

STAFF REPORT



MEETING DATE:	February 23, 2023
SUBJECT:	Correspondence
AGENDA ITEM:	8-6
STAFF CONTACT:	Amy Lindsey, Administrative Associate

DISCUSSION:

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

INCOMING CORRESPONDENCE

Date	From	Subject
12/16/22	US Department of Transportation, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), Division Administrator, Vincent Mammano and Regional Administrator, Ray Tellis	Letter of approval for the California 2023 Federal Statewide Transportation Improvement Program (FSTIP)
2/10/23	Eide Bailly, LLP, Independent auditors for the fiscal and compliance audit and the single audit of federal awards, Partner James W. Ramsey, CPA	Letter of Engagement - Fiscal and Compliance Audit for Fiscal Year ending June 30, 2022.
2/10/23	Eide Bailly, LLP, Independent auditors for the fiscal and compliance audit and the single audit of federal awards	Letter of Governance -Single Audit of Federal Awards for Fiscal Year ending June 30, 2022.

OUTGOING CORRESPONDENCE

Date	To	Subject
12/8/22	California Transportation Commission (CTC), Chair, Lee Ann Eager	Letter of request to deallocate North State Intercity Bus System Project (Phase 1) for Battery Electric Motorcoaches
12/12/22	Caltrans District 2, Regional and Community Planning, Associate Transportation Planner, Brenda Caruso	Letter of request for Sustainable Transportation Planning Grant Deadline Extension Request for Shasta Trunk Lines: Regional Transportation Network for All
12/22/22	Division of Financial Programming, MS 82, Department of Transportation, Office Chief, Mr. Kien Le	Letter of Formal Amendment No. 1 to the Shasta 2023 Federal Transportation Improvement Program (FTIP)
1/5/23	Caltrans Division of Rail and Mass Transportation, Office of Transit Grants and Contracts, Chief, Wendy King	Letter regarding Federal Fiscal Year (FFY) 2022 Split Allocations for Redding, CA Small Urbanized Area (UZA)

2/2/23	Humboldt Transit Authority (HTA), General Manager, Greg Pratt	Letter of support for HTA's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 Grant Application Expanding Transit Services and Growing Zero-Emission Fleets on California's North Coast
--------	--	---



Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters



U.S. Department
of Transportation

Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001 – Main

Federal Transit Administration
Region IX
90 7th St, Ste 15-300
San Francisco, CA 94103
(415) 734-9490 – Main

December 16, 2022

In Reply Refer To:
HDA-CA

ELECTRONIC CORRESPONDENCE ONLY

Mr. James R. Anderson, Chief
Division of Financial Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2023 FSTIP Approval

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the 2023 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated November 16, 2022. As detailed in your letter, the 2023 FSTIP incorporates by reference the following metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- 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 (Madera CTC)
- 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 Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53, as amended by Public Law 117-58 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act.

The United States Environmental Protection Agency (EPA) has designated the following planning areas as Nonattainment or Maintenance Areas for Criteria Pollutants:

- 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 (Madera CTC)
- 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)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPO Policy Boards made an initial conformity determination on the above FTIPs and associated Regional Transportation Plans (RTPs) and applicable RTP amendments. The FHWA and the FTA reviewed the conformity determinations and find that the FTIPs and the associated RTPs and RTP amendments conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region IX of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, FHWA and FTA are approving the 2023 FSTIP. This approval is effective December 16, 2022. This approval is given with the understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure the satisfaction of all administrative and statutory requirements.

Included with this approval is the FHWA and FTA Federal Planning Finding (FPF). The FHWA and the FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Jean Mazur of the FTA Region IX at (415) 734-9456 or by email at jean.mazur@dot.gov, or Mr. Patrick Pittenger at (916) 498-5854 or by email at patrick.pittenger@dot.gov.

Sincerely,

VINCENT PAUL MAMMANO
Digitally signed by VINCENT
PAUL MAMMANO
Date: 2022.12.15 13:26:17
-08'00'

Vincent P. Mammano
Division Administrator



Ray Tellis
Regional Administrator

Enclosure

TO:

James Anderson, Caltrans
james.r.anderson@dot.ca.gov

CC: (via email)

Abhijit Bagde, Caltrans
Jennifer Duran, Caltrans
Leah Fisher, Caltrans
Marlon Flourney, Caltrans
Jacqueline Kahrs, Caltrans
Yatman Kwan, Caltrans
Rodney Tavitias, Caltrans
Erin Thompson, Caltrans
Sadie Shannon, Caltrans
Ayana Webb, Caltrans
Amy Changchien, FTA
Charlene Lee Lorenzo, FTA
Jean Mazur, FTA
Adekemi Ademuyewo, FHWA
Jasmine Amanin, FHWA
Jason Doolittle, FHWA
Enos Han, FHWA
Elijah Henley, FHWA
Antonio Johnson, FHWA
Elissa Konove, FHWA
Vincent Mammano, FHWA
Michael Morris, FHWA
Patrick Pittenger, FHWA
Joseph Vaughn, FHWA

Abhijit.Bagde@Dot.Ca.Gov
Jennifer.Duran@Dot.Ca.Gov
Leah.Fisher@Dot.Ca.Gov
Marlon.Flourney@Dot.Ca.Gov
Jacqueline.Kahrs@Dot.Ca.Gov
Yatman.Kwan@Dot.Ca.Gov
Rodney.Tavitias@Dot.Ca.Gov
Erin.Thompson@Dot.Ca.Gov
Sadie.Shannon@Dot.Ca.Gov
Ayana.Webb@Dot.Ca.Gov
Amy.Changchien@Dot.Gov
Charlene.Leelorenzo@Dot.Gov
Jean.Mazur@Dot.Gov
Adekemi.Ademuyewo@Dot.Gov
Jasmine.Amanin@Dot.Gov
Jason.Doolittle@Dot.Gov
Enos.Han@Dot.Gov
Elijah.Henley@Dot.Gov

Antonio.Johnson@Dot.Gov
Elissa.Konove@Dot.Gov
Vincent.Mammano@Dot.Gov
Michael.Morris@Dot.Gov
Patrick.Pittenger@Dot.Gov
Joseph.Vaughn@Dot.Gov



U.S. Department
of Transportation

**Federal Highway
Administration**

FHWA, California
Division

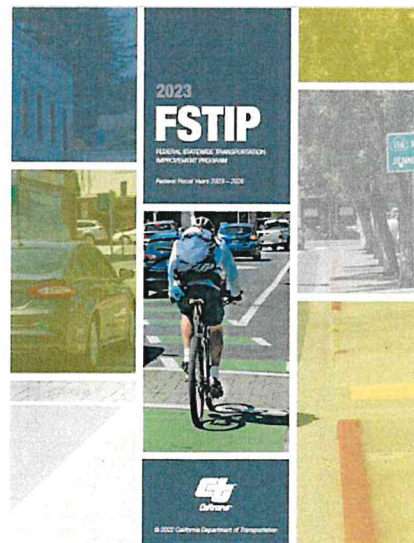
FTA, Region IX

Federal Planning Finding



2023 Federal Statewide Transportation Improvement Program

December 16, 2022



FINAL REPORT



The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required under 23 CFR 450.220(b) to document and issue a Federal Planning Finding (FPF) in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP).¹ The Federal Planning Finding verifies, at a minimum, that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements of 23 U.S.C. 134, 135; 49 U.S.C. 5303-5305; 23 CFR parts 450 and 500, and 49 CFR part 613. This report substantiates the issuance of the FHWA/FTA FPF to support FHWA/FTA approval of the FSTIP based on the review of FSTIP and FTIP documents, statewide and metropolitan planning self-certification statements (23 CFR 450.220; 23 CFR 450.336), and related supporting documentation.

