STAFF REPORT

MEETING DATE:	**June 25, 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

4/30/25	Redding Area Bus Authority, Transit Manager, John Andoh	Letter of Receipt – SRTA Fiscal Year 2024/25 Low Carbon Transit Operations Program Contributions to RABA's Projects.
4/30/25	The Honorable Jesse Arreguin, Member, California State Senate; Senate Judiciary Committee; Senate Local Government Committee; Jessica Matlock (Author Staff – Arreguin)	Letter of Support – Senate Bill (SB) 239 (Arreguin): Open Meetings: Teleconferencing: Subsidiary body. As Amended on April 7, 2025.
5/6/25	Caltrans Division of Local Assistance, Office of Transit Grants and Contracts, Chief, Wendy King	Letter of Request – Federal Fiscal Year 2025 Split Allocations for Redding, CA, Small Urbanized Area.
5/6/25	California Transportation Commission, Executive Director, The Honorable Tanisha Taylor	Letter of Consistency for Caltrans – BP Pluse EV Oasis North.
5/9/25	California State Senate, Member, The Honorable Scott Wiener; Senate Appropriations Committee; Ricardo Gonzalez (Author Staff – Wiener)	Letter of Support – Senate Bill (SB) 71 (Wiener): California Environmental Quality Act: Exemptions: Transit Projects. As Amended on March 25, 2025.
6/19/25	Redding Area Bus Authority, Transit General Manager, John Andoh	Letter of Request – State Transit Assistance (STA) Reserve Request.

INCOMING CORRESPONDENCE

4/24/25	The Secretary of Transportation, Sean P. Duffy	Letter of Rules & Regulations – To all Recipients of U.S. Department of Transportation Funding.
4/30/25	California State Transportation Agency (CalSTA), Secretary, Toks Omishakin	Letter of Confirmation – CalSTA confirms that SRTA Satisfied the Required Program Criteria to Access the Second Year of Funding Covering FY 2024-25.
5/5/25	California Department of Transportation, Division of Rail and Mass Transportation, Office of Grants and Conracts, Chief, Wendy King	Letter of Request– FFY 2025 49 U.S.C 5307 and 5339 Program Funds Sub-allocations for Small Urbanized Areas.
5/27/25	Eide Bailly, LLP	Letter of Responsibility – Audit the Financial Statements and Audit Compliance Over Major Federal Award Programs of SRTA as of the Year Ended June 30, 2024.
6/3/25	FHWA California Division, Planning, Environment, & Right-of-Way, Director, Antonio D. Johnson	Letter of Approval – Fiscal Year 2025/26 Official Work Programs.
6/4/25	Caltrans, District 2, PIO, Mario Montalvo	Letter of Announcement – Lake Boulevard Pavement Project Completed in Redding.

Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters

1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189
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Sean Tiedgen, AICP, Executive Director

April 30, 2025

John Andoh
Transit Manager
Redding Area Bus Authority (RABA)
3333 South Market Street
Redding, CA 96001

Subject: SRTA Fiscal Year 2024/25 Low Carbon Transit Operations Program Contributions to RABA's Projects

Dear Mr. Andoh:

Thank you for submitting Redding Area Bus Authority's (RABA) fiscal year (FY) 2024/25 Low Carbon Transit Operations Program (LCTOP) project idea for $463,169 of the regional portion (PUC 99313) funding. The Shasta Regional Transportation Agency (SRTA) has agreed to be a "contributing sponsor" and contribute the full regional portion ($463,169) toward RABA's project for Route 15 operating expenses serving many stops including the Redding Veterans Home, Redding Veterans Administration (VA) Clinic, and Redding Regional Airport, consistent with their Short-Range and SRTA's Long-Range transit plans.

SRTA will provide any necessary supporting documents, information, or attachments for a successful application. Please adhere to the Disadvantaged Communities (DAC) requirement that at least 50% of the contributing funds be utilized within a DAC and meaningfully address an important community transit need.

Should you need further assistance with your application or have any questions regarding the FY 2024/25 LCTOP fund allocations, please contact Jennifer Pollom, senior transportation planner, by phone at 530-262-6195 or by email at jpollom@srta.ca.gov.

Sincerely,

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

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Sean Tiedgen, AICP, Executive Director

April 30, 2025

The Honorable Jesse Arreguin
Member, California State Senate
1021 O Street, Room 6710
Sacramento, CA 95814

Subject: Senate Bill (SB) 239 (Arreguin): Open Meetings: Teleconferencing: Subsidiary body. As Amended on April 7, 2025 – Notice of Support

Dear Senator Arreguin:

The Shasta Regional Transportation Agency (SRTA) writes to inform you of our support for Senate Bill (SB) 239, which proposes changes to the Ralph M. Brown Act that would provide flexibility for non-decision-making subsidiary (i.e., advisory) bodies of legislative bodies, to allow for the use of teleconferencing without the need to share their personal and private information.

