

STAFF REPORT



MEETING DATE: September 26, 2024
SUBJECT: Receive Correspondence—Information Item Only
AGENDA ITEM: 7-4
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

7/15/24	Division of Financial Programming, MS 82, Department of Transportation, Office Chief, Mr. Kien Le	Letter of Approval for Administrative Modification No. 8 to the Shasta 2023 Federal Transportation Improvement Program (FTIP).
7/30/24	California Energy Commission, Supervisor, Freight and Transit Unit, Ms. Michele Vater	Letter of comment on California Energy Commissions' Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure Concepts.

INCOMING CORRESPONDENCE

6/27/24	California Department of Transportation, Office of Transit Planning, Transit Programs Oversight Chief, Cayman Morgan	Letter of Submittal for SRTA's Unmet Transit Needs Documentation for Fiscal Year 2024-25.
7/8/24	California State Transportation Agency (CalSTA), Secretary, Toks Omishakin	Letter of Approval for Partial Allocation Request of \$15,375,548 Across all Fiscal Years to Support Projects Listed in the Attached Letter.
7/11/24	Redding Area Bus Authority, Transit General Manager, John C. Andoh	Letter of Intergovernmental Agreement Between County of Shasta and Redding Area Bus Authority.
7/11/24	California Air Resources Board (CARB), Legal Office/CEQA Unit, Staff Air Pollution Specialist, Rebecca Fancher	Notice of Preparation of a Draft Substitute Environmental Document – Proposed Update to the Senate Bill 375 Greenhouse Gas Emissions Reduction Targets.
8/16/24	Caltrans Internal Audits Office (CIAO), Department of Transportation, Audit Chief, Ben Shelton	Letter of acceptance of SRTA's Indirect Cost Rate Proposal (ICRP) for Fiscal Year 2024/25.

Jennifer Pollom, AICP, Senior Transportation Planner

Attachment: SRTA Correspondence Letters



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

Sean Tiedgen, AICP, Executive Director

July 15, 2024

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

Subject: Administrative Modification No. 8 to the Shasta 2023 Federal Transportation Improvement Program (FTIP)

Dear Mr. Le:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 8 to the Shasta 2023 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2023 FTIP is financially constrained. Additionally, the modification is consistent with the 2022 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are the: authorizing resolution; summary of changes for this administrative modification; CTIPS programming pages of the current and prior versions; and the grouped project listing.

This administrative modification updates the following:

- **Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115) –**
 - Reprograms \$153,268 in Highway Improvement Program (HIP) funding from Right-of-Way (R/W) in Fiscal Year (FY) 2023/24 to Preliminary Engineering (PE) in FY 2023/24 for the city of Redding's Victor Ave & Cypress Ave Active Transportation (VCAT) Project.

An electronic copy will be transmitted by email to you, as well as the copied contact list.

Please do not hesitate to contact Senior Transportation Planner Keith Williams at kwilliams@srta.ca.gov, or 530-262-6192, if you have questions. Alternatively, you may contact Assistant Planner Laurent Beauregard at lbeauregard@srta.ca.gov, or 530-262-6205.

Sincerely,



for

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

ST/KW/LB/al

Attachments: SRTA Resolution Number 11-15
Summary of Changes Table
Amended and Original Programming Pages for FTIP Projects
Updated Backup listing for the Grouped Projects for Bicycle and Pedestrian
Facilities in Shasta County
Revised Appendix A of the 2023 FTIP

C: Jean Mazur, FTA Region 9
Adekemi Ademuyewo, FHWA CA Division
SRTA Board of Directors
Rick Somers, CT District 2
Corri Vandiver, City of Redding Public Works
Michael Webb, City of Redding Public Works

RESOLUTION



RESOLUTION NUMBER:	11-15
SUBJECT:	Delegation of the Federal Transportation Improvement Program (FTIP) Administrative Modification Procedures

WHEREAS, the Shasta County Regional Transportation Planning Agency (SCRTPA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County; and

WHEREAS, Title 23 Code of Federal Regulations, Part 450 requires the preparation and adoption of a Federal Transportation Improvement Program (FTIP) by the MPO to become part of the Federal-Statewide Transportation Improvement Program (FSTIP); and

WHEREAS, the SCRTPA is responsible for preparing and processing administrative modifications and amendments to the FTIP; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, in consultation with the California Department of Transportation (Caltrans), has provided revised procedures for administrative modifications to the FSTIP to the governing board and subsequently the executive director of the SCRTPA (or designee); and

WHEREAS, the SCRTPA board identifies that it is appropriate, in addition to all former authorizing delegations, for approval of future FSTIP administrative modification actions to be delegated to the executive director of the SCRTPA (or designee).

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency:

1. Accepts delegation authority from Caltrans to approve administrative modifications to the FSTIP in accordance with the attached FSTIP/FTIP Administrative Modifications and Amendments Procedures; and
2. Authorizes the executive director to approve administrative modifications to the FSTIP on behalf of the board.

PASSED AND ADOPTED this 25th day of October 2011, by the Shasta County Regional Transportation Planning Agency.

A handwritten signature in black ink, appearing to read "Leonard Moty". The signature is written over a horizontal line.

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency

Shasta 2023 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Administrative Modification No. 8