The FPF is one part of the risk-based stewardship and oversight the FHWA and FTA conduct for Caltrans, the Metropolitan Planning Organizations (MPOs), and planning partners. The FPF serves as a “tool” for FHWA and FTA to support improvements to the planning process and ensure that Caltrans, the MPOs, and planning partners comply with Federal laws and regulations. The FPF ties the statewide, metropolitan, and non-metropolitan planning processes together into one formal risk-based action.

This FPF first addresses the status of finding from the previous FPF issued in April 2021. Following that, this FPF addresses the consistency of the 2023 FSTIP with Federal requirements to support approval the FSTIP

STATUS OF FINDINGS FROM PREVIOUS REVIEW

On April 16, 2021, FHWA and FTA issued a FPF in support of an approval of the 2021 FSTIP. That FPF contained one corrective action and three recommendations:

- Corrective Action - Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs administration and oversight
- Recommendation - Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events
- Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation
- Recommendation – Regional Transportation Conformity

To determine the status of the corrective action and recommendations, FHWA and FTA reviewed the following:

- 2021 California FSTIP Federal Planning Finding
- Caltrans January 19, 2022, letter with FSTIP response
- Caltrans April 15, 2022, letter with Corrective Action Plan
- Caltrans November 10, 2022, response letter to 2021 Federal Planning Finding

¹ In California, the state's document referred to as the Statewide Transportation Improvement Program (STIP) in federal regulations is referred to as the Federal Statewide Transportation Improvement Program (FSTIP).



U.S. Department
of Transportation

**Federal Highway
Administration**

- Transportation Management Area Certification Reviews Reports of 2021 and 2022
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, and 2022
- 2023 Metropolitan Planning Organization FTIPs²

Corrective Action – Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs administration and oversight

Caltrans is the primary recipient of the STBG and CMAQ programs apportionments. As such, Caltrans is required to ensure that Caltrans' sub-recipients are administering CMAQ and STBG funds per the applicable federal-aid program requirements. Caltrans shall review the DOT's CMAQ and STBG administrative policies, update the policies and procedures if warranted, and ensure and/or develop a process for ensuring the sub-recipients are administering the programs in compliance with Federal program regulations. At the time of issuance, compliance was expected by October 2022.

Disposition:

Caltrans initiated actions to address the corrective action in 2021. On January 19, 2022, Caltrans requested (and FHWA/FTA subsequently approved) a time extension to comply with the corrective action. The extension provided was to June 30, 2023, contingent on Caltrans' submittal of an action plan for tracking and reporting progress. On April 15, 2022, Caltrans submitted their corrective action plan to FHWA and FTA. The action plan included Caltrans' strategy to bring the CMAQ and STBG program into compliance by June 2023 and milestones for tracking and reporting progress. Since that time, Caltrans' efforts to address the corrective action have continued. On November 10, 2022, Caltrans provided a letter to FHWA/FTA to document progress with respect to the corrective action.

Caltrans has taken multiple steps to address this corrective action. Noteworthy actions by Caltrans have included the following:

- Evaluated the STBG and CMAQ project selection procedures and identified six MPOs whose project selection processes were inconsistent with the federal regulations for suballocated funds.
- Provided a corrective action plan in April 2022 which documented planned tasks to ensure improvement of related processes and a timeline for implementation.
- Worked with multiple affected MPOs including providing review and comment on existing and proposed processes.
- Coordinated with FHWA/FTA including through the conduct of certification reviews for some affected MPOs and through the review of proposed processes from MPOs.

² In California, the document of a Metropolitan Planning Organization (MPO) referred to as the Transportation Improvement Program (TIP) in federal regulations is referred to as the Federal Transportation Improvement Program (FTIP).



U.S. Department
of Transportation

**Federal Highway
Administration**

- Enhanced guidance and communications including developing with FHWA and FTA a California Resource Document for Performance-Based Planning and Programming, continued communications with the California Federal Programming Group (CFPG), updates to related portions of the Caltrans website, and increased focus on the subject during coordination with MPOs on their Overall Work Programs (OWPs).³

While there has been progress related to both Caltrans' process and those of the affected MPOs, addition progress is needed prior to the June 30, 2023, to implemented required improvements with respect to the affected MPOs and the Caltrans' procedures.

Caltrans' November 10, 2022, letter provided brief summaries of the progress made by the six affected MPOs. The MPOs are currently at various stages of improving their processes. Most of the MPOs have taken significant steps to develop and/or implement revised processes which, assuming progress continues, could be expected to meet Caltrans' schedule included in the corrective action plan. Caltrans continues to work with all affected MPOs including one MPO which has not made similar progress. Caltrans is addressing this MPO with FHWA/FTA continued support. Caltrans will need to continue to encourage progress by all MPOs to meet the extended deadline of June 30, 2023.

Regarding Caltrans' efforts related to its processes, Caltrans identified a specific milestone, deliverable, and associated due date in its corrective action plan. Caltrans indicated that it would provide a document "with revisions to Caltrans' oversight strategy, risk management, and procedures referencing STBG and CMAQ funds" by March 31, 2023. FHWA and FTA look forward to receiving that document and working with Caltrans during the development of that document as needed. A change enacted by the Bipartisan Infrastructure Law (BIL) will modify how STBG funds will be suballocated in California to smaller MPOs – further reinforcing the need for a statewide document referenced above.

Recommendation - Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Several Divisions within Caltrans are responsible for documenting damages to the National Highway System (NHS) caused by emergency events and the associated repairs and sustainability activities including conducting an evaluation. However, the evaluation and supporting documentation was not included in the 2018 California FSTIP and associated FTIPs

³ In California, the document of a Metropolitan Planning Organization (MPO) referred to as the Unified Planning Work Program (UPWP) in federal regulations is referred to as the Overall Work Program (OWP).



U.S. Department
of Transportation

**Federal Highway
Administration**

and was not included in the 2021 California FSTIP and associated FTIPs. Failure to include the evaluation in the 2023 California FSTIP is likely to result in the issuing of a Corrective Action and/or non-approval of the FSTIP. Caltrans and the MPOs were encouraged to include consideration of the evaluations during the development of transportation plans and programs, including the 2023 California FSTIP and FTIPs.

Disposition:

The 2023 FSTIP includes a section dedicated to the above recommendation. The document references Section 5 and Appendix B of the California Transportation Asset Management Plan (TAMP) and includes a map showing the NHS locations of repeatedly damaged assets from 2006-2020. Concurrently, the Caltrans local assistance division has included a 23 CFR 667 web page on their site to detail the federal requirements.

In the Caltrans November 10, 2022, letter, Caltrans indicated that “The OFP is developing policies and procedures for MPOs, RTPAs, and local agencies to comply with the 23 CFR 667 resiliency requirements on their federally funded road and bridge projects. These new policies and procedures require agencies with fed-aid projects, to evaluate projects at locations of repeated disaster damage and consider possible alternatives that address the root cause of the repeated damage.

Caltrans begins the process by conducting a statewide assessment of repeated disaster damage locations on local agency federal-aid roads and bridges. From the assessment, the OFP develops and maintains a table of Sites of Repeated Disaster Damage (SORDD) which is posted on the DLA website.

The Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the list during their planning, programming, and project development work to determine if the site of their proposed project has any locations of repeated disaster damage. These repeated disaster damage locations should be considered for possible project adjustments or new projects implementing one, or more, resiliency improvements addressing the underlying cause of the repeated disaster damage.

The MPOs and RTPAs consider the SORDD listed locations, as well as information from completed project 23 CFR 667 Resiliency Certification when developing projects on the federal-aid system. MPOs program the federal-aid projects into the FTIP once the project's 23 CFR 667 Resiliency Certification is complete.”

