates land uses, housing and jobs to parcels. The spreadsheet includes

functions to estimate land use shifts of housing and jobs to Strategic Growth Areas (SGAs). The final output is a comma delimited text file, called Parcel_Update_AllocHH.csv, that is used by ShastaSIM to estimate travel. Figure 1 summarizes the attributes of the Parcel_Update_AllocHH.csv file.

Figure 1: ShastaSIM Parcel Data Input (Parcel_Update_AllocHH.csv) File Format

FIELD	DESCRIPTION
Parcelid	parcel ID number
xcoord_p	X coordinate – state plane feet
ycoord_p	Y coordinate – state plane feet
sqft_p	Area – square feet
taz_p	TAZ number
block_p	census block
SFDU	single family dwelling units on parcel
MF2_4DU	multi-family (2-4 units) dwelling units on parcel
MF5+DU	multi-family (5+ units) dwelling units on parcel
MH DU	mobile home dwelling units on parcel
TOT_DU	total dwelling units on parcel
SFHH	single family occupied households on parcel
MF2_4HH	multi-family (2-4 units) occupied households on parcel
MF5+HH	multi-family (5+ units) occupied households on parcel
MHHH	mobile home occupied households on parcel
TOT_HH	total occupied households on parcel
stugrd_p	grade school enrollment on parcel
stuhgh_p	high school enrollment on parcel
stuuni_p	university enrollment on parcel
empedu_p	educational employment on parcel
empfoo_p	food employment on parcel
empgov_p	government employment on parcel
empind_p	industrial employment on parcel
empmed_p	medical employment on parcel
empofc_p	office employment on parcel
empret_p	retail employment on parcel
empsvc_p	service employment on parcel
empoth_p	other employment on parcel
emptot_p	total employment on parcel
parkdy_p	off-street daily parking on parcel
parkhr_p	off-street hourly parking on parcel
ppricdyp	off-street daily parking price
pprichrp	off-street hourly parking price
track	census tract
group	census block group

C) Population Synthesizer

DaySIM has a built-in population synthesizer that creates a regional population with attributes similar to the socio-demographic information available from the UC Census and American Community Survey demographic data. These attributes include: gender, age, school grade, building ownership, etc. Figure 2 below shows the population file attributes.