SRTA is the metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the Shasta County region, a mostly rural area of 3,847 square miles, averaging forty-seven persons per square mile in Northern California. SRTA conducts regional transportation planning activities focused on maintaining and improving the region's transportation systems for all users, of all abilities, and all modes of transportation. Our board of directors consists of elected officials from the region's cities, county, and public transit agency. Additionally, SRTA has advisory bodies made up of citizens in our communities who review our transportation plans and programs and provide recommendations to our board of directors to address our region's transportation needs.

These advisory members come from all over our region and represent various groups of protected classes who provide key input and perspective on the transportation needs of our communities. This includes individuals who may experience economic limitations such as low or fixed-incomes, seniors, persons with a disability, single parents, or may live in rural areas and experience difficulty getting around the region, especially during the winter months due to snow.

The Brown Act requires advisory body members to follow the same rules as decision-making bodies when it comes to teleconferencing into a meeting, including providing their place of participation, posting an agenda at their location, and ensuring the location is available and open to a member of the public to attend. Sometimes these locations may be an advisory body member's private residence. Such requirements do not protect the advisory member's personal and private information and presents barriers to participation in civic duties. It can discourage participation in advisory bodies where the individual's experience, diversity, or expertise provides valuable perspective on addressing transportation needs. It can also present challenges for legislative bodies, such as SRTA, in recruiting and maintaining representatives of various groups required to be on our advisory bodies.

SB 239 provides a limited exemption under the Ralph M. Brown Act for members of subsidiary non-decision-making bodies to participate remotely. It protects the member's personal and private information, ensures participation, and helps attract and retain members. Additionally, the limited exception still maintains the public's right to access and participate in activities conducted on behalf of the public.

For these reasons, the Shasta Regional Transportation Agency is pleased to support SB 239. Should you have any questions on our position on this matter, please contact Sean Tiedgen, SRTA's executive director at stiedgen@srta.ca.gov or (530) 262-6190.

Sincerely,

Greg Watkins, Chair
Shasta Regional Transportation Agency

cc: The Honorable Thomas Umberg, Chair, Senate Judiciary Committee
The Honorable Roger Niello, Vice Chair, Senate Judiciary Committee
Members and staff, Senate Judiciary Committee
Assemblymember Heather Hadwick, Assembly District 1
Senator Megan Dahle, Senate District 1

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Sean Tiedgen, AICP, Executive Director

May 6, 2025

Wendy King
Chief, Office of Transit Grants and Contracts
Caltrans Division of Local Assistance
P.O. Box 942874, MS–1
Sacramento, CA 94274–0001

Re: Federal Fiscal Year 2025 Split Allocations for Redding, CA, Small Urbanized Area

Dear Mrs. King:

Pursuant to 49 U.S.C. §5307 and §5339 and Federal Transit Administration (FTA) Circulars 9030.1E, the FTA and Caltrans published formula funding apportionments for Federal Fiscal Year (FFY) 2025. As the Designated Recipient for the Redding, CA, Small Urbanized Area and Caltrans' procedures, Caltrans has requested that metropolitan planning organizations (MPO), such as Shasta Regional Transportation Agency (SRTA), determine the split allocations for these formula funds among the multiple public transit operators (i.e., the Direct Recipients) within their jurisdiction.

The Redding Area Bus Authority (RABA) is the only FTA Direct Recipient in the Shasta Region. The allocations shown in the table below were determined cooperatively between RABA and SRTA. A RABA board member serves on the SRTA Board of Directors, and RABA staff serve as members on SRTA's Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC).

Direct Recipient Name	FTA Recipient ID	5307 Split Allocation	5339(a) Split Allocation
Redding Area Bus Authority (RABA)	1629	$ 2,443,268	$ 157,628
TOTALS		$ 2,443,268	$ 157,628

RABA is responsible for its grant application to FTA to receive such funds and assumes the responsibilities associated with any award for these funds. SRTA will program the funds in our Transportation Improvement Program (TIP). If you have any questions or comments, please contact Jennifer Pollom, Senior Transportation Planner, at 530-262-6195 or jpollom@srta.ca.gov.

Sincerely,

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

cc: Mervin Acebo, Community Planner, FTA Region 9
Brian Travis, RTAP and Federal Legislative Management, Caltrans Division of Local Assistance
Michael Lange, Branch Chief, FTA Section 5339 -Bus and Bus Facilities, Caltrans Division of Local Assistance
Ryan Ong, FTA Grants Specialist and ZEV lead, Caltrans Division of Local Assistance
Steve Bade, Executive Officer (Assistant City Manager), Redding Area Bus Authority (RABA)

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Sean Tiedgen, AICP, Executive Director

May 6, 2025

The Honorable Tanisha Taylor
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Consistency Letter for Caltrans – BP Pulse EV Oasis North

Dear Executive Director Taylor:

On behalf of the Shasta Regional Transportation Agency (SRTA), I am pleased to provide this consistency letter for the BP Pulse EV Oasis North project and support the Caltrans funding request from the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP).