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase/Decrease	Total Project Cost Change	%	Comments
Existing	111-0000-0114	Planning, Programming, and Monitoring (PPM)	Updating to reflect 2024 STIP Recommendations from CTC staff.	CON	\$ 170	\$ 170	2024/25	STIP	\$ -	\$ -	0%	
					\$ 170	\$ 170	2025/26	STIP	\$ -			
					\$ 169	\$ 169	2026/27	STIP				Info Only
					\$ 169	\$ 169	2027/28	STIP				Info Only
					\$ 155	\$ 155	2028/29	STIP				Info Only
Existing	111-0000-0269	Fix 5 Cascade Gateway (aka I-5 North Redding Six Lane)	Reduces RIP funding by \$500k in PE for FY 22/23. Adds \$5.081M in RIP funding for CON in FY 24/25. Adds \$450k of TCEP (AKA: NHFP) funding for PE in FY 23/24. Adds \$67.399M in NHFP funding in CON for FY 24/25. Adds \$3M in High Priority Project (Demo) funding for CON in FY 24/25. Changes SB1 funding to TCEP/NHFP.	PE	\$ 1,727	\$ 1,727	2022/23	RIP Funds	\$ -			
				RW	\$ 681	\$ 681	2022/23	RIP Funds	\$ -			
				CON	\$ 5,081	\$ 5,081	2024/25	RIP Funds	\$ -			
				PE	\$ -	\$ -	2022/23	SB1	\$ -			
				RW	\$ -	\$ -	2022/23	SB1	\$ -			
				PE	\$ 1,735	\$ 1,735	2022/23	TCEP/NHFP	\$ -			
				RW	\$ 138	\$ 138	2022/23	TCEP/NHFP	\$ -			
				PE	\$ 450	\$ 450	2023/24	TCEP/NHFP	\$ -			
				CON	\$ 67,399	\$ 67,399	2024/25	TCEP/NHFP	\$ -			
				CON	\$ 3,000	\$ 3,000	2024/25	Demo	\$ -			
											0%	
Existing	211-0000-0057	Grouped Projects for Operating Assistance to Transit Agencies	Programs \$157k in Local CRP funds and \$157k in SB125 funds for RABA's Microtransit Service.	CON	\$ 3,000	\$ 3,000	2022/23	FTAS307	\$ -			
					\$ 2,000	\$ 2,000	2023/24	FTAS307	\$ -			
					\$ 2,000	\$ 2,000	2024/25	FTAS307	\$ -			
					\$ 2,000	\$ 2,000	2025/26	FTAS307	\$ -			
					\$ 496	\$ 496	2022/23	FTAS311	\$ -			
					\$ 385	\$ 385	2023/24	FTAS311	\$ -			
					\$ 464	\$ 464	2025/26	FTAS311	\$ -			
					\$ 2,507	\$ 2,507	2022/23	TDA	\$ -			
					\$ 6,063	\$ 6,063	2023/24	TDA	\$ -			
					\$ 5,695	\$ 5,695	2024/25	TDA	\$ -			
					\$ 5,681	\$ 5,681	2025/26	TDA	\$ -			
					\$ 157	\$ 157	2024/25	Local CRP	\$ -			
					\$ 157	\$ 157	2024/25	SB125	\$ -			
					\$ 483	\$ 483	2022/23	RABA Fare Rev	\$ -			
					\$ 489	\$ 489	2023/24	RABA Fare Rev	\$ -			
					\$ 280	\$ 280	2022/23	FTAS311f	\$ -			
					\$ 88	\$ 88	2022/23	FTAS310	\$ -			
					\$ 600	\$ 600	2024/25	FTAS310	\$ -			
					\$ 600	\$ 600	2025/26	FTAS310	\$ -			
					\$ -	\$ 238	2026/27	FTAS310				Info Only
					\$ -	\$ 6,126	2026/27	TDA				Info Only
					\$ -	\$ 476	2026/27	FTAS311				Info Only
Existing	211-0000-0059	RABA Capital Vehicles (Fare Revenue)	Programs \$524k in FTA 5310 funding in FY24-25 for four small vans and adds \$3.4M in FTA 5339(c) to FY26-27 (informational only) to purchase two electric buses and four all-electric vans.	CON	\$ 64	\$ 64	2022/23	Publ. Transp. Mod. Improv.	\$ -			
					\$ 202	\$ 202	2022/23	FTAS339(a)	\$ -			
					\$ 138	\$ 138	2023/24	FTAS339(a)	\$ -			
					\$ 1,586	\$ 1,586	2024/25	FTAS339(c)	\$ -			
					\$ 2,074	\$ 2,074	2025/26	FTAS339(c)	\$ -			
					\$ 29	\$ 29	2024/25	SGR	\$ -			
					\$ 251	\$ 251	2024/25	LCTOP	\$ -			
					\$ 366	\$ 366	2025/26	LCTOP	\$ -			
					\$ 524	\$ 524	2024/25	FTAS310	\$ -			
					\$ -	\$ 3,371	2026/27	FTAS339(c)				
					\$ -	\$ 218	2026/27	SGR				Info Only
					\$ -	\$ 377	2026/27	LCTOP				Info Only
Existing	211-0000-0060	RABA Transit Capital	Programs \$240k in FTA 5339a funding and \$60k in SGR funding in FY2023-24 for an automated voice announcement system and automatic passenger counter.	CON	\$ -	\$ -	2023/24	FTAS307	\$ -			
					\$ -	\$ -	2024/25	FTAS307	\$ -			
					\$ -	\$ -	2025/26	FTAS307	\$ -			
					\$ 240	\$ 240	2023/24	FTAS339(a)	\$ -			
					\$ 60	\$ 60	2023/24	SGR	\$ -			
					\$ -	\$ -	2022/23	LTF	\$ -			
					\$ -	\$ -	2023/24	LTF	\$ -			
Existing	211-0000-0074	SHOPP - SRTA Bridge Rehabilitation and Reconstruction Projects	Adds two new projects (No. 06-0115 & Mp/06-0096) near Castella and Whiskeytown.	CON	\$ 710	\$ 710	2022/23	SHOPP AC	\$ -			
					\$ 720	\$ 720	2023/24	SHOPP AC	\$ -			
					\$ 9,967	\$ 9,967	2024/25	SHOPP AC	\$ -			
					\$ 1,240	\$ 1,240	2025/26	SHOPP AC	\$ -			
					\$ -	\$ 7,570	2026/27	SHOPP AC				Info Only
Existing	211-0000-0075	SHOPP - SRTA Grouped Projects Listing for Safety Improvements (Collision Reduction Program)	Adds one new project near Montgomery Creek. Improves curves, widens shoulders, correct cross slope, and installs guardrail.	CON	\$ 1,330	\$ 1,330	2022/23	SHOPP AC				
					\$ 4,487	\$ 4,487	2023/24	SHOPP AC	\$ -			
					\$ 35,685	\$ 35,685	2024/25	SHOPP AC	\$ -			
					\$ 8,640	\$ 8,640	2025/26	SHOPP AC	\$ -			
					\$ 9,560	\$ 9,560	2022/23	SHOPP AC	\$ -			

Shasta 2023 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Administrative Modification No. 8

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase/Decrease	Total Project Cost Change	%	Comments
Existing	211-0000-0078	SHOPP - SRTA Grouped Projects for Shoulder Improvements (Roadway Preservation Program)	Adds a project in Redding (various locations on HWY44, 273, & 299) for rehab of pavement & drainage, traffic signal upgrade, guardrail, TMS elements and ADA facilities. Adds a project in Dunsmuir (S of Sims Rd. Undercrossing) for drainage system rehab.	CON	\$ 730	\$ 730	2023/24	SHOPP AC	\$ -	\$ -	0%	
					\$ 20,686	\$ 20,686	2024/25	SHOPP AC	\$ -			
					\$ 95,127	\$ 95,127	2025/26	SHOPP AC	\$ -			
					\$ -	\$ 8,270	2026/27	SHOPP AC				Info Only
					\$ -	\$ 87,096	2027/28	SHOPP AC				Info Only
Existing	211-0000-0083	Grouped Projects for Bridge Rehabilitation and Reconstruction Program	Updates the Highway Bridge Program to align with the list updated by Caltrans Headquarters on October 20, 2023.	CON	\$ 5,923	\$ 5,923	2022/23	HBP	\$ -	\$ -	0%	
					\$ 6,926	\$ 6,926	2023/24	HBP	\$ -			
					\$ 5,903	\$ 5,903	2024/25	HBP	\$ -			
					\$ 6,945	\$ 6,945	2025/26	HBP	\$ -			
					\$ 646	\$ 646	2022/23	Local AC (City of Redding)	\$ -			
					\$ (646)	\$ (646)	2023/24	Local AC (City of Redding)	\$ -			
					\$ 847	\$ 847	2022/23	Local Transportation Funds (Various Agencies)	\$ -			
					\$ 871	\$ 871	2023/24	Local Transportation Funds (Various Agencies)	\$ -			
					\$ 777	\$ 777	2024/25	Local Transportation Funds (Various Agencies)	\$ -			
					\$ 46	\$ 46	2025/26	Local Transportation Funds (Various Agencies)	\$ -			
					\$ 7,652	\$ 12,296	2026/27	HBP				
					\$ -	\$ 3,780	2027/28	HBP				Info Only
					\$ 1,556	\$ 1,593	2026/27	Local Transportation Funds (Various Agencies)				Info Only
					\$ -	\$ -	2027/28	Local Transportation Funds (Various Agencies)	\$ -			Info Only
Existing	211-0000-0093	Grouped Projects for Safety Improvements (HSIP Program)	Corrects an administrative error to accurately reflect HSIP funding for Redding's Old Oregon Trail (Midland Dr. to Bear Mountain Rd.) shoulder-widening, repaving, and horiz. Alignment project.	CON	\$ -	\$ -	2022/23	HSIP	\$ -	\$ -	0%	
					\$ 1,641	\$ 1,641	2023/24	HSIP	\$ -			
					\$ -	\$ -	2024/25	HSIP				
					\$ -	\$ -	2025/26	HSIP				
Existing	211-0000-0108	Grouped projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing (and/or rehabilitation - Minor Program Projects)		CON	\$ 5,957	\$ 5,957	2022/23	SHOPP AC	\$ -	\$ -	0%	
					\$ 3,734	\$ 3,734	2023/24	SHOPP AC	\$ -			
			Removes the CATTLE project and its \$16.4M in SATP, RIP,		\$ -	\$ -	2022/23	ATP	\$ -	\$ -	0%	Moved \$153k from R/W to PE for
					\$ 904	\$ 904	2023/24	ATP	\$ -			
					\$ 8,867	\$ 8,867	2024/25	ATP	\$ -			
					\$ 118	\$ 118	2022/23	HIP	\$ -			
					\$ 153	\$ 153	2023/24	HIP	\$ -			
					\$ 2,870	\$ 2,870	2023/24	SHOPP CS	\$ -			
					\$ 1,640	\$ 1,640	2024/25	SHOPP CS	\$ -			
					\$ 2,410	\$ 2,410	2025/26	SHOPP CS	\$ -			
					\$ 150	\$ 150	2023/24	Local Funds (Redding)	\$ -			