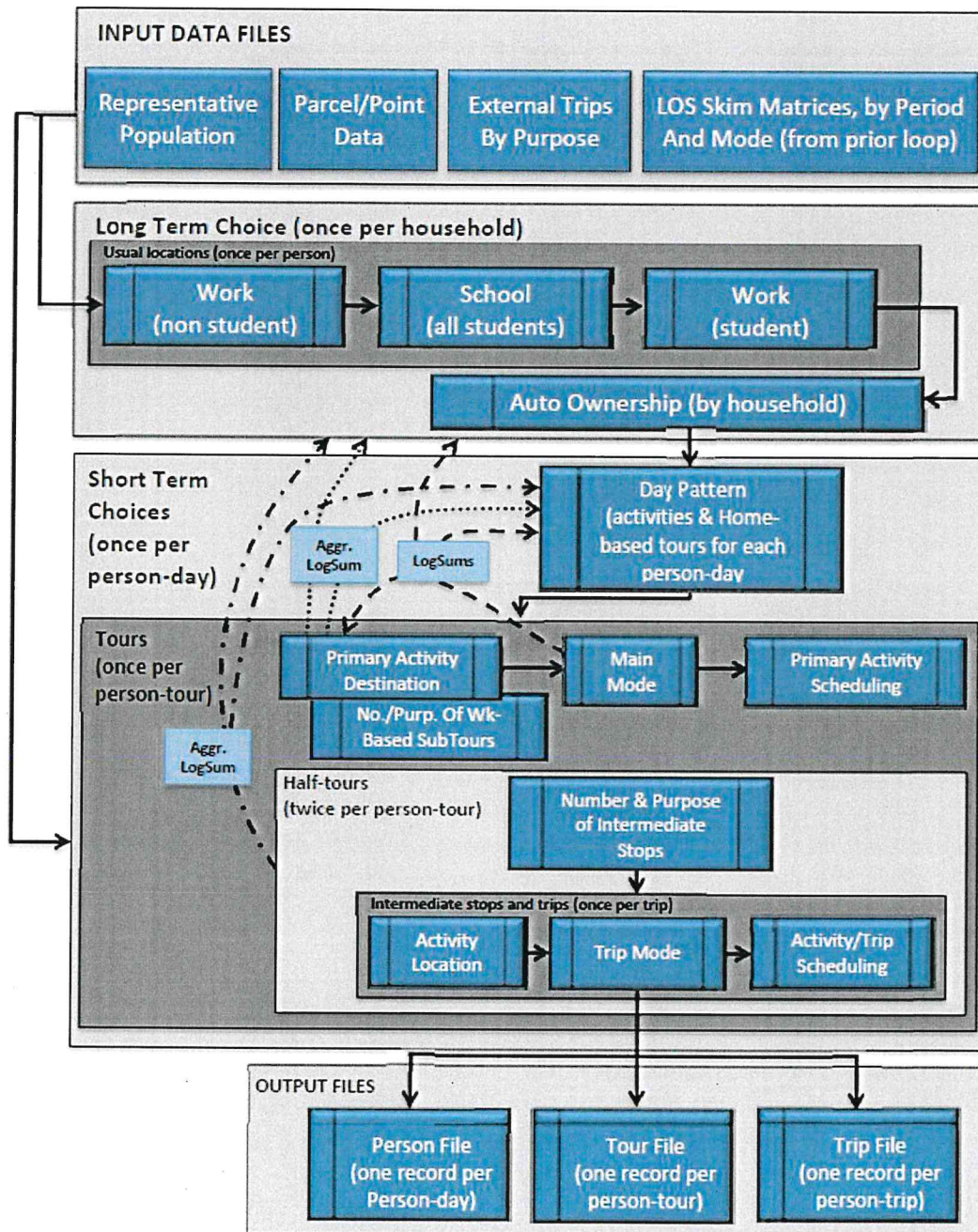
Figure 2: ShastaSIM Population File Format

FIELD	DESCRIPTION
serialno	Household id
pnum	Person # within household
hhtaz	Household TAZ
hhcel	Household parcelid
persons	Total persons in household
tenure	Own (1), rent(2)
bldgsz	Residence building size/type
p65	# of persons age 65+ in household
p18	# of persons age under 18 in household
npf	# of persons part of family in household
noc	# of children in household
hinc	Household income
vehicl	# of vehicles in household
relate	Relationship to householder
sex	Gender: male (1), female (2)
age	Age
grade	Current education school type
hours	Hours worked per week
worker	Worker: yes (1), no(0)
student	Enrolled student: yes (1), no(0)
nworkers	# of employed workers in household
nstudent	# of enrolled students in household
exfac	Expansion factor (assigned later)

D) DaySIM

DaySIM is the regional activity-based, tour simulator for the regional travel of the region's residents. DaySim simulates the travel behavior of every synthetic "person" with the region over the course of a typical 24-hour period. It is structured as a series of hierarchical or nested choice models, for long-term and short-term activity choices. These set of choices simulate that decision-making process people make every day for trips, such as mode of travel, destination of trip purpose and time of day for travel. Figure 3 illustrates the various DaySim components. Detailed explanations of each DaySim component are found in Chapter 6 of the ShastaSIM Model Development Report available on SRTA's website at: <https://www.srta.ca.gov/174/Travel-Demand-Modeling>

Figure 3: DaySim Hierarchy and Flow Chart



April 3, 2023

2022 RTP/SCS Off-Model Strategy Quantification for the Shasta Region

INTRODUCTION

The RTP/SCS for the Shasta Region identifies regional actions that the region may take to reduce greenhouse gas (GHG) emissions from cars and light trucks over and above efforts employed by the State of California. A number of regional strategies proposed for the 2022 RTP/SCS, as well as various enhancing aspects of these strategies, cannot be adequately quantified using a travel-demand model. Thus, the GHG reductions from these strategies were quantified utilizing 'off-model' methods based primarily on the California Air Resources Board's (CARB) *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E* (CARB 2019). Table 1 below summarizes the region's six 'off-model strategies'. A more detailed explanation of each strategy and the methodology proposed to quantify their GHG emission reductions – are provided in the following sections and in Appendix A, *Off-Model Calculations*.