Caltrans staff has indicated that while significant progress toward implementation has been made, the enforcement of the requirement for MPOs and local agencies to have a completed 23 CFR 667 Resiliency Certification will not begin until December 14, 2022 – after the completion of the final 2023 FSTIP. While Caltrans is still completing the implementation of improvements to respond to the recommendation, substantial progress has been made and the enforcement of



U.S. Department
of Transportation

**Federal Highway
Administration**

the requirement for other agencies was implemented by the date of this FPF. FHWA/FTA will continue to monitor the performance of Caltrans related to this previous recommendation.

Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation

FHWA and FTA recommended that Caltrans and the MPOs jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS. This agreement shall be documented either as part of the metropolitan planning agreements or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by Caltrans and the MPOs.

Disposition:

Caltrans is coordinating internally to update the Planning and Programming Memorandum of Understanding (MOU) to include roles, responsibilities, and written provisions for developing and sharing information with MPOs related to transportation performance data, the selection of performance targets, and the reporting of performance targets. The MOU is expected to be finalized by December 2023.

Caltrans has not yet completed the work needed to address this recommendation. FHWA/FTA will continue to monitor Caltrans' progress with respect to this recommendation and are available to support Caltrans in this undertaking as needed.

Recommendation – Regional Transportation Conformity

FHWA and FTA recommended that Caltrans develop a process to integrate the Air Quality, Environment, and Health Branch into the FSTIP/FTIP review process before Caltrans requests FHWA/FTA FSTIP or associated amendments approvals. FHWA and FTA also recommended that the updated process includes Caltrans providing the conformity analysis and their concurrence as part of the request for approval. Failure to integrate the Air Quality, Environment, and Health Branch into the process may result in FHWA and FTA determination that Caltrans has not satisfied the Self-Certification requirements.

Disposition:

The Caltrans Office of Federal Programming and Data Management has developed a process to integrate the Caltrans Office of Air Quality and Climate Change into the FSTIP/FTIP review process. In their letter of November 14, 2022, Caltrans describes how the Office of Air Quality and Climate Change has been integrated into the FTIP amendment processes and the MPO FTIP



U.S. Department
of Transportation

**Federal Highway
Administration**

review and approval process for areas classified nonattainment or attainment/ maintenance. The letter also described how the Office of Air Quality and Climate Change have been integrated into the California Financial Planning Group (CFPG) meetings.

The progress that Caltrans continues to make in working cooperatively internally has improved the efficiency of the planning process. The integration of the Office of Air Quality and Climate Change in the FTIP review and amendment process has improved the quality and consistency of their processes. Caltrans is commended for their work in this area and can be expected to have continued success with the improvements to processes implemented in response to this recommendation.

FINDINGS RELATED TO THE 2023 FSTIP

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following as they relate to the 2023 FSTIP:

- 2021 California FSTIP Federal Planning Finding
- Transportation Management Area Certification Reviews Reports of 2021 and 2022
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, and 2022
- 2023 Metropolitan Planning Organization FTIPs
- 2018 California Freight Mobility Plan (CFMP) Addendum
- 2022 California Freight Investment Plan
- Additional guidance received from the FHWA Office of Planning.

Based on the above, FHWA and FTA find that California's statewide and metropolitan planning process substantially meets the Federal requirements. FHWA and FTA also finds that some improvements are warranted to ensure continued compliance with the Federal requirements and therefore are issuing the following recommendations:

Recommendation – Fiscal Constraint

Caltrans reviews the Regional Transportation Plans (RTPs) of MPOs.⁴ Caltrans conducts such reviews consistent with the state's RTP guidelines. The state's RTP guidelines include specific requirements including referencing federal requirements.

According to 23 CFR 450.104, fiscal constraint means that the metropolitan transportation plan (MTP), Transportation Improvement Plan (TIP), and Statewide Transportation Improvement Plan (STIP) includes sufficient financial information for demonstrating that projects in each of

⁴ In California, the long-range transportation plan of a Metropolitan Planning Organization (MPO) referred to as the Metropolitan Transportation Plan (MTP) in federal regulations is referred to as the Regional Transportation Plan (RTP).



U.S. Department
of Transportation

**Federal Highway
Administration**

these plans can be implemented using committed, available, or reasonably available revenue sources. FHWA issued a memo on May 15, 2017, titled "Clarifying Fiscal Constraint Guidance" which can be found at the following location:

https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm. That memo and the associated attachment provide examples of "reasonably available" assumptions specifically related to new funding sources.

Fiscal constraint is also an element of an air quality conformity determination of an MTP and/or an FTIP. 40 CFR 93.108 states that metropolitan transportation plans and FTIPs must be fiscally constrained to be found in conformity. MPOs in nonattainment or maintenance areas which assume funding sources which may not reasonably be expected to be available during the programming period of an FTIP or the planning period of an MTP risk not receiving a needed conformity determination due to fiscal constraint concerns.

FHWA and FTA recommend that Caltrans ensures that, consistent with Federal requirements and guidance, MPOs are preparing fiscally constrained MTPs and FTIPs. New and future funding sources should be reasonable to assume and MPOs should be able to document this. Existing Caltrans processes currently address this need for FTIPs. Caltrans should address MTP fiscal constraint during MTP reviews and could consider additional emphasis as it works with the California Transportation Commission to update the state's RTP guidelines document.

Recommendation – Performance-Based Planning and Programming

The implementation of Transportation Performance Measures (TPM) through Performance-Based Planning and Programming (PBPP) has increasingly become a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. In recent years, significant progress has been made by Caltrans and the MPOs of California in this area. Improvements have been notable in coordination efforts, target setting, and documentation in FTIPs. Progress continues through the response to the related corrective action and a recommendation included in the previous Federal Planning Finding and through MPO certification reviews.

MPOs are required to conduct their planning and programming processes using performance driven processes. PBPP is referenced in the CFR for metropolitan, statewide, and nonmetropolitan transportation planning. In the case of metropolitan transportation planning the CFR states: "[MPOs]..., in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning." 23 USC Section 134(c)(1); 49 USC Section 5303(c)(1). "The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals...." 23 USC Section 134(h)(2); 49 USC Section 5303(h)(2). In the case of statewide and nonmetropolitan transportation planning the CFR states the following: "The statewide transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national



U.S. Department
of Transportation

**Federal Highway
Administration**

goals...and the general purposes [of the public transportation program]. The performance measures and targets established [in relation to national performance measures] shall be considered by a State when developing policies, programs, and investment priorities reflected in the statewide transportation plan and statewide transportation improvement program." 23 USC Section 135(d)(2); 49 USC Section 5304(d)(2).

While there has been progress related to PBPP in many respects in California, the ongoing efforts of Caltrans and the MPOs have revealed an area for improvement within the state. MTPs and FTIPs are federally required documents which all MPOs prepare with inclusion of PBPP elements as required. Another key step in the PBPP process is the decision-making by MPOs to prioritize and select projects regionally for funding. This key step does not have an associated required document and with flexibility for MPOs to conduct this process, there have been instances when MPOs have conducted this key step in a manner that is not consistent with PBPP. There have also been instances when MPOs in California have conducted this step consistent with PBPP, but it was not documented in such a way that Caltrans, FHWA, and FTA can ensure that the process is performance based. As the decision-making process of an MPO regarding project selection is one of the most impactful ways an MPO implements its MTP, the topic warrants further evaluation.

Because of the progress made in response to the corrective action from the previous FPF and to the results of multiple MPOs' certification reviews in recent years, this topic is already being addressed by some MPOs. FHWA and FTA recommend that Caltrans addresses this topic with each of the MPOs in the state to ensure that they are conducting comprehensive, performance-based planning and programming processes. With respect to project selection component of that comprehensive process, MPOs should be able to document that they employ a regionwide, competitive, performance-based project selection process. Consistent with 23 CFR 450.326 (a), MPOs are the entities responsible for FTIP development to reflect the priorities of the RTP. FHWA and FTA will continue to assist and support Caltrans and the MPOs regarding this topic including through, at a minimum, the provision of statewide training to advance TPM through decision-making.