The BP Pulse EV Oasis North project is a $7,001,000 project that will install battery electric freight vehicle charging facilities in Redding to assist the transition to zero-emission vehicles (ZEV) in the medium/heavy-duty freight industry, help improve air quality and allow freight to continue to flow on Interstate 5, one of the most important West Coast trade corridors in the Shasta Region and the State. This project will serve local, regional, and interregional traffic.

The cost, scope, and schedule of this project is consistent with SRTA's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), as described in the Fix 5 Cascade Gateway (Project 1 on page 77 of SRTA's RTP/SCS) and we support and respectfully request full and fair consideration of their grant application.

We appreciate BP Pulse and Caltrans' efforts through this grant application to implement solutions to move freight more efficiently on high-volume corridors, including Interstate 5 in the North State, and provide opportunities for all fuel-types in the freight industry. If you have any questions, please do not hesitate to contact Senior Transportation Planner Michael Kuker, at 530-262-6204 or via mkuker@srta.ca.gov or me at 530-262-6190 or via email at stiedgen@srta.ca.gov.

Sincerely,

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

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Sean Tiedgen, AICP, Executive Director

May 9, 2025

The Honorable Scott Wiener
Member, California State Senate
1021 O Street, Suite 8620
Sacramento, CA 95814

Subject: Senate Bill (SB) 71 (Wiener): California Environmental Quality Act: exemptions: transit projects. As Amended on March 25, 2025 – Notice of Support

Dear Senator Wiener:

The Shasta Regional Transportation Agency (SRTA) writes to inform you of our support for Senate Bill (SB) 71, which proposes to make current exemptions under the California Environmental Quality Act (CEQA) for specific transit, bicycle, pedestrian and other transportation plans and projects permanent.

SRTA is the metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the Shasta County region, a mostly rural area of 3,847 square miles, averaging forty-seven persons per square mile in Northern California. SRTA conducts regional transportation planning activities focused on maintaining and improving the region's transportation systems for all users, of all abilities, and all modes of transportation. Our board of directors consists of elected officials from the region's cities, county, and public transit agency.

In 2020, the state legislature recognized that exempting active transportation and other similar plans and the projects meant to implement those plans (e.g. restriping of streets and highways, bicycle parking and storage, traffic signal optimization, and related signage) communities saw projects built sooner, more efficiently, and at less cost, resulting in safer and more accessible transportation facilities that benefited our environment. SB 71 now proposes to make those permanent, which benefits rural and urban communities alike.

SB 71 also proposes exemptions for public transportation plans that analyze and support route additions, modifications, or eliminations; microtransit and paratransit services; improvements at stops, stations, and other facilities; and other various services and facilities. These projects ensure quality public transit serves our rural and urban communities alike, increase connections to needed services, and expand opportunities for riders. By exempting these projects under CEQA, while including certain parameters for projects exceeding $50 million and $100 million, all California citizens will benefit from projects and services that benefit our communities and the environment, while also reducing the costs of these projects, allowing them to be implemented quickly, and using tax-payer dollars effectively.

While SB 71 is a needed correction to CEQA, CEQA remains broken and needs a holistic fix. Today, CEQA has become a tool to delay or stop projects by increasing project costs and requiring mitigated fixes often with little or no benefit. CEQA slows down both private development and local agency projects for critical transportation infrastructure and needed housing, delaying our ability to meet local, regional, and state goals. One writer recently identified "fixes" to CEQA as creating a "Swiss cheese" approach to CEQA reform, exempting one project, or group of projects, one at a time. We encourage the legislature to take the lessons learned since the passage of CEQA in 1970 and undertake a holistic reform of CEQA to exempt projects and streamline project review, along with reducing frivolous project appeals.

In conclusion, the Shasta Regional Transportation Agency is pleased to support SB 71 as an interim step to correct abuses CEQA has created. Should you have any questions on our position on this matter, please contact Sean Tiedgen, SRTA's executive director at stiedgen@srta.ca.gov or (530) 262-6190.