Table 1: Summary of Off-Model Strategies

Strategies		Description	CO ₂ estimation	
1	Transit Improvements	Improving bus stops	2035	2040
2	Bicycle and Pedestrian Facility Enhancement	Implementation of GoShasta Regional Active Transportation Plan		
3	EV Charging Infrastructure	Accelerating utilization of regional Zero-Emission Vehicle Charging Infrastructure		
4	Car Share	Accelerating car sharing in TAZs that have sufficient residential densities to support car sharing		
5	Transportation System Management	Implementation of the ramp metering program for I-5		
6	Bike Share	Implementation of the planned bike share programs		

Consistent with CARB guidance, the 2014 version of CARB's Emission FACtor model (EMFAC2014) was used to quantify all off-model GHG reduction strategies. This is consistent with the previous 2018 RTP/SCS. Emissions are quantified for 2035 and 2040. All factors can be found in Appendix A, *Off-Model Calculations*, and can be adjusted using STRA's Off-Model Calculation tool.

***Please note that all assumptions, figures, and methods found in this draft memo and appendices are preliminary and will be updated consistently with the final 2022 RTP/SCS.

Off-Model Strategies

This document presents the calculation procedures and data sources used for the off-model calculations. Details associated with each off-model strategy calculation can be found in Appendix A. It is anticipated that Appendix A, Off-Model Calculations, and further details will be added, and calculator inputs refined during the development of the 2022 RTP/SCS and as information becomes available.

Strategy 1 – Transit Improvements

Description: Currently, transit bus stops in the Shasta Region do not have shelters, seating, wayfinding signage, and walking and cycling related amenities. Improving bus stops by providing shelters, seating, signage, and sidewalks is associated with changes in ridership in the areas immediately surrounding improved bus stops. SRTA regional travel demand model is not sensitive to improving bus stops, and an off-model calculation based on the existing studies can be used for quantification. SRTA defines a bus stop index based on the availability of required amenities (e.g., bus stop signs, shelters, seating areas, maps, trash cans, lighting, bike racks, schedule, and real-time information,...), paved landing area, and sidewalk leading to the stop. SRTA anticipates at least one unit increase in the bus stop index for 2035 and a two-unit increase for 2040.

Objectives: A study by Kim et al. (2020) compares ridership from before and after improvements at the treated stops and at a set of unimproved stops while controlling for demographic, land use, and regional accessibility influences. The results show that the improved bus stops are associated with a statistically significant increase in overall ridership. Shi et al. (2021) conducted a similar study for Bus Rapid Transit (BRT) ridership and concluded that stop amenities are positively associated with higher transit ridership. Brown et al. (2006) also support the same relationship between improved bus stops and overall ridership. This study shows that a unit increase in the bus stop index is associated with a 31% unit increase in ridership. In addition, there are many studies that support the positive effects of walking and cycling improvements around the stations on the overall ridership.

Trip and Emission Needs: All information used for Strategy 1 quantification can be found in the table below and in Appendix A. It should be mentioned that this strategy also can facilitate walking and bicycle use in addition to increasing transit by encouraging more transit trips and providing related facilities like bike racks.