Recommendation - Federal Land Management Agency Coordination

State DOTs, MPOs, and Federal Land Management Agencies (FLMAs) are required to coordinate throughout their transportation planning and programming processes. Requirements are addressed in 23 U.S.C. 134, 135 and 201 and the implementing regulations under 23 CFR 450 describe how the agencies are required to coordinate throughout their transportation planning processes. Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d))."

In December 2021, the FHWA and FTA issued the 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs. One the



U.S. Department
of Transportation

**Federal Highway
Administration**

eight emphasis areas focused on Federal Land Management Agency coordination. The inclusion of the issues in the planning emphasis areas serves as a reminder to agencies to meet those requirements. The document states that agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAAs before transportation projects are programmed in the Federal Transportation Improvement Program (FTIP) and Federal Statewide Transportation Improvement Program (FSTIP).

FHWA, FTA, and Caltrans have interacted with several MPOs on this topic through certification reviews and other meetings. Shortcomings have been identified with respect to the required coordination with FLMAAs. MPOs have expressed interest in improving their coordination efforts and some have requested assistance in doing so. The FHWA and FTA recommend that Caltrans ensures that MPOs are coordinating with FLMAAs during their planning and programming processes as required. As Caltrans is required to coordinate with FLMAAs as it conducts planning and programming efforts as well, there are opportunities for Caltrans to coordinate its efforts with the MPOs to avoid duplicative efforts. Caltrans is encouraged to work with the MPOs to coordinate regional and statewide efforts. The FHWA and FTA are willing to assist partners in California through coordination with Federal Lands Highway.

Recommendation – Freight Planning

The State of California completed an approved state freight plan in 2014. This plan is known as the California Freight Mobility Plan (CFMP). An addendum to the 2014 CFMP was approved on July 23, 2018. The addendum resulted in a Fixing America's Surface Transportation (FAST) compliant plan. As the plan was amended under FAST ACT requirements, the plan must be updated by July 23, 2023, - five years from the previous action.

Under the Bipartisan Infrastructure Law (BIL), an approved BIL compliant plan is required to be in place to receive federal freight funds. 49 USC 70202 discusses the requirements of the state freight plans for any state receiving funding under the National Highway Freight Program (NHFP). For a project to be eligible for NHFP funding, it must be identified in a freight investment plan component of an active State freight plan [23 USC 167(h)(5)(A)]. As a result of these requirements, if a BIL compliant plan update is not approved by July 23, 2023, the state will become ineligible for federal freight funds until such a plan is approved. Following that update, under BIL a State shall update a State freight plan not less frequently than once every 4 years [49 USC 70202 (e)(1)].

The FHWA and the FTA recommend that Caltrans continues its update to the CFMP to be BIL compliant and approved by July 23, 2023, Caltrans is encouraged to contact federal agencies for assistance as needed. FHWA will provide technical assistance to Caltrans as the plan update is developed. Additionally, FHWA recognizes that California is a complex and diverse state and there are multiple offices within Caltrans – within Caltrans headquarters and in twelve districts – that are involved in the freight planning process. Because of this, FHWA will provide freight planning training in summer 2023 to support and enhance the state's freight planning capacity.



U.S. Department
of Transportation

**Federal Highway
Administration**

If you have questions or need additional information concerning the FPF, please contact Ms. Jean Mazur of the FTA Region IX at (415) 734-9456, or Jean.Mazur@dot.gov, or Mr. Patrick Pittenger of the FHWA California Division office at (916) 498-5854 or Patrick.Pittenger@dot.gov.



U.S. Department
of Transportation

**Federal Highway
Administration**



Report prepared by:

California FHWA Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708
(916) 498-5038



February 10, 2023

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

You have requested that we audit the financial statements of the governmental activities and each major fund of Shasta Regional Transportation Agency (Agency) as of June 30, 2022, and for the year then ended, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements.

In addition, we will audit the entity's compliance over major federal award programs for the period ended June 30, 2022. We are pleased to confirm our acceptance and our understanding of this audit engagement by means of this letter.

Our audits will be conducted with the objectives of our expressing an opinion on each opinion unit and an opinion on compliance regarding the entity's major federal award programs. The objectives of our audit of the financial statements are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America (GAAS) and in accordance with *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

The objectives of our compliance audit are to obtain sufficient appropriate audit evidence to form an opinion and report at the level specified in the governmental audit requirement about whether the entity complied in all material respects with the applicable compliance requirements and identify audit and reporting requirements specified in the governmental audit requirement that are supplementary to GAAS and *Government Auditing Standards*, if any, and perform procedures to address those requirements.

Accounting principles generally accepted in the United States of America (U.S. GAAP), as promulgated by the Governmental Accounting Standards Board (GASB), require that *the management's discussion and analysis, budgetary comparison schedules, pension schedules, and other postemployment benefit (OPEB) schedules* be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the required supplementary information (RSI) in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist primarily of inquiries of management regarding their methods of measurement and presentation and comparing the information for consistency with management's responses to our inquiries. We will not express an opinion or provide any form of assurance on the RSI. The following RSI is required by accounting principles generally accepted in the United States of America. This RSI will be subjected to certain limited procedures but will not be audited:

- Management's discussion and analysis,
- Schedule of the Agency's proportionate share of the net pension liability,
- Schedule of the Agency's pension contributions,
- Schedule of the changes in the net other postemployment benefits (OPEB) liability and related ratios,
- Schedule of the Agency's OPEB contributions, and
- Budgetary comparison schedules for the General Fund and each major special revenue fund.

Supplementary information other than RSI will accompany the Agency's basic financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the basic financial statements and certain additional procedures, including comparing and reconciling the supplementary information to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and additional procedures in accordance with auditing standards generally accepted in the United States of America. We intend to provide an opinion on the following supplementary information in relation to the financial statements as a whole:

- Schedule of allocations and disbursements – local transportation fund,
- Schedule of allocations and disbursements – state transit assistance,
- Schedule of cost allocation plan reconciliation and indirect cost rate carryover, and
- Schedule of cost allocation plan reconciliation and indirect cost allocation carryover.

Schedule of Expenditures of Federal Awards

We will subject the schedule of expenditures of federal awards to the auditing procedures applied in our audit of the basic financial statements and certain additional procedures, including comparing and reconciling the schedule to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and additional procedures in accordance with auditing standards generally accepted in the United States of America. We intend to provide an opinion on whether the schedule of expenditures of federal awards is presented fairly in all material respects in relation to the financial statements as a whole.

Data Collection Form

Prior to the completion of our engagement, we will complete the sections of the Data Collection Form that are our responsibility. The form will summarize our audit findings, amounts and conclusions. It is management's responsibility to submit a reporting package including financial statements, schedule of expenditure of federal awards, summary schedule of prior audit findings and corrective action plan along with the Data Collection Form to the federal audit clearinghouse. The financial reporting package must be text searchable, unencrypted, and unlocked. Otherwise, the reporting package will not be accepted by the federal audit clearinghouse. We will assist you in the electronic submission and certification. You may request from us copies of our report for you to include with the reporting package submitted to pass-through entities.

The Data Collection Form is required to be submitted within the *earlier* of 30 days after receipt of our auditors' reports or nine months after the end of the audit period, unless specifically waived by a federal cognizant or oversight agency for audits. Data Collection Forms submitted untimely are one of the factors in assessing programs at a higher risk.

Audit of the Financial Statements

We will conduct our audits in accordance with GAAS, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States of America, and 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). As part of an audit of financial statements in accordance with GAAS and in accordance with Government Auditing Standards, Uniform Guidance and/or any state or regulatory audit requirements we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about [Client]'s ability to continue as a going concern for a reasonable period of time.

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements or noncompliance may not be detected exists, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards* of the Comptroller General of the United States of America.

Our responsibility as auditors is limited to the period covered by our audit and does not extend to any other periods.