Sincerely,

Greg Watkins, Chair
Shasta Regional Transportation Agency

cc: The Honorable Anna Caballero, Chair, Senate Committee on Appropriations
The Honorable Kelly Seyarto, Vice Chair, Senate Committee on Appropriations
Members and staff, Senate Committee on Appropriations
Assemblymember Heather Hadwick, Assembly District 1
Senator Megan Dahle, Senate District 1

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Sean Tiedgen, AICP, Executive Director

June 19, 2025

John Andoh, Transit General Manager
Redding Area Bus Authority
3333 South Market Street
Redding, CA 96001

Subject: State Transit Assistance (STA) Reserve Request

Dear Mr. Andoh:

On June 16, 2025, we received a request from you to allocate an additional $961,562, plus any dividends earned, in State Transit Assistance (STA) reserve funds to the Redding Area Bus Authority (RABA) for Fiscal Year (FY) 2025/26. We recognize this request is due to increased transit operations costs with a new transit service contractor.

On review of the separately provided budget and in subsequent staff discussions with you, SRTA staff will be recommending to the SRTA Board of Directors to consider granting this request at our upcoming June 25, 2025 board meeting as part of the FY 2025/26 Transit Needs Assessment and Transportation Development Act Budget item. It is our understanding that this amount would help cover a potential funding deficit and may offset some planned use of SB125 transit funds in FY 2025/26 towards transit operations in future fiscal years. We also want to inform you that granting this request would essentially "zero out" any future available STA reserve funds. If there are differences in the estimated STA funds and actual funds received by the State Controller's Office during a given fiscal year, these carryover funds will be reallocated in a future TDA budget cycle as part of the regional true-up process.

Should you have any questions on our response, please contact Jessica Carlson, SRTA's Chief Fiscal Officer, at jcarlson@srta.ca.gov or (530) 262-6193.

Sincerely,

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

THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

April 24, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. The Department administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans. Accordingly, I write to clarify and reaffirm pertinent legal requirements, to outline the Department's expectations, and to provide a reminder of your responsibilities and the consequences of noncompliance with Federal law and the terms of your financial assistance agreements. It is the policy of the Department to award and to continue to provide Federal financial assistance only to those recipients who comply with their legal obligations.

As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration. As Secretary of Transportation, I am responsible for ensuring recipients of DOT financial assistance are aware of and comply with all applicable legal obligations.

The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race. Indeed, as the Supreme Court declared in *Students for Fair Admission, Inc. v. Harvard (SFFA)*, 600 U.S. 181, 206 (2023), "[t]he clear and central purpose of the Fourteenth Amendment was to eliminate all official state sources of invidious racial discrimination in the States." The Court further noted that "[o]ne of the principal reasons race is treated as a forbidden classification is that it demeans the dignity and worth of a person to be judged by ancestry instead of by his or her own merit and essential qualities." *Id.* at 220. In ruling that race-based admissions programs at universities violated the Equal Protection Clause, the Court made clear that discrimination based on race is, has been, and will continue to be unlawful, except in rare circumstances. *Id.* at 220-21. Similarly, sex-based classifications violate the Equal Protection Clause absent "exceedingly persuasive" justification. *See United States v. Virginia*, 518 U.S. 515, 533 (1996).

These constitutional principles are reinforced by the Civil Rights Act of 1964, which prohibits discrimination based on protected characteristics in the Federal funding and employment contexts in Title VI (42 U.S.C. § 2000d *et seq.*) and Title VII (42 U.S.C. § 2000e-2), as well as the applicable non-discrimination clauses in the Federal Aid Highway Act of 1973 (23 U.S.C. §§ 140 and 324 *et seq.*), the Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*).

Based on binding Supreme Court precedent and these Federal laws, DOT is prohibited from discriminating based on race, color, national origin, sex, or religion in any of its programs or activities. Moreover, because DOT may not establish, induce, or endorse prohibited discrimination indirectly,[1] it must ensure that discrimination based on race, color, national origin, sex, or religion does not exist in the programs or activities it funds or financially assists.

These same principles apply to recipients of Federal financial assistance from DOT, as both a matter of Federal law and by virtue of contractual provisions governing receipt of DOT funding. Accordingly, DOT recipients are prohibited from engaging in discriminatory actions in their own policies, programs, and activities, including in administering contracts, and their employment practices.

Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called "diversity, equity, and inclusion," or "DEI," goals, presumptively violates Federal law. Recipients of DOT financial assistance must ensure that the personnel practices (including hiring, promotions, and terminations) within their organizations are merit-based and do not discriminate based on prohibited categories. Recipients are also precluded from allocating money received under DOT awards—such as through contracts or the provision of other benefits—based on suspect classifications. Any discriminatory actions in your policies, programs, and activities based on prohibited categories constitute a clear violation of Federal law and the terms of your grant agreements.