Data	Source
Baseline regional ridership	Transit ridership data
Increase in ridership	Brown et al. (2006): 31% (the most conservative values in related studies)
Mode shift factor	Travel demand model
Land use multiplier	National default multiplier: 1.9
Average vehicle occupancy	Travel demand model
Average regional home-work trip lengths	Travel demand model
CO ₂ emission reduction (ER) from displaced automobile trips	EMFAC
Increase in Transit activities	Caltrans Division of Research, Innovation and System Information (2015) + travel demand model
Transit ER	Travel demand model + EMFAC

Quantification Methodology: Quantification of this strategy will be based on the *SCS Program and Evaluation Guidelines, Appendix D, Transit Improvements (CARB 2019)*. Calculations associated with this strategy can be found in Appendix A. The overall approach includes determining the increase in transit ridership, estimating the mode shift from private automobile to transit, estimating average trip lengths for the region, obtaining necessary emission rates, and estimating net emissions associated with decreased private automobile use and increased transit activity. Regarding the increase in transit ridership, SRTA used the most conservative values in related studies which is a 31% increase in ridership for a unit increase in the bus stop index (Brown et al., 2006). A study by Kim et al. (2020) proposes a 141% increase in boardings for stops with amenity improvement and another study by Shi et al. (2021) shows that compared with boardings at stops that had the smallest number of amenity changes, boardings at stops with new bike hoops were 203.5% higher; boardings at stops with new real-time information system were 199.1% higher; and boardings at stops with new or improved shelters were 81.4% higher. SRTA defines a bus stop index based on the availability of required amenities (e.g., bus stop signs, shelters, seating areas, maps, trash cans, lighting, bike racks, schedule, and real-time information,...), paved landing area, and sidewalk leading to the stop. SRTA anticipates at least one unit increase in the bus stop index for 2035 and a two-unit increase for 2040. The travel model is used to estimate the mode shift from private automobile to transit, average trip lengths for the region, average vehicle occupancy, and emission rates. Regarding increased transit activity, the hypothetical corridor bus frequency impacts on VMT and emissions that are suggested by the Caltrans Division of Research, Innovation and System Information (2015) and the proposed headway for 2035 and 2040 are used to convert the estimated car VMT to bus VMT.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

Currently, transit service in the Shasta Region is comprised of 60-minute headway fixed route service spread over a large area. Dispersed development patterns and segregated land uses are not conducive to transit. Ridership is consequently low and primarily serves individuals that are transit dependent. These limitations can reduce the positive effects of improving bus stops. However, the 2040 Long-Range Transit Plan calls for the reallocation of transit service hours, resulting in 15-minute fixed-route service on key corridors and between activity centers, supported by flexible on-demand transit services in low demand areas and during low demand days and times. SRTA will implement these changes in phases in response to increased transit-oriented development, public demand, documented unmet transit needs, access to appropriate transit vehicle fleet mix, and in coordination with other modal investments (e.g., first- and last-mile active transportation improvement, programmatic support, etc.). Another limitation could be related to the increased transit activity estimation. Applying today's emissions control technology and no- or low-emissions cars and buses might significantly change these results for the increased transit activity estimation.

Monitoring and Tracking

Tracking for this strategy can be performed utilizing annual Redding Area Bus Authority (RABA) and ShastaConnect ridership reports.

Strategy 2 – Bicycle and Pedestrian Facility Enhancement

Description: Currently, the Shasta Region has a small but growing number of high-quality Class I (separated trail) and Class IV (cycle track) facilities. New high-density, affordable infill mixed-use projects located in the downtown Redding and Shasta Lake strategic growth areas are increasing the number of households in proximity to major trip destination centers/corridors. Walking and bicycling are popular activities with great potential to convert recreational users to trips that replace motor vehicle trips. And several community-based organizations help to support and advocate for active transportation improvements. Decreased vehicle miles traveled (VMT) through displaced trips via active transportation

are not easily reflected in the regional travel model without significant changes (e.g., adding 10+ miles of active transportation lanes), and the quality benefits of small active transportation projects are missed.

