# STAFF REPORT

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|---|---|
| **MEETING DATE:** | **June 19, 2018** |
| **SUBJECT:** | **Correspondence** |
| **AGENDA ITEM:** | **5-5** |
| **STAFF CONTACT:** | **Amy Lindsey, Executive Assistant** |

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

**INCOMING CORRESPONDENCE**

| Date | From | Subject |
|---|---|---|
| 3/30/18 | The PUN Group Accountants & Advisors | Letter notifying SRTA of upcoming April audit of financial statements |
| 4/19/18 | Wade Hobbs, Statewide Transportation Coordinator, Federal Highway Administration | Letter of approval for Amendment No. 8 to SRTA's 2017 Federal Transportation Improvement Program (2017 FTIP) |
| 5/16/18 | C. Edward Philpot, Jr., Chief, Department of Transportation, Division of Transportation Planning | Submittal letter for the Shasta Participation and Partnership Plan (Title VI) |
| 5/21/18<br><br><br>5/24/18 | • Bruce De Terra, Chief, Division of Transportation, Division of Transportation Programming<br>• Wade Hobbs, Statewide Transportation Coordinator, Federal Highway Administration | Letters of approval for Amendment No. 9 to SRTA's 2017 Federal Transportation Improvement Program (FTIP) |

**OUTGOING CORRESPONDENCE**

| Date | To | Subject |
|---|---|---|
| 4/18/18 | Lisa Williams, Air Pollution Specialist, California Air Resources Board, | SRTA's comments regarding the Volkswagen (VW) Environmental Mitigation Trust Program |
| 5/10/18 | Jerome Wiggins, Federal Transit Administration, Region 9 | Letter of Concurrence for FTA 5307 Application Number 1629-2018-2 |
| 5/16/18 | Muhaned Aljabiry, Department of Transportation, Division of Transportation Programming | Approval letter for Formal Amendment No. 9 to the Shasta 2017 Federal Transportation Improvement Program (FTIP) |

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**Daniel S. Little, AICP, Executive Director**

Attachment: SRTA Correspondence Letters

THE PUN GROUP
ACCOUNTANTS & ADVISORS

March 30, 2018

To the Board of Directors and Management
of the Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

We are engaged to audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Shasta Regional Transportation Agency ("SRTA") for the year ending June 30, 2018. Professional standards require that we provide you with the following information related to our audit. We would also appreciate the opportunity to meet with you to discuss this information further since a two-way dialogue can provide valuable information for the audit process.

**Our Responsibility under U.S. Generally Accepted Auditing Standards, *Government Auditing Standards*, and *Title 2 U.S. Code of Federal Regulation* Part 200, *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance")**

As stated in our engagement letter dated March 14, 2018, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we will consider SRTA's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinions on the financial statements and not to provide assurance on the internal control over financial reporting. We will also consider internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance.

As part of obtaining reasonable assurance about whether SRTA's financial statements are free of material misstatement, we will perform tests of its compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit. Also, in accordance with the Uniform Guidance, we will examine, on a test basis, evidence about SRTA's compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on SRTA's compliance with those requirements. While our audit will provide a reasonable basis for our opinion, it will not provide a legal determination on SRTA's compliance with those requirements.

Generally accepted accounting principles provide for certain Required Supplementary Information ("RSI") to supplement the basic financial statements. Our responsibility with respect to the Management's Discussion & Analysis ("MD&A"), Budgetary Comparison Schedules, the Schedule of the Proportionate Share of the Net Pension Liability and Related Ratios, the Schedule of Contributions – CalPERS Miscellaneous Plan, the Schedule of the Net OPEB Liability and Related Ratios, and the Schedule of Contributions – Other Postemployment Benefits Plan, which supplement the basic financial statements, is to apply certain limited procedures in accordance with generally accepted auditing standards. However, the RSI will not be audited and, because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance, we do not express an opinion or provide any assurance on the RSI.

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We have been engaged to report on the Schedules of Allocations and Disbursements – Local Planning Fund and State Transit Assistance Fund, the Schedule of Cost Allocation Plan Reconciliation and Indirect Cost Rate Carryover, the Schedule of Cost Allocation Plan Reconciliation and Indirect Cost Allocation Carryover, and the Schedule of Expenditures of Federal Awards, which accompany the financial statements but are not RSI. Our responsibility for this supplementary information, as described by professional standards, is to evaluate the presentation of the supplementary information in relation to the financial statements as a whole and to report on whether the supplementary information is fairly stated, in all material respects, in relation to the financial statements as a whole.

**Planned Scope, Timing of the Audit, and Other**

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested.