In addition, your legal obligations require cooperation generally with Federal authorities in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law. DOT has noted reported instances where some recipients of Federal financial assistance have declined to cooperate with ICE investigations, have issued driver's licenses to individuals present in the United States in violation of Federal immigration law, or have otherwise acted in a manner that impedes Federal law enforcement. Such actions undermine Federal sovereignty in the enforcement of immigration law, compromise the safety and security of the transportation systems supported by DOT

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[1] *See SFFA*, 600 U.S. at 230; Norwood v. Harrison, 413 U.S. 455, 465 (1973).

financial assistance, and prioritize illegal aliens over the safety and welfare of the American people whose Federal taxes fund DOT's financial assistance programs.

Under the Constitution, Federal law is "the supreme Law of the Land." U.S. Const. Art. VI. That means that where Federal and State legal requirements conflict, States and State entities must follow Federal law. Declining to cooperate with the enforcement of Federal immigration law or otherwise taking action intended to shield illegal aliens from ICE detection contravenes Federal law and may give rise to civil and criminal liability. *See* 8 U.S.C. § 1324 and 8 U.S.C. § 1373. Accordingly, DOT expects its recipients to comply with Federal law enforcement directives and to cooperate with Federal officials in the enforcement of Federal immigration law. The Department also expects its recipients to ensure that the Federal financial assistance they receive from DOT is provided only to subrecipients, businesses, or service providers that are U.S. Citizens or U.S. Nationals and Lawful Permanent Residents (LPRs) or legal entities allowed to do business in the U.S. and which do not employ illegal aliens.

This letter provides notice of the Department's existing interpretation of Federal law. The Department will vigorously enforce the law on equal terms as to all its recipients and intends to take appropriate measures to assess their compliance based on the interpretation of Federal law set forth in this letter. Adherence to your legal obligations is a prerequisite for receipt of DOT financial assistance. Noncompliance with applicable Federal laws, or failure to cooperate generally with Federal authorities in the enforcement of Federal law, will jeopardize your continued receipt of Federal financial assistance from DOT and could lead to a loss of Federal funding from DOT.

The Department retains authority, pursuant to its oversight responsibilities and the terms of your agreements, to initiate enforcement actions, such as comprehensive audits and possible recovery of funds expended in a manner contrary to the terms of the funding agreement. DOT may also terminate funding in response to substantiated breaches of the terms of the agreement, or if DOT determines that continued funding is no longer in the public interest. These steps, within DOT's discretion, are intended to ensure accountability and protect the integrity of Federal programs.

To assist grant recipients in meeting their legal obligations, DOT offers technical guidance and support through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative promptly. Proactive engagement is strongly advised to prevent inadvertent noncompliance.

DOT remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families. This mission depends upon your strict adherence to the legal framework governing our partnership, and I trust you will take all necessary steps to comply with Federal law and satisfy your legal obligations.

Sincerely,

Sean P. Duffy

CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

April 30, 2025

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

Dear Mr. Tiedgen:

In December 2023 SRTA requested a partial allocation of $15,375,548 across all fiscal years to support the projects listed below. This allocation includes a request of $215,348 (ZETCP PTA) for administrative costs, which is the maximum allowable amount. In July 2024, SRTA's allocation request was approved, as outlined in the signed approval letter transmitted on July 8, 2024.

1. **Regional Ridership Retainage and Growth (operations expenditures):** Requests $6,475,000 TIRCP funds across all fiscal years to support various operational needs, including Redding Area Bus Area (RABA) microtransit operations.
2. **Regional Ridership Retainage and Growth (new capital project):** Requests $2,250,554 in TIRCP funds and $2,449,646 in ZETCP funds across all fiscal years and includes capital projects to support ridership growth. Specific project elements include purchasing five zero-emission buses (ZEB), six zero-emission vehicles (ZEV) to support microtransit services, 1 ZEV to support a pilot on-demand service.
3. **RABA Technology Enhancements (operations expenditures):** Requests $1,435,000 of TIRCP funds to support various operational needs. Specific elements include procuring software as a service (SaaS) to support enhanced public transit services. Softwares will include open fare payment technology, automatic passenger counters, and paratransit/microtransit software. SRTA is encouraged to coordinate with CalITP on the open fare payment component: hello@calitp.org
4. **North State Intercity Passenger Transit System (new project):** Uses $2,050,000 of TIRCP funds to support completion of this new project. Project includes purchasing two commuter buses to operate the Amtrak Thurway route between Redding, Red Bluff, and Chico. Also includes an update to the demand study, including research, data collection, and expert consultations.
5. **CTSA Coordination (new project):** Uses $500,000 of ZETCP funds to support completion of this transit efficiency and innovations study. The study will examine steps for integrating current CTSA services managed by SRTA into RABA.

The second year of SB 125 funding covering FY 2024-25 is available for immediate distribution under the condition that all Program requirements have been met pursuant to the Final Guidelines dated January 10, 2025. With this letter, CalSTA confirms that SRTA has satisfied the required program criteria to access the second year of funding. SRTA has not yet requested to use accrued earned interest to date, totaling $205,229 in this reporting period, on an eligible project.