Objectives: Consistent with the GoShasta Regional Active Transportation Plan, SRTA will continue to provide technical assistance and financial support to local agencies for the development of a direct, contiguous, and low-stress network of active transportation trunk lines with local feeders and connections to public transportation. A number of trunk line projects have been successfully planned and funded in this manner. Trunk line routes are largely comprised of Class I (separate trail) and Class IV (cycle track) facilities: feature protected intersections and/or grade-separated crossings; and will be supported by complementary programs such as free bike parking, public information/education campaigns, and other actions designed to remove barriers and encourage active transportation for residents of all ages and abilities. Under this scenario and considering the current proposed and funded projects, bike and pedestrian lane miles are forecast to increase by 15% by 2035 and 25% by 2040. This can potentially reduce GHG emissions by reducing short work-related motor vehicle trips and VMT, promoting alternative means of transportation, and connecting the first and last mile of transit trips.

Trip and Emission Needs: All information used for Strategy 2 quantification can be found in the table below and in Appendix A.

Data	Source
Increase bike lane	GoShasta Regional Active Transportation Plan and the regional proposed projects
Reduction in drive commuting per 1% of bike lane increase	Marshall and Garrick (2010): 0.007
Reduction in VMT per 1% of sidewalk length increase	Fan (2007): 0.02
Home-Based Work (HBW) purpose vehicle trips	Travel demand model
Average regional home-work (HW) trip lengths for biking	National Household Transportation Survey: 1.8 miles
Average regional HW trip lengths for walking	National Household Transportation Survey: 0.98 miles
CO ₂ ER from displaced automobile trips	EMFAC

Quantification Methodology: The quantification methodology for Strategy 2 will be based on *SCS Program and Evaluation Guidelines, Appendix D, 'Bicycle and Pedestrian Facility Enhancement'*. Calculations associated with this strategy can be found in Appendix A. Typically, GHG emission for this strategy is a result of VMT reductions due to the mode shift from vehicle trips to nonmotorized trips. SRTA estimated the percent increase in regional bicycling and pedestrian lane miles resulting from the strategy compared to the base year. Consistent with the GoShasta Regional Active Transportation Plan, complementary programs such as free bike parking, public information/education campaigns, and other actions designed to remove barriers and encourage active transportation for residents of all ages and abilities, and the current proposed and funded projects, SRTA estimates 15% by 2035 and 25% by 2040 increase for bike and pedestrian lane miles. The Marshall and Garrick (2010) and Fan (2007) studies are used for quantifying the relationship between the increase in bike and pedestrian lane miles and commute trips. The travel demand model is used as a source for the HBW purpose vehicle trips and the National Household Transportation Survey results are used for the average regional HW trip lengths for biking and walking.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

Measuring the effectiveness of this strategy can be one of the main challenges. SRTA will deal with this challenge by applying count-based, survey-based, and model-based approaches in estimating bicycle and pedestrian miles traveled at the regional level.

Implementation Tracking

This strategy will be tracked using the development of active transport routes, funding made available from the enhancement quantifications, and bicycle and pedestrian counts performed every three years by SRTA.

Strategy 3 – EV Charging Infrastructure

Description: To accelerate public adoption of zero-emission vehicles the region will facilitate the expansion of electric vehicle charging stations, located in rural towns, urban activity centers, and regional corridors.

Objectives: Estimate CO₂ emission reductions from plug-in hybrid electric vehicles (PHEV) VMT based on the estimated average VMT shift per PHEV from gasoline to electricity as a result of the increased charge stations. Four main areas are identified for charging infrastructure improvements and the number of EV chargers to be installed in these areas is estimated by considering the current proposed and funded projects. Here we use the term eVMT to distinguish VMT from cars and light trucks with internal combustion engines versus those with electric drive trains.

Trip and Emission Needs: All information used for Strategy 3 quantification can be found in the table below and in Appendix A.

