



STAFF REPORT

MEETING DATE: October 30, 2025
SUBJECT: Receive Correspondence—Information Item Only
AGENDA ITEM: 7-3
STAFF CONTACT: Amy Lindsey, Executive Assistant

RECOMMENDATION:

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

DISCUSSION:

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

OUTGOING CORRESPONDENCE

6/26/25	Dignity Health Connected Living, Executive Director, Joe Ayer, MBA	Letter of Termination of Associated CTSA and ShastaConnect Agreements.
6/30/25	Redding Area Bus Authority, Transit General Manager, John C. Andoh	Letter of Support for Redding Area Bus Authority's FTA 5311(f) Applications.
7/11/25	Federal Transit Administration, Office of Program Management, Kristen Wiard-Bauer	Letter of Support for Redding Area Bus Authority's Submission to FTA's Fiscal Year 2025 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program.
7/24/25	United States Department of Transportation, Secretary of Transportation, The Honorable Sean Duffy	Letter of Support for Interstate 5 Pit River Bridge Project Funding.
8/6/25	Redding Area Bus Authority, Transit General Manager, John C. Andoh	Letter of Support for Redding Area Bus Authority's Community Rides Application.
8/29/25	California Department of Transportation (Caltrans), Specialized Transit Grants (FTA 5310), Branch Chief, Mark J. Barry	Letter of Confirmation of Coordination of Transit Services in the Shasta Region.
8/29/25	California Department of Transportation (Caltrans), Specialized Transit Grants (FTA 5310), Branch Chief, Mark J. Barry	Letter of Support for Dignity Health Connected Living's FTA Section 5310 Grant Request.
9/3/25	U.S. Department of Transportation, USDOT Innovative Finance and Asset Concession (IFAC) Program	Letter of Support for Tehama County Eco-Tourism & Mobility Corridor Technical Assistance Grant Application.
9/25/25	Department of Transportation, Division of Financial Programming, MS 82, Office Chief, Kien Le	Letter of Formal Amendment No. 4 to the Shasta 2025 Federal Transportation Improvement Program (FTIP).
9/8/25	United States Department of Transportation, Secretary of Transportation, The Honorable Sean Duffy	Letter of Response to Docket No. DOT-OST-2025-0468 on the Development of the Next Multi-Year Surface Transportation Reauthorization.

10/14/25	California Transportation Commission, Executive Director, Tanisha Taylor and Caltrans District 2, District Local Assistance Engineer, Kevin Maple	Letter of Intent – SB 184 Notification of the Start of Reimbursable Work Prior to Allocation.
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INCOMING CORRESPONDENCE

6/5/25	Sharon Gatt	Letter of concern regarding transit.
6/23/25	Department of Transportation, Caltrans Internal Audits Office (CIAO)	Letter of Notification – Caltrans CIAO Received SRTA's Indirect Cost Rate Proposal (ICRP) for Fiscal Year 2025/26 on June 23, 2025.
7/1/25	California Department of Transportation, Division of Transportation Planning, Office of Regional and Community Planning, Chief, Erin Thompson	Letter of Sustainable Transportation Planning Grant Award – GoShasta Regional Active Transportation Plan Update (GoShasta Update).
7/1/25	Department of Transportation, The Secretary of Transportation, Sean P. Duffy	Letter of Request to Join DOT and Support Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS).
7/11/25	Sharon Gatt	Letter of concern regarding public transportation.
7/28/25	Sharon Gatt	Letter of concern regarding public transportation.
8/1/25	California State Controller, Local Apportionmentals Section, Manager, Melma Dizon	Letter of Notification – Fiscal Year 2025-26 State of Good Repair (SGR) Program Allocation Revised Estimate.
9/8/25	California State Transportation Agency, California Department of Transportation, Division of Financial Programming, Chief, James R. Anderson	Letter of Request – Referred to as the MPO Grouped Project Listing Certification Letter with Final FTIP Confirming Grouped Project Listings are Consistent and Compliant with Federal Requirements.
9/16/25	California State Controller, Local Apportionments Section, Manager, Melma Dizon	Letter of Allocation – Fiscal Year 2024-25 Fourth Quarter State of Good Repair Program.
9/16/25	California State Controller, Local Apportionments Section, Manager, Melma Dizon	Letter of Allocation – Fiscal Year 2024-25 Fourth Quarter State Transit Assistance.
9/24/25	Debbi Seymour	Letter of concern for regional public transportation options.
10/7/25	California Department of Transportation, Deputy Director, David B. Deluz, M.A., M.P.P.A.	Letter to All Disadvantaged Business Enterprise Program Stakeholders Regarding Significant Changes.



Keith Williams, AICP, Senior Transportation Planner



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Sean Tiedgen, AICP, Executive Director

June 26, 2025

Joe Ayer, MBA
Executive Director, Dignity Health Connected Living
200 Mercy Oaks Drive
Redding, CA 96003

Dear Mr. Ayer,

The Shasta Regional Transportation Agency (SRTA) has appreciated our partnership with Dignity Health Connected Living (DHCL) for Consolidated Transportation Service Agency (CTSA) and all ShastaConnect operations for over 20 years. With the assignment of our agreement to provide transportation and coordination of public transportation services (entered into on July 1, 2017)¹ to the Redding Area Bus Authority (RABA), it is appropriate to terminate the following associated agreements:

- Agreement for the Lease of Vehicles for Specialized Public Transportation Services between the Shasta Regional Transportation Agency and Dignity Health Connected Living (executed on or about November 8, 2019)
- Dignity Health Connected Living (DHCL) – Redding Area Bus Authority (RABA) – Shasta Regional Transportation Agency (SRTA) Consolidated Transportation Services Agency (CTSA) Service Coordination Agreement for Shasta County (executed on or about January 7, 2021)
- Memorandum of Understanding Between Shasta County Regional Transportation Planning Agency and Shasta Senior Nutrition Programs for Administration of the Consolidated Transportation Services Agency (CTSA) (executed on or about December 16, 2017)
- Sub-recipient Cooperative Agreement between Shasta Regional Transportation Agency and Dignity Health Connected Living (executed on or about March 20, 2025)

We appreciate all of the work that DHCL staff (past and present) and the organization have done to make CTSA and ShastaConnect a success in providing essential transit services to our communities. We look forward to the future and continued opportunities to work together to improve transportation services in the Shasta Region and beyond.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director

cc
Steve Bade, Executive Officer, RABA
John Andoh, Transit Manager, RABA

¹ Including Amendment #1 executed on or about November 8, 2019; Amendment #2 executed on or about May 11, 2022; Amendment #3 executed on or about December 19, 2022; and Amendment #4 executed on or about March 19, 2025



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Sean Tiedgen, AICP, Executive Director

June 30, 2025

John C. Andoh, Transit General Manager
Redding Area Bus Authority
777 Cypress Avenue
Redding, CA 96001

Subject: Letter of Support for Redding Area Bus Authority's FTA 5311(f) Applications

Dear Mr. Andoh:

The Shasta Regional Transportation Agency (SRTA) supports Redding Area Bus Authority's (RABA) Federal Transit Administration (FTA) 5311(f) Intercity Bus Program grant applications to provide public transportation via the 299X (aka and formerly Burney Express) intercity bus service and to operate I-5 service between Redding and Sacramento. SRTA coordinates with and supports RABA's on-going efforts.

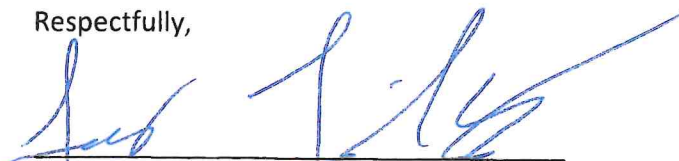
The 299X bus service provides much needed access to essential services in our region, as well as opportunities to connect to other public transportation connections at the Redding Downtown Transit Center to the urban fixed routes of RABA, Greyhound, Flixbus, Amtrak (trains and buses), Trinity Transit (Trinity County), Sage Stage (Modoc County), and TRAX (Tehama County). The 299X bus service is a regional feeder of the larger North State Intercity Transportation System, for which SRTA champions with our North State Super Region partners to connect our more rural, isolated communities to the larger statewide intercity bus and rail networks. The 299X bus service is SRTA's first priority for FTA 5311(f) program funding for services in the Shasta Region.

Working together with local, regional, state, and federal partners, SRTA and RABA seek to improve intercity transportation options by connecting North State communities to state, national, and international markets. In addition to improving mobility for the general public, reliable intercity transportation connections help grow the local economy. With that stated, SRTA also supports RABA's application to operate I-5 intercity service between Redding and Sacramento. As an exceptionally long route along interstate 5, the bus service qualifies for two sections that each meet the grant requirements and make the most of the \$300,000 maximum amount restriction, as shown below.

- Between Redding and Orland; and
- Between Orland and Sacramento.

SRTA is pleased to coordinate regularly with RABA as our local public transportation provider and to develop the North State Intercity Transportation System. RABA bus services are vital to our remote rural area, and we strongly urge state funding of their projects.

Respectfully,



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



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Sean Tiedgen, AICP, Executive Director

July 11, 2025

Kirsten Wiard-Bauer
Office of Program Management
Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Subject: Letter of Support for Redding Area Bus Authority Submission to FTA's Fiscal Year 2025 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Dear Ms. Wiard-Bauer:

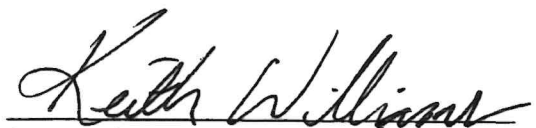
The Shasta Regional Transportation Agency (SRTA) supports the Redding Area Bus Authority's (RABA) submission to the Federal Transit Administration's (FTA) Fiscal Year 2025 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program.

SRTA is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Shasta Region in far northern California. SRTA studies the region's transportation needs and collaborates with our partners to pursue all potential funding sources to maximize state, federal and other revenues for cost-effective transportation investment strategies. SRTA is pleased to coordinate regularly with RABA, our local public transportation provider, as RABA bus services are vital to our remote rural area.

SRTA works closely with RABA on transit services in the Shasta Region. RABA's project will help the Shasta Region realize progress towards meeting challenging regional air quality goals by way of reducing vehicles that are emitting pollutants into the air, providing transit riders with a safe and comfortable bus fleet, and increasing access and mobility to the regional public transit system. We look forward to the addition of diesel hybrid and battery electric buses and vans with associated infrastructure to RABA's fleet. We strongly urge federal funding of their project.

Thank you in advance for your careful consideration. SRTA fully supports RABA in their efforts and look forward to the implementation of this project and the benefits which it will bring to our community.

Respectfully,

 (For Sean)

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



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Sean Tiedgen, AICP, Executive Director

July 24, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Letter of Support for Interstate 5 Pit River Bridge Project Funding

Dear Secretary Duffy:

On behalf of the Shasta Regional Transportation Agency (SRTA), I am pleased to submit this letter in strong support of the United States Bureau of Reclamation (USBR) and the California Department of Transportation's (Caltrans) request for \$116.5 million in United States Department of Transportation (USDOT) Bridge Investment Program (BIP) Large funds and \$20 million in BIP Planning funds for the Interstate 5 Pit River Bridge Project (Project).

The Project proposes to replace, or rehabilitate and widen, the Pit River Bridge, which is a federally owned facility connecting Interstate 5 (I-5) across Lake Shasta in Shasta County located approximately 12 miles north of Redding, California. The existing bridge was built in 1941 as a double deck, road and rail bridge. The upper decks support four lanes of traffic traveling along I-5, including significant truck freight traffic. The lower deck rail section supports continuous travel of Union Pacific rail freight as well as daily Amtrak passenger rail service across the West Coast. This portion of I-5 is the only feasible option for north-south travel through Shasta County, connecting California to the states of Oregon and Washington, and is essential for supporting local, regional, and national economic growth and prosperity. There are no practical detours for vehicle and rail travel. The existing facility has numerous deficiencies and requires constant, difficult, and expensive maintenance work.

Caltrans and USBR are requesting funds to move beyond completed advance planning studies and move to the Project Approval and Environmental Document phase. This project will address operational, maintenance, safety, and structural needs for the bridge and connecting highway. The Project will address freight connectivity and bridge service gaps between rural and urban areas in Shasta County and the surrounding regions by providing a highway bridge structure with a service life of 75 or more years with approach roadways and highway geometry that meets current interstate standards.

Therefore, I respectfully request that you consider this Project for USDOT funding. Thank you for your time and consideration. If you have any questions, please contact our office at 530-262-6190.

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 (SRTA)



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Sean Tiedgen, AICP, Executive Director

August 6, 2025

John C. Andoh, Transit General Manager
Redding Area Bus Authority
777 Cypress Avenue
Redding, CA 96001

Subject: Letter of Support for Redding Area Bus Authority's Community Rides Application

Dear Mr. Andoh:

The Shasta Regional Transportation Agency (SRTA) supports Redding Area Bus Authority's (RABA) National Rural Transit Assistance Program grant application to provide free public transportation to seniors in the Shasta Region. SRTA coordinates with and supports RABA's on-going efforts to implement your Short Range Transit Plan, SRTA's Long Range Transit Plan, SRTA's Shasta Coordinated Transportation Plan (aka Coordinated Public Transit Human Services Transportation Plan), and the transit needs identified in the annual Transit Needs Assessment. RABA's proposal improves transportation access for senior adults.

From the Shasta Coordinated Transportation Plan, "The total Shasta County population is projected to grow two percent from 2020 to 2030. The fastest-growing age group during this period will be senior adults: the population of mature retirees (those between 75 and 84 years old) is forecasted to grow by 34 percent and the population of older seniors (those ages 85 and older) is forecasted to grow by 49 percent. The population of older seniors is expected to grow rapidly in the following decade as well, meaning this age group is projected to more than double from 2020 to 2040 (115 percent growth). The forecasted growth of Shasta County's senior adult population is important, as many seniors rely on transportation services for mobility."

SRTA is pleased to coordinate regularly with RABA as our local public transportation provider and to support RABA in pursuing opportunities to improve public transportation options for all users, including seniors. RABA bus services are vital to our remote rural area, and we strongly urge National Rural Transit Assistance Program funding of this project.