CalSTA authorizes disbursement of $4,723,214 of TIRCP second year funds (100% General Fund) covering FY 2024-25. A total amount of $4,723,214 of future year TIRCP and $1,671,678 of future year ZETCP funding remains available to SRTA in future fiscal years. This funding will be disbursed in future allocation actions when SRTA submits a future request and the required documentation for proposed projects. CalSTA will continue working with SRTA and partner state agencies to validate the technical submissions prior to future disbursements.

SRTA is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when SRTA submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify SRTA's proper bank account information prior to the completion of the transfer of funds.

If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,

TOKS OMISHAKIN
Secretary

California Department of Transportation

DIVISION OF LOCAL ASSISTANCE
P.O. BOX 942874, MS–1 | SACRAMENTO, CA 94274–0001
(916) 653-8620 | FAX (916) 654-2409 TTY 711
www.dot.ca.gov/programs/local-assistance

May 5, 2025

MPO Executive Directors'

Subject: FFY 2025 49 U.S.C §5307 and §5339 Program Funds Sub-allocations for Small Urbanized Areas

Dear MPO Executive Director:

Pursuant to 49 U.S.C. §5307 and §5339, the Federal Transit Administration (FTA) apportions Urbanized Area Formula Program funds to urbanized areas (UZAs) and to states for public transportation capital projects, operating assistance, and transportation planning.

For these two programs the governor or the governor's designee performs the role of the designated recipient for UZAs under 200,000 in population (i.e., small UZAs). Caltrans is the small UZA governor's designee in California. As such, Caltrans may authorize another public entity to be a "direct recipient" and may work in partnership with MPO's to sub-allocate program funds that have been allocated for all small UZAs in California. (Reference: FTA Circular 9030.1E, Chapter II, paragraphs 6 and 7; https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and)

The Federal Transit Administration has posted the full-year FFY 2025 apportionments on its website. The links below provide access to the apportionment tables for §5307 and §5339 program funds.

Table 3. FY 2025 Section 5307 and 5340 Urbanized Area Formula Appropriations (Full Year) | FTA

Table 12. FY 2025 Section 5339 Buses and Bus Facilities Apportionments (Full Year) | FTA

To provide clarity regarding the distribution of FFY 2025 FTA §5307 and §5339 program funds allocated to the small UZAs in California, please determine locally how the FY 2025 small UZA allocation(s) will be split among eligible direct recipients in your MPO's jurisdiction. Caltrans will require a written response (one letter) back from each MPO by May 30, 2025.

The information in each MPO "split letter" must clearly, and definitively show how the UZA's apportionment is split among each of the direct recipients in their jurisdiction. 1) describe how the MPO included the direct recipients (transit agencies) in the transportation planning process to determine suballocations/splits, 2) list each UZA's apportionment and, 3) show the suballocation/split among each of the direct recipients in the MPO's UZA jurisdiction(s).

This information will be compiled into one list and transmitted to FTA as the final, agreed upon statewide sub-allocations for the FFY 2025 §5307 and §5339 programs. A list of the small California UZA's and the FY 2025 Allocation to each is also provided below:

Small UZA	**§5307**	**§5339**
Arroyo Grande--Grover Beach -	$3,318,154	$214,071
Camarillo -	$2,017,295	$130,145
Chico -	$3,544,132	$228,650
Davis -	$6,221,359	$401,370
El Centro—Calexico -	$5,303,837	$342,177
Paso Robles—Atascadero -	$2,509,430	$161,895
Fairfield -	$4,211,094	$271,679
Gilroy--Morgan Hill -	$3,701,421	$238,796
Hanford -	$4,473,581	$288,613
Hemet -	$5,794,004	$373,799
Lodi -	$2,841,871	$183,344
Lompoc -	$3,023,537	$195,064
Madera -	$2,500,408	$161,313
Manteca -	$4,701,480	$303,316
Merced -	$4,252,277	$274,336
Napa -	$3,577,716	$230,816
Petaluma -	$1,639,633	$105,781
Porterville -	$3,258,349	$210,212
Redding -	$2,443,268	$157,628
Salinas -	$9,415,091	$607,413
San Luis Obispo -	$4,823,634	$311,197
Santa Cruz -	$7,138,327	$460,528