Data	Source
Number of EV chargers to be installed	Regional proposed and funded projects
The average number of PHEVs per charger installed	National Renewable Energy Laboratory: 7
The average increase in eVMT per PHEV	Internal CARB analysis of Southern California vehicle trip data (2017): 13
Average emission factor for decreased PHEV gasoline consumption	CARB: 198 grams of CO ₂

Quantification Methodology: The off-model quantification for this strategy will follow the *SCS Program and Evaluation Guidelines, Appendix D, 'Electric Vehicle Charging Infrastructure' methodology (CARB 2019)*. Calculations associated with this strategy can be found in Appendix A. Four areas are identified for charging infrastructure improvements. Area descriptions will be added at a later date. SRTA estimates CO₂ emission reductions from PHEV eVMT based on the estimated average VMT shift per PHEV from gasoline to electricity as a result of the increased charge stations. The number of EV chargers to be installed for years 2035 and 2040 is estimated considering the current proposed and funded projects. The National Renewable Energy Laboratory suggestion is used for the average number of PHEVs per charger installed and CARB suggestions are used for the average increase in eVMT per PHEV and the average emission factor for decreased PHEV gasoline consumption.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

Though VMT is not reduced, increasing acceptance of zero-emission vehicles provides an opportunity for the region to reduce emissions. This particular strategy proved to be the most effective strategy for reducing emissions in the 2018 RTP/SCS. However, the goal of the strategy is to increase PHEV eVMT per day and not to increase purchases of PHEVs and it is critical to the success of this strategy to have a low competitive price for electricity.

Implementation Tracking

The progress of this strategy can be tracked by the installation of charging stations through SRTA-backed programs, and by tracking the number of charging stations and the amount of electricity consumed by EV charging facilities in the region in collaboration with the utility providers.

Strategy 4 – Car Share

Description: In the Shasta Region, the number of required vehicles will significantly decrease if individuals share vehicles. In addition, individuals in this region use their cars only for a small portion of each day, as little as a few hours. This typical demand pattern can justify car sharing as one of the required strategies that can reduce car ownership and VMT. In addition, car sharing is expected to reduce the overall level of VMT. Car sharing makes individuals more mindful of the variable costs of each trip and since members are also required to reserve a vehicle in advance and have plans, they will use the car in a more efficient way.

Objectives: SRTA estimates the car share membership population of TAZs identified as having sufficient residential densities to support car sharing and the CO₂ emissions from car sharing members' discarded or shed vehicles VMT, CO₂ emission rates for shed private automobiles, and VMT from car share members driving car share vehicles.

Trip and Emission Needs: All information used for Strategy 4 quantification can be found in the table below and in Appendix A.

Data	Source
TAZs that have sufficient residential densities	Travel demand model
Total population of identified TAZs	Travel demand model
Car share adoption rate	Transportation Research Board: 10% of individuals aged 21 to 45
VMT reductions from vehicles discarded or shed by car sharing members	Martin & Shaheen (2010): 8,200 miles per year
CO ₂ ER from displaced automobile trips	EMFAC
VMT from car share members driving car share vehicles	Martin & Shaheen (2010): 1,200 miles per year
CO ₂ ER for shed private automobiles	CARB: EMFAC and reduce by 29%

Quantification Methodology: The off-model quantification for this strategy will follow the *SCS Program and Evaluation Guidelines, Appendix D, 'Car Sharing' methodology (CARB 2019)*. Calculations associated with this strategy can be found in Appendix A. The overall approach is to quantify changes in VMT and their resultant effects on GHG emissions. SRTA estimates residential densities for each individual TAZ, as well as the population that is eligible and willing to adopt car sharing. The travel demand model is used to identify TAZs that have sufficient residential densities and the total population of identified TAZs. A study by Martin & Shaheen (2010) is used as a reference for VMT reductions from vehicles discarded or shed by car sharing members and VMT from car share members driving car share vehicles. The conservative car share adoption rate of 10% of individuals aged 21 to 45 is used as suggested by Transportation Research Board.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

Despite being a designated metropolitan region, the Shasta Region is largely rural. Even in the Redding Urbanized Area, where 80% of the population lives in 2% of the county's total land area, the population density is only two per acre. In addition, trip origins and destinations are largely segregated. As such, personal vehicles will continue to be the predominate travel mode. However, the identified TAZs that have sufficient residential densities have the potential of being less dependent on vehicles and it can be a starting point to change mobility attitudes and shifts to alternative means of transport that develop after one becomes a member of a car-sharing organization.