Respectfully,

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



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Sean Tiedgen, AICP, Executive Director

August 29, 2025

California Department of Transportation (Caltrans)
Attn: Mark J. Barry, Branch Chief, Specialized Transit Grants (FTA 5310)
1120 N Street
Sacramento, CA 95814

Subject: Confirmation of Coordination of Transit Services in the Shasta Region

Dear Mark,

The Shasta Regional Transportation Agency (SRTA) supports the Redding Area Bus Authority's (RABA) Federal Transit Administration (FTA) 5310 applications to the extent allowable by a reviewer. RABA coordinates services with a variety of regional partners including neighboring county transit providers, Amtrak Thruway Bus, Greyhound/FlixBus, Dignity Health Connected Living (DHCL), and others. They primarily serve the general public with their fixed route system and microtransit services and individuals with disabilities by their complementary paratransit services Monday through Saturday. Where possible, RABA coordinates services with a variety of regional partners to fill in gaps in transportation services.

We understand that in addition to a traditional application for replacement of four vehicles, RABA is also applying for two expanded projects: mobility management program and expanding demand response to include seniors. We have worked with their newly formed mobility management team over the last year and find it a vital program for transit in the Shasta Region. The program assists in teaching our community members that have a transit need, from students to seniors, about available service options and how to use the transit technology best suited for them. Additionally, they meet with various organizations to demonstrate the options and benefits of our regional transit system.

Regarding the expansion of demand response to include seniors – we have many semi-mobile, functioning seniors that do not meet the Americans with Disabilities Act (ADA) requirements for complementary paratransit services but still should have the helping hand that the demand response system provides over the fixed route system. Expanding demand response to include seniors will help with the tenuous and challenging situation that these seniors find themselves and create a more efficient, cost-effective transportation system.

We appreciate Caltrans's consideration of these important regional projects.

Sincerely,

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Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency



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Sean Tiedgen, AICP, Executive Director

August 29, 2025

California Department of Transportation (Caltrans)
Attn: Mark J. Barry, Branch Chief, Specialized Transit Grants (FTA 5310)
1120 N Street
Sacramento, CA 95814

Subject: Support for Dignity Health Connected Living's FTA Section 5310 Grant Request

Dear Mr. Barry:

The Shasta Regional Transportation Agency (SRTA) would like to express support for Dignity Health Connected Living's 2025 application for Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Transit Administration Section 5310 funding. Connected Living's Senior Mobility and Rural Transportation (SMART) Volunteer Driver Program provides transportation to seniors and adults with disabilities who live in the more rural areas of Shasta, Tehama, Siskiyou, and Trinity Counties. SMART drivers provide rides to medical and other necessary appointments, deliver meals to homebound clients, and mentor children with special needs in public schools. Dignity Health Connected Living is requesting funds for volunteer mileage reimbursement, volunteer background checks, and third-party liability insurance, supplies, advertisement, and administration/personnel.

Transportation is a great need for many north state seniors and disabled individuals who live in our rural communities to carry out their everyday lives to reach important services, receive medical care, go to school, and connect with their family and community. SRTA very much supports Dignity Health Connected Living's funding request and recognizes that they will be better able to provide these vital community services with Section 5310 Program funding. We appreciate Caltrans's consideration of this important regional project.

Sincerely,

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Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency



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Sean Tiedgen, AICP, Executive Director

September 3, 2025

USDOT Innovative Finance and Asset Concession (IFAC) Program
U.S. Department of Transportation
1200 Jersey Avenue
SE Washington D.C. 20590

RE: Tehama County Eco-Tourism & Mobility Corridor Technical Assistance Grant

To Whom It May Concern:

On behalf of the Shasta Regional Transportation Agency (SRTA), I am pleased to offer our support for Tehama County Transportation Commission's application to the U.S. Department of Transportation's Innovative Finance and Asset Concession (IFAC) Program for Technical Assistance funding.

Tehama and Shasta Counties, along with the 14 other counties in California's North State Super Region (North State), generally comprise rural areas and often struggle to finance projects without support from the state and federal governments. In the past, the Shasta Region has partnered with the private sector to develop projects that are transforming the region, and Tehama's Eco-Tourism & Mobility Corridor Technical Assistance Project will queue up multiple opportunities for such public-private partnerships.

The proposed Tehama County Eco-Tourism & Mobility Corridor project will identify and prepare opportunities for public-private partnerships (P3s) that connect Tehama's natural, cultural, agricultural, and recreational assets with improved transportation access. As access to these assets grows, interest, tourism, and future development increase in the county and the North State as a whole. The project scope includes a county-wide asset scan, market and financial analysis, value-for-money assessment, and a corridor integration plan, all guiding strategic investments in rural tourism and sustainable mobility.

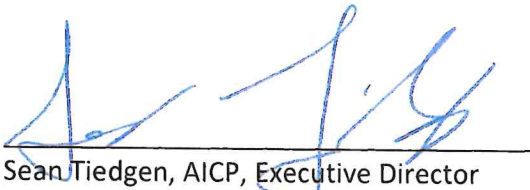
SRTA values this initiative for its potential to:

- Drive rural economic growth and job creation in tourism, hospitality, and recreation;
- Improve transportation links to destinations such as the Sacramento River corridor, Woodson Bridge State Recreation Area, Lassen Volcanic National Park gateway, and historic downtown districts;
- Attract private investment to upgrade public facilities while safeguarding the public interest;

- Create an approach that can be replicated in other rural North State counties;
- Promote environmental stewardship through habitat restoration, visitor management, and low-emission travel options; and
- Expand interregional partnership projects to implement efficient transportation projects and attract investments that can benefit the North State.

SRTA endorses the Tehama County Transportation Commission's pursuit of this IFAC Technical Assistance award and strongly encourage the U.S. Department of Transportation to fund this project. We look forward to contributing to a project with lasting economic, cultural, and environmental benefits for Tehama County, Shasta County, and the North State.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency



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Sean Tiedgen, AICP, Executive Director

September 8, 2025

Response to Docket No. DOT-OST-2025-0468

RE: Request for Information – Advancing A Surface Transportation Proposal that Focuses on America’s Most Fundamental Infrastructure Needs

Dear Secretary Duffy:

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0468) on the development of the next multi-year surface transportation reauthorization.

The Shasta Regional Transportation Agency (SRTA) serves as the federally designated metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the entire Shasta County region, which includes three cities and two federally recognized tribes, serving approximately 181,000 residents. In this role, SRTA is responsible for developing a long-range transportation plan that supports the integration of transportation, land use, and housing, managing the regions’ Transportation Improvement Program (TIP), and programming federal and state transportation funds that support the movement of people and goods. Additionally, we administer transit funds and work with our local public transit service providers to help meet the transportation needs of our transit users.

As the MPO for the region, we work with our local governments, tribes, transit agencies, state DOT’s, and the public in developing and implementing multimodal transportation plans that prioritize safe facilities that meet the needs of all individuals, of all abilities, using all transportation modes. In this partnership, regional agencies – like SRTA – work with our local governments who are responsible for a majority of the nation’s transportation infrastructure. According to federal data collected by the Association of Metropolitan Planning Organizations (AMPO) local governments own over 75% of roads, more than half of bridges, and operate most public transit systems, while states own approximately only 22% of lane miles. Yet, local governments only receive 14% of federal transportation dollars to maintain these systems, often through state-level suballocation. A more balanced process is needed that sets clear program priorities and requirements, but that allows more funds to be delivered to regions and local governments directly. In turn, this would utilize federal dollars cost-effectively while allowing each community to address their transportation needs while supporting national priorities and creating strong economies.

We commend USDOT in issuing this RFI for information to develop the next surface transportation bill in a way that supports addressing our nations’ infrastructure needs and provided the following ideas for consideration in alignment with the four policy themes presented by USDOT:

Enhancing transportation safety – including bridges, safety for transportation workers and pedestrians, truck parking, and autonomous vehicles.

- ***Maintain Safe Streets and Roads for All (SS4A) Program and combine with Highway Safety Improvement Program:*** The SS4A program was the first federal discretionary program to support regional, local, and tribal efforts to reduce fatalities and serious injuries on local streets and roads for all users of our transportation systems. Since its authorization one jurisdiction in our region received funding to support development of a safety plan and another local agency is funding their own plan consistent with SS4A priorities. This program is key to funding effective context-appropriate strategies regionally and locally. However, the program could be delivered more effectively by suballocating funds by formula at the regional level at least to regions with a population of 250,000 or fewer. This would streamline funding processes while addressing national priorities and local needs.
- ***Continue the bridge formula program with more flexibility:*** Locally owned bridges make up half of all bridges nationally, but are twice as likely to be in poor condition compared to state bridges. While funding has supported bridges not on the Federal-aid Highway System, approximately 27 percent of locally owned bridges are on the Federal-aid Highway System and miss opportunities for funding. We encourage greater program flexibility for funding these locally-owned “on-system” bridges as well as greater investment through formulaic funds or set-asides for rural regions and local governments.
- ***Ensure that rural regions are included in autonomous vehicle investments:*** We appreciate national efforts to standardize and streamline federal requirements for the adoption of autonomous vehicles (AV) and encouraging investments in these vehicles and supporting infrastructure. A key component to seeing AVs grow as an available transportation option is the ability for vehicle-to-vehicle and vehicle-to-infrastructure communication and technology. These technologies can be costly and require significant investment to add to a local communities existing infrastructure. Often, as new technologies are adopted or funded, a majority of funding is focused on urban communities while rural communities, which make up a majority of our nation’s land area and transportation network are often the last areas to see investment, creating both technological and economic gaps. As national efforts introduce more AVs into our public and private transportation fleets we encourage that funding be set aside to support rural local governments to adopt such vehicles, as appropriate, and to invest in related infrastructure to support these vehicles on our transportation systems.
- ***Remove impediments to funding long-term bridge projects:*** More flexibility is needed to fund very significant and costly bridge projects. For example, the Bridge Investment Program provides funding for projects that have significant local or regional impact and requires that projects must start construction within 18 months of funds being obligated. This is not feasible for very large, costly bridge projects.

In Shasta County, the Pit River Bridge located over Lake Shasta is the only federally-own bridge in the United States, is 80+ years old and needs rehabilitation or replacement. However, current estimates put the cost for such work between \$4.7 to \$5.5 billion dollars (2025 dollars) with several phases of work (e.g., preliminary engineering, environmental, right of way, and construction) requiring multiple years to complete. Securing funds for projects of this magnitude are not feasible with current program requirements and more flexibility is required.

Accelerating project delivery for transportation projects—including reforming the National Environmental Policy Act (NEPA) and permitting, enhancing One Federal Decision, and increasing the use of technology.

- ***Streamline and simplify the NEPA review process:*** Often locally supported projects are delayed during the review process by unaligned coordination between federal and state agencies. We encourage a review of how federal and state process can better align their review steps and decision making. We encourage efforts to pilot use of the One Federal Decision framework on smaller, rural projects. We support efforts to allow for more categorical exclusions for projects of a smaller size, that show little impact on the environment and provide multiple community benefits and address federal priorities.
- ***Reduce local match requirements for federal capital projects.*** Rural and smaller urban regions and local communities receive much smaller formulaic allocations of transportation funds, while still dealing with similar inflationary costs in larger urban regions. This means that it takes more time to complete projects, further putting communities behind in addressing transportation needs and staying economically strong. We encourage the elimination of the local match requirement for federally funded projects in regions under 250,000 population, or reduction of the match to be no more than 10% of project costs for capital projects. This would allow for more projects to be delivered and allow smaller local governments and regions to compete better for federal discretionary funds.

Increasing opportunities through investment in transportation infrastructure that promotes economic growth, including through expanded capacity and mobility, congestion relief, and more private sector investment.

- ***Maintain Surface Transportation Block Grant (STBG) program funds, increase funding, and provide for more formulaic allocations:*** STBG funds are critical to support regions and local governments in identifying, constructing, and maintaining critical transportation infrastructure that support achieving federal transportation goal, priorities, and performance measures. For many rural regions the amount available is drastically less than the existing need. We encourage not only maintaining this program, but redirecting funding from programs less desired by the federal government to the STBG program, with additional funding to rural regions. This will help accelerate project delivery, maintain transportation systems in a state of good repair, and make progress toward federal goals.
- ***Increase FHWA planning funds (FHWA PL) funds and create minimum amounts for smaller MPOs:*** MPOs for both rural and urban regions are required to carry out many of the same duties to support safe and efficient transportation systems, except smaller regions are provided less funds to do so. Historically, overall funding support for planning activities, which are a key step in the success of transportation project implementation and addressing federal performance metrics receive only 1% of all federal funding. While regional agencies continue to be tasked with addressing more federal goals and priorities. We would encourage efforts to increase planning funds to three percent of total formulaic funding. Adequate funding supports proper planning, community engagement, and faster project delivery.
- ***Reduce FHWA Planning funds local match:*** Because MPOs are tasked with carrying out a number of federal responsibilities, it should not create an unfunded mandate to require local match for federal mandated planning activities. We encourage eliminating the local match requirement for federal

planning and programming activities that MPOs must carry out to support federal goals, at least for smaller or under-resourced MPOs.

- ***Ensure that states support appropriate capacity increasing projects where federal funds are used:*** Because rural regions and communities receive less funding, but are often the connecting communities between larger regions they frequently require decades to address transportation challenges on the Federal Highway System. This includes addressing future capacity needs that are a result of future anticipated freight movement and interregional travel. Often the “easier” projects are addressed first, while the more difficult projects that require substantial infrastructure planning, design, and construction may be addressed many years later. As rural and small urban regions work to complete these projects and fill in the “gaps” in infrastructure there needs to be support to fill in these needs to create a complete “system” which ensures bottlenecks are not created and safe corridors are maintained.

Strengthening partnerships with States and other key stakeholders to improve transportation outcomes, including prioritizing the Federal interest, greater efficiencies, and research.

- ***Support greater research in rural project outcomes:*** Often rural and under-resourced regions and communities are required to combine resources among many partners in order to collect adequate data to support expected project outcomes in order to secure discretionary program funding. Often transportation research is focused on urban regions, with few efforts on research to show the benefits of rural and smaller urban regions and communities. This creates gaps in data even when local knowledge is known about project benefits. We support enhanced funding in transportation research that illustrates the benefits of transportation projects and new technologies in rural communities.
- ***Encourage state DOTs to maintain all federal eligible project activities in state-administered federal grant programs:*** Often federal programs, such as Federal Transit Administration (FTA) 5310 and 5311 programs have great flexibility in the types of projects eligible for federal funding. However, the agreements between federal agencies and state DOT’s often allow for state agencies to be more selective in the projects they fund. This creates challenges, especially in rural and smaller urban regions who are more constrained in available funding and see opportunities to consolidate funds for transit services that more effectively utilize federal funds while meeting community transportation needs. We encourage USDOT in requiring all federally eligible projects to remain eligible for funding where state DOT’s administer federal programs and not be discouraged from consideration.