Shasta 2023 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Administrative Modification No. 8

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase/ Decrease	Total Project Cost Change	%	Comments
Existing	211-0000-0115	Grouped Projects for Bicycle and Pedestrian Facilities	COVID RIP, local county funds. Programs SHOPP Complete Streets funds for two projects: 1) Redding's California Street Bikeway (Class IV), and 2) Caltrans' East Palisades Multiuse Path in Redding between SR44 & SR299.	CON	\$ 398	\$ 398	2024/25	Local Funds (Redding)	\$ -			Redding's VCAT project.
					\$ -	\$ -	2024/25	Local Funds (Shasta County)	\$ -			
					\$ -	\$ -	2022/23	RIP Funds	\$ -			
					\$ 1,311	\$ 1,311	2022/23	COVID-RIP Funds	\$ -			
					\$ 6,044	\$ 6,044	2026/27	ATP	\$ -			Info Only
					\$ 999	\$ 999	2026/27	Local Funds (Redding)	\$ -			Info Only
					\$ 1,000	\$ 1,000	2026/27	Regional Non-Motorized Funds	\$ -			Info Only
Existing	211-0000-0119	SHOPP - SRTA Grouped Projects Listing for Safety Improvements (Mobility)	Adds project at various locations on Routes 5, 36, 44, and 299 to upgrade Traffic Management System (TMS) elements and guardrail, and construct maintenance vehicle pullouts.	CON	\$ -	\$ -	2022/23	SHOPP AC	\$ -			\$ - 100%
					\$ -	\$ -	2023/24	SHOPP AC	\$ -			
					\$ 1,670	\$ 1,670	2024/25	SHOPP AC	\$ -			
					\$ 2,260	\$ 2,260	2025/26	SHOPP AC	\$ -			
					\$ -	\$ 15,715	2026/27	SHOPP AC	\$ -			Info Only
Existing	211-0000-0121	Grouped Projects for Railroad/Highway Crossing		CON	\$ 1,596	\$ 1,596	2023/24	STP Railroad/Highway Crossing	\$ -			\$ - 0%
					\$ 40	\$ 40	2024/25	STP Railroad/Highway Crossing	\$ -			

Note: Prior year, FY26/27, and FY27/28 are outside the current 2023 FTIP period and listed as - and shown for information only.

Note: Changes made for this amendment.

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0115	TITLE (DESCRIPTION): Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized). Also includes GP for Safety Improvements - SRTS projects.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: GP-ATP		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Shasta County	ROUTE:		PM:		Null

Final

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Keith Williams

PHONE: (530) 262-6186

EMAIL: kwilliams@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
17	Active	07/15/2024	LBEAUREG	Amendment - Cost/Scope/Sch. Change	8	43,053,000	150,000	7,846,000
16	Official	06/06/2024	KWILLIAM	Amendment - Cost/Scope/Sch. Change	7	43,053,000	303,000	7,693,000
15	Official	06/23/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	4	48,314,000	1,063,000	9,839,000
14	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	38,531,000	1,935,000	8,192,000
13	Official	05/19/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	38,531,000	1,935,000	8,192,000
12	Official	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	41,790,000	1,533,000	6,502,000
11	Official	06/21/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	28,442,000	773,000	3,015,000
10	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	20,620,000		1,247,000
9	Official	05/13/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	11	20,620,000		1,247,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 12	PE	1,352,000		700,000						2,052,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	14,751,000		204,000	8,867,000		6,044,000			29,866,000
* Funding Agency: Redding, City of	Total:	16,103,000		904,000	8,867,000		6,044,000			31,918,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 12	PE	1,837,000								1,837,000
	RW			150,000						150,000
* Fund Type: Local Transportation Funds	CON	1,740,000			398,000					2,138,000
* Funding Agency: Redding, City of	Total:	3,577,000		150,000	398,000					4,125,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 12	PE	1,197,000								1,197,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	1,034,000								1,034,000
* Funding Agency: Shasta County	Total:	2,231,000								2,231,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 12	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	190,000								190,000
* Funding Agency: Shasta County RTPA	Total:	190,000								190,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 12	PE									
	RW									
* Fund Type: Private Funds	CON	70,000								70,000
* Funding Agency: Various Agencies	Total:	70,000								70,000

* CT Minor Pgm. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 12	PE									
	RW									
* Fund Type: National Hwy System	CON	1,345,000								1,345,000
* Funding Agency: Caltrans	Total:	1,345,000								1,345,000

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 12	PE									
	RW									
* Fund Type: Alternative Transportation in Parks and Public Land	CON	800,000								800,000
* Funding Agency: Caltrans	Total:	800,000								800,000
* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 12	PE									
	RW									
* Fund Type: Safe Routes to School (SRTS) Program	CON	690,000								690,000
* Funding Agency: Redding, City of	Total:	690,000								690,000
* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 12	PE	1,178,000	118,000	153,000						1,449,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Shasta County RTPA	Total:	1,178,000	118,000	153,000						1,449,000
* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 12	PE		1,311,000							1,311,000
	RW									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON									
* Funding Agency: Shasta County RTPA	Total:		1,311,000							1,311,000
* SHOPP - Complete Streets -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 12	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON			2,870,000						2,870,000
* Funding Agency: Redding, City of	Total:			2,870,000						2,870,000
* SHOPP - Complete Streets -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 12 of 12	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON				1,640,000	2,410,000				4,050,000
* Funding Agency: Caltrans	Total:				1,640,000	2,410,000				4,050,000
Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,564,000	1,429,000	853,000						7,846,000
	RW			150,000						150,000
	CON	20,620,000		3,074,000	10,905,000	2,410,000	6,044,000			43,053,000
	Total:	26,184,000	1,429,000	4,077,000	10,905,000	2,410,000	6,044,000			51,049,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 17 - 07/15/2024 *****

Admin Mod 8 to Shasta's 2023 FTIP reprograms \$153,268 in Highway Improvement Program (HIP) funding from R/W in FY 2023/24 to \$153,268 in PE in FY 2023/24 for the Victor Ave & Cypress Ave Active Transportation (VCAT) Project.

***** Version 16 - 05/11/2024 *****

Amnd 7 to SRTA's 2023 FTIP removes most funding (ATP, RIP, & Local county funds) associated w/CATTLE project. Programs \$2.9M to Redding's CA St. Bikeway in FY23/24, and SHOPP CS funding toward Caltrans' E. Palisades Multiuse Path in FY24/25 (\$1.6M) and FY25/26 (\$2.4M).