We will issue a written report upon completion of our audit of the Agency's basic financial statements. Our report will be addressed to the governing body of the Agency. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add an emphasis-of-matter or other-matter paragraph(s) to our auditor's report, or if necessary, withdraw from the engagement. If our opinions on the basic financial statements are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or to issue a report as a result of this engagement.

In accordance with the requirements of *Government Auditing Standards*, we will also issue a written report describing the scope of our testing over internal control over financial reporting and over compliance with laws, regulations, and provisions of grants and contracts, including the results of that testing. However, providing an opinion on internal control and compliance over financial reporting will not be an objective of the audit and, therefore, no such opinion will be expressed.

We also will issue a written report on the Agency's compliance with the requirements of the Transportation Development Act (TDA) statutes upon completion of our audit.

Audit of Major Program Compliance

Our audit of the Agency's major federal award program(s) compliance will be conducted in accordance with the requirements of the Single Audit Act, as amended; and the Uniform Guidance and will include tests of accounting records, a determination of major programs in accordance with the Uniform Guidance, and other procedures we consider necessary to enable us to express such an opinion on major federal award program compliance and to render the required reports. We cannot provide assurance that an unmodified opinion on compliance will be expressed. Circumstances may arise in which it is necessary for us to modify our opinion or withdraw from the engagement.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the material noncompliance with applicable laws and regulations, the provisions of contracts and grant agreements applicable to major federal award programs, and the applicable compliance requirements occurred, whether due to fraud or error, and express an opinion on the entity's compliance based on the audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the entity's compliance with the requirements of the federal programs as a whole.

As part of a compliance audit in accordance with GAAS and in accordance with Government Auditing Standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks.

Our procedures will consist of 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, and performing such other procedures as we considers necessary in the circumstances. The purpose of those procedures will be to express an opinion on the entity's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Also, as required by the Uniform Guidance, we will obtain an understanding of the entity's internal control over compliance relevant to the audit in order to design and perform tests of controls to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each of the entity's major federal award programs. Our tests will be less in scope than would be necessary to render an opinion on these controls and, accordingly, no opinion will be expressed in our report. However, we will communicate to you, regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we have identified during the audit.

We will issue a report on compliance that will include an opinion or disclaimer of opinion regarding the entity's major federal award programs, and a report on internal controls over compliance that will report any significant deficiencies and material weaknesses identified; however, such report will not express an opinion on internal control.

Management Responsibilities

Our audit will be conducted on the basis that management and, when appropriate, those charged with governance, acknowledge and understand that they have responsibility:

1. For the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America;
2. For the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error;
3. For identifying, in its accounts, all federal awards received and expended during the period and the federal programs under which they were received;
4. For maintaining records that adequately identify the source and application of funds for federally funded activities;
5. For preparing the schedule of expenditures of federal awards (including notes and noncash assistance received) in accordance with the Uniform Guidance;
6. For designing, implementing, and maintaining effective internal control over federal awards that provides reasonable assurance that the entity is managing federal awards in compliance with federal statutes, regulations, and the terms and conditions of the federal awards;
7. For identifying and ensuring that the entity complies with federal laws, statutes, regulations, rules, provisions of contracts or grant agreements, and the terms and conditions of federal award programs and implementing systems designed to achieve compliance with applicable federal statutes, regulations, and the terms and conditions of federal award programs;

8. For disclosing accurately, currently, and completely, the financial results of each federal award in accordance with the requirements of the award;
9. For identifying and providing report copies of previous audits, attestation engagements, or other studies that directly relate to the objectives of the audit, including whether related recommendations have been implemented;
10. For taking prompt action when instances of noncompliance are identified;
11. For addressing the findings and recommendations of auditors, for establishing and maintaining a process to track the status of such findings and recommendations and taking corrective action on reported audit findings from prior periods and preparing a summary schedule of prior audit findings;
12. For following up and taking corrective action on current year audit findings and preparing a corrective action plan for such findings;
13. For submitting the reporting package and data collection form to the appropriate parties;
14. For making the auditor aware of any significant contractor relationships where the contractor is responsible for program compliance;
15. To provide us with:
 - a. Access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements including disclosures, and relevant to federal award programs, such as records, documentation, and other matters;
 - b. Additional information that we may request from management for the purpose of the audit; and
 - c. Unrestricted access to persons within the entity and others from whom we determine it necessary to obtain audit evidence.
16. For adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the current year period(s) under audit are immaterial, both individually and in the aggregate, to the financial statements as a whole;
17. For acceptance of nonattest services, including identifying the proper party to oversee nonattest work;
18. For maintaining adequate records, selecting and applying accounting principles, and safeguarding assets;
19. For informing us of any known or suspected fraud affecting the entity involving management, employees with significant role in internal control and others where fraud could have a material effect on compliance;
20. For the accuracy and completeness of all information provided;
21. For taking reasonable measures to safeguard protected personally identifiable and other sensitive information; and
22. For confirming your understanding of your responsibilities as defined in this letter to us in your management representation letter.

With regard to the schedule of expenditures of federal awards referred to above, you acknowledge and understand your responsibility (a) for the preparation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance, (b) to provide us with the appropriate written representations regarding the schedule of expenditures of federal awards, (c) to include our report on the schedule of expenditures of federal awards in any document that contains the schedule of expenditures of federal awards and that indicates that we have reported on such schedule, and (d) to present the schedule of expenditures of federal awards with the audited financial statements, or if the schedule will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the schedule of expenditures of federal awards no later than the date of issuance by you of the schedule and our report thereon.

With regard to the supplementary information referred to above, you acknowledge and understand your responsibility (a) for the preparation of the supplementary information in accordance with the applicable criteria, (b) to provide us with the appropriate written representations regarding supplementary information, (c) to include our report on the supplementary information in any document that contains the supplementary information and that indicates that we have reported on such supplementary information, and (d) to present the supplementary information with the audited financial statements, or if the supplementary information will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by you of the supplementary information and our report thereon.

As part of our audit process, we will request from management and, when appropriate, those charged with governance, written confirmation concerning representations made to us in connection with the audit.

We understand that your employees will prepare all confirmations we request and will locate any documents or invoices selected by us for testing.

If you intend to publish or otherwise reproduce the financial statements and make reference to our firm, you agree to provide us with printers' proofs or masters for our review and approval before printing. You also agree to provide us with a copy of the final reproduced material for our approval before it is distributed.

Nonattest Services

With respect to any nonattest services we perform, we agree to perform the following:

- Prepare or assist with preparing financial statements in conformity with U.S. generally accepted accounting principles based on information provided by you.

We will not assume management responsibilities on behalf of the Agency. The Agency's management understands and agrees that any advice or recommendation we may provide in connection with our audit engagement are solely to assist management in performing its responsibilities.

The Agency's management is responsible for (a) making all management decisions and performing all management functions; (b) assigning a competent individual to oversee the services; (c) evaluating the adequacy of the services performed; (d) evaluating and accepting responsibility for the results of the services performed; and (e) establishing and maintaining internal controls, including monitoring ongoing activities.

Our responsibilities and limitations of the nonattest services are as follows:

- We will perform the services in accordance with applicable professional standards.
- The nonattest services are limited to the services previously outlined above. Our firm, in its sole professional judgment, reserves the right to refuse to do any procedure or take any action that could be construed as making management decisions or assuming management responsibilities.

Fees and Timing

James W Ramsey is the engagement partner for the audit services specified in this letter. Responsibilities include supervising services performed as part of this engagement and signing or authorizing another qualified firm representative to sign the audit report. We expect to begin our audit on approximately February 10, 2023.

Our fees are based on the amount of time required at various levels of responsibility, plus actual out-of-pocket expenses, including administrative charges. Invoices are payable upon presentation. We estimate that our fee for the audit will be \$32,100, exclusive of considerations related to the adoption of GASB Statement No. 87, *Leases* (GASB No. 87), which is now effective for the entity.