We appreciate the opportunity to provide these suggestions for creating the next multiyear federal surface transportation bill. Should you have any questions on our response, please contact feel free to contact me by email at stiedgen@srta.ca.gov or phone at (530) 262-6185.

Sincerely,



Sean Tiedgen, 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

September 25, 2025

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

Subject: Formal Amendment No. 4 to the Shasta 2025 Federal Transportation
Improvement Program (FTIP)

Dear Mr. Le:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 4 to the Shasta 2025 Federal Transportation Improvement Program (FTIP) for forwarding to California Department of Transportation (Caltrans) for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

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

The amendment notification process complied with SRTA's adopted 2022 Public Participation and Title VI Plan. The public and interagency review period ran from September 11, 2025, through September 25, 2025, meeting the requisite 14-day review period.

This amendment includes the following programming changes listed below:

- **Grouped Projects for Operating Assistance to Transit Agencies (CTIPS ID No. 211-0000-0057)**
 - Programs Federal Transit Assistance (FTA) 5307 funds toward Redding Area Bus Authority (RABA) operating assistance in fiscal year (FY) 2025/26 (\$2.444M), FY 2026/27 (\$2.5M), and FY 2027/27 (\$3.02M) with the same amounts in local match, comprising funding from Senate Bill (SB) 125 and Transportation Development Act (TDA) fund sources. \$2,855M in SB 125 funding is actually

Sincerely,

For
Sean



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

ST/KW/LB/al

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

C: Mervin Acebo, FTA Region 9
Gilbert Valencia, FHWA CA Division
Peter Kang, Caltrans Headquarters
SRTA Board of Directors
Kelly Zolotoff, CT District 2
John Andoh, RABA



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

Exhibit 25-M: Notice of SB 184 Project Start for Local STIP Projects

This notice shall also include a request for funding allocation (LAPG 25-A)

DATE: **October 14, 2025**

TO: **California Transportation Commission**
Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Caltrans District 2
Kevin Maple, District Local Assistance Engineer
Caltrans District 2
1657 Riverside Drive
Redding, CA 96001

FROM: **Sean Tiedgen, Executive Director**
Shasta Regional Transportation Agency (SRTA)

SUBJECT: **SB 184 Notification of the Start of Reimbursable Work Prior to Allocation**

The **Shasta Regional Transportation Agency** hereby notifies hereby notifies the California Department of Transportation and the California Transportation Commission of its intent to expend its own funds prior to allocation for the following project:

Project Programming Number (PPNO): 2368

Project Phase(s), programmed amount(s), and program years included in this notification:
Construction - Non-Infrastructure phase. Programmed amount \$170,000 for fiscal year July 1, 2025, through June 30, 2026.

Project Description: Development of STIP projects in Shasta County.

The proposed date for reimbursed work to commence is: October 14, 2025

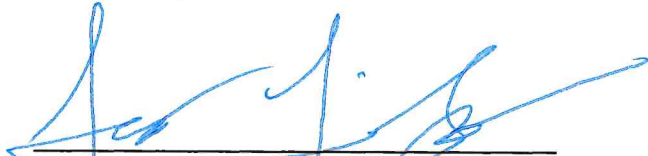
Choose one of the following two paragraphs:

() Federal funds are involved for this project. The "Request for Authorization to Proceed" package is included as an attachment to this notification (or was submitted to the District on [date], or will be submitted to the District by [date]).

(X) State-only funds are approved for this project pursuant to the current "Project Funding Policy" (or: pursuant to an exception granted on [date]).

In beginning reimbursable work prior to allocation, SRTA understands that reimbursements will be made by the State, subject to annual appropriation by the Legislature, if all the following conditions are met:

- The California Transportation Commission (CTC) makes an allocation for, and Caltrans executes a program supplement agreement for the project.
- Expenditures made by the local agency are eligible for reimbursement in accordance with state and federal laws and procedures. In the event that expenditures made by the local agency are determined to be ineligible, the State has no obligation to reimburse those expenditures.
- The local agency complies with all legal requirements for the project, including, but not limited to, authorization by the federal government, if required, and the requirements of the California Environmental Quality Act (Division 13, Section 21000) of the Public Resources Code.
- Prior to the time of first expenditure, the regional or local entity shall request an allocation for the project, which shall include a notice to the Commission of its intent to expend its own funds.


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

Cc: Freda Londen, Caltrans D2, Local Assistance Planner

Laurie Waters, CTC, Deputy Director – Programming

Kacey Moore-Gutierrez, CTC, Associate Deputy Director – Programming - STIP

That said, I want to let you know, that there ^{never} was a response from RABA - or anyone. Which is, what it is... I just wanted to share that,

Very best wishes to you and the board as you all navigate the challenging waters of the various decisions,

Thanks again,
Sharon

PS! I just have to share that I've grown out my own hair and it's solid platinum - I had no idea. I wish I'd done this sooner, - Cheers

6/5/25

Dear Jen,

Thank you so much for our talk in early May (on the phone) and, thanks for all of your efforts specifically and your coworkers - we all have the same goals,

I want to clarify that I meant no offense by my letter, I mistakenly assumed all along that SERTA determines Raba's operational matters by vote, I appreciate that clarification,

Sharon Craft
150 Park Road
122
Burlingame CA
94010

SAN FRANCISCO CA 940
5 JUN 2025 PM 4 L



SERTA

attn: Jen Pollum

1255 East Street
Suite 202

Reading CA 96001

96001-080052



Caltrans Internal Audits Office (CIAO)

Department of Transportation
Administration, MS 80
1120 N Street, Sacramento, CA 95814



June 23, 2025

Notice Transmitted via email

Sean Tiedgen

Executive Officer
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96003

Agency Rate Acceptance: Shasta Regional Transportation Agency (SRTA)

This is to notify you that Caltrans Internal Audits Office (CIAO) has received notification of SRTA's Indirect Cost Rate Proposal (ICRP) for fiscal year (FY) 2025/2026 on June 23, 2025.

SRTA is authorized to use the rate(s) detailed in the Table of Accepted Rate(s) below for billing FY 2025/2026 indirect costs to the California Department of Transportation.

Table of Accepted Rate(s)			
FY	Rate Type	Rate*	Applicable To
2025/2026	Fixed Rate with carry forward	194.79%	All Departments

*Base: Direct Salaries and Indirect Costs

Acceptance of the rate is based on the understanding that SRTA agrees to provide subsequent reimbursement if the rate is later found to have included costs that are unallowable as specified by law, regulation, or the terms and conditions of state or federal awards. CIAO did not perform an audit of the ICRP. The ICRP may be audited in the future.

SRTA must provide support for the approval of future FY rates.

Please retain a copy of this letter for your files. If you have any questions, please contact Gerald Lee, Audit Manager, at ICAP-ICRP@dot.ca.gov.

Sincerely,

Ben Shelton

Ben Shelton, Audit Chief
Caltrans Internal Audits Office (CIAO)

cc: **Jessica Carlson**, Chief Fiscal Officer, SRTA
Nicole Fortner, District 2, District Local Assistance Engineer, Caltrans
ca-californialpa@dot.gov
Gilbert Petrissans, Chief, Division of Accounting, Caltrans
Gerald Lee, Audit Manager, Caltrans

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 SACRAMENTO, CA 94273-0001
(916) 261-3326 | TTY 711
www.dot.ca.gov



July 1, 2025

SENT VIA E-MAIL

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, we are pleased to congratulate you on your Sustainable Transportation Planning Grant award.

Sustainable Transportation Planning Grant Program					
Grant Award Fiscal Year	2025-26	Grant Category	Sustainable Communities Competitive		Grant Fund Source RMRA
Project Title	GoShasta Regional Active Transportation Plan Update (GoShasta Update)				
Grantee/Agency	Shasta Regional Transportation Agency (SRTA)				
Executive Director	Sean Tiedgen				
Grantee/Agency Contact	Laurent Beauregard				
Sub-Recipient(s)	City of Redding				
Caltrans District Contact(s)	Kathy Grah				
Caltrans District Contact(s) E-mail	kathy.grah@dot.ca.gov				
Grant Award	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$317,000	\$16,897	\$24,209	\$41,106	11.48%	\$358,106
Conditions of Award Due to Caltrans		Grant Expiration Date		Final Invoice Due	
August 8, 2025		June 30, 2028		August 30, 2028	
* The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Project Cost and Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match Amendment prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.					

Next Steps

1. The Caltrans District Grant Manager will schedule a Conditional Award Meeting with your agency soon.
 - The attached specific and general conditions and project revisions necessary to accept grant funding will be discussed at this meeting.
2. The required conditions must be submitted to the Caltrans District Grant Manager no later than the date listed in the table above.
 - Failure to satisfy these conditions will result in the forfeiture of grant funds.
3. The Caltrans District Grant Manager will review and approve all items required to fulfill the attached specific and general conditions.
4. Once the required conditions are met and the agreement is executed, the Caltrans District Grant Manager will:
 - Send a Notice to Proceed letter (for MPO/RTPAs, this will happen after the OWP/OWPA formal amendment is processed). *Grant work cannot begin until the Notice to Proceed letter is received by your agency.*
 - Coordinate and schedule a grant kick-off meeting with your agency.

If you have questions concerning your Conditional Grant Award, please reach out to your Caltrans District contact listed in the table above.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional and Community Planning

Attachments:
Specific and General Conditions

Sustainable Transportation Planning Grant Program

Grant Award Specific and General Conditions

Specific Conditions

If Specific Conditions have been identified for this grant, they will be listed below. Please make all necessary revisions to the Grant Application Cover Sheet, Scope of Work (SOW), and/or the Cost and Schedule, and complete the right column to indicate where the specific conditions were addressed.

Specific Conditions	Conditions Addressed List Document, Section & Page(s)
1. SOW: Add lessons learned from the previously awarded Go Shasta Grant.	
2. SOW Task 01: Remove reference to DBE reporting as this grant is State-funded.	
3. SOW Task 4: Consider prioritizing highest impact projects for recommendation, as some projects may have higher impact on accelerating housing development than others (e.g., first/last-mile connectivity versus trail extensions).	
4. Cost and Schedule & Cover Sheet: Confirm In-kind match. If there is in-kind match, a Third-Party In-Kind Valuation Plan will be required upon final submittal.	

Specific Conditions	Conditions Addressed List Document, Section & Page(s)

General Conditions

Please review the General Conditions below and complete them, as necessary. Most of these items are outlined in the Grant Application Guide, Ch. 6 and Appendix B.

- **Scope of Work (SOW) and Project Cost and Schedule** (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
 - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they are accrued.
 - Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
 - Ensure the consultant procurement task includes the following deliverables: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
 - Unless prior arrangements are made, the earliest project start date is November 3, 2025, with an end date of June 30, 2028. The Project Cost and Schedule will need be updated to reflect your proposed start date. At least one task must extend to the grant expiration date on June 30, 2028.
 - Indirect Costs - For Local Government Agencies requesting to bill for indirect costs: Indirect costs must be identified in the SOW and Project Cost and Schedule, and the indirect cost rate included at the bottom of the Project Cost and Schedule.
- **Grant Application Cover Sheet and Project Cost and Schedule**
 - Ensure the grant award, local match, and total project costs are consistent with the award letter amounts.
- **Grant Application Cover Sheet** - Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
 - If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
 - Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- **Third Party In-Kind Valuation Plan, if applicable** - Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
 - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Project Cost and Schedule.
 - To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If donating their time, it is considered in-kind.
 - Submit a Third-Party In-kind Valuation Plan. The district can provide a copy of the valuation plan checklist and template.
- **Overall Work Program (OWP)** – In accordance with the *OWP and Grant Amendment Guidelines*, submit a current Fiscal Year OWP and OWP Agreement (OWPA) Amendment, which includes the following:
 - The OWP/OWPA Amendment must include the Amendment Transmittal Memo, OWPA, OWP Budget Summary, and a standalone Work Element. These items must show consistent funding information for the grant project and include the full grant and local match amounts.

- The Work Element title must be consistent with the project title identified on the Grant Application Cover Sheet. The Work Element name and number must remain the same until the project is completed.
- In the Work Element, separate Tasks and Product Deliverables that will be accomplished in the current FY OWP from Tasks and Products that will be accomplished in future FYs. This can be accomplished by inserting a sub-heading for “current” and “future” work in the narrative.
- A Board Resolution to amend the OWP/OWPA and program the entire grant amount and local match funds.
- **Ensure Consistency** - All changes made to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule are made consistently in all documents.

Grant Administrative Requirements

Refer to the Grant Application Guide, Ch. 6, and the MPO/RTPA Master Fund Transfer Agreement for an overview of the Grant Administrative Requirements that must be adhered to over the life of the project. In summary:

- **Third Party Contracts** – Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects.
 - If there is a consultant on-board, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP.
 - If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans)
- **Quarterly Reporting** – Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis.
- **Invoicing and Financial Requirements** –
 - Maintain a proper accounting system (MS Excel is unacceptable).
 - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly.
 - One-time, lump sum invoices are not allowed.
 - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice.
 - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your District Regional Planning Liaison.
 - All work must be completed by June 30, 2028.
 - Final RFR/invoice and the final product are due no later than August 29, 2028.
 - The final RFR/invoice will not be processed without the final product.
 - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: <https://ig.dot.ca.gov/resources>
- **Grant Amendments** - Proposed changes to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule (e.g., local match amount, fund source, movement of funds) will require an amendment and Caltrans approval following the procedures set forth in the Regional Planning Handbook for OWP amendments.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2025

Dear Governor:

Safety is the U.S. Department of Transportation (DOT)'s top priority. While I am encouraged that the estimates of traffic fatalities for 2024 continue a downward trend, by decreasing 3.8 percent from 2023, we still have more work to do to improve safety and mobility on our Nation's highways. In 2024, the estimated number was a stunning 39,345. This is unacceptable. I ask that you join DOT and support our national initiative, Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS), to help improve safety and mobility, eliminate distractions, and keep people and goods moving throughout the United States.