***** Version 15 - 06/01/2023 *****

Admin Mod 4 to Shasta's 2023 FTIP reprograms \$271k in HIP funds for the VCAT project as \$118k in PSE and \$153k in RW; programs \$6.044m in ATP funds, \$999k in local funds, and \$1m in regional non-motorized funds for the Victor Improvement Project (VIP); and reprograms \$494k in CATTLE RIP shares to \$350k RIP shares and \$1,311 million CRRSA (a.k.a. COVID-RIP) shares.

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

***** Version 13 - 05/13/2022 *****

In Admin Mod 5, alters programming to make consistent with final CTC 2021 ATP awards (March 16-17, 2022) to the city of Redding and county of Shasta for the VCAT and CATTLE projects, respectively.

***** Version 12 - 11/10/2021 *****

As part of Admin. Mod. #3 to the 2021 FTIP, the Cottonwood Lasso Loop project has been renamed as the Cottonwood Active Transportation Trunk Line Express (CATTLE) Network and moved to the Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115). Programs \$13.54 million in ATP funds and \$494k in RTIP shares for a walking and biking network in Cottonwood.

***** Version 11 - 06/01/2021 *****

Adds \$1.449M in HIP and \$741k of \$1.092M in local funds (participating and non-participating local funds grouped together) to city of Redding's Victor Ave and Cypress Ave Active Transportation project.

***** Version 1 - 12/10/20 *****

Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 3 and 4.

***** Version 9 - 05/12/2020 *****

Adds city of Redding Bechelli and Loma Vista Active Transportation Corridor Improvements ATP award for 2020-21, as well as grant local match for PE and CON.

***** Version 8 - 10/02/2019 *****

Per 10/1/2019 RSomers email request. Brings in supplemental SRTS funding of \$227,400 in FY 2019/20 for city of Redding Bidwell Road Project.

***** Version 7 - 01/28/2019 *****

Per 11/9/2018 RSomers email, request to bring forward SRTS unobligated funds from 2017 FTIP for the city of Redding Bonneyview/Bidwell project.

***** Version 1 - 05/09/18 and Final 2019 FTIP *****

Project data transferred from 2016 FTIP. Will incorporate SRTS-funded future projects (formerly CTIPS No. 211-0000-0095). Under former 211-0000-0095, 2017 FTIP Formal Amnd 1 added City of Redding Bidwell Road SRTS project for construction of sidewalks and curb ramps, and installation of bike lanes. Former 2014/15 project now 2016/17. Also in the 2015 FTIP, Amendment No. 2 added SRTA/Shasta County HHSA August 2014 ATP award for SRTS project per ABagde 9-17-2014 programming email. Amendment No. 1 to 2015 FTIP made programming revisions per RSomers 7-17-2014 email. For the 2013 FTIP, included projects per 3/30/12 SRTS project list. For the 2011 FTIP, new cycle 3 SRTS award via letter 10-13-11. 2 new projects added.

***** Version 5 - 12/27/2017 *****

Additional CTC 10-18-2017 ATP Statewide Component Award (\$2.538M) for city of Redding West Street Area School Safety Improvements. Total project cost is \$3.196M.

***** Version 4 - 04/27/2017 *****

Per WLonberg 4-12-2017 email to add Middle Creek Trail Extension project to FTIP. Includes FTA Section 5320 funding (\$250K). 14-day interagency review produces CT D2 request (5-22-2017 KZolotoff email) to increase 5320 to \$800K.

***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Diestelhorst to Downtown Non-Motorized Improvements Project own listing 211-0000-0110; not in GP for Bicycle and Pedestrian.

***** Version 2 - 02/19/2016 *****

Formal Amendment No. 6 adds CTC-approved ATP Cycle 2 awards to the city of Redding (2) and county of Shasta (2) per 1-11-2016 ABagde email request.

***** Version 1 - 12/16/2014 *****

Formal Amendment No. 2 adds an ATP-funded, city of Redding Placer St. improvements award per 9-17-2014 ABagde email programming request.

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0115	TITLE (DESCRIPTION): Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized). Also includes GP for Safety Improvements - SRTS projects.)	MPO Aprv: 06/06/2024 State Aprv: 06/20/2024 Federal Aprv: 06/21/2024
CT PROJECT ID:			MPO ID.: GP-ATP		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Null

PRIOR

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Keith Williams

PHONE: (530) 262-6186

EMAIL: kwilliams@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
16	Official	06/06/2024	KWILLIAM	Amendment - Cost/Scope/Sch. Change	7	43,053,000	303,000	7,693,000
15	Official	06/23/2023	KWILLIAM	Amendment - Cost/Scope/Sch. Change	4	48,314,000	1,063,000	9,839,000
14	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	38,531,000	1,935,000	8,192,000
13	Official	05/19/2022	KURLIE	Amendment - Cost/Scope/Sch. Change	5	38,531,000	1,935,000	8,192,000
12	Official	11/16/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	3	41,790,000	1,533,000	6,502,000
11	Official	06/21/2021	KWILLIAM	Amendment - Cost/Scope/Sch. Change	2	28,442,000	773,000	3,015,000
10	Official	02/23/2021	KURLIE	Adoption - Carry Over	0	20,620,000		1,247,000
9	Official	05/13/2020	KURLIE	Amendment - Cost/Scope/Sch. Change	11	20,620,000		1,247,000
8	Official	10/03/2019	KURLIE	Amendment - Cost/Scope/Sch. Change	7	13,446,000		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 12	PE	1,352,000		700,000						2,052,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	14,751,000		204,000	8,867,000		6,044,000			29,866,000
* Funding Agency: Redding, City of	Total:	16,103,000		904,000	8,867,000		6,044,000			31,918,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 12	PE	1,837,000								1,837,000
	RW			150,000						150,000
* Fund Type: Local Transportation Funds	CON	1,740,000			398,000					2,138,000
* Funding Agency: Redding, City of	Total:	3,577,000		150,000	398,000					4,125,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 12	PE	1,197,000								1,197,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	1,034,000								1,034,000
* Funding Agency: Shasta County	Total:	2,231,000								2,231,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 12	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	190,000								190,000
* Funding Agency: Shasta County RTPA	Total:	190,000								190,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 12	PE									
	RW									
* Fund Type: Private Funds	CON	70,000								70,000
* Funding Agency: Various Agencies	Total:	70,000								70,000

* CT Minor Pgm. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 12	PE									
	RW									
* Fund Type: National Hwy System	CON	1,345,000								1,345,000
* Funding Agency: Caltrans	Total:	1,345,000								1,345,000

Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* FTA Funds -										
* Fund Source 7 of 12	PE									
* Fund Type: Alternative Transportation in Parks and Public Land	RW									
	CON	800,000								800,000
* Funding Agency: Caltrans	Total:	800,000								800,000
* Other Fed -										
* Fund Source 8 of 12	PE									
* Fund Type: Safe Routes to School (SRTS) Program	RW									
	CON	690,000								690,000
* Funding Agency: Redding, City of	Total:	690,000								690,000
* Other Fed -										
* Fund Source 9 of 12	PE	1,178,000	118,000							1,296,000
* Fund Type: Highway Infrastructure Program (HIP)	RW			153,000						153,000
	CON									
* Funding Agency: Shasta County RTPA	Total:	1,178,000	118,000	153,000						1,449,000
* Other Fed -										
* Fund Source 10 of 12	PE		1,311,000							1,311,000
* Fund Type: Coronavirus Response and Relief Supplemental Appro	RW									
	CON									
* Funding Agency: Shasta County RTPA	Total:		1,311,000							1,311,000
* SHOPP - Complete Streets -										
* Fund Source 11 of 12	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON			2,870,000						2,870,000
* Funding Agency: Redding, City of	Total:			2,870,000						2,870,000
* SHOPP - Complete Streets -										
* Fund Source 12 of 12	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON			1,640,000	2,410,000					4,050,000
* Funding Agency: Caltrans	Total:			1,640,000	2,410,000					4,050,000
Project Total:										
	PE	5,564,000	1,429,000	700,000						7,693,000
	RW			303,000						303,000
	CON	20,620,000		3,074,000	10,905,000	2,410,000	6,044,000			43,053,000
	Total:	26,184,000	1,429,000	4,077,000	10,905,000	2,410,000	6,044,000			51,049,000