GASB No. 87 became effective for fiscal years beginning after June 15, 2021. The requirements of this standard will result in material changes to most governmental entity's financial statements, both with respect to financial statement presentation and related disclosures. Our fees related to the performance of audit procedures related to your implementation of this standard will be dependent upon the number and nature of the entity's lease arrangements.

We will notify you immediately of any circumstances we encounter that could significantly affect this initial fee estimate. Whenever possible, we will attempt to use the Agency's personnel to assist in the preparation of schedules and analyses of accounts. This effort could substantially reduce our time requirements and facilitate the timely conclusion of the audit. Further, we will be available during the year to consult with you on financial management and accounting matters of a routine nature.

The ability to perform and complete our engagement consistent with the estimated fee included above depends upon the quality of your underlying accounting records and the timeliness of your personnel in providing information and responding to our requests. To assist with this process, we will provide you with a Prepared-by-Client (PBC) request that identifies the information required to perform our engagement, as well as a planned timeline for the engagement. A failure to provide this information in an accurate and timely manner may result in an increase in our fees and/or a delay in the completion of our engagement.

We may be requested to make certain audit documentation available to outside parties, including regulators, pursuant to authority provided by law or regulation or applicable professional standards. If requested, access to such audit documentation will be provided under the supervision of Eide Bailly LLP's personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the outside party, who may intend, or decide, to distribute the copies of information contained therein to others, including other governmental agencies. We will be compensated for any time and expenses, including time and expenses of legal counsel, we may incur in making such audit documentation available or in conducting or responding to discovery requests or participating as a witness or otherwise in any legal, regulatory, or other proceedings as a result of our Firm's performance of these services. You and your attorney will receive, if lawful, a copy of every subpoena we are asked to respond to on your behalf and will have the ability to control the extent of the discovery process to control the costs you may incur.

Should our relationship terminate before our audit procedures are completed and a report issued, you will be billed for services to the date of termination. All bills are payable upon receipt. A service charge of 1% per month, which is an annual rate of 12%, will be added to all accounts unpaid 30 days after billing date. If collection action is necessary, expenses and reasonable attorney's fees will be added to the amount due.

Other Matters

During the course of the engagement, we will only provide confidential engagement documentation to you via Eide Bailly's secure portal or other secure methods, and request that you use the same or similar tools in providing information to us. Should you choose not to utilize secure communication applications, you acknowledge that such communication contains a risk of the information being made available to unintended third parties. Similarly, we may communicate with you or your personnel via e-mail or other electronic methods, and you acknowledge that communication in those mediums contains a risk of misdirected or intercepted communications.

Should you provide us with remote access to your information technology environment, including but not limited to your financial reporting system, you agree to (1) assign unique usernames and passwords for use by our personnel in accessing the system and to provide this information in a secure manner; (2) limit access to "read only" to prevent any unintentional deletion or alteration of your data; (3) limit access to the areas of your technology environment necessary to perform the procedures agreed upon; and (4) disable all usernames and passwords provided to us upon the completion of procedures for which access was provided. We agree to only access your technology environment to the extent necessary to perform the identified procedures.

Regarding the electronic dissemination of audited financial statements, including financial statements published electronically on your website or elsewhere, you understand that electronic sites are a means to distribute information and, therefore, we are not required to read the information contained in these sites or to consider the consistency of other information in the electronic site with the original document.

Professional standards prohibit us from being the sole host and/or the sole storage for your financial and non-financial data. As such, it is your responsibility to maintain your original data and records and we cannot be responsible to maintain such original information. By signing this engagement letter, you affirm that you have all the data and records required to make your books and records complete.

We may use third party service providers and/or affiliated entities (including Eide Bailly Shared Services Private Limited) (collectively, "service providers") in order to facilitate delivering our services to you. Our use of service providers may require access to client information by the service provider. We will take reasonable precautions to determine that they have the appropriate procedures in place to prevent the unauthorized release of confidential information to others. We will remain responsible for the confidentiality of client information accessed by such service provider and any work performed by such service provider.

Neither of us may use or disclose the other's confidential information for any purpose except as permitted under this engagement letter or as otherwise necessary for Eide Bailly to provide the services. Your confidential information is defined as any information you provide to us that is not available to the public. Eide Bailly's confidential information includes our audit documentation for this engagement. Our audit documentation shall at all times remain the property of Eide Bailly LLP. The confidentiality obligations described in this paragraph shall supersede and replace any and all prior confidentiality and/or nondisclosure agreements (NDAs) between us.

We agree to retain our audit documentation or work papers for a period of at least eight years from the date of our report.

Further, we will be available during the year to consult with you on financial management and accounting matters of a routine nature.

You agree to share all facts that may affect your financial statements, even if you first become aware of those facts after the date of the auditor's report but before the date your financial statements are issued.

At the conclusion of our audit engagement, we will communicate to the governing board and management the following significant findings from the audit:

- Our view about the qualitative aspects of the entity's significant accounting practices;
- Significant difficulties, if any, encountered during the audit;
- Uncorrected misstatements, other than those we believe are trivial, if any;
- Disagreements with management, if any;
- Other findings or issues, if any, arising from the audit that are, in our professional judgment, significant and relevant to those charged with governance regarding their oversight of the financial reporting process;
- Material, corrected misstatements that were brought to the attention of management as a result of our audit procedures;
- Representations we requested from management;
- Management's consultations with other accountants, if any; and
- Significant issues, if any, arising from the audit that were discussed, or the subject of correspondence, with management.

Government Auditing Standards require that we provide, upon request, a copy of our most recent external peer review report and any subsequent review reports to the party contracting for the audit. Accordingly, we will provide a copy of our most recent peer review report at your request.

Eide Bailly LLP is a member of HLB International, a worldwide organization of accounting firms and business advisors, ("HLB"). Each member firm of HLB, including Eide Bailly LLP is a separate and independent legal entity and is not owned or controlled by any other member of HLB. Each member firm of HLB is solely responsible for its own acts and omissions and no other member assumes any liability for such acts or omissions. Neither Eide Bailly LLP, nor any of its affiliates, are responsible or liable for any acts or omission of HLB or any other member firm of HLB and hereby specifically disclaim any and all responsibility, even if Eide Bailly LLP, or any of its affiliates are aware of such acts or omissions of another member of HLB.

Eide Bailly LLP formed The Eide Bailly Alliance Network, a network for small to mid-sized CPA firms across the nation. Each member firm of The Eide Bailly Alliance, including Eide Bailly LLP, is a separate and independent legal entity and is not owned or controlled by any other member of The Eide Bailly Alliance. Each member firm of The Eide Bailly Alliance is solely responsible for its own acts and omissions and no other member assumes any liability for such acts or omissions. Neither Eide Bailly LLP, nor any of its affiliates, are responsible or liable for any acts or omission of The Eide Bailly Alliance or any other member firm of The Eide Bailly Alliance and hereby specifically disclaim any and all responsibility, even if Eide Bailly LLP, or any of its affiliates are aware of such acts or omissions of another member of The Eide Bailly Alliance.

Eide Bailly LLP has owners that are not licensed as certified public accountants as permitted under Section 5079 of the California Business Code. It is not anticipated that any of the non-licensee owners will be performing services for the Agency.

MEDIATION

Any disagreement, controversy or claim arising out of or related to any aspect of our services or relationship with you (hereafter a "Dispute") shall, as a precondition to litigation in court, first be submitted to mediation. In mediation, the parties attempt to reach an amicable resolution of the Dispute with the aid of an impartial mediator. Mediation shall begin by service of a written demand. The mediator will be selected by mutual agreement. If we cannot agree on a mediator, one shall be designated by the American Arbitration Association ("AAA"). Mediation shall be conducted with the parties in person in the Sacramento, California office. Each party will bear its own costs in the mediation. The fees and expenses of the mediator will be shared equally by the parties. Neither party may commence a lawsuit until the mediator declares an impasse.