DOT has strong partnerships with your State department of transportation (State DOT) to implement projects and achieve important national priorities, most notably safe mobility. The SAFE ROADS national initiative will focus on the non-freeway arterials within your State, including safety and operation at intersections and along segments, consistent and recognizable traffic control devices including crosswalk and intersection markings, and orderly use of the right-of-way that is kept free from distractions. These routes are where more than half of roadway fatalities in America occur and deserve enhanced attention. The goal of the SAFE ROADS national initiative is to partner with State and local governments to make the entire roadway right-of-way easier to interpret and navigate for all users, including pedestrians, vehicle operators, and automated vehicles alike. We ask that you ensure compliance with Federal statutes and regulations and accelerate the deployment of proven safety and operational solutions to make roads safer across America.

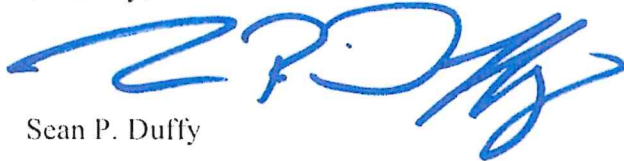
We are getting back to the basics – using data to guide decision-making and prioritize investments that reduce distraction while improving mobility and safety for all road users. Within 60 days, I request that your State DOT, in coordination with your metropolitan planning organizations, use available safety data, analysis, and assessments to develop a list of arterial segments, including intersections, with the highest safety, operational, or compliance concerns that will be addressed by the end of Fiscal Year 2026. Please submit the list of locations to your Federal Highway Administration (FHWA) Division Office.

FHWA will track the progress of this important nationwide initiative and stands ready to support you and your State DOT as you develop your plans. FHWA offers technical resources to assist with road safety audits and assessments in selecting effective safety and operational countermeasures, accelerating implementation of improvements, and complying with Federal standards, such as those for traffic control devices and use of the roadway right-of-way. Please

continue to inform your FHWA Division Office on progress as you take steps to address these locations. I look forward to meeting you at a future opportunity to learn about your success stories and best practices.

With our shared goals of moving people and goods safely and efficiently, we can make the expectation that all Americans make it home safely and on-time a reality.

Sincerely,

A handwritten signature in blue ink, appearing to read "SPDuffy", with a stylized flourish at the end.

Sean P. Duffy

cc:

State Transportation Department Chief Executives

Friday July 11

Dear Jen,

I went to the meeting with Haley and Kelly on the 9th and wanted to update you (time ran out to buzz by east St). The meeting was totally productive and I'm grateful for the opportunity and fact of it. Here are the highlights,

re: the #1 - given the shopping limitations within Shasta Lake and given that RABA's majority passenger is transit dependent and therefore needs access to shopping/pharmacy/etc. areas, I think the need for direct access to mall area was better understood - as opposed to getting on a bus at downtown to get to mall then return downtown for the #1 for return to Shasta Lake.

re: patrons in the low income buildings whose bus access was/is discontinued such as Mercy Oaks on former 6 route and Pilgrim house former 6 and current 41, in short, those stranded patrons will soon have an accessible day time option with Shasta Connect which is now under RABA (this is in progress - not public yet). Also the related issue of the pedestrian from Pilgrim house - the stretch of walkway down Conby to Browning needs additional pavement for accessible walking. - this was better understood.

re: the 44x - I hadn't known that the primary request was clinic access related, ~~some~~ Clinic patients in Shingletown needing specific medical care in Redding now have that access; i.e., an essential need is being met which is always a good thing.

re: runabout - in short, M-F runabout is ideal for the younger demographic especially and that greatly enhances all options for socialization/networking etc. important for that age range. It was agreed that the 30 minute listing in the description could be changed to the more accurate 30 minute window once a ride is a fact. The issue of arranging a return time was agreed is an issue but that may not be surmountable with current software. So, there may be a change there...

Misc:

I mentioned that the current 15 would have greater efficiency if the route from Canby Transfer to Brighton Road and Airport, was a separate route and change the route from the downtown to Canby similar to the former Crows town express with the exception of adding a loop up Dana to Walmart then to Upton down Old Alturas (Winco stop) and to the mall. That way those starting downtown can access shopping area much faster/more directly than the current 4. That idea was positively met for review

The involvement of charitable events to help pay for free * passes are continuing and Haley and Kelly are doing outreach at public locations. Also RABA has purchased 2 diesel buses ~~with~~ painted and with truly vintage inspired seating - trolley cars in effect. They are amazing and one will be used for Xmas light tours - both will be used as a regular part of the fleet (not public yet)

re the 99x. RABA's Amtrak coverage will soon extend to Sacramento. This is a huge improvement (not public yet)

These are operational things that I'm sharing with you per our discussion. That said, I thought that you would like to know. Otherwise Brody from Share Connect is ~~a~~ with Raba and that's wonderful with his level headed practicality, leadership and experience. RABA has a good team and as a team has created a system that is extraordinarily adaptable, creative ~~and as~~ ~~accessible~~ and more accessible than ever was and including the free rides for seniors, low income etc. There is no excuse to avoid transit - there are (and soon) options for everyone who needs or could benefit by transit.

Lastly, communication is at the crux of every system and the willingness for any staff to hear a patrons ideas is a privilege. Drivers now have that same option. RABA is a beautiful system and I'm glad to have had the meeting - I learned much also. My best wishes to everyone,

Sharon.

PS: To you and Amy ofcourse, I will pop in next visit.

PS: Mrsc,

bathroom access at downtown station is out. Any solution costs money that doesn't exist at this time. My thought is that since the current bathroom is multi-stall, to demolish the entire bathroom and make a one stall room with metal toilet and metal seat, provide no paper and no sink, make the walls open slot to toilet level provide only one ceiling light with wired protection. And lastly with a door that automatically opens after 10 minutes - not a discussed matter - just my thought as I've shared needing a toilet badly as all patrons sometimes. My other thought was charge \$1. ~~per use~~ to use.

re: travel training - I brought up the need for direct-in person teaching to learn how to use technology to access transit services/options. Especially with older adults who may have smart phones for calls and texts but are clueless re use for transit, Haley and Kelly both agreed that a tech travel training component would be useful.

Sharon Galt
150 Park Road
122
Berkeley CA
94010

SRTA-Jen Pollum
1255 East Street Suite 202
Redding CA 96001

96001-0800E2



SAN FRANCISCO CA 940
11 JUL 2025 PM 3 4



7/28/25

Dear Jen,

I didn't save an original of my first reply, but I think I covered the essentials from the meeting in this one.

These are operational things of course but per our original discussion, I thought that you might find interesting.

P.S. I'm #19 at Mercy Oaks and roughly Jan 2026 for Pilgrim House (no # there). In any case, best wishes to you and Amy and I'll be in touch.

Sharon (text 650.303.1441)

July 28, 25

Dear Haley and Kelly,

I was recently informed that my first reply to the meeting, never arrived so I'm sending this return receipt and so my apologies for the tardiness.

Thank you both for your time, effort and the opportunity you afforded to me to discuss operational matters. The following are some specific replies:

- 1) re #1 My impression was, that given the needs of a majority transit dependent ridership, and given how limited shopping is in Shasta Lake, that an understanding of #1 stopping at the mall, would serve passenger needs from Shasta Lake much more efficiently. And since there are options from the mall to downtown for those passengers needing downtown - I think this was better appreciated.
- 2) Re: ending the #6 and therefore access from Mercy Oaks apts / dignity's campus and ending the current #4 from 910 Canby stop (Pilgrim House), I didn't know that Shasta Connect is now under RABA's umbrella till you told me. This was a relief to hear for those people who moved there for transit access - they now won't be stranded and will be able to maintain their independence and participation.
That said, when resources are limited, it's very important to utilize what is available. In the case of 910 Canby, the 44y M-F midday, is a virtual express way to get downtown and same for the 17 from Mercy Oaks / dignity campus.
- 2a) re 44y - I better understood the need for that line - that medical needs could / would be better addressed by Shasta Community Health - that is an essential need, so an access that is necessary.
- 3) Much discussion re runabout. In short, especially for the younger demographic, this is providing options to connect for any purpose and in all outlying areas, that is a privilege and enhances quality of life because isolation is no longer the only option. A slight editing of the line about wait times was self explanatory.

3a)

re travel training: I mentioned that many people - especially over 50, but anyone - transit dependent, that even if they have smart phones, may have no familiarity with using them for transit and, therefore that ~~that~~ including a tech travel training component could be hugely beneficial to improving transit access. This seemed well received.

4)

re route 15 - I mentioned that making that route into 2, might better meet passenger needs. Specifically, routing from downtown turtle bay - Walmart then looping around Uicter and to mall - then downtown - a version of the former Canby Express, would relieve some load off the 11 and 14 and more efficiently get passengers from downtown to Walmart then the current 4 does. The route from Canby to Knighten Road - Airport could remain as is, but its own route.

4a)

the fact that the 15 can flex into - up to Costco entrance, was good to know - the driver I had asked told me no.

5)

re #9 - This was not discussed though I intended to mention how perfect it is in terms of schedule, efficiency to Anderson Walmart - for employees or patrons - just everything. Also for ending that former transfer from 3 to the 9 on that road that had no bench and could get so hot. And for adding the shelter bench at the Browning stop by Trader Joes. In the heat with groceries, that option is huge.

Misc:

I was impressed with the option drivers now have to express their ideas anonymously or in person and without fear or intimidation. That change was much needed and as with all communications from those on the front lines of decisions, this openness ensures greater odds of successful decisions. I have to say that RABA has never had the quality team at the helm as now. And, given the challenges of our area and with the current administration, such creative, cooperative, motivated people ensures the responsible commitment to the goals of transit - in short, transit facilitates life and is a BIG deal and as RABA is currently, there is something

for everyone who needs or could use transit.

The charitable outreach of Kelly and Moley besides those specific goals, enhance to the public the image of RABA as a safe, welcoming option.

Thanks again for the meeting and best wishes to you both and your team.

Shaaren Gantt

650.303.1447 - texts or words only or voicemail

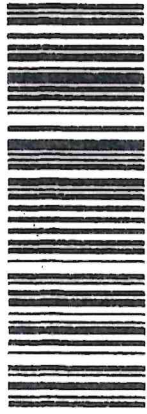
PS: Thanks for the update about the future of the 99x to Sacramento - That is down-right exciting! And, the purchase of the 2 vintage boxes - Truly Swift!

PS #2 re ⁴ (forgot)

I've noticed the efficiency from downtown to Athens - to dollar tree and Disability Action - and ~~the~~ near the end of the return to downtown especially including the stop on Placer by Shasta Community Health. I expressed that a micro transit including that first and last part might enhance the 4 by having its route's focus be the larger inbetween area it currently serves - just an idea...

Sharon Gatt
150 Park Road
122
Burlingame CA
94010

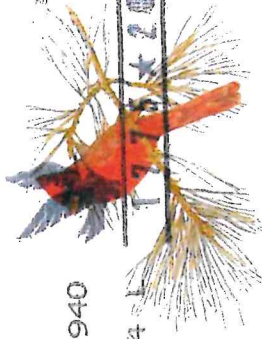
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SAN FRANCISCO CA 940

29 JUL 2025 PM 4 L

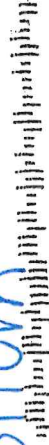


1 JUL 2025

Shasta Regional Transit Agency
1255 East St Suite 202
Redding CA 96001

attn: Jen Pollum

95001-080052



S2322W501129-03

\$9.70

U.S. POSTAGE PAID
FCM LETTER
BURLINGAME, CA 94010
JUL 29, 2025



001



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

August 1, 2025

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

SUBJECT: Fiscal Year 2025-26 State of Good Repair Program Allocation Revised Estimate

Enclosed is the summary schedule of State of Good Repair (SGR) program funds available to be allocated for Fiscal Year (FY) 2025-26 for 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 estimated available 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 (SCO) transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated August 1, 2023.

According to the FY 2025-26 enacted California Budget, the estimated amount of SGR program funds budgeted is \$137,953,000. Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates the first quarter's allocation will be paid by November 26, 2025. Please refer to the schedule for the amounts that relate to your agency.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@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
August 1, 2025
Page 2

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

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2025.08.01 13:25:46 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: 2025-26 State of Good Repair Program Estimated Available Amount Summary
and 2025-26 State of Good Repair Program Estimated Available Amount Based on PUC
99314 Allocation Detail

STATE CONTROLLER'S OFFICE
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT SUMMARY
August 1, 2025

Regional Entity	Estimated Available 2025-26 Amount Based on PUC 99313 Allocation	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation	Total Estimated Available 2025-26 Amount Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 13,374,065	\$ 36,960,765	\$ 50,334,830
Sacramento Area Council of Governments	3,520,433	1,195,410	4,715,843
San Diego Association of Governments	1,662,021	410,873	2,072,894
San Diego Metropolitan Transit System	4,085,413	1,691,640	5,777,053
Tahoe Regional Planning Agency	192,443	10,900	203,343
Alpine County Transportation Commission	2,057	155	2,212
Amador County Transportation Commission	69,105	2,471	71,576
Butte County Association of Governments	362,487	19,664	382,151
Calaveras County Local Transportation Commission	78,117	962	79,079
Colusa County Local Transportation Commission	38,473	1,706	40,179
Del Norte County Local Transportation Commission	46,365	2,477	48,842
El Dorado County Local Transportation Commission	310,047	20,953	331,000
Fresno County Council of Governments	1,811,437	322,534	2,133,971
Glenn County Local Transportation Commission	51,299	1,442	52,741
Humboldt County Association of Governments	233,740	39,675	273,415
Imperial County Transportation Commission	325,761	30,068	355,829
Inyo County Local Transportation Commission	32,838	0	32,838
Kern Council of Governments	1,613,897	98,006	1,711,903
Kings County Association of Governments	269,020	10,722	279,742
Lake County/City Council of Governments	117,474	6,040	123,514
Lassen County Local Transportation Commission	50,159	2,263	52,422
Los Angeles County Metropolitan Transportation Authority	17,251,984	22,848,330	40,100,314
Madera County Local Transportation Commission	284,014	9,222	293,236
Mariposa County Local Transportation Commission	29,549	884	30,433
Mendocino Council of Governments	156,902	11,596	168,498
Merced County Association of Governments	511,928	24,024	535,952
Modoc County Local Transportation Commission	14,832	1,304	16,136
Mono County Local Transportation Commission	22,155	34,198	56,353
Transportation Agency for Monterey County	766,513	237,784	1,004,297
Nevada County Local Transportation Commission	175,290	8,381	183,671
Orange County Transportation Authority	5,546,569	1,995,427	7,541,996
Placer County Transportation Planning Agency	566,636	80,012	646,648
Plumas County Local Transportation Commission	32,987	5,171	38,158
Riverside County Transportation Commission	4,359,174	702,150	5,061,324
Council of San Benito County Governments	116,719	1,833	118,552
San Bernardino County Transportation Authority	3,855,743	814,305	4,670,048
San Joaquin Council of Governments	1,407,602	312,496	1,720,098
San Luis Obispo Area Council of Governments	487,922	33,968	521,890
Santa Barbara County Association of Governments (SBCAG)	781,013	197,684	978,697
Santa Cruz County Transportation Commission	460,626	422,417	883,043
Shasta Regional Transportation Agency	314,760	16,442	331,202
Sierra County Local Transportation Commission	5,538	215	5,753
Siskiyou County Local Transportation Commission	75,652	3,285	78,937
Stanislaus Council of Governments	970,764	54,949	1,025,713
Tehama County Transportation Commission	113,234	2,356	115,590
Trinity County Transportation Commission	27,745	923	28,668
Tulare County Association of Governments	851,016	88,497	939,513
Tuolumne County Transportation Council	94,946	2,461	97,407
Ventura County Transportation Commission	1,448,036	237,460	1,685,496
State Totals	\$ 68,976,500	\$ 68,976,500	\$ 137,953,000