**Shasta County RTPA - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 16 - 05/11/2024 *****

Amnd 7 to SRTA's 2023 FTIP removes most funding (ATP, RIP, & Local county funds) associated w/CATTLE project. Programs \$2.9M to Redding's CA St. Bikeway in FY23/24, and SHOPP CS funding toward Caltrans' E. Palisades Multiuse Path in FY24/25 (\$1.6M) and FY25/26 (\$2.4M).

***** Version 15 - 06/01/2023 *****

Admin Mod 4 to Shasta's 2023 FTIP reprograms \$271k in HIP funds for the VCAT project as \$118k in PSE and \$153k in RW; programs \$6.044m in ATP funds, \$999k in local funds, and \$1m in regional non-motorized funds for the Victor Improvement Project (VIP); and reprograms \$494k in CATTLE RIP shares to \$350k RIP shares and \$1,311 million CRRSA (a.k.a. COVID-RIP) shares.

***** Version 1 - 07/22/22 *****

Project data transferred from 2020 FTIP.

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In Admin Mod 5, alters programming to make consistent with final CTC 2021 ATP awards (March 16-17, 2022) to the city of Redding and county of Shasta for the VCAT and CATTLE projects, respectively.

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***** Version 11 - 06/01/2021 *****

Adds \$1.449M in HIP and \$741k of \$1.092M in local funds (participating and non-participating local funds grouped together) to city of Redding's Victor Ave and Cypress Ave Active Transportation project.

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Project data transferred from 2018 FTIP through Admin Mod 13. 2018 RTP Goals 3 and 4.

***** Version 9 - 05/12/2020 *****

Adds city of Redding Bechelli and Loma Vista Active Transportation Corridor Improvements ATP award for 2020-21, as well as grant local match for PE and CON.

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Per 10/1/2019 RSomers email request. Brings in supplemental SRTS funding of \$227,400 in FY 2019/20 for city of Redding Bidwell Road Project.

***** Version 7 - 01/28/2019 *****

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***** Version 1 - 05/09/18 and Final 2019 FTIP *****

Project data transferred from 2016 FTIP. Will incorporate SRTS-funded future projects (formerly CTIPS No. 211-0000-0095). Under former 211-0000-0095, 2017 FTIP Formal Amnd 1 added City of Redding Bidwell Road SRTS project for construction of sidewalks and curb ramps, and installation of bike lanes. Former 2014/15 project now 2016/17. Also in the 2015 FTIP, Amendment No. 2 added SRTA/Shasta County HHSA August 2014 ATP award for SRTS project per ABagde 9-17-2014 programming email. Amendment No. 1 to 2015 FTIP made programming revisions per RSomers 7-17-2014 email. For the 2013 FTIP, included projects per 3/30/12 SRTS project list. For the 2011 FTIP, new cycle 3 SRTS award via letter 10-13-11. 2 new projects added.

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Additional CTC 10-18-2017 ATP Statewide Component Award (\$2.538M) for city of Redding West Street Area School Safety Improvements. Total project cost is \$3.196M.

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***** Version 1 - 05/03/16 *****

Project data transferred from 2014 FTIP. Diestelhorst to Downtown Non-Motorized Improvements Project own listing 211-0000-0110; not in GP for Bicycle and Pedestrian.

***** Version 2 - 02/19/2016 *****

Formal Amendment No. 6 adds CTC-approved ATP Cycle 2 awards to the city of Redding (2) and county of Shasta (2) per 1-11-2016 ABagde email request.

***** Version 1 - 12/16/2014 *****

Formal Amendment No. 2 adds an ATP-funded, city of Redding Placer St. improvements award per 9-17-2014 ABagde email programming request.

Grouped Projects for Bicycle and Pedestrian Facilities in Shasta 2023 FTIP Back-Up List - Administrative Modification No. 8							
CTIPS ID No. 211-0000-0115							
Agency	County	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total by FFY
Redding	Shasta	Victor Improvement Project	This project constructs low-stress active transportation facilities on Victor Ave, Mistletoe Lane, and adjacent neighborhood streets, and encourages people to walk and bike.	2023/24	\$ 904,000 PA&ED (\$700k) & CON-NI (\$204k) ATP		\$ 904,000
				2024/25	\$ 1,045,000 ATP		\$ 1,045,000
Redding	Shasta	Victor Ave & Cypress Ave Active Transportation (VCAT) project	Along Victor Ave, Cypress Ave, and Alfredda Way, construct shared use paths, sidewalks, curb/gutter/curb ramps, bike lanes, and protected intersections.	2022/23	\$117,507 HIP		\$117,507
				2023/24	\$153,268 HIP	\$150,125 Local Funds	\$303,393
				2024/25	\$7,822,000 ATP	\$397,854 Local Funds	\$8,219,854
Shasta County	Shasta	Cottonwood Active Transportation Trunk Line Express (CATTLE) Network	In the unincorporated community of Cottonwood, develop a complete, low-stress bicycle/pedestrian network connecting residents to key Cottonwood attractions and community resources.	2022/23		COVID RIP \$1,311,000	\$1,311,000
Redding	Shasta	California Street Bikeway	Class IV Bikeway and AT improvements on SR273 (AKA California Street between Tehama St. and Yuba St. in Downtown Redding.	2023/24		\$2,870 SHOPP CS	\$2,870
Redding	Shasta	East Palisades Multiuse Path	Improve pedestrian and bicycle infrastructure, construct Class 1 multiuse path, retaining walls, and concrete barrier, rehabilitate drainage systems, and install fencing.	2024/25		\$1,640 SHOPP CS	\$1,640
				2025/26		\$2,410 SHOPP CS	\$2,410
				Total	\$10,041,775	\$1,865,899	\$11,907,674

Administrative Modification No. 8 of SRTA's 2023 FTIP reprograms \$153,268 in Highway Improvement Program (HIP) funding from Right-of-Way (R/W) in Fiscal Year (FY) 2023/24 to Preliminary Engineering (PE) in FY 2023/24 for the city of Redding's Victor Ave & Cypress Ave Active Transportation (VCAT) Project.



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

July 30, 2024

Ms. Michelle Vater
Supervisor, Freight and Transit Unit
California Energy Commission
715 P Street
Sacramento, California 95814

RE: SRTA Comments on California Energy Commissions' Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure Concepts

Dear Ms. Vater:

I am writing on behalf of the Shasta Regional Transportation Agency (SRTA) to address crucial issues highlighted during the recent workshop on July 16, 2024, and provide comments regarding Docket #19-TRAN-02 (Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure).

SRTA is a federally designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the entire Shasta County region. Our primary mission is to study and plan for the region's transportation needs, seek funding sources, and determine necessary improvements in partnership with federal, state, regional, and local stakeholders. For over 20 years, SRTA has also managed specialized public transportation services in the Shasta Region's rural areas, known as ShastaConnect (www.shastaconnect.org).