Implementation Tracking

The progress of this strategy can be tracked by monitoring TAZs that support car sharing and car share member statistics.

Strategy 5 – Transportation System Management

Description: This strategy focuses on efficiency (i.e., reducing congestion/increasing speed on key travel corridors), increasing people throughput (i.e., managed lanes that favor transit, ridesharing), and incentivizing zero-emission vehicles (i.e., access to managed lanes and charging infrastructure that supports zero-emission vehicles). Ramp metering is one of the Transportation System Management (TSM) strategies that Caltrans District 2 uses to operate the I-5 freeway at its full potential. Successful operation of ramp metering systems leads toward integration with other activities that actively manage the freeway network. Implementing these effective ramp meters can have long-term benefits like decreased travel time, collision, and emission for the region. While the magnitude of the benefits may vary depending on the level of congestion and configuration, the widespread benefits make it one of the most cost-effective freeway management strategies.

Objectives: SRTA estimates the effects of implementing the ramp metering program for I-5 in 2040. Specifically, SRTA estimates how the implementation of the ramp metering program for I-5 will lead to improvements in travel speed and reductions in congestion and CO₂ emissions.

Trip and Emission Needs: All information used for Strategy 5 quantification can be found in the table below and in Appendix A.

Data	Source
The approximate number of ramp meters for I-5	Regional proposed and funded projects
Average hourly travel speed and VMT for I-5	Travel demand model
Improved hourly travel speed	Piotrowicz and Robinson (1995): 16% (the most conservative rate)
CO ₂ emission factors by travel speed	EMFAC

Quantification Methodology: This off-model strategy will utilize the *'Transportation System Management' (TSM) methods and factors identified in the latest guidance material (CARB 2019)*. Calculations associated with this strategy can be found in Appendix A. The overall approach is to quantify improvements in travel speed and reductions in CO₂ emissions. Based on the regional proposed and funded projects, SRTA can estimate nine more ramp meters in 2040. The travel demand model is used to estimate the average hourly travel speed and VMT for I-5 and the most conservative rate that is 16% and proposed by Piotrowicz and Robinson (1995) is considered for estimating the improved hourly travel speed. EMFAC is used to estimate the related CO₂ emission factors.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

The I-5 corridor in Shasta County has the highest traffic volumes in California north of Sacramento. The purpose of the proposed strategy is to improve operations on I-5 by reducing merging conflicts and congestion to improve safety and reduce collision concentrations. However, there is a potential for induced demand due to improved traffic speed on I-5 that motivates travelers to drive more. In addition, it can impact a variety of stakeholders including local businesses. While these groups may have a negative perception of ramp metering since the ramp queues will negatively affect their transportation systems, such groups would be valuable allies in building support for ramp metering and ensuring smooth operations. Therefore, SRTA should consider suitability and feasibility prior to implementation and the public should be involved in the planning and implementation process. Moreover, ramp metering requires continuous monitoring.

Implementation Tracking

This strategy will be tracked by funding to the identified projects and routine speed counts performed by SRTA every three years.

Strategy 6 – Bike Share

Description: Implementing bike share programs allows people to ride a bike or a scooter to their destinations for a small fee. This strategy can reduce GHG emissions by providing access to bicycles and scooters, and this accessibility can be used to encourage active transport modes and reduce auto trips. The efficiency can significantly increase by providing electric bikes and scooters to go farther distances. This strategy also can encourage public transportation usage by improving first and last-mile travel options. SRTA will provide programmatic support since this service is new and unfamiliar to the region. Examples of service may include subsidized membership in electric bicycles and scooters.

Objectives: SRTA estimates reducing VMT by providing access to bicycles and replacing auto trips with bike and scooter trips. This estimation can be used to calculate the potential reduction in GHG emissions. The area and number of stations for the planned service areas in Redding, Shasta Lake, Anderson, and other Shasta County regions are used for this estimation.