STATE CONTROLLER'S OFFICE
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 53,949
Santa Clara Valley Transportation Authority	NA	31,124
San Joaquin Regional Rail Commission	NA	174,297
Regional Entity Totals	0	259,370
	0	(259,370)
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	24,610,506
Central Contra Costa Transit Authority	12,684,408	153,592
City of Dixon	123,850	1,500
Eastern Contra Costa Transit Authority	6,132,724	74,259
City of Fairfield	2,250,751	27,254
Golden Gate Bridge Highway and Transportation District	138,827,667	1,681,022
Livermore-Amador Valley Transit Authority	6,084,421	73,674
Marin County Transit District	23,726,064	287,292
Napa Valley Transportation Authority	1,722,522	20,857
Peninsula Corridor Joint Powers Board	144,681,126	1,751,900
City of Petaluma	739,065	8,949
City of Rio Vista	39,373	477
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	477,713
San Mateo County Transit District	145,105,738	1,757,040
Santa Clara Valley Transportation Authority	439,800,215	5,325,406
City of Santa Rosa	2,483,478	30,072
Solano County Transit	5,290,076	64,056
County of Sonoma	3,459,517	41,890
Sonoma-Marín Area Rail Transit District	29,993,581	363,183
City of Union City	1,879,467	22,758
City of Vacaville	402,817	4,878
Western Contra Costa Transit Authority	8,044,931	97,414
Regional Entity Subtotals	3,045,389,776	36,875,692
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	53,949
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	31,124
Regional Entity Totals	3,045,389,776	36,960,765
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	35,813
County of Sacramento	1,189,071	14,398
Sacramento Regional Transit System	88,543,261	1,072,143
Yolo County Transportation District	4,689,895	56,789
Yuba Sutter Transit Authority	1,343,449	16,267
Regional Entity Totals	98,723,306	1,195,410
San Diego Association of Governments		
North County Transit District	33,932,036	410,873
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	411,189
San Diego Transit Corporation	62,951,421	762,260
San Diego Trolley, Inc.	42,794,978	518,191
Regional Entity Totals	139,704,540	1,691,640

* 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
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	1,437,509
Orange County Transportation Authority	NA	631,276
Riverside County Transportation Commission	NA	321,231
San Bernardino County Transportation Authority	NA	324,386
Ventura County Transportation Commission	NA	153,732
Regional Entity Totals	0	2,868,134
	0	(2,868,134)
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	10,900
Alpine County Transportation Commission		
County of Alpine	12,816	155
Amador County Transportation Commission		
Amador Transit	204,076	2,471
Butte County Association of Governments		
Butte Regional Transit	1,601,714	19,395
City of Gridley - Specialized Service	22,232	269
Regional Entity Totals	1,623,946	19,664
Calaveras County Local Transportation Commission		
Calaveras Transit Agency	79,417	962
Colusa County Local Transportation Commission		
County of Colusa	140,877	1,706
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	204,530	2,477
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,730,379	20,953
Fresno County Council of Governments		
City of Clovis	1,770,328	21,436
City of Fresno	22,991,076	278,392
Fresno County Rural Transit Agency	1,875,194	22,706
Regional Entity Totals	26,636,598	322,534
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	1,442
Humboldt County Association of Governments		
City of Arcata	213,054	2,580
Humboldt Transit Authority	3,063,481	37,095
Regional Entity Totals	3,276,535	39,675
Imperial County Transportation Commission		
Imperial County Transportation Commission	2,462,028	29,812
Quechan Indian Tribe	21,107	256
Regional Entity Totals	2,483,135	30,068

*** 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
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	753
City of California City	25,760	312
City of Delano	279,451	3,384
Golden Empire Transit District	5,882,508	71,229
County of Kern	1,194,767	14,467
City of McFarland	12,106	147
City of Ridgecrest	159,250	1,928
City of Shafter	57,568	697
City of Taft	360,169	4,361
City of Tehachapi	28,252	342
City of Wasco	31,839	386
Regional Entity Totals	8,093,822	98,006
Kings County Association of Governments		
City of Corcoran	122,620	1,485
Kings County Area Public Transit Agency	762,823	9,237
Regional Entity Totals	885,443	10,722
Lake County/City Council of Governments		
Lake Transit Authority	498,852	6,040
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	2,263
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	246,132
City of Arcadia	1,607,131	19,460
City of Burbank	3,769,842	45,648
City of Claremont	456,234	5,524
City of Commerce	4,235,696	51,289
City of Culver City	15,278,536	185,003
Foothill Transit	67,815,955	821,163
City of Gardena	13,772,242	166,764
City of Glendale	8,225,171	99,596
City of La Mirada	874,670	10,591
Long Beach Public Transportation Company	60,542,189	733,087
City of Los Angeles	98,801,791	1,196,361
County of Los Angeles	6,316,927	76,490
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	16,132,090
City of Montebello	20,096,742	243,345
City of Norwalk	9,188,277	111,258
City of Pasadena	7,704,457	93,291
City of Redondo Beach	2,905,619	35,183
City of Santa Clarita	26,010,198	314,950
City of Santa Monica	47,544,183	575,698
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	247,898
Regional Entity Subtotals	2,005,084,609	21,410,821
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	1,437,509
Regional Entity Totals	2,005,084,609	22,848,330

*** 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
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Madera County Local Transportation Commission		
City of Chowchilla	524,476	6,351
City of Madera	169,785	2,056
County of Madera	67,286	815
Regional Entity Totals	761,547	9,222
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	884
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	11,596
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	12,413
Yosemite Area Regional Transportation System (YARTS)	958,913	11,611
Regional Entity Totals	1,984,038	24,024
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	1,304
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	34,198
Transportation Agency for Monterey County		
Monterey-Salinas Transit District	19,637,486	237,784
Nevada County Local Transportation Commission		
County of Nevada	369,077	4,469
City of Truckee	323,083	3,912
Regional Entity Totals	692,160	8,381
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	23,131
Orange County Transportation Authority	110,748,483	1,341,020
Regional Entity Subtotals	112,658,754	1,364,151
Orange County Transportation Authority - Corresponding to SCRRA***	NA	631,276
Regional Entity Totals	112,658,754	1,995,427
Placer County Transportation Planning Agency		
City of Auburn	21,830	264
County of Placer	5,410,141	65,510
City of Roseville	1,175,827	14,238
Regional Entity Totals	6,607,798	80,012
Plumas County Local Transportation Commission		
County Service Area 12 - Specialized Service	80,198	971
County of Plumas	346,829	4,200
Regional Entity Totals	427,027	5,171

*** 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
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Riverside County Transportation Commission		
City of Banning	208,349	2,523
City of Beaumont	318,557	3,857
City of Corona	426,555	5,165
Palo Verde Valley Transit Agency	175,762	2,128
City of Riverside - Specialized Service	493,635	5,977
Riverside Transit Agency	18,329,390	221,945
Sunline Transit Agency	11,506,078	139,324
Regional Entity Subtotals	31,458,326	380,919
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	321,231
Regional Entity Totals	31,458,326	702,150
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	1,833
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	12,445
Mountain Area Regional Transit Authority	564,732	6,838
City of Needles	58,190	705
Omnitrans	34,279,207	415,076
Victor Valley Transit Authority	4,530,204	54,855
Regional Entity Subtotals	40,460,120	489,919
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	324,386
Regional Entity Totals	40,460,120	814,305
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	629
City of Lodi	887,825	10,750
City of Manteca	77,826	942
City of Ripon	44,345	537
San Joaquin Regional Transit District	10,156,807	122,986
City of Tracy	194,489	2,355
Regional Entity Subtotals	32,833,335	138,199
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	174,297
Regional Entity Totals	32,833,335	312,496
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	458
City of Morro Bay	42,401	513
San Luis Obispo Regional Transit Authority	1,903,882	23,054
City of San Luis Obispo Transit	821,105	9,943
Regional Entity Totals	2,805,171	33,968

* 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
2025-26 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2025

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2025-26 Amount Based on PUC 99314 Allocation
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	842
City of Lompoc	136,501	1,653
County of Santa Barbara	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	19,622
Santa Barbara Metropolitan Transit District	13,488,703	163,331
City of Santa Maria	906,214	10,973
City of Solvang	104,313	1,263
Regional Entity Totals	16,325,709	197,684
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	422,417
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	16,442
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	215
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	3,285
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	51,393
City of Turlock	293,666	3,556
Regional Entity Totals	4,538,011	54,949
Tehama County Transportation Commission		
County of Tehama	194,589	2,356
Trinity County Transportation Commission		
County of Trinity	76,212	923
Tulare County Association of Governments		
City of Porterville	846,792	10,254
City of Tulare	589,094	7,133
County of Tulare	1,191,032	14,422
Tulare County Regional Transit Agency	290,035	3,512
City of Visalia	4,391,535	53,176
Regional Entity Totals	7,308,488	88,497
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	2,461
Ventura County Transportation Commission		
City of Camarillo	751,079	9,095
Gold Coast Transit District	4,272,461	51,734
City of Moorpark	299,991	3,632
City of Simi Valley	1,167,392	14,136
City of Thousand Oaks	423,749	5,131
Regional Entity Subtotals	6,914,672	83,728
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	153,732
Regional Entity Totals	6,914,672	237,460
STATE TOTALS	\$ 5,696,443,829	\$ 68,976,500

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

California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING
P.O. BOX 942873, MS-82 | SACRAMENTO, CA 94273-0001
(916) 215-3859 or (916) 439-4306
www.dot.ca.gov



September 8, 2025

Executive Directors of California's 18 Metropolitan Planning Organizations

Dear MPO Executive Director:

The approval letter from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to the California Department of Transportation (Caltrans) for the 2025 Federal Statewide Transportation Improvement Program (FSTIP) included several federal recommendations. One recommendation is that project listings be consistent across Metropolitan Planning Organizations (MPOs) and aligned with federal requirements. To support this effort, California needs to develop procedures to ensure the adequate review of grouped projects, so that project classifications align with the exempt project categories for all non-attainment and maintenance areas. Lastly, regionally significant projects and those that are not exempt from air quality conformity must be properly identified in the FSTIP.

Caltrans requests that MPOs provide a letter, referred to as the MPO Grouped Project Listing Certification Letter, with the final Federal Transportation Improvement Program (FTIP) confirming that grouped project listings are both consistent and compliant with federal requirements. This letter should be printed on the MPO's letterhead, dated, and signed by the MPO's Executive Director or their designated representative. Please prepare and send a certification letter similar to the attached example for the 2027 FTIP by September 30, 2026.

The requested MPO Grouped Project Listing Certification Letter certifies that each MPO has prepared the FTIP and ensured that the grouped project listings are compliant with federal requirements. Attached is sample language that can be used in the MPO's certification letter to Caltrans, which has been provided for your review and reference. As a reminder, certification letters will be required for all subsequent FTIP submittals.

Executive Director, California MPO's
September 8, 2025
Page 2

If you have any questions or require additional information, please contact Jennifer Ashby-Camp at (916) 215-3859 or by email at <jennifer.ashby-camp@dot.ca.gov> or Kien Le at (916) 439-4306 or by email at <kien.le.@dot.ca.gov>.

Sincerely,

James R. Anderson

James R. Anderson, Chief
Division of Financial Programming

Attachment: Language for the MPO Grouped Project Listing Certification Letter

c: Ryan Dermody, Acting Chief Deputy Director, Caltrans
Steven Keck, Deputy Director, Finance, Caltrans
Marlon Flournoy, Deputy Director, Planning and Modal Programs, Caltrans
Ben De Alba, Chief, Division of Transportation Planning, Caltrans
Hannah Walter, Deputy Division Chief, Transportation Planning, Caltrans
Yatman Kwan, Deputy Division Chief, Transportation Planning, Caltrans
Alexis Lantz, Assistant Deputy Director for Equity & Tribal Affairs, Caltrans
Kien Le, Chief, Office of Federal Programming and Data Management, Caltrans
Erin Thompson, Chief, Office of Community and Regional Planning, Caltrans
Jennifer Ashby-Camp, Federal Planning Finding Lead, Office of Federal
Programming and Data Management, Caltrans
Antonio Johnson, Director, Planning, Environmental, and Right of Way, FHWA
Mary Nguyen, Director, Office of Planning and Program Development, FTA Region 9
Mervin Acebo, Team Leader, Community Planner, Office of Planning and
Program Development, FTA Region 9

ATTACHMENT

Language for the MPO Grouped Project Listing Certification Letter

Sample Language

<MPO Letterhead>

<Current Date>

<Address Block>

To Whom It May Concern:

This letter certifies that <Insert MPO> has prepared the Federal Transportation Improvement Program (FTIP) grouped project listings in a manner that is consistent and compliant with federal requirements.

Please contact <Insert MPO FTIP contact> at <Insert contact phone number> or by email at <Insert contact email address> if you have any questions or require additional information.