Santa Maria -	$6,698,156	$432,132
Seaside—Monterey – Pacific Grove	$6,177,940	$398,569
Simi Valley -	$3,726,137	$240,392
Tracy – Mountain House	$5,820,623	$375,517
Tulare -	$2,147,210	$138,528
Turlock -	$3,112,860	$200,825
Vacaville -	$3,757,099	$242,389
Vallejo -	$7,542,926	$486,631
Visalia -	$7,042,999	$454,379
Watsonville -	$5,353,596	$345,386
Woodland -	$2,025,495	$130,674
Yuba City -	$3,909,132	$252,197
Yuma AZ-CA -	$49,214	$3,175
Totals –	**$148,073,285**	**$9,552,937**

If you have any questions about this request, the FTA §5307 program or the §5339 program, please contact my staff below:

- FTA §5307: Brian Travis (916) 844-4313 or brian.travis@dot.ca.gov.
- FTA §5339: Michael Lange at (916) 657-3946 or Michael.lange@dot.ca.gov

Sincerely,

Wendy King

Wendy King
Chief, Office of Transit Grants and Contracts
Caltrans Division of Rail and Mass Transportation

c: Ray Tellis, Federal Transit Administration (FTA), Regional Administrator
Darin Allan, FTA
Amitra Mamdouhi, FTA
Dee Lam, DLA
Zhongren Wang, DLA
Michael Lange, DLA
Brian Travis, DLA
Ryan Ong, DLA
Erin Thompson, DOTP
Josh Pulverman, DOTP
Small Urban 5307 Direct Recipients

May 27, 2025

To the Board of Directors and Management
Shasta Regional Transportation Agency
Redding, California

This letter is provided in connection with our engagement to audit the financial statements and to audit compliance over major federal award programs of Shasta Regional Transportation Agency (Agency) as of and for the year ended June 30, 2024. Professional standards require that we communicate with you, certain items including our responsibilities with regard to the financial statement audit, the compliance audit, and the planned scope and timing of our audits, including significant risks we have identified.

Our Responsibilities

As stated in our engagement letter dated May 27, 2025, we are responsible for conducting our audit in accordance with auditing standards generally accepted in the United States of America (GAAS), *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the California Transportation Development Act (TDA), the requirements of the Single Audit Act, as amended; and the provisions of the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), for the purpose of forming and expressing opinions on the financial statements and on major federal award program compliance. Our audits do not relieve you or management of your respective responsibilities.

Our responsibility as it relates to the schedule of expenditures of federal awards is to evaluate its presentation for the purpose of forming and expressing an opinion as to whether it is presented fairly in all material respects in relation to the financial statements as a whole.

Our responsibility relating to other information, whether financial or nonfinancial information (other than financial statements and the auditor's report thereon), included in the entity's annual report includes only the information identified in our report.

Planned Scope of the Audit

Our audits will include examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. Our audit is designed to provide reasonable, but not absolute assurance about whether the financial statements as a whole are free of material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws or governmental regulations. Because of this concept of reasonable assurance and because we will not examine all transactions, there is a risk that material misstatements may exist and not be detected by us.

Our audit procedures will also include determining major federal programs and performing the applicable procedures described in the U.S. Office of Management and Budget *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the entity's major programs.

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements or material noncompliance may not be detected exists, even though the audit is properly planned and performed in accordance with U.S. GAAS, *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the Single Audit Act, as amended; and the provisions of the Uniform Guidance.

Our audits will include obtaining an understanding of the entity and its environment, including its internal control, sufficient to assess the risks of material misstatement of the financial statements, the risk of material noncompliance in the major federal award programs, and as a basis for designing the nature, timing, and extent of further audit procedures, but not for the purpose of expressing an opinion of the effectiveness of the entity's internal control over financial reporting. However, we will communicate to you at the conclusion of our audit, any material weaknesses or significant deficiencies identified. We will also communicate to you:

- Any violation of laws or regulations that come to our attention;
- Our views related to qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures;
- Significant difficulties, if any, encountered during the audit;
- Significant unusual transactions, if any;
- The potential effects of uncorrected misstatements on future-period financial statements; and
- Other significant matters that are relevant to your responsibilities in overseeing the financial reporting process.

Professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." Although we are currently in the planning stage of our audit, we have preliminarily identified the following significant risks that require special audit consideration.

- Management override of internal controls – Professional standards require auditors to address the possibility of management overriding controls. Accordingly, we identified as a significant risk that management of the Agency may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the Agency's financial performance or with the intent of concealing fraudulent transactions.
- Revenue recognition - Professional standards require auditors to assess the possibility of revenue recognition as a significant risk. Accordingly, we identified revenue recognition as a significant risk that revenues may be misstated based on the volume of transactions and the significance of revenues to the Agency.
- Significant Estimates – Professional standards require auditors to contemplate significant estimates as significant risks due to the judgmental nature of the assumptions to determine the potential impact those assumptions may have on the amounts reported for the estimates. We have currently identified the amounts reported related to the Agency's pension plan and other post-employment benefit plans liabilities to be significant estimates.