LIMITED INDEMNITY

Eide Bailly LLP and its partners, affiliates, officers and employees (collectively "Eide Bailly") shall not be responsible for any misstatements in your financial statements that we may fail to detect as a result of misrepresentations or concealment of information by any of your owners, directors, officers or employees. You shall indemnify and hold Eide Bailly harmless from any claims, losses, settlements, judgments, awards, damages and attorneys' fees arising from any such misstatement or concealment of information.

If through no fault of Eide Bailly we are named as a party to a dispute between you and a third party, you shall indemnify and hold Eide Bailly harmless against any losses, damages, settlements, judgments, awards, and the costs of litigation (including attorneys' fees) we incur in connection with the dispute.

Eide Bailly shall not be entitled to indemnification under this agreement unless the services were performed in accordance with professional standards in all material respects.

LIMITATION OF LIABILITY

The exclusive remedy available to you for any alleged loss or damages arising from or related to Eide Bailly's services or relationship with you shall be the right to pursue claims for actual damages that are directly caused by Eide Bailly's breach of this agreement or Eide Bailly's violation of applicable professional standards. In no event shall Eide Bailly's aggregate liability to you exceed two times fees paid under this agreement, nor shall Eide Bailly ever be liable to you for incidental, consequential, punitive or exemplary damages, or attorneys' fees.

TIME LIMITATION

You may not bring any legal proceeding against Eide Bailly unless it is commenced within twenty-four (24) months ("Limitation Period") after the date when we delivered our report, return, or other deliverable under this agreement to you, regardless of whether we do other services for you or that may relate to the audit. The Limitation Period applies and begins to run even if you have not suffered any damage or loss, or have not become aware of a possible Dispute.

GOVERNING LAW AND VENUE

Any Dispute between us, including any Dispute related to the engagement contemplated by this agreement, shall be governed by Minnesota law. Any unresolved Dispute shall be submitted to a federal or state court located in Minneapolis, Minnesota.

ASSIGNMENTS PROHIBITED

You shall not assign, sell, barter or transfer any legal rights, causes of actions, claims or Disputes you may have against Eide Bailly to any person.

Please sign and return the attached copy of this letter to indicate your acknowledgment of, and agreement with, the arrangements for our audit of the financial statements including our respective responsibilities.

We appreciate the opportunity to be your certified public accountants and look forward to working with you and your staff.

Respectfully,



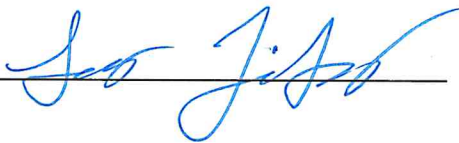
James W Ramsey, CPA
Partner

RESPONSE:

This letter correctly sets forth our understanding.

Acknowledged and agreed on behalf of the Shasta Regional Transportation Agency by:

Name: SEAN TIEDGEN



Title: EXECUTIVE DIRECTOR

Date: 2/13/2023



February 10, 2023

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 the Shasta Regional Transportation Agency (Agency) as of and for the year ended June 30, 2022. 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 February 10, 2023, 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 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 as required by generally accepted auditing principles (U.S. GAAS), and
- Revenue recognition as required by U.S. GAAS.

We expect to begin our audit in approximately February 2023 and issue our report no later than March 31, 2023.

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,

A handwritten signature in cursive script that reads "Eide Bailly LLP".

Sacramento, California



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

December 8, 2022

Lee Ann Eager, Chair
California Transportation Commission (CTC)
1120 N Street
Sacramento, CA 95814

Subject: Request to Deallocate North State Intercity Bus System Project (Phase 1) for Battery Electric Motorcoaches

Dear Ms. Eager:

The Shasta Regional Transportation Agency (SRTA) requests a deallocation of Transit and Intercity Rail Capital Program (TIRCP) funds in the amount of \$8.641 million dollars for the North State Intercity Bus System project (Phase 1) using battery electric motorcoach-style buses. SRTA – in partnership with the California State Transportation Agency (CalSTA) and Caltrans Division of Rail and Mass Transportation (DRMT) – intends to reallocate the funds at a later date to the same regional project, i.e., the North State Intercity Bus System project (Phase 1), with a focus on using fuel cell electric motorcoaches and hydrogen refueling infrastructure.

The procurement of battery electric motorcoaches to meet the needs of a new 175-mile intercity bus service between Redding and Sacramento proved challenging. SRTA followed a series of opportunities to purchase battery electric motorcoaches and infrastructure to meet the needs of the Redding to Sacramento portion of the North State Intercity Bus System. The many attempts by SRTA to move forward with a successful solution are described below:

- Fall of 2018, SRTA met with electric bus manufacturers to get the most up-to-date information on electric motorcoaches coming to market.
- January 2019, SRTA released a request for proposals (RFP) for North State Intercity Bus System buses. Independent modeling showed that the proposed vehicles would not reliably meet the range and power needs of the service.
- June 2019, SRTA's board of directors cancelled the RFP.
- November 2019, SRTA performed a bus demonstration on a third vehicle that also was determined not able to meet the range and power needs of the new bus service.
- January 2020, SRTA submitted a TIRCP Grant Application for the development of Prototype Fuel Cell Motorcoaches for the North State Intercity Bus System.
- March 2020, SRTA submitted to Caltrans a Fiscal Year 2020 Low or No Emission Bus Program (Federal Transit Administration 5339(c)) grant application for additional charging infrastructure for on-route opportunity chargers required for the commercially available battery-electric motorcoaches to complete the 175-mile route, which was not awarded federal funding.

Deallocate North State Intercity Bus System Project (Phase 1) for Battery Electric Motorcoaches
December 8, 2022

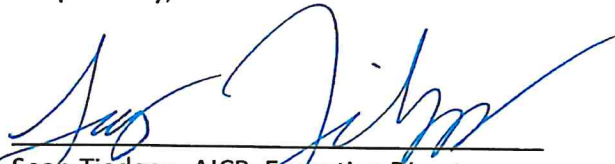
Page 2

- April 2020, the Prototype Fuel Cell Motorcoaches project was not awarded 2020 TIRCP funding.
- July 2020, the state's Department of General Services (DGS) Procurement for Zero-Emission Transit Buses had two rounds of procurements, ending in July 2020. The awarded battery-electric motorcoach is the same vehicle proposed to SRTA in early 2019 which was independently modeled as unable to meet service range and power needs.
- In 2021 and 2022, SRTA signed onto another procurement with Santa Barbara County Association of Governments as the lead, which again proved not to meet the 175-mile route. SRTA also tracked Antelope Valley's zero-emission motorcoach procurement and rollout.

To reiterate, SRTA is currently working with CalSTA and DRMT on transitioning the North State Intercity Bus System project (Phase 1) to fuel cell motorcoach technology and hydrogen refueling infrastructure. In October 2022, Caltrans awarded SRTA \$9,058,500 in Federal Highway Administration (FHWA) Highway Infrastructure Program (HIP) funding for design and installation of a hydrogen refueling station in the Redding area for buses. Additionally, SRTA understands that the State has reserved research and development funds to assist in the development of one or more fuel cell motorcoaches for intercity bus services. Once a fuel cell motorcoach is commercially available, SRTA desires to reallocate and reprogram the \$8.641 million in TIRCP funds with a revised scope that includes the purchase of fuel cell motorcoaches that will meet the range and power requirements of the Redding to Sacramento intercity bus route.

We look forward to working with you further on the North State Intercity Bus System project.