Sincerely,

MPO Executive Director or Designated Representative



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

September 16, 2025

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

SUBJECT: Fiscal Year 2024-25 Fourth Quarter State of Good Repair Program Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the fourth quarter of Fiscal Year (FY) 2024-25 for 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, 2023.

This is the fourth allocation for FY 2024-25. The total amount allocated to all agencies for the fourth allocation is \$33,978,300.00. The payment is scheduled to issue on September 17, 2025. Please refer to the schedule for the amounts that relate to your agency.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@sco.ca.gov with any questions, or for additional information. Information for the SGR program can be found on the California Department of Transportation website at: <https://dot.ca.gov/programs/rail/state-transit-assistance-state-of-good-repair>. Thank you.

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2025.09.16 14:59:02 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: 2024-25 Fourth Quarter State of Good Repair Summary Schedule

Local Government Programs and Services Division
Mailing Address P.O. Box 942850, Sacramento, CA 94250
3301 C Street, Suite 740, Sacramento, CA 95816

STATE CONTROLLER'S OFFICE
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION SUMMARY
September 17, 2025

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2024-25 Quarter 4	Amount Based on PUC 99314 Allocation Fiscal Year 2024-25 Quarter 4	Total Fiscal Year 2024-25 Quarter 4
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 3,295,090.00	\$ 9,137,484.00	\$ 12,432,574.00
Sacramento Area Council of Governments	861,653.00	295,532.00	1,157,185.00
San Diego Association of Governments	413,237.00	101,576.00	514,813.00
San Diego Metropolitan Transit System	1,015,777.00	418,210.00	1,433,987.00
Tahoe Regional Planning Agency	47,006.00	2,695.00	49,701.00
Alpine County Transportation Commission	0.00	0.00	0.00
Amador County Transportation Commission	17,199.00	611.00	17,810.00
Butte County Association of Governments	89,415.00	4,862.00	94,277.00
Calaveras County Local Transportation Commission	19,471.00	238.00	19,709.00
Colusa County Local Transportation Commission	9,441.00	422.00	9,863.00
Del Norte County Local Transportation Commission	11,439.00	612.00	12,051.00
El Dorado County Local Transportation Commission	75,732.00	5,180.00	80,912.00
Fresno County Council of Governments	441,774.00	79,737.00	521,511.00
Glenn County Local Transportation Commission	12,477.00	356.00	12,833.00
Humboldt County Association of Governments	57,793.00	9,809.00	67,602.00
Imperial County Transportation Commission	79,408.00	7,433.00	86,841.00
Inyo County Local Transportation Commission	8,187.00	0.00	8,187.00
Kern Council of Governments	395,257.00	24,229.00	419,486.00
Kings County Association of Governments	66,271.00	2,651.00	68,922.00
Lake County/City Council of Governments	29,092.00	1,493.00	30,585.00
Lassen County Local Transportation Commission	12,243.00	559.00	12,802.00
Los Angeles County Metropolitan Transportation Authority	4,265,673.00	5,585,637.00	9,851,310.00
Madera County Local Transportation Commission	69,181.00	2,279.00	71,460.00
Mariposa County Local Transportation Commission	7,367.00	219.00	7,586.00
Mendocino Council of Governments	38,851.00	2,867.00	41,718.00
Merced County Association of Governments	124,749.00	5,940.00	130,689.00
Modoc County Local Transportation Commission	3,684.00	322.00	4,006.00
Mono County Local Transportation Commission	5,584.00	8,454.00	14,038.00
Transportation Agency for Monterey County	190,014.00	58,785.00	248,799.00
Nevada County Local Transportation Commission	43,497.00	2,072.00	45,569.00
Orange County Transportation Authority	1,368,110.00	493,312.00	1,861,422.00
Placer County Transportation Planning Agency	138,406.00	19,780.00	158,186.00
Plumas County Local Transportation Commission	8,181.00	1,278.00	9,459.00
Riverside County Transportation Commission	1,060,494.00	173,588.00	1,234,082.00
Council of San Benito County Governments	28,594.00	453.00	29,047.00
San Bernardino County Transportation Authority	947,190.00	201,314.00	1,148,504.00
San Joaquin Council of Governments	343,634.00	77,256.00	420,890.00
San Luis Obispo Area Council of Governments	120,913.00	8,397.00	129,310.00
Santa Barbara County Association of Governments (SBCAG)	192,624.00	48,560.00	241,184.00
Santa Cruz County Transportation Commission	114,010.00	104,431.00	218,441.00
Shasta Regional Transportation Agency	77,807.00	4,065.00	81,872.00
Sierra County Local Transportation Commission	1,377.00	53.00	1,430.00
Siskiyou County Local Transportation Commission	18,848.00	812.00	19,660.00
Stanislaus Council of Governments	238,268.00	13,585.00	251,853.00
Tehama County Transportation Commission	27,923.00	583.00	28,506.00
Trinity County Transportation Commission	6,910.00	228.00	7,138.00
Tulare County Association of Governments	207,949.00	21,877.00	229,826.00
Tuolumne County Transportation Council	23,624.00	608.00	24,232.00
Ventura County Transportation Commission	357,726.00	58,706.00	416,432.00
State Totals	\$ 16,989,150.00	\$ 16,989,150.00	\$ 33,978,300.00

STATE CONTROLLER'S OFFICE
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 13,337.00
Santa Clara Valley Transportation Authority	NA	7,695.00
San Joaquin Regional Rail Commission	NA	43,090.00
Regional Entity Totals	0	64,122.00
	0	(64,122.00)
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	6,084,238.00
Central Contra Costa Transit Authority	12,684,408	37,971.00
City of Dixon	123,850	371.00
Eastern Contra Costa Transit Authority	6,132,724	18,358.00
City of Fairfield	2,250,751	6,738.00
Golden Gate Bridge Highway and Transportation District	138,827,667	415,584.00
Livermore-Amador Valley Transit Authority	6,084,421	18,214.00
Marin County Transit District	23,726,064	71,025.00
Napa Valley Transportation Authority	1,722,522	5,156.00
Peninsula Corridor Joint Powers Board	144,681,126	433,107.00
City of Petaluma	739,065	2,212.00
City of Rio Vista	39,373	118.00
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	118,101.00
San Mateo County Transit District	145,105,738	434,378.00
Santa Clara Valley Transportation Authority	439,800,215	1,316,553.00
City of Santa Rosa	2,483,478	7,434.00
Solano County Transit	5,290,076	15,836.00
County of Sonoma	3,459,517	10,356.00
Sonoma-Marin Area Rail Transit District	29,993,581	89,787.00
City of Union City	1,879,467	5,626.00
City of Vacaville	402,817	1,206.00
Western Contra Costa Transit Authority	8,044,931	24,083.00
Regional Entity Subtotals	3,045,389,776	9,116,452.00
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	13,337.00
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	7,695.00
Regional Entity Totals	3,045,389,776	9,137,484.00
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	8,854.00
County of Sacramento	1,189,071	3,560.00
Sacramento Regional Transit System	88,543,261	265,057.00
Yolo County Transportation District	4,689,895	14,039.00
Yuba Sutter Transit Authority	1,343,449	4,022.00
Regional Entity Totals	98,723,306	295,532.00

* 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
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
San Diego Association of Governments North County Transit District	33,932,036	101,576.00
San Diego Metropolitan Transit System San Diego Metropolitan Transit System	33,958,141	101,655.00
San Diego Transit Corporation	62,951,421	188,447.00
San Diego Trolley, Inc.	42,794,976	128,108.00
Regional Entity Totals	139,704,540	418,210.00
Southern California Regional Rail Authority*** Los Angeles County Metropolitan Transportation Authority	NA	355,381.00
Orange County Transportation Authority	NA	156,065.00
Riverside County Transportation Commission	NA	79,415.00
San Bernardino County Transportation Authority	NA	80,195.00
Ventura County Transportation Commission	NA	38,006.00
Regional Entity Totals	0	709,062.00
	0	(709,062.00)
Tahoe Regional Planning Agency Tahoe Transportation District	900,147	2,695.00
Alpine County Transportation Commission County of Alpine	0	0.00
Amador County Transportation Commission Amador Transit	204,076	611.00
Butte County Association of Governments Butte Regional Transit	1,601,714	4,795.00
City of Gridley - Specialized Service	22,232	67.00
Regional Entity Totals	1,623,946	4,862.00
Calaveras County Local Transportation Commission Calaveras Transit Agency	79,417	238.00
Colusa County Local Transportation Commission County of Colusa	140,877	422.00
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	612.00
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	5,180.00

*** 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
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Fresno County Council of Governments		
City of Clovis	1,770,328	5,300.00
City of Fresno	22,991,076	68,824.00
Fresno County Rural Transit Agency	1,875,194	5,613.00
Regional Entity Totals	26,636,598	79,737.00
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	356.00
Humboldt County Association of Governments		
City of Arcata	213,054	638.00
Humboldt Transit Authority	3,063,481	9,171.00
Regional Entity Totals	3,276,535	9,809.00
Imperial County Transportation Commission		
Imperial County Transportation Commission	2,462,028	7,370.00
Quechan Indian Tribe	21,107	63.00
Regional Entity Totals	2,483,135	7,433.00
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	186.00
City of California City	25,760	77.00
City of Delano	279,451	837.00
Golden Empire Transit District	5,882,508	17,609.00
County of Kern	1,194,767	3,577.00
City of McFarland	12,106	36.00
City of Ridgecrest	159,250	477.00
City of Shafter	57,568	172.00
City of Taft	360,169	1,078.00
City of Tehachapi	28,252	85.00
City of Wasco	31,839	95.00
Regional Entity Totals	8,093,822	24,229.00
Kings County Association of Governments		
City of Corcoran	122,620	367.00
Kings County Area Public Transit Agency	762,823	2,284.00
Regional Entity Totals	885,443	2,651.00
Lake County/City Council of Governments		
Lake Transit Authority	498,852	1,493.00
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	559.00

STATE CONTROLLER'S OFFICE
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	60,849.00
City of Arcadia	1,607,131	4,811.00
City of Burbank	0	0.00
City of Claremont	0	0.00
City of Commerce	4,235,696	12,680.00
City of Culver City	15,278,536	45,737.00
Foothill Transit	67,815,955	203,009.00
City of Gardena	13,772,242	41,228.00
City of Glendale	0	0.00
City of La Mirada	0	0.00
Long Beach Public Transportation Company	60,542,189	181,235.00
City of Los Angeles	98,801,791	295,766.00
County of Los Angeles	6,316,927	18,910.00
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	3,988,195.00
City of Montebello	20,096,742	60,160.00
City of Norwalk	9,188,277	27,505.00
City of Pasadena	0	0.00
City of Redondo Beach	2,905,619	8,698.00
City of Santa Clarita	26,010,198	77,862.00
City of Santa Monica	47,544,183	142,325.00
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	61,286.00
Regional Entity Subtotals	1,984,054,235	5,230,256.00
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA**	NA	355,381.00
Regional Entity Totals	1,984,054,235	5,585,637.00
Madera County Local Transportation Commission		
City of Chowchilla	524,476	1,570.00
City of Madera	169,785	508.00
County of Madera	67,286	201.00
Regional Entity Totals	761,547	2,279.00
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	219.00
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	2,867.00
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	3,069.00
Yosemite Area Regional Transportation System (YARTS)	958,913	2,871.00
Regional Entity Totals	1,984,038	5,940.00

*** 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
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	322.00
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	8,454.00
Transportation Agency for Monterey County		
Monterey-Salinas Transit District	19,637,486	58,785.00
Nevada County Local Transportation Commission		
County of Nevada	369,077	1,105.00
City of Truckee	323,083	967.00
Regional Entity Totals	692,160	2,072.00
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	5,718.00
Orange County Transportation Authority	110,748,483	331,529.00
Regional Entity Subtotals	112,658,754	337,247.00
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	156,065.00
Regional Entity Totals	112,658,754	493,312.00
Placer County Transportation Planning Agency		
City of Auburn	21,830	65.00
County of Placer	5,410,141	16,195.00
City of Roseville	1,175,827	3,520.00
Regional Entity Totals	6,607,798	19,780.00
Plumas County Local Transportation Commission		
County Service Area 12 - Specialized Service	80,198	240.00
County of Plumas	346,829	1,038.00
Regional Entity Totals	427,027	1,278.00
Riverside County Transportation Commission		
City of Banning	208,349	624.00
City of Beaumont	318,557	954.00
City of Corona	426,555	1,277.00
Palo Verde Valley Transit Agency	175,762	526.00
City of Riverside - Specialized Service	493,635	1,478.00
Riverside Transit Agency	18,329,390	54,870.00
Sunline Transit Agency	11,506,078	34,444.00
Regional Entity Subtotals	31,458,326	94,173.00
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	79,415.00
Regional Entity Totals	31,458,326	173,588.00

*** 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
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	453.00
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	3,077.00
Mountain Area Regional Transit Authority	564,732	1,691.00
City of Needles	58,190	174.00
Omnitrans	34,279,207	102,616.00
Victor Valley Transit Authority	4,530,204	13,561.00
Regional Entity Subtotals	40,460,120	121,119.00
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	80,195.00
Regional Entity Totals	40,460,120	201,314.00
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	155.00
City of Lodi	887,825	2,658.00
City of Manteca	77,826	233.00
City of Ripon	44,345	133.00
San Joaquin Regional Transit District	10,156,807	30,405.00
City of Tracy	194,489	582.00
Regional Entity Subtotals	32,833,335	34,166.00
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	43,090.00
Regional Entity Totals	32,833,335	77,256.00
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	113.00
City of Morro Bay	42,401	127.00
San Luis Obispo Regional Transit Authority	1,903,882	5,699.00
City of San Luis Obispo Transit	821,105	2,458.00
Regional Entity Totals	2,805,171	8,397.00
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	0	208.00
City of Lompoc	0	409.00
County of Santa Barbara	0	0.00
Santa Barbara County Association of Governments (SBCAG)	1,620,453	4,851.00
Santa Barbara Metropolitan Transit District	13,488,703	40,379.00
City of Santa Maria	906,214	2,713.00
City of Solvang	104,313	0.00
Regional Entity Totals	16,119,683	48,560.00