Trip and Emission Needs: All information used for Strategy 6 quantification can be found in the table below and in Appendix A.

Data	Source
Service areas	Planned bike share programs
Number of bike share stations	Planned bike share programs
Number of daily bike share trips per 1,000 residents	Institute for Transportation and Development Policy (ITDP)
Number of residents in each service area	Travel demand model
Average regional HW trip lengths	Travel demand model: 2.99
CO ₂ ER from displaced automobile trips	EMFAC

Quantification Methodology: This off-model strategy will utilize the *'Bike Share' methods and factors identified in the latest guidance material (CARB 2019)*. Calculations associated with this strategy can be found in Appendix A. The overall approach is a VMT reduction-based approach for estimating GHG emission reductions associated with bike share/scooter share strategies. SRTA identifies the service areas and the number of stations considering the planned bike share programs. A regression formula derived from Institute for Transportation and Development Policy (ITDP) is used to estimate the number of daily bike share trips per 1,000 residents in each area. SRTA uses the 1.8 miles average regional HW trip lengths for biking as suggested by the National Household Transportation Survey and the travel demand model for the number of residents in each service area. EMFAC is used to estimate the related CO₂ emission factors.

Challenges, Constraints, and Strategy Implementation Tracking:

Challenges and Constraints

Although this strategy can be used to encourage active transport modes and reduce auto trips, it is important to have sufficient and suitable bike lanes and other facilities such as bike racks. Since sufficient and suitable bike lanes can be out of the scope of bike-sharing programs, consistent with the GoShasta Regional Active Transportation Plan, SRTA will continue to provide technical assistance and financial support to local agencies for the development of a direct, contiguous, and low-stress network of bike lanes. In addition, consistent with the GoShasta Regional Active Transportation Plan, SRTA will provide technical assistance and financial support to local agencies for the development of regional bike networks to address the needs of potential bike commuters who will need to plan for longer travel times without paying a premium for using bikes and other modes, such as transit, which may increase total commute cost. This can help bike share programs provide service at the regional level. Another potential challenge of bike sharing programs is rider safety and the safety issues need to be addressed in future safety policies to successfully implement bike sharing programs.

Implementation Tracking

The progress of this strategy can be tracked by monitoring the number of bikes in bike sharing programs and the number of miles logged through bike sharing programs.

References

- Brown, S. Cable, F. Chalmers, K. Clark, C. Jones, L. Kueber, G. Landfried, E. Liles, C. Lindquist, N. Pan, X. (2006). Understanding How the Built Environment around TTA Stops Affects Ridership: A Study for Triangle. Transit Authority.
- California Air Resources Board. (2019). *Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendix E*.
- Fan, Y. (2007). The Built Environment, Activity Space, and Time Allocation: An Activitybased Framework for Modeling the Land Use and Travel Connection. (Unpublished doctoral dissertation.) University of North Carolina.
- Kim, J Y. Bartholomew, K. Ewing, R. (2020). Another one rides the bus? The connections between bus stop amenities, bus ridership, and ADA paratransit demand. *Transportation Research Part A* 135:280–288.
- Marshall, WE. Garrick, NW. (2010). Effect of Street Network Design on Walking and Biking. *Transportation Research Record* 2198(1):103-115.
- Martin, E. Shaheen, S. (2010). Greenhouse Gas Emission Impacts of Carsharing in North America. Available at: <http://transweb.sjsu.edu/sites/default/files/Carsharing%20and%20Co2%20%286.23.2010%29.pdf>.
- Plotrowicz, G. Robinson, J. (1995). Ramp Metering Status in North America. Federal Highway Administration U.S. Department of Transportation (DOT-T-95-17).
- Shi, X. Moudon, A V. Hurvitz, P M. Mooney, S J. Zhou, C. Saelens, B E. (2021) Does improving stop amenities help increase Bus Rapid Transit ridership? Findings based on a quasi-experiment. *Transportation Research Interdisciplinary Perspectives* 10:10332.