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. We will generally communicate our significant findings at the conclusion of the audit. However, some matters could be communicated sooner, particularly if significant difficulties are encountered during the audit where assistance is needed to overcome the difficulties or if the difficulties may lead to a modified opinion. We will also communicate any internal control related matters that are required to be communicated under professional standards.

We expect to begin our audit on approximately April 23, 2018 and issue our report on approximately November 30, 2018. Frances J. Kuo is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it.

This information is intended solely for the use of Board of Directors and Management of SRTA and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

The Pun Group, LLP

Santa Ana, California

U.S. Department of Transportation
**Federal Highway Administration**

**California Division**

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008

April 19, 2018

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra
Chief, Division of Transportation Programming
California Department of Transportation
1120 N Street, M.S. 82
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 8

Dear Mr. de Terra:

We have completed our review of Amendment No. 8 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated April 5, 2018. Amendment No. 8 to the SRTA 2017 FTIP was approved on April 2, 2018 by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment modifies one previously programmed State Highway Operations and Protection Program (SHOPP) Roadway Preservation Program grouped project listing to increase funding for shoulder improvements along Interstate 5 in Shasta County.

Pursuant to the *February 14, 2018, Memorandum of Agreement between the Federal Transit Administration, Region IX, and the Federal Highway Administration, California Division*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No. 8, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "*Fixing America's Surface Transportation Act*" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air

Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

We are approving this amendment with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

Wade Hobbs

Wade Hobbs
Statewide Transportation Coordinator
Federal Highway Administration

**DEPARTMENT OF TRANSPORTATION**
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942874, MS-32
SACRAMENTO, CA 94274
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*Making Conservation a California Way of Life.*

May 16, 2018

Mr. Dan Little
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Mr. Little,

Thank you for submitting Shasta Participation and Partnership Plan (Title VI). Upon review, we have determined that it meets the requirements set forth in the Federal Transit Administration's (FTA) Title VI Circular, 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," effective October 1, 2012. The Plan must be updated and submitted every three years, which will be December 2019 for your agency.

Should you have any questions, feel free to contact me.

C. Edward Philpot, Jr., Chief
Transportation Equity Branch
Office of Regional Planning
Division of Transportation Planning

**DEPARTMENT OF TRANSPORTATION**
DIVISION OF TRANSPORTATION PROGRAMMING
1120 N STREET M.S.82
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4013
FAX (916) 654-2738
TTY 711

*Making Conservation a California Way of Life.*

May 21, 2018

Mr. Vincent Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Attention: Ms. Tashia Clemons

Mr. Edward Carranza, Jr.
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Attention: Mr. Ted Matley

Dear Ms. Clemons and Mr. Matley:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2016/17 - 2019/20 Federal Transportation Improvement Program (FTIP):

| No. | Description |
|---|---|
| 9 | **State Transportation System** |
| | • This amendment adds and modifies projects that include funding from the State Highway Operation and Protection Program, State Transportation Improvement Program, and the Road Repair and Accountability Act of 2017 (Senate Bill 1). |

See enclosure.

The updated programming is for projects in an air quality attainment area that are exempt from the conformity determination requirement. The SRTA has certified that this FTIP amendment is financially constrained, and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 9. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2017 Federal Statewide Transportation Improvement Program (FSTIP). Projects included in this FTIP amendment, in fiscal years not within the four-year cycle of the current FSTIP, are not approved as part of this FTIP amendment and are shown for information only. Approval of this amendment does not constitute an eligibility determination of projects for federal funding.

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,

Muhammed Alzhirz

for

BRUCE DE TERRA
Chief
Division of Transportation Programming

Enclosures

c: Karina OConnor - EPA Office of Air Planning (w/enclosure)
Daniel S. Little - Shasta Regional Transportation Agency
Kathy Urlie - Shasta Regional Transportation Agency

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
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May 24, 2018

In Reply Refer To:
HAD-CA

Mr. Bruce de Terra
Chief, Division of Transportation Programming
California Department of Transportation
1120 N Street, M.S. 82
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 9

Dear Mr. de Terra:

We have completed our review of Amendment No. 9 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated May 21, 2018. Amendment No. 9 to the SRTA 2017 FTIP was approved on May 16, 2018, by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment: modifies two previously programmed State Highway Operations and Protection Program (SHOPP) grouped project listings for bridge rehabilitation and reconstruction and for roadway preservation; modifies one previously programmed individually listed project to widen Interstate 5 to six lanes; and adds one new individually listed project to widen Interstate 5 to six lanes.