* 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
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Santa Cruz County Transportation Commission Santa Cruz Metropolitan Transit District	34,885,448	104,431.00
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	4,065.00
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	53.00
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	812.00
Stanislaus Council of Governments Stanislaus Regional Transit Authority City of Turlock	4,244,345 293,666	12,706.00 879.00
Regional Entity Totals	4,538,011	13,585.00
Tehama County Transportation Commission County of Tehama	194,589	583.00
Trinity County Transportation Commission County of Trinity	76,212	228.00
Tulare County Association of Governments City of Porterville City of Tulare County of Tulare Tulare County Regional Transit Agency City of Visalia	846,792 589,094 1,191,032 290,035 4,391,535	2,535.00 1,763.00 3,565.00 868.00 13,146.00
Regional Entity Totals	7,308,488	21,877.00
Tuolumne County Transportation Council Tuolumne County Transit Agency	203,234	608.00
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	2,248.00 12,790.00 898.00 3,495.00 1,269.00
Regional Entity Subtotals	6,914,672	20,700.00
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	38,006.00
Regional Entity Totals	6,914,672	58,706.00
STATE TOTALS	\$ 5,675,194,613	\$ 16,989,150.00

*** 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

September 16, 2025

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

SUBJECT: Fiscal Year 2024-25 Fourth Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the fourth quarter of Fiscal Year (FY) 2024-25 for 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, 2023. 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 fourth allocation for FY 2024-25. The total amount allocated to all agencies for the fourth allocation is \$189,969,206.00. The payment is scheduled to issue on September 17, 2025. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2025.09.16 14:48:24 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: 2024-25 Fourth Quarter State Transit Assistance Summary Schedule

STATE CONTROLLER'S OFFICE
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER ALLOCATION SUMMARY
SEPTEMBER 17, 2025

Regional Entity	PUC 99313		PUC 99313		PUC 99314	Total
	Funds from RTC Sections		Funds from RTC Sections		Fiscal Year	Fiscal Year
	7102(a)(3), 6051.8(a),		6051.8(b), and 6201.8(b)		2024-25 Quarter 4	2024-25 Quarter 4
	and 6201.8(a)		Fiscal Year 2024-25 Quarter 4			
	A	B	C	D= (A+B+C)		
Metropolitan Transportation Commission	\$ 10,366,769	\$ 8,055,186	\$ 50,897,098	\$ 69,319,053		
Sacramento Area Council of Governments	2,710,868	2,106,398	1,646,148	6,463,414		
San Diego Association of Governments	1,300,095	1,010,200	565,796	2,876,091		
San Diego Metropolitan Transit System	3,195,764	2,483,172	2,329,486	8,008,422		
Tahoe Regional Planning Agency	147,886	114,910	15,009	277,805		
Alpine County Transportation Commission	1,611	1,252	213	3,076		
Amador County Transportation Commission	54,111	42,045	3,403	99,559		
Butte County Association of Governments	281,311	218,584	27,078	526,973		
Calaveras County Local Transportation Commission	61,257	47,598	1,324	110,179		
Colusa County Local Transportation Commission	29,702	23,079	2,349	55,130		
Del Norte County Local Transportation Commission	35,989	27,964	3,410	67,363		
El Dorado County Local Transportation Commission	238,261	185,133	28,853	452,247		
Fresno County Council of Governments	1,389,877	1,079,962	444,150	2,913,989		
Glenn County Local Transportation Commission	39,255	30,502	1,985	71,742		
Humboldt County Association of Governments	181,823	141,280	54,634	377,737		
Imperial County Transportation Commission	249,827	194,121	41,405	485,353		
Inyo County Local Transportation Commission	25,759	20,015	0	45,774		
Kern Council of Governments	1,243,529	966,247	134,962	2,344,738		
Kings County Association of Governments	208,498	162,007	14,765	385,270		
Lake County/City Council of Governments	91,528	71,119	8,318	170,965		
Lassen County Local Transportation Commission	38,519	29,930	3,115	71,564		
Los Angeles County Metropolitan Transportation Authority	13,420,350	10,427,879	31,463,464	55,311,693		
Madera County Local Transportation Commission	217,652	169,120	12,698	399,470		
Mariposa County Local Transportation Commission	23,177	18,009	1,217	42,403		
Mendocino Council of Governments	122,230	94,975	15,969	233,174		
Merced County Association of Governments	392,475	304,961	33,082	730,518		
Modoc County Local Transportation Commission	11,590	9,006	1,795	22,391		
Mono County Local Transportation Commission	17,569	13,652	47,093	78,314		
Transportation Agency for Monterey County	597,809	464,510	327,443	1,389,762		
Nevada County Local Transportation Commission	136,848	106,334	11,542	254,724		
Orange County Transportation Authority	4,304,246	3,344,485	2,747,818	10,396,549		
Placer County Transportation Planning Agency	435,442	338,347	110,181	883,970		
Plumas County Local Transportation Commission	25,738	19,999	7,121	52,858		
Riverside County Transportation Commission	3,336,448	2,592,486	966,901	6,895,835		
Council of San Benito County Governments	89,960	69,900	2,524	162,384		
San Bernardino County Transportation Authority	2,979,980	2,315,504	1,121,344	6,416,828		
San Joaquin Council of Governments	1,081,115	840,048	430,324	2,351,487		
San Luis Obispo Area Council of Governments	380,407	295,584	46,775	722,766		
Santa Barbara County Association of Governments (SBCAG)	606,018	470,888	272,221	1,349,127		
Santa Cruz County Transportation Commission	358,691	278,710	581,693	1,219,094		
Shasta Regional Transportation Agency	244,792	190,208	22,641	457,641		
Sierra County Local Transportation Commission	4,332	3,367	297	7,996		
Siskiyou County Local Transportation Commission	59,300	46,077	4,524	109,901		
Stanislaus Council of Governments	749,620	582,470	75,669	1,407,759		
Tehama County Transportation Commission	87,849	68,260	3,245	159,354		
Trinity County Transportation Commission	21,741	16,893	1,271	39,905		
Tulare County Association of Governments	654,233	508,352	121,865	1,284,450		
Tuolumne County Transportation Council	74,324	57,751	3,389	135,464		
Ventura County Transportation Commission	1,125,451	874,498	326,996	2,326,945		
Subtotals	\$ 53,451,626	\$ 41,532,977				
State Totals		\$ 94,984,603	\$ 94,984,603	\$ 189,969,206		

STATE CONTROLLER'S OFFICE
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25	Fiscal Year 2024-25	Fiscal Year 2024-25
		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)	
		Quarter 4 Gross Allocation	Quarter 4 Gross Allocation	Quarter 4 Paid
		A	B	C= (A+B)
Altamont Corridor Express*				
Alameda County Congestion Management Agency	\$ NA	\$ 41,806	\$ 32,484	\$ 74,290
Santa Clara Valley Transportation Authority	NA	24,119	18,741	42,860
San Joaquin Regional Rail Commission	NA	135,087	104,950	240,017
Regional Entity Totals	0	200,992	156,175	357,167
	0	(200,992)	(156,175)	(357,167)
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	19,071,301	14,818,782	33,890,083
Central Contra Costa Transit Authority	12,684,408	119,022	92,482	211,504
City of Dixon	123,850	1,162	903	2,065
Eastern Contra Costa Transit Authority	6,132,724	57,545	44,714	102,259
City of Fairfield	2,250,751	21,120	16,410	37,530
Golden Gate Bridge Highway and Transportation District	136,827,667	1,302,666	1,012,198	2,314,864
Livermore-Amador Valley Transit Authority	6,084,421	57,092	44,362	101,454
Marin County Transit District	23,726,064	222,630	172,988	395,618
Napa Valley Transportation Authority	1,722,522	16,163	12,559	28,722
Peninsula Corridor Joint Powers Board	144,681,126	1,357,591	1,054,875	2,412,466
City of Petaluma	739,065	6,935	5,389	12,324
City of Rio Vista	39,373	369	287	656
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	370,192	287,647	657,839
San Mateo County Transit District	145,105,738	1,361,575	1,057,971	2,419,546
Santa Clara Valley Transportation Authority	439,800,215	4,126,791	3,206,599	7,333,390
City of Santa Rosa	2,463,478	23,303	18,107	41,410
Solano County Transit	5,290,076	49,639	38,570	88,209
County of Sonoma	3,459,517	32,462	25,223	57,685
Sonoma-Marín Area Rail Transit District	29,993,581	281,440	218,684	500,124
City of Union City	1,879,467	17,636	13,703	31,339
City of Vacaville	402,817	3,780	2,937	6,717
Western Contra Costa Transit Authority	8,044,931	75,488	58,656	134,144
Regional Entity Subtotals	3,045,389,776	28,575,902	22,204,046	50,779,948
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	41,806	32,484	74,290
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	24,119	18,741	42,860
Regional Entity Totals	3,045,389,776	28,641,827	22,255,271	50,897,098
Sacramento Area Council of Governments				
City of Davis (Unitrans)	2,957,630	27,752	21,564	49,316
County of Sacramento	1,189,071	11,157	8,670	19,827
Sacramento Regional Transit System	88,543,261	830,831	645,572	1,476,403
Yolo County Transportation District	4,689,895	44,007	34,194	78,201
Yuba Sutter Transit Authority	1,343,449	12,606	9,795	22,401
Regional Entity Totals	98,723,306	926,353	719,795	1,646,148

* 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
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2024-25
		Quarter 4 Gross Allocation A	Quarter 4 Gross Allocation B	Quarter 4 Paid C= (A+B)
San Diego Association of Governments				
North County Transit District	33,932,036	318,396	247,400	565,796
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	33,958,141	318,641	247,590	566,231
San Diego Transit Corporation	62,951,421	590,694	458,981	1,049,675
San Diego Trolley, Inc.	42,794,878	401,560	312,020	713,580
Regional Entity Totals	139,704,540	1,310,895	1,018,591	2,329,486
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	1,113,962	865,571	1,979,533
Orange County Transportation Authority	NA	489,192	380,112	869,304
Riverside County Transportation Commission	NA	248,930	193,424	442,354
San Bernardino County Transportation Authority	NA	251,375	195,323	446,698
Ventura County Transportation Commission	NA	119,131	92,567	211,698
Regional Entity Totals	0	2,222,590	1,726,997	3,949,587
	0	(2,222,590)	(1,726,997)	(3,949,587)
Tahoe Regional Planning Agency				
Tahoe Transportation District	900,147	8,446	6,563	15,009
Alpine County Transportation Commission				
County of Alpine	12,816	120	93	213
Amador County Transportation Commission				
Amador Transit	204,076	1,915	1,488	3,403
Butte County Association of Governments				
Butte Regional Transit	1,601,714	15,029	11,678	26,707
City of Gridley - Specialized Service	22,232	209	162	371
Regional Entity Totals	1,623,946	15,238	11,840	27,078
Calaveras County Local Transportation Commission				
Calaveras Transit Agency	79,417	745	579	1,324
Colusa County Local Transportation Commission				
County of Colusa	140,877	1,322	1,027	2,349
Del Norte County Local Transportation Commission				
Redwood Coast Transit Authority	204,530	1,919	1,491	3,410
El Dorado County Local Transportation Commission				
El Dorado County Transit Authority	1,730,379	16,237	12,616	28,853

*** 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
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2024-25
		Quarter 4 Gross Allocation A	Quarter 4 Gross Allocation B	Quarter 4 Paid C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,770,328	16,612	12,908	29,520
City of Fresno	22,991,076	215,733	167,629	383,362
Fresno County Rural Transit Agency	<u>1,875,194</u>	<u>17,596</u>	<u>13,672</u>	<u>31,268</u>
Regional Entity Totals	26,636,598	249,941	194,209	444,150
Glenn County Local Transportation Commission				
County of Glenn Transit Service	119,071	1,117	868	1,985
Humboldt County Association of Governments				
City of Arcata	213,054	1,999	1,553	3,552
Humboldt Transit Authority	<u>3,063,481</u>	<u>28,746</u>	<u>22,336</u>	<u>51,082</u>
Regional Entity Totals	3,276,535	30,745	23,889	54,634
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,462,028	23,102	17,951	41,053
Quechan Indian Tribe	<u>21,107</u>	<u>198</u>	<u>154</u>	<u>352</u>
Regional Entity Totals	2,483,135	23,300	18,105	41,405
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	62,152	583	453	1,036
City of California City	25,760	242	188	430
City of Delano	279,451	2,622	2,037	4,659
Golden Empire Transit District	5,882,508	55,198	42,890	98,088
County of Kern	1,194,767	11,211	8,711	19,922
City of McFarland	12,106	115	89	204
City of Ridgecrest	159,250	1,494	1,161	2,655
City of Shafter	57,568	540	420	960
City of Taft	360,169	3,380	2,626	6,006
City of Tehachapi	28,252	265	206	471
City of Wasco	<u>31,839</u>	<u>289</u>	<u>232</u>	<u>531</u>
Regional Entity Totals	8,093,822	75,949	59,013	134,962
Kings County Association of Governments				
City of Corcoran	122,620	1,151	894	2,045
Kings County Area Public Transit Agency	<u>762,823</u>	<u>7,158</u>	<u>5,562</u>	<u>12,720</u>
Regional Entity Totals	885,443	8,309	6,456	14,765
Lake County/City Council of Governments				
Lake Transit Authority	498,852	4,681	3,637	8,318
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	186,872	1,753	1,362	3,115