ShastaConnect provides essential demand-responsive transit services to qualified senior and disabled riders across the region. Currently, the service is managed by Dignity Health Connected Living (DHCL) under contract with SRTA, utilizing a fleet of 10 gasoline-powered vehicles. These include cutaways, full-size vans, and a minivan.

The recent workshop underscored a significant challenge: transit agencies like ours face a critical gap in operational funding. This funding is vital for maintaining and expanding transit services, especially as we confront financial sustainability issues. Without adequate support for these operational costs and improvements in alternative fuel technologies, the challenges to transition to zero-emission vehicles and infrastructure are insurmountable.

The transition to zero-emission vehicles presents additional challenges, particularly for small transit services in rural areas. ShastaConnect, operating in a region with varied terrain and climate, including very hot summers and freezing winters, faces unique obstacles in adopting zero-emission technologies. Although battery electric vehicles (BEVs) and hydrogen fuel cell electric vehicles (FCEVs) offer potential solutions, their costs and infrastructure requirements are significant. BEVs, while generally offering lower fueling costs, have limited range, whereas FCEVs, though offering greater range, face significantly higher costs, infrastructure challenges, and hydrogen is largely unavailable. More information about these challenges is available in our Zero-Emission Fleet Transition Rollout Plan for ShastaConnect Services: <https://www.srta.ca.gov/364/Innovative-Clean-Transit-Plan>.

Given these challenges, we urge the CEC to simplify application processes for funding. A streamlined approach would greatly benefit smaller transit agencies, making it easier to access necessary funds and support. Enhanced coordination with existing funding programs could also improve accessibility and efficiency.

We appreciate your consideration of these issues and look forward to opportunities for collaboration to support the transition to zero-emission transit and address operational funding needs in our region. Should you have any questions, you may contact Associate Transportation Planner Mehdi Moeinaddini at mmoeinaddini@srta.ca.gov or (530) 262-6206.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

DOCKETED	
Docket Number:	19-TRAN-02
Project Title:	Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure
TN #:	258223
Document Title:	Redding Area Bus Authority (RABA) Comments
Description:	N/A
Filer:	System
Organization:	Redding Area Bus Authority (RABA)
Submitter Role:	Public Agency
Submission Date:	7/31/2024 8:00:38 AM
Docketed Date:	7/31/2024

Comment Received From: Redding Area Bus Authority (RABA)
Submitted On: 7/31/2024
Docket Number: 19-TRAN-02

Public Comment from Redding Area Bus Authority

Additional submitted attachment is included below.



July 29, 2024

Ms. Michelle Vater
Supervisor, Freight and Transit Unit
California Energy Commission
715 P Street
Sacramento, California 95814

Re: Public Comment for California Energy Commission on ZEB Funding

Dear Ms. Vater,

On behalf of Redding Area Bus Authority (RABA) we write to provide comments regarding Docket #19-TRAN-02 (Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure).

Public transportation is the vanguard of the state's greenhouse gas reduction strategy and, through the ICT mandate, faces one of the most prescriptive and time-bound transitions to ZEV technology,

Yet state funding programs are not sufficiently incorporating the needs and challenges of transit with respect to zero-emission fleet conversion. To address these needs and support the state's ambitious ZEV goals, we urge you to consider including a solicitation concept specifically applicable to funding the incremental operating costs associated with zero-emission transit bus charging and refueling infrastructure projects. Based on the concepts presented in the July 16th workshop, there is no clear way for transit agencies to leverage CEC's funding programs to meet this urgent and near-term need, which we view as a missed opportunity.

The importance of operating funding for our agency and our peers cannot be overstated. Even without fleet transition as required by the Innovative Clean Transit regulation, we face challenges to long-term fiscal sustainability while maintaining full coverage and reliable service on existing routes, let alone expanding service to advance towards state ridership targets.

Without additional support and predictability for the incremental operating costs associated with fleet conversion, our plans to make long-term capital investments in zero-emission vehicles and infrastructure are at risk. Operating support for early public transit adopters is critical to kickstart the industry and unlock the capital investment that the CEC supports and advocates for while long-term efforts to reduce the costs of infrastructure and zero-emission fuel – particularly hydrogen – ramp up.

Additionally, we implore the CEC to reduce the burden for transit agencies posed by application requirements. These challenges are particularly acute for smaller agencies with fewer staff resources for responding to competitive solicitations. We suggest that the CEC consider options to reduce this burden for potential applicants who currently find the agency's application processes to be an unmanageable deterrent to engaging with the CEC's opportunities.

REDDING AREA BUS AUTHORITY

3333 SOUTH MARKET STREET, REDDING, CALIFORNIA 96001-3516 • (530) 241-2877

EMAIL RABA@RABARide.com • WEB www.RABARide.com

BOARD MEMBERS: JUSTIN JONES - CHAIR, JACK MUNNS - VICE CHAIR

JOSHUA JOHNSON, TENESSA AUDETTE, MARK MEZZANO, JULIE WINTER, PATRICK JONES, MIKE GALLAGHER

EXECUTIVE STAFF: STEVE BADE - EXECUTIVE OFFICER, JOHN C. ANDOH, CCTM, CPM – TRANSIT MANAGER

For example, we would encourage the CEC to greatly enhance coordination with existing funding programs such as the Transit and Intercity Rail Capital Program and other programs administered by CalSTA, Caltrans, and the CTC such that transit agencies could access funds via a single, streamlined process. Alternatively, we would also encourage processes with greater certainty and predictability for applicants, such as a "first-come-first-served" process or increasing focus on recurring, multi-year programs.

We recognize the enormous challenges in this work and commend the CEC for its efforts and leadership in this area. We look forward to working with you and welcome the opportunity to discuss these comments further.

Sincerely,



John C. Andoh
Transit Manager
Redding Area Bus Authority

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California Department of Transportation

DIVISION OF RAIL AND MASS TRANSPORTATION
P.O. BOX 942874, MS-74 | SACRAMENTO, CA 94274-0001
PHONE (916) 654-8811 FAX (916) 654-9366 TTY 711
www.dot.ca.gov



June 27, 2024

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

Dear Mr. Tiedgen:

Thank you for submitting your agency's unmet transit needs documentation for Fiscal Year 2024-25. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act, and find the documentation to be complete and in accordance with current statutes.

Please continue to work with Kelly Babcock, telephone number (530) 782-2965, at the local Caltrans District 2 office to help identify solutions in meeting your region's transit needs.

If you have any questions or need to contact us, please do not hesitate to call myself at (279) 789-2075.

Sincerely,

A handwritten signature in black ink that reads 'Cayman Morgan'.

CAYMAN MORGAN, Transit Programs Oversight Chief
Office of Transit Planning

c: Kelly Babcock, Associate Transportation Planner, Transit Coordinator Caltrans District 2,
California Department of Transportation
Jennifer Pollom, Senior Transportation Planner, Shasta Regional Transportation Agency

Gavin Newsom
Governor

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

Toks Omishakin
Secretary

July 8, 2024

Mr. Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

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.

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.

CalSTA has analyzed the eligibility of the program of projects and reviewed for completeness the allocation request, including the required ridership, technical and data submissions. It has been determined that the submission package meets the

July 8, 2024

Page 2

minimum program requirements, and the ridership data has been publicly posted to SRTA's internet website. I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with SRTA and partner state agencies to validate the technical submissions prior to future disbursements.