Pursuant to the *February 14, 2018, Memorandum of Agreement between the Federal Transit Administration, Region IX, and the Federal Highway Administration, California Division*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No. 9, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "*Fixing America's Surface Transportation Act*" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

We are approving this amendment with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

Wade Hobbs

Wade Hobbs
Statewide Transportation Coordinator
Federal Highway Administration

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

Daniel S. Little, AICP, Executive Director

April 18, 2018

Lisa Williams
Air Pollution Specialist
California Air Resources Board, Mailstop 5B
P.O. Box 2815
Sacramento, CA 95812-2815

**Subject: Comments Regarding the VW Environmental Mitigation Trust**

Ms. Lisa Williams:

The Shasta Regional Transportation Agency (SRTA) appreciates the opportunity to comment on the Volkswagen (VW) Environmental Mitigation Trust Program and the current Discussion Document that the California Air Resources Board (CARB) has provided for public review and comment. SRTA, as the designated metropolitan planning organization (MPO) for the Shasta Region, is responsible for administering state and federal funding for the planning, construction, operation, and maintenance of transportation projects throughout Shasta County. SRTA is also responsible for implementation of a Sustainable Communities Strategy, as part of the Regional Transportation Plan, which seeks to achieve regional greenhouse gas reduction targets by 2020 and 2035 as required under Senate Bill 375.

SRTA provides the following overall comments with regard to the Discussion Document:

- **Ensure investments are made across all regions** – NOx emissions impact all regions and are not confined by boundaries. SRTA supports CARB's effort to provide investments across all regions of California and encourages CARB to take a proactive approach to this to ensure funds are available for all regions.

  One suggestion is for CARB to provide a minimum amount of funds for each air quality basin for the first few years of the program. This encourages participation across California and gives assurance to businesses, agencies, tribes, and school districts in rural and small-urban communities that their applications can compete with those in larger urban regions. For example, CARB could establish a combined minimum of 10% from all five mitigation categories be made available to counties with less than 250,000 population. Funds could be guranteed to be available for up to four years, with un-requested funds being put back into the statewide program available for anyone after the guranteed period.

- **Maintain the Low-Income Communities eligibility for mitigation categories** – SRTA encourages CARB to keep the low-income communities eligibility criteria for funding categories that have minimum investment criteria. Based on experience with state programs that limit funding eligibility to only disadvantaged communities, as defined by CalEnviroScreen, the vast majority of California's rural and small-urban communities would remain ineligible for funding. This does not support the intent of this program to mitigate NOx emissions across the entire state or CARB's stated guiding principles of the mitigation trust.

SRTA provides the following comments regarding specific mitigation trust categories:

- **Transit, School, and Shuttle Buses**
  Increase battery electric transit bus and battery electric shuttle bus maximum incentives – Battery-electric vehicles continue to maintain a high price tag over conventional fuel vehicles. Many vehicles average $750,000-$1,000,000, and CARB's proposed funding maximum (up to $180,000 for a new battery electric transit bus and up to $100,000 for a new battery electric shuttle bus) would not provide a substantive amount of funding to help procure vehicles. SRTA appreciates CARB's attempts to maximize the benefit of this program to reduce NOx; however SRTA suggests that the program provide at least 25-30% more funding than is currently proposed in order to help applicants successfully procure vehicles.

- **Freight Vehicles**
  Freight trucks are discussed in the Class 8 Freight and Port Drayage Trucks, Zero-Emissions Freight/Marine, and Combustion Freight/Marine mitigation trust categories.

  The Shasta region includes several major transportation and freight movement corridors. A consolidated goods and freight hub was identified in SRTA's Regional Transportation Plan (2015) as being a key component to reduction of greenhouse gas emissions and compliance with SRTA's Sustainable Communities Strategy. SRTA appreciates CARB's efforts to support greenhouse gas emissions reduction by incentivizing replacement of outdated freight vehicles with zero-emissions freight vehicles. Replacement of outdated freight vehicles with zero-emissions freight vehicles is in accordance with SRTA's Sustainable Communities Strategy.

- **Lighty-Duty ZEV Infrastructure**
  SRTA appreciates CARB's efforts to provide support for implementation of light-duty ZEV infrastructure. Expansion of the existing ZEV infrastructure was identified in SRTA's Regional Transportation Plan (2015) as being a key component to reduction of greenhouse gas emissions and compliance with SRTA's Sustainable Communities Strategy.

If you have any questions regarding our comments please contact Senior Transportation Planner Sean Tiedgen at (530) 262-6185 or stiedgen@srta.ca.gov.