STATE CONTROLLER'S OFFICE
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2024-25
		Quarter 4 Gross Allocation	Quarter 4 Gross Allocation	Quarter 4 Paid
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	20,326,872	190,734	148,204	338,938
City of Arcadia	1,607,131	15,080	11,718	26,798
City of Burbank	3,769,842	35,374	27,486	62,860
City of Claremont	456,234	4,281	3,326	7,607
City of Commerce	4,235,696	39,745	30,883	70,628
City of Culver City	15,278,536	143,364	111,396	254,760
Foothill Transit	67,815,955	636,340	494,449	1,130,789
City of Gardena	13,772,242	129,230	100,414	229,644
City of Glendale	8,225,171	77,180	59,970	137,150
City of La Mirada	874,670	8,207	6,377	14,584
Long Beach Public Transportation Company	60,542,189	568,087	441,415	1,009,502
City of Los Angeles	98,801,791	927,090	720,367	1,647,457
County of Los Angeles	6,316,927	59,274	46,057	105,331
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	12,501,163	9,713,653	22,214,816
City of Montebello	20,096,742	188,574	146,526	335,100
City of Norwalk	9,188,277	86,217	66,992	153,209
City of Pasadena	7,704,457	72,293	56,173	128,466
City of Redondo Beach	2,905,619	27,264	21,185	48,449
City of Santa Clarita	26,010,198	244,062	189,641	433,703
City of Santa Monica	47,544,183	446,123	346,646	792,769
Southern California Regional Rail Authority***	236,865,779	NA	NA	NA
City of Torrance	20,472,763	192,103	149,268	341,371
Regional Entity Subtotals	2,005,084,609	16,591,785	12,892,146	29,483,931
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	1,113,962	865,571	1,979,533
Regional Entity Totals	2,005,084,609	17,705,747	13,757,717	31,463,464
Madera County Local Transportation Commission				
City of Chowchilla	524,476	4,921	3,824	8,745
City of Madera	169,785	1,593	1,238	2,831
County of Madera	67,286	631	491	1,122
Regional Entity Totals	761,547	7,145	5,553	12,698
Mariposa County Local Transportation Commission				
County of Mariposa	73,004	685	532	1,217
Mendocino Council of Governments				
Mendocino Transit Authority	957,692	8,986	6,983	15,969
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,025,125	9,619	7,474	17,093
Yosemite Area Regional Transportation System (YARTS)	958,913	8,998	6,991	15,989
Regional Entity Totals	1,984,038	18,617	14,465	33,082

*** 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
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Quarter 4 Gross Allocation	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b) Quarter 4 Gross Allocation	Fiscal Year 2024-25 Quarter 4 Paid
		A	B	C= (A+B)
Modoc County Local Transportation Commission				
Modoc Transportation Agency	107,653	1,010	785	1,795
Mono County Local Transportation Commission				
Eastern Sierra Transit Authority	2,824,223	26,501	20,592	47,093
Transportation Agency for Monterey County				
Monterey-Salinas Transit District	19,637,486	184,265	143,178	327,443
Nevada County Local Transportation Commission				
County of Nevada	369,077	3,463	2,691	6,154
City of Truckee	323,083	3,032	2,356	5,388
Regional Entity Totals	692,160	6,495	5,047	11,542
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	17,925	13,928	31,853
Orange County Transportation Authority	110,748,483	1,039,190	807,471	1,846,661
Regional Entity Subtotals	112,658,754	1,057,115	821,399	1,878,514
Orange County Transportation Authority - Corresponding to SCRRA***	NA	489,192	380,112	869,304
Regional Entity Totals	112,658,754	1,546,307	1,201,511	2,747,818
Placer County Transportation Planning Agency				
City of Auburn	21,830	205	159	364
County of Placer	5,410,141	50,765	39,446	90,211
City of Roseville	1,175,827	11,033	8,573	19,606
Regional Entity Totals	6,607,798	62,003	48,178	110,181
Plumas County Local Transportation Commission				
County Service Area 12 - Specialized Service	80,198	753	585	1,338
County of Plumas	346,829	3,254	2,529	5,783
Regional Entity Totals	427,027	4,007	3,114	7,121
Riverside County Transportation Commission				
City of Banning	208,349	1,955	1,519	3,474
City of Beaumont	318,557	2,989	2,323	5,312
City of Corona	426,555	4,003	3,110	7,113
Palo Verde Valley Transit Agency	175,762	1,649	1,281	2,930
City of Riverside - Specialized Service	493,635	4,632	3,599	8,231
Riverside Transit Agency	18,329,390	171,991	133,640	305,631
Sunline Transit Agency	11,506,078	107,965	83,891	191,856
Regional Entity Subtotals	31,458,326	295,184	229,363	524,547
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	248,930	193,424	442,354
Regional Entity Totals	31,458,326	544,114	422,787	966,901

*** 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
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2024-25
		Quarter 4 Gross Allocation	Quarter 4 Gross Allocation	Quarter 4 Paid
		A	B	C= (A+B)
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	1,420	1,104	2,524
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,027,787	9,644	7,494	17,138
Mountain Area Regional Transit Authority	564,732	5,269	4,117	9,416
City of Needles	58,190	546	424	970
Omnitrans	34,279,207	321,653	249,931	571,584
Victor Valley Transit Authority	4,530,204	42,508	33,030	75,538
Regional Entity Subtotals	40,460,120	379,650	294,996	674,646
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	251,375	195,323	446,698
Regional Entity Totals	40,460,120	631,025	490,319	1,121,344
San Joaquin Council of Governments				
Altamont Corridor Express *	21,420,132	NA	NA	NA
City of Escalon	51,911	467	378	865
City of Lodi	887,825	8,331	6,473	14,804
City of Manteca	77,826	730	567	1,297
City of Ripon	44,345	416	323	739
San Joaquin Regional Transit District	10,156,807	95,305	74,054	169,359
City of Tracy	194,489	1,825	1,418	3,243
Regional Entity Subtotals	32,833,335	107,094	83,213	190,307
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	135,067	104,950	240,017
Regional Entity Totals	32,833,335	242,161	188,163	430,324
San Luis Obispo Area Council of Governments				
City of Atascadero	37,783	355	275	630
City of Morro Bay	42,401	398	309	707
San Luis Obispo Regional Transit Authority	1,903,882	17,865	13,881	31,746
City of San Luis Obispo Transit	821,105	7,705	5,987	13,692
Regional Entity Totals	2,805,171	26,323	20,452	46,775
Santa Barbara County Association of Governments (SBCAG)				
City of Guadalupe	69,525	652	507	1,159
City of Lompoc	136,501	1,281	995	2,276
County of Santa Barbara	0	0	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	15,205	11,815	27,020
Santa Barbara Metropolitan Transit District	13,488,703	126,569	98,347	224,916
City of Santa Maria	906,214	8,503	6,607	15,110
City of Solvang	104,313	979	761	1,740
Regional Entity Totals	16,325,709	153,189	119,032	272,221

* 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
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2024-25 Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2024-25
		Quarter 4 Gross Allocation A	Quarter 4 Gross Allocation B	Quarter 4 Paid C= (A+B)
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	34,885,448	327,342	254,351	581,693
Shasta Regional Transportation Agency				
Redding Area Bus Authority	1,357,867	12,741	9,900	22,641
Sierra County Local Transportation Commission				
County of Sierra - Specialized Service	17,768	167	130	297
Siskiyou County Local Transportation Commission				
County of Siskiyou	271,330	2,546	1,978	4,524
Stanislaus Council of Governments				
Stanislaus Regional Transit Authority	4,244,345	39,826	30,946	70,772
City of Turlock	293,666	2,756	2,141	4,897
Regional Entity Totals	4,538,011	42,582	33,087	75,669
Tehama County Transportation Commission				
County of Tehama	194,589	1,826	1,419	3,245
Trinity County Transportation Commission				
County of Trinity	76,212	715	556	1,271
Tulare County Association of Governments				
City of Porterville	846,792	7,946	6,174	14,120
City of Tulare	589,094	5,528	4,295	9,823
County of Tulare	1,191,032	11,176	8,684	19,860
Tulare County Regional Transit Agency	290,035	2,721	2,115	4,836
City of Visalia	4,391,535	41,207	32,019	73,226
Regional Entity Totals	7,308,488	68,576	53,287	121,865
Tuolumne County Transportation Council				
Tuolumne County Transit Agency	203,234	1,907	1,482	3,389
Ventura County Transportation Commission				
City of Camarillo	751,079	7,048	5,476	12,524
Gold Coast Transit District	4,272,461	40,090	31,151	71,241
City of Moorpark	299,991	2,815	2,187	5,002
City of Simi Valley	1,167,392	10,954	8,511	19,465
City of Thousand Oaks	423,749	3,976	3,090	7,066
Regional Entity Subtotals	6,914,672	64,883	50,415	115,298
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	119,131	92,567	211,698
Regional Entity Totals	6,914,672	184,014	142,982	326,996
STATE TOTALS	\$ 5,696,443,828	\$ 53,451,826	\$ 41,532,977	\$ 94,984,603

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



Debbi Seymour <debbiseymour9@gmail.com>

To Amy

1 message

Debbi Seymour <debbiseymour9@gmail.com>

To: SRTA@srtaca.gov

Wed, Sep 24, 2025 at 3:56 PM

Hi Amy -

You were very helpful when we spoke last month as I tried to plan a trip to Redding, CA from ANY Southern Calif airport in the latter part of September (except LAX - I am 77 years old and would not ask anyone to brave the freeway stress to and from LAX)! You may recall that I live in Temecula, CA, located at best 1.5 hours driving time from any major airport so "rush hour" traffic is also a consideration. Since you spent quite a bit of your time offering suggestions as to how I might plan an enjoyable vacation trip to see my son, I thought you'd be interested in the final outcome....

To make a long story short, after more than 17+ hours of extremely frustrating research and countless phone calls seeking viable information, I was forced to make reservations to fly into Sacramento from Ontario and, despite being a devoted advocate of public transportation and on a low fixed income, I had incur the expense of a rental car to drive myself from there to Redding and return. The reason for that was because very little reasonably priced or logically timed ground transportation (if any) exists connecting Sacramento to Redding! Today's most recent research reveals that Sacramento's traffic is almost equally daunting to that of Los Angeles so, with deep regret, I've decided to cancel the trip. □

It is my sincerest hope that this note to you will help Shasta Regional Transportation Authority convince "the powers that be" that bus, train or shuttle transportation between the two cities should be made affordable and scheduled more often. Just 4 times a day spaced logically throughout the day would be lovely! 😊

Thank you again for your assistance and advice. If I ever make it to Redding, I'll try to stop by your office to meet and thank you again since you are the only person out of 4 agencies that offered tangible advice.

Gratefully,
Deborah P. J. Seymour

PS - If any further statement should prove to be helpful please let me know.
landline: (951) 506-1051



NO ONE DOES MORE FOR VETERANS.

10/06/2025

Dale H Seymour

Hi Amy-

My apologies
for taking so long
in getting this note
to you via "snail
mail" once my at-
tempt to email it
failed (no doubt
my error 😊).

Anyway, here's
my statement re
the need for public
transportation im-
provement connect-
ing Sacramento and
Ridding. Take care!
Dale H Seymour



Deborah Seymour
29982 Avenida Cima Del Sol
Temecula, CA 92591-1947

54 BERNARDINO CT 023

8 OCT 2025 PM 6 L



Shasta Regional Transportation
Agency
1255 East 4th. #202
Redding, CA 96001

Attention to Clary please

[illegible]

California Department of Transportation

OFFICE OF CIVIL RIGHTS
1500 5th Street, MS-79 | SACRAMENTO, CA 95814
(916) 324-1700 | TTY 711
www.dot.ca.gov



October 7, 2025

To: All Disadvantaged Business Enterprise Program Stakeholders:

On September 30, 2025, the U.S. Department of Transportation (DOT) issued an [Interim Final Rule \(IFR\)](#) making significant changes to the Disadvantaged Business Enterprise (DBE) and Airport Concession DBE (ACDBE) Programs. The IFR was published in the Federal Register on October 3, 2025, and is effective immediately. Caltrans and all subrecipients of federal transportation funding subject to the DBE Program are required to comply.

While we continue to evaluate the new IFR, we want to share the information below to keep you apprised of this development and new requirements. We will share additional information when available.

However, as an interim action and to ensure compliance with federal direction, here are DBE program changes effective immediately:

Key Changes

- **Elimination of Presumptions:** Race-and gender-based presumptions of social and economic disadvantage are removed. All applicants must now demonstrate social and economic disadvantage through individualized evidence, including a personal narrative and financial documentation.
- **Reevaluation of All Firms:** Every currently certified DBE/ACDBE will undergo reevaluation. Firms meeting the new standards will be recertified; those that do not will be decertified.
- **Temporary Suspension of Goals and Counting:** Until reevaluations are complete, Caltrans and all subrecipients must **not**:
 - Set DBE/ACDBE contract goals.
 - Count DBE/ACDBE participation toward overall program goals.
- **Existing Contracts:** Contracts already awarded remain valid; however, DBE/ACDBE commitments and participation under those contracts cannot be

counted toward goal attainment during the reevaluation period. Primes may self-perform or subcontract work as necessary, without DBE credit, if a DBE is terminated. Those DBEs that are actual subcontractors (not just material suppliers), primes still need to follow subcontracting rules (i.e., termination, substitution, etc.) even if the DBE subcontractors are no longer "DBEs."

- **Goal Setting:** All DBE goal requirements are suspended effective October 3, 2025. Do not set DBE goals on contracts. Contracts currently advertised or pending award with DBE goals must have their DBE goals removed. Statewide DBE goal setting will resume once reevaluations of all DBEs are complete.
- **Reporting Requirements:** DOT has eliminated the collection of race-and sex-specific ownership data; reporting will instead focus on certification status and individualized eligibility. We await DOT guidance on the collection of data for future reporting.

Next Steps

- **Caltrans Staff:** Will apply the new certification standards immediately and will work with the Unified Certification (UCP) Partners to reevaluate all certified firms.
- **CUCP Partners:** Update the UCP Standard Operating Procedures, approve the new Personal Narrative requirement, begin applying the new certification standards immediately, and reevaluate all certified firms.
- **Prime Contractors:** Do not submit utilization plans or commitments tied to DBE credit during this transition. Ensure solicitations to your subcontractors on advertised projects pending award are amended to reflect zero DBE goals until further notice.
- **Certified DBEs:** Be prepared to submit individualized documentation of disadvantage as part of the reevaluation process. Templates and technical assistance will be provided by your certifying agency, including Caltrans.
- **Local Agencies:** Pause inclusion of DBE goals in all federally assisted solicitations. Work with your Legal to implement addenda where solicitations are already advertised. Caltrans Civil Rights staff are available to provide technical assistance or suggest language.

Again, Caltrans will issue further detailed instructions, host training sessions, and provide outreach to ensure all partners understand and comply with the new requirements.

DBE Program Stakeholders
October 7, 2025
Page 3

We recognize the burden these immediate changes create for firms, contractors, and local agencies. Our Office of Civil Rights is committed to supporting you through this transition.

Please direct questions to [916-324-0990](tel:916-324-0990) or DBE.compliance@dot.ca.gov.

Thank you for your partnership.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. B. Deluz".

DAVID B. DELUZ, M.A., M.P.P.A.
Deputy Director
Office of Civil Rights, Civil Rights and DBE Liaison Officer