With this letter, CalSTA authorizes disbursement of \$9,423,391 of TIRCP funds (100% General Fund) and \$993,316 of ZETCP funds (\$533,013.37 GGRF + 460,302.63 PTA) for a cumulative total of \$10,416,707. This includes \$215,348 in admin funding (ZETCP PTA). A total amount of \$9,446,427 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 modify the SB 125 Program Guidelines no later than September 30, 2024, for the distribution of funds for the 2024-25 fiscal year, which may include updated fund totals available to SRTA per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

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,

A handwritten signature in black ink that reads "Toks Omishakin". The signature is written in a cursive, flowing style.

TOKS OMISHAKIN
Secretary



July 11, 2024

Troy Bartolomei, Public Works Director
Shasta County Department of Public Works
1855 Placer Street
Redding, CA 96001-1759

Re: Intergovernmental Agreement between County of Shasta and Redding Area Bus Authority

Dear Mr. Bartolomei,

As you are aware, the Redding Area Bus Authority (RABA) Board of Directors and the Shasta County Board of Supervisors approved a new memorandum of understanding that transfers the management of the Burney Express and rural transit services responsibilities to RABA. As a result, per Section 6.B of the Intergovernmental Agreement, RABA is providing 30 day notice to terminate this intergovernmental agreement.

RABA will work with your staff on the final invoicing and true-up of services through June 30, 2024 upon completion of the Annual Comprehensive Financial Report (ACFR).

Should you have any questions regarding this request, please contact me at 530.245.7116 or email jandoh@rabaride.com.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Andoh", written in a cursive, flowing style.

John C. Andoh
Transit General Manager
Redding Area Bus Authority

cc: Steve Bade, Executive Officer, RABA
Yujin Copland, Management Analyst II, RABA
John Health, Deputy Public Works Director, County of Shasta
Sean Tiedgen, Executive Director, Shasta Regional Transportation Agency
Jennifer Pollom, Senior Transportation Planner, Shasta Regional Transportation Agency

REDDING AREA BUS AUTHORITY

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Notice of Preparation

To: California Office of Planning and Research, Responsible Agencies, Trustee Agencies, and Other Interested Parties

Subject: Notice of Preparation of a Draft Substitute Environmental Document

Project Title: Proposed Update to the Senate Bill 375 Greenhouse Gas Emissions Reduction Targets

Lead Agency: California Air Resources Board

Date: July 11, 2024

Review Period: July 11, 2024 – August 10, 2024

As the Lead Agency, the California Air Resources Board (CARB) will prepare a substitute environmental document (referred to as an "Environmental Analysis" or "EA") as part of the Staff Report prepared for the proposed project identified above. CARB would like to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. If the proposed project has no relevance to you or your organization, no action on your part is necessary.

Information on the project description, location, and potential environmental effects, as currently known, are contained in the attached materials, including the notice for a public workshop to be held on July 23, 2024 in Sacramento, California. In addition to soliciting input on the proposed project, this workshop will also serve as a CEQA scoping meeting to solicit input on scope and content of the EA to be prepared for the proposed project. Additional information on this proposed project is available for review on the Program webpage at the following link: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

The Notice of Preparation (NOP) is available for review and comment for 30 days, per CEQA Guidelines (14 CCR 15082(b)). The comment period for this NOP begins July 11, 2024 and ends on August 10, 2024. Due to the limits mandated by State law, responses should be sent at the earliest possible date, but no later than 5:00 PM on August 10, 2024.

Please submit your comments to CaliforniaEnvironmentalQualityAct@arb.ca.gov or via mail to Rebecca Fancher, Air Resources Board Legal Office/CEQA Unit, P.O. Box 2815 Sacramento, CA 95812-2815. In your response, please indicate the public agency or other entity you represent, and the name and phone number of a contact person.

Date: 7/11/2024 **Signature:** Rebecca Fancher /s/

Rebecca Fancher
Staff Air Pollution Specialist
California Air Resources Board
Legal Office/ CEQA Unit
P.O. Box 2815
Sacramento, CA 95812-2815

CaliforniaEnvironmentalQualityAct@arb.ca.gov

List of Agencies to Review

Distributed to agencies marked with an "X" below:

STATE AGENCIES

- ☐ Boating & Waterways, Department of
- ☒ California Highway Patrol
- ☒ CalRecycle
- ☒ Caltrans
- ☒ Caltrans Planning
- ☒ Coastal Commission
- ☐ Conservation, Department of -- Oil, Gas & Geothermal Resources
- ☐ Delta Protection Commission
- ☒ Energy Commission
- ☐ Fish & Wildlife, Department of
- ☒ Food & Agriculture, Department of
- ☐ Forestry and Fire Protection, Department of
- ☐ Health Services, Department of
- ☒ Housing & Community Development
- ☒ Integrated Waste Management Board
- ☒ Native American Heritage Commission
- ☒ California Environmental Protection Agency
- ☐ Department of General Services
- ☒ Strategic Growth Council
- ☒ California High Speed Rail Authority
- ☒ Department of Conservation - Division of Land Resource Protection
- ☒ OEHHA
- ☐ Office of Historic Preservation
- ☒ Office of Emergency Services
- ☒ Parks & Recreation, Department of
- ☐ Pesticide Regulation, Department of
- ☒ Public Utilities Commission
- ☐ Regional Water Quality Control Board #____
- ☒ Resources Agency
- ☒ SF Bay Conservation & Development Commission
- ☐ State Lands Commission
- ☐ State Water Resources Control Board
- ☒ Tahoe Regional Planning Agency
- ☒ Toxic Substances Control, Department of
- ☒ University of California
- ☐ Water Resources, Department of

- ☐ Building Standards Commission
- ☒ Department of Public Health
- ☒ Tahoe Nature Conservancy
- ☒ Sierra Nevada Nature Conservancy
- ☐ Delta Conservancy
- ☐ Other:
- ☐ Other:

AIR DISTRICTS

- ☒ Amador County APCD
- ☒ Antelope Valley AQMD
- ☒ Bay Area AQMD
- ☒ Butte County AQMD
- ☒ Calaveras County APCD
- ☒ Colusa County APCD
- ☒ County of El Dorado AQMD
- ☒ Eastern Kern APCD
- ☒ Feather River AQMD
- ☒ Glenn County APCD
- ☒ Great Basin Unified APCD
- ☒ Imperial County APCD
- ☒ Lake County AQMD
- ☒ Lassen County APCD
- ☒ Mariposa County APCD
- ☒ Mendocino County AQMD
- ☒ Modoc County APCD
- ☒ Mojave Desert AQMD
- ☒ Monterey Bay Unified APCD
- ☒ North Coast Unified AQMD
- ☒ Northern Sierra AQMD
- ☒ Northern Sonoma County APCD
- ☒ Placer County APCD
- ☒ Sacramento Metropolitan AQMD
- ☒ San Diego County APCD
- ☒ San Joaquin Valley APCD
- ☒ San Luis Obispo County APCD
- ☒ Santa Barbara County APCD
- ☒ Shasta County AQMD
- ☒ Siskiyou County APCD
- ☒ South Coast AQMD
- ☒ Tehama County APCD
- ☒ Tuolumne County APCD
- ☒ Ventura County APCD

☒ Yolo-Solano AQMD

OTHER INTERESTED PARTIES

- ☒ Association of Monterey Bay Area Governments
- ☒ Butte County Association of Governments
- ☒ Council of Fresno County Governments
- ☒ Kern Council of Governments
- ☒ Kings County Association of Governments
- ☒ Madera County Transportation Commission
- ☒ Merced County Association of Governments
- ☒ Metropolitan Transportation Commission & Association of Bay Area Governments
- ☒ Sacramento Area Council of Governments
- ☒ San Diego Association of Governments
- ☒ San Joaquin Council of Governments
- ☒ San Luis Obispo Council of Governments
- ☒ Santa Barbara County Association of Governments
- ☒ Shasta Regional Transportation Agency]
- ☒ Southern California Association of Governments
- ☒ Stanislaus Council of Governments
- ☒ Tulare County Association of Governments

PROJECT DESCRIPTION AND ENVIRONMENTAL EFFECTS

A copy of an Initial Study is not attached because CARB complies with the California Environmental Quality Act (CEQA) through its regulatory program certified by the California Secretary for Natural Resources under Public Resources Code section 21080.5 (14 CCR 15251(d)). Public agencies with certified regulatory programs are exempt from certain CEQA requirements, including but not limited to, preparing environmental impact reports, negative declarations, and initial studies (14 CCR 15250).