We expect to begin our audit in approximately June 2025 and issue our report in approximately September 2025.

This information is intended solely for the information and use of governing body and management of the Agency and is not intended to be and should not be used by anyone other than these specified parties.

Respectfully,

Eide Bailly LLP

Sacramento, California

U.S. Department of Transportation
Federal Highway Administration

California Division

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

June 3, 2025

In Reply, Refer To:
HDA-CA

Ms. Erin Thompson, Chief
Office of Regional and Community Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: Fiscal Year 2025/2026 Official Work Programs

Dear Ms. Thompson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of California's Metropolitan Planning Organizations' Fiscal Year 2025/2026 (July 1, 2025-June 30, 2026) Official Work Programs (OWP) and Caltrans' request for Federal approval. Based on this review and in accordance with the FHWA/FTA Memorandum of Understanding, FHWA approves the OWPs from the following Metropolitan Planning Organizations (MPOs) for FHWA Metropolitan Planning (PL) funding and FTA 49 USC Section 5303, 5304:

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

In addition to the above approvals, FHWA is conditionally approving the following MPO's OWP:

- Stanislaus Council of Governments (StanCOG)

StanCOG must address the conditions documented in Caltrans "Supplemental List of Conditions of Approval" letter," issued on May 16, 2025, for full approval.

This approval authorizes reimbursement of metropolitan planning activities under Title 23 and Title 49. FTA's Circular 8100.1C identifies eligible grant activities. Please see Chapter II, page II-2 for a complete list. This approval is authorized only for planning-eligible activities included in the OWPs, and not for project implementation or project oversight of non-planning tasks. Any activities funded in the OWP using other Federal program funds (STP, CMAQ, etc.) are not approved and must be submitted for authorization using the Fiscal Management Information System (FMIS) authorization request (E-76) approval process.

Once FHWA receives (E-76) authorization requests for each MPO, this approval letter will serve as support for FHWA authorization of the associated funds.

If you have questions or would like additional information regarding our approval, feel free to contact me at (916) 498-5889, or by email at antonio.johnson@dot.gov.

Sincerely,

ANTONIO DESHAWN JOHNSON

Digitally signed by ANTONIO DESHAWN JOHNSON
Date: 2025.06.03 13:53:10 -07'00'

Antonio D. Johnson, Director
Planning, Environment, & Right-of-Way
FHWA California Division

cc: (email)

erin.thompson@dot.ca.gov
chun.guo@dot.gov
CA-Planners

AJ

Lake Boulevard Pavement Project Completed in Redding

Date: June 4, 2025
District: 2 - Redding
Contact: Mario Montalvo
Phone: (530) 225-3426

For Immediate Release

Caltrans District 2 Announces Completion of Safety and Accessibility Upgrades on Lake Boulevard in Redding

REDDING – Caltrans District 2 has completed a major paving and infrastructure improvement project along Lake Boulevard (State Route 299) in Redding. The nearly 20 lane-mile pavement resurfacing project spans from the intersection of State Route 273 to just west of Deschutes Road and aims to enhance roadway safety, accessibility, and connectivity for all users including pedestrians, bicyclists, and those using mobility devices.

These enhancements reflect Caltrans District 2's commitment to Complete Streets and ensures roads are designed and operated to enable safe access for all users.

As traffic patterns adjust and community members begin using these new facilities, Caltrans reminds all drivers to stay alert and be cautious of pedestrians and bicyclists, especially in and around intersections and new multi-use paths. Motorists are urged to obey posted speed limits and yield to those crossing the roadway, paying special attention to the new Rapid Rectangular Flashing Beacon at the eastbound SR-299 to southbound Interstate 5 on-ramp.

To further enhance safety and traffic operations, Caltrans District 2 has upgraded several signalized intersections by replacing video detection systems with newer, more accurate in-pavement inductive loop detectors. This technology can more reliably detect bicycles and reduce false triggers caused by environmental factors.

This pavement resurfacing project also includes significant upgrades to several culverts and improvements to Americans with Disabilities Act (ADA) curb ramps. A notable aspect of this project is the addition of a new Class-1 multi-use path that connects to the City of Redding's existing NEXT Trail network and provides a critical link through the I-5 corridor. This path offers a safe, separated route for walking, biking, and rolling, supporting the community's growing demand for active transportation options.

This project represents a collaborative effort with the Shasta Regional Transportation Planning Agency and the City of Redding to increase safety and connectivity across the region.

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To stay up to date on highway projects, please follow us on Facebook and X. Project information can also be found on the District 2 webpage. The public can also call (530) 225-3426 during working hours or send an email to D2PIO@dot.ca.gov. Updated highway conditions for California can be found on QuickMap and on One-Stop-Shop for the Western U.S.