Regards,

Daniel S. Little, AICP, Executive Director

DSL/SMT/JNM

C: Lowell Watros, REU

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

Daniel S. Little, Executive Director

May 10, 2018

Jerome Wiggins
Federal Transit Administration, Region 9
90 Seventh Street
Suite 15-300
San Francisco, CA 94103

Subject: **Letter of Concurrence for FTA 5307 Application Number 1629-2018-2**

Dear Jerome:

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5307 Operating Assistance. The Redding Area Bus Authority (RABA) serves the south-central urbanized area of Shasta County. The Shasta Regional Transportation Agency (SRTA) concurs with the programming amounts stated in RABA's application (Application Number 1629-2018-2). The grant requests $858,610 appropriated in federal fiscal year (FFY) 2016 and $141,390 appropriated in FFY 2017 for Operating Assistance from July 1, 2017 – June 30, 2018. The grant is for a total of $1,000,000 of FTA 5307 funds for the Redding Urbanized Area. The projects listed in the following table are in this grant.

| Description | FTIP ID # and Year | FTA 5307 Amount | Appropriation Funding Year |
|---|---|---|---|
| Operating Assistance for FY 2017/18 | 211-0000-0057 2017 FTIP | $1,000,000 | FFY 2016 & FFY 2017 |
| Total | | $1,000,000 | |

The project funding is programmed in the 2017 FTIP which received federal approval on December 16, 2016. The FTIP underwent a public review process and no comments were received regarding this project funding.

If you have any questions, please contact me.

Sincerely,

Dan Little

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

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**Daniel S. Little, Executive Director**

May 16, 2018

Mr. Muhaned Aljabiry
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 9 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 9 to the Shasta 2017 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2017 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2015 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted Public Participation Plan. The public and interagency review period ran from April 29, 2018, to May 13, 2018, meeting the requisite 14-day review period.

Additionally, on December 12, 2017, the SRTA Board of Directors voted to support the 2018 statewide safety targets established by Caltrans for the federal highway safety performance measures established by The Moving Ahead for Progress in the 21st Century Act (MAP-21). The projects contained within Formal Amendment No. 9 have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are anticipated to support the achievement of these targets.

This amendment updates the following listings:

- **Grouped Projects for Bridge Rehabilitation and Reconstruction (CTIPS ID No. 211-0000-0074)** – Advances work to 2018/19 and adds approximately $2 million for two bridge projects on Interstate 5 (I-5) at the Sims and Castle Crags Drive Undercrossings. Adds a bridge rehabilitation project on I-5 at the O'Brien Undercrossing for $3.7 million for 2018/19 outward. Adds $50,000 to a bridge rehabilitation project in the vicinity of the Pit River Bridge Overhead on I-5.
- **Grouped Projects for Shoulder Improvements - SHOPP Roadway Preservation Program (CTIPS ID No. 211-0000-0078)** – Adds $16.1 million in 2018/19 of roadway preservation funding on I-5, primarily for the I-5 Redding to Anderson Six-Lane (RASL) Project. Adds a $17.8 million rehabilitation, guardrail and Americans with Disabilities curb project on State Route 299 in and near Burney—beginning design in 2018/19. Moves out SR 299 project at and near Shasta from Crystal Creek Road to Trinity Alley to future years. Advances $3.2 million of I-5 RASL funding from 2018/19 to 2017/18.
- **Redding to Anderson Six Lane – Phase I "Little Easy" (CTIPS ID No. 211-0000-0101)** – Advances funding from 2019/20 to 2018/19 and increases regional contribution $1.6 million, from $12.122 million to $13.722 million. Zeroes out $15.7 million of asset management pilot program funding in this individual listing from reprogramming the monies into the standard State Highway Operation and Protection Program.
- **I-5 Redding to Anderson Six Lane (RASL) TCEP Funding (CTIPS ID No 211-0000-0123)** – Programs $65.7 million Trade Corridor Enhancement Program (TCEP) grant funds for the Interstate 5 RASL project, both Phases 1 and 2, which effectively widens I-5 from four- to six-lanes from Anderson to south of the Churn Creek Road Overcrossing. With full project funding, all phases of RASL, and subsequent individual FTIP listings, are anticipated to be collated in the future.

With this transmittal, Shasta 2017 FTIP Formal Amendment No. 9 is being provided directly to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at http://www.srta.ca.gov. Please recommend this formal amendment for federal approval.

Please do not hesitate to contact Senior Transportation Planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,

K. Urlie

for

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Original Programming Pages for FTIP Projects
Grouped Project Listing Table

C: Wade Hobbs – FHWA, CA Division
Jerome Wiggins – FTA, Region 9
SRTA Board of Directors
Wendy Lonnberg – Caltrans, District 2
Eric Orr – Caltrans, District 2
Jeff Kiser – City of Anderson
Pat Minturn – County of Shasta
Chuck Aukland – City of Redding
John Duckett – City of Shasta Lake