The Environmental Impact Analysis (EIA) will evaluate the potential for impacts to the environment as a result of the proposed project: Proposed Update to the Senate Bill 375 Greenhouse Gas Emissions Reduction Targets. The project and the nature of potential impacts that could result from the project are described below.

- **PROJECT TITLE:**

Proposed Update to the Senate Bill 375 Greenhouse Gas Emissions Reduction Targets

- **PROJECT LOCATION:**

The project has statewide applicability.

- **PROJECT DESCRIPTION:**

Senate Bill (SB) 375 designates the California Air Resources Board (CARB) as the lead agency in establishing region-specific greenhouse gas (GHG) emission reduction targets (targets) for each metropolitan planning organization (MPO). SB 375 mandates that CARB updates the targets every eight years. CARB would consider the latest technical information and any target recommendations provided by MPOs, becoming effective in 2026. The targets update will support achievement of the State's current climate, public health, and air quality goals. To achieve this, CARB staff propose to enhance the current targets that consider statutory, technological, and other policy factors that have changed since 2018, when the targets were last adopted (e.g., progress made to implement SCSs, new funding programs, updated regulatory efforts, and new research).

- **PROBABLE ENVIRONMENTAL EFFECTS:**

The EIA will evaluate the potential for impacts on the environmental resource areas found in Appendix G of the CEQA Guidelines. Potential adverse impacts would be associated with the reasonably foreseeable compliance responses related to the targets update, which may include (1) land use strategies aimed at reducing vehicle miles traveled (VMT) and associated GHG emissions including, but not limited to location-appropriate changes that are known to reduce VMT by shortening vehicle trip length; facilitating non-auto travel compared to historical development patterns; focusing growth within existing urban centers or along transit corridors to improve the efficiency of the transportation system; increasing multi-family and small-lot housing, average densities, mixed land use, and infill development; focusing development in the vicinity of transit services; new parking requirements or standards; preservation of open space and natural and working lands; and (2) transportation strategies designed to reduce VMT and GHG emissions including, but not limited to development of complete streets; increasing transit efficiency and frequency; expansion and improvement of transit systems; clean vehicle rebates; zero emission and plug-in hybrid electric vehicle charging infrastructure; and use of transportation demand management and transportation system management strategies.

The reasonably foreseeable compliance responses associated with the Proposed Update to the SB 375 GHG Emissions Reduction Targets could potentially adversely or beneficially affect the following resource areas, which will be further evaluated in the EIA:

- Aesthetics
- Agricultural and Forest Resources
- Air Quality and Odors
- Biological Resources
- Cultural Resources
- Energy
- Geology, Seismicity, and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral
- Noise
- Population and Housing
- Public Services

- Recreation
- Transportation and Traffic
- Utilities and Service Systems

Potential cumulative impacts and potential for growth inducement will be evaluated in the EIA, as well as alternatives, including the No Project Alternative.

Upcoming Virtual Public Workshop: 2026 SB 375 Regional Target Update and Updates to CARB's Sustainable Communities Strategy Evaluation Process

July 23 Virtual Workshop Announcement

[en español](#)

The California Air Resources Board (CARB) invites you to participate in a virtual public workshop to learn more about and provide input on two ongoing processes at CARB:

2026 SB 375 Regional Target Update

SB 375, the Sustainable Communities and Climate Protection Act of 2008, requires each metropolitan planning organization (MPO) to prepare a sustainable communities strategy (SCS) as part of its regional transportation plan. The purpose of the SCS is to integrate land use and transportation planning to support the State's climate goals. To help guide these regional planning efforts, CARB is required to establish regional [greenhouse gas \(GHG\) emission reduction targets](#) for 2020 and 2035 and to evaluate each SCS to determine whether the SCS, if implemented, would meet the targets.

Pursuant to SB 375, CARB last updated the GHG emission reduction targets in 2018 and is required to update them again no later than 2026. CARB staff intends this workshop to provide information to the public about the target update process and timeline as well as to receive input from the public about what factors to consider as it develops target recommendations for the CARB Board.

Updates to CARB's Sustainable Communities Strategy Evaluation Process

Relatedly, CARB staff last updated the [program guidelines](#) ("Guidelines"), which set out expectations and CARB's review process for SCSs, in 2019. Since the release of the 2019 Guidelines, most MPOs have completed their 3rd cycle of SCSs, and some MPOs have begun their 4th cycle. CARB staff held a [workshop in January 2024](#) to discuss the existing Guidelines, communicate expectations for the upcoming 4th Cycle SCS, and discuss the

process moving forward for updating the Guidelines. In this workshop, CARB staff will discuss and receive input from the public on proposed medium-term changes to the Guidelines.

How to Participate

The virtual public workshop will be held via Zoom webinar at the following date and time.

Date: Tuesday, July 23, 2024

Time: 4:00 p.m. – 5:30 p.m. Pacific Daylight Time

Location: Virtual Workshop

The registration link for the workshop will be available on the CARB [Regional Plan Targets webpage](#) by 5 p.m. on Wednesday, July 10, 2024.

Once the link is available, please register before the workshop begins to ensure that you are able to enter the workshop from the beginning. After registering, you will receive a confirmation email with information to join the Zoom webinar through a computer, digital device, or phone. During the workshop, participants will be able to ask questions and provide comments through the Zoom “raise hand” feature or via phone line.

This meeting will be recorded. Approximately two weeks after the meeting date, CARB staff will post a link to the recording on the [Sustainable Communities | California Air Resources Board](#) webpage.

Contact

If you have questions about the workshop or would like more information about CARB’s SB 375 program, please email SustainableCommunities@arb.ca.gov.

Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language; and

- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact [John Beutler by email](#) or +1 279-208-7676 as soon as possible, but no later than July 9, 2024.

TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Caltrans Internal Audits Office (CIAO)

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



August 16, 2024

Notice Transmitted via email

Sean Tiedgen

Executive Officer
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Agency Rate Acceptance: Shasta Regional Transportation Agency (STRA)

This is to notify you that Caltrans Internal Audits Office (CIAO) has received notification of STRA's Indirect Cost Rate Proposal (ICRP) for fiscal year (FY) 2024-2025 on Aug 15, 2024.

STRA is authorized to use the rate(s) detailed in the Table of Accepted Rate(s) below for billing FY 2024-2025 indirect costs to the California Department of Transportation.

Table of Accepted Rate(s)			
FY	Rate Type	Rate*	Applicable To
2024/2025	Fixed Rate with carry forward	223.71%	All Departments

*Base: Direct Salaries and Indirect Costs

Acceptance of the rate is based on the understanding that STRA 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.

STRA 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
California.lpa@dot.gov
Gilbert Petrissans, Chief, Division of Accounting, Caltrans
Gerald Lee, Audit Manager, Caltrans