Respectfully,



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

cc:

Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans
Kyle Grading, Chief, Division of Rail and Mass Transportation, Caltrans
Momoko Tamaoki, Chief, DRMT, Assets and Equipment, Caltrans
Wendy King, Chief, DRMT, Transit Grants and Contracts, Caltrans
Andy Cook, Chief, DRMT, Planning & Operations
Michael Lange, Senior Transportation Planner, Caltrans
Gary Atwal, North Branch Chief, Transit and Intercity Rail Capital Program, Caltrans
Deanna McNurlan, Associate Transportation Planner, Caltrans



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

December 12, 2022

Brenda Caruso
Associate Transportation Planner
Regional and Community Planning
Caltrans District 2
1657 Riverside Drive MS 7
Redding, CA 96001

Subject: Sustainable Transportation Planning Grant Deadline Extension Request for Shasta Trunk Lines: Regional Transportation Network for All

Dear Ms. Caruso:

I'm writing to request two changes (one pending current constraints) to the Sustainable Transportation Planning Grant for Shasta Trunk Lines: Regional Transportation Network for All contract:

1. **SRTA requests a contract extension through June 30, 2023, and**
2. **If current challenges prevent us from completing Tasks 3.4 and 4.3 in time, SRTA requests permission to reallocate funding from those tasks toward preparing additional active transportation projects (Tasks 4.1 and 4.2) for grant programs.**

All of the agencies in the Shasta Region have been facing ongoing staffing issues that impact their ability to deliver projects. The Shasta Regional Transportation Agency (SRTA) is not immune to this trend. In the span of less than eight weeks, three senior SRTA staff retired or moved out of state, including the prior executive director, which resulted in a reshuffling of duties, focusing on core agency tasks, recruiting and training new staff, etc. This has taken time away from this grant project. Staffing challenges have been compounded by COVID-related absences on the project team, limiting communication and productivity. The city of Redding is, so far, the only partner to seek and complete grant-funded project assistance on offer through "Shasta Trunk Lines."

In the limited time SRTA staff has been able to work with partners on Shasta Trunk Lines, SRTA has already invested over \$92,758 in regional funds (above and beyond the match for this grant)

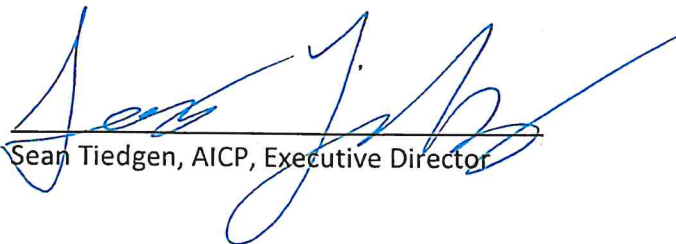
toward SRTA staff time and complementary activities not covered under the grant. This made possible the submittal of multiple projects to ATP Cycle 6 and leveraged \$14,430,000 in funding. This burst of efficient productivity has also left \$35,512 in grant funds remaining for planned tasks. The city of Redding and other partners have expressed interest in receiving assistance to prepare additional active transportation projects for grant programs, but there is concern over insufficient time available on the grant contract.

Some project assistance will involve work on Caltrans facilities which are often main streets or critical arterials through communities. Community input indicates a preference for safer walking and biking facilities on these corridors and addressing this need would help SRTA and Caltrans meet our respective agency goals. Of course, Caltrans has a lot to manage, and at a recent meeting, we were informed that District 2 would like 12 months lead time with projects; a request we, unfortunately, cannot manage with holidays approaching and the limited time remaining on this grant contract. To make the most of the remaining funds, SRTA requests an extension through June 30, 2023, to offer partners with staffing issues some much needed time to work on remaining project tasks alongside the competing demands associated with being understaffed.

Some grant contract tasks (Task 3.4 – Demonstration Projects, and Task 4.3 – Wayfinding) have been initiated with little progress, given limited staffing with partner agencies. While SRTA would like to proceed with all deliverables under the grant contract, it is unlikely we will be able to complete these contract tasks. In addition to staffing challenges, supply chain issues could impact availability and prices of materials necessary for the demonstration projects. If the challenges prevent us from completing these tasks in time, SRTA would like permission to reallocate funding from those tasks toward planning for active transportation projects (Tasks 4.1 and 4.2) for grant programs, an aspect of the grant contract where the region has excelled. SRTA would far prefer helping partners with this request than returning unused funds at the rapidly approaching grant deadline of February 2023.

Thank you for your consideration. Please let Project Manager, Keith Williams (kwilliams@srta.ca.gov) or myself (stiedgen@srta.ca.gov) know if you have any questions.

Respectfully,



Sean Tiedgen, AICP, Executive Director



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

December 22, 2022

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

Subject: Formal Amendment No. 1 to the Shasta 2023 Federal Transportation
Improvement Program (FTIP)

Dear Mr. Le:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 1 to the Shasta 2023 Federal Transportation Improvement Program (FTIP) for forwarding to California Department of Transportation (Caltrans) for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2023 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2019 Participation and Partnership Plan (Title VI). The public and interagency review period ran from December 7 through 21, 2022, meeting the requisite 14-day review period.

This amendment includes the following programming revisions:

- **Grouped Projects for Bridge Rehabilitation and Reconstruction – Highway Bridge Program (HBP) (CTIPS ID No. 211-0000-0083)** – Updates Highway Bridge Program funds in all active years of the FTIP from the Lump Sum HBP Backup List provided to MPOs on October 24, 2022, by Caltrans Division of Local Assistance.
- **Local Funds – Regional Surface Transportation Program (RSTP) Exchange** – Updates RSTP Exchange apportionment estimate for Fiscal Year (FY) 2022/23 based on Surface Transportation Block Grant Program (STBGP) and Infrastructure Investment and Jobs Act (IIJA) funding notices. Estimates were provided to MPOs by Caltrans Division of Transportation Financial Programming on November 10, 2022.

Using the statewide programming database CTIPS, Shasta 2023 FTIP Formal Amendment No. 1 is directly available for review and approval. An electronic copy will be transmitted by email to all regional partners and interested parties, including Caltrans, FTA, and FHWA. The amendment is posted to the SRTA website at <http://www.srta.ca.gov>.

For questions, please do not hesitate to contact Associate Transportation Planner, Kimi Taguchi, at (530) 262-6205, or ktaguchi@srta.ca.gov.

Sincerely,


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

ST/KT/JC/KW/al

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

C: Jean Mazur, FTA Region 9
Adekemi Ademuyewo, FHWA CA Division
SRTA Board of Directors
Rex Hervey, CT District 2

RESOLUTION



RESOLUTION NUMBER:	13-14
SUBJECT:	Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments

WHEREAS, the Shasta Regional Transportation Agency (SRTA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County pursuant to U.S.C. Section 134(a) and (g); and

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

WHEREAS, in order to be consistent with the State Transportation Improvement Program (STIP), the FTIP must be updated every two years; and

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

WHEREAS, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

WHEREAS, the meeting schedule of the SRTA Board of Directors can make it difficult to bring forward formal FTIP amendments in a timely manner.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency delegates authority from the SRTA Board of Directors to the executive director to approve formal amendments to the FTIP under the following criteria:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements would continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

PASSED AND ADOPTED this 10th day of December, 2013, by the Shasta Regional Transportation Agency.

For 
Greg Watkins, Chair
Shasta Regional Transportation Agency

Shasta 2023 FTIP Summary of Changes

Shasta Regional Transportation Agency (SRTA) Formal Amendment No. 1

(\$ in 1,000s)

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FY	Financial Table Fund Source	Net Increase/Decrease	Total Project Cost Change	%	Comments
Existing	211-0000-0083	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program (HBP)	Updates programming to active years of FTIP, per Caltrans Division of Local Assistance (DLA) 10/24/2022 Lump Sum HBP	CON	\$26	\$4,417	2022/23	CALTRANS DLA	\$ 4,391			
					\$599	\$3,127	2023/24	CALTRANS DLA	\$ 2,528			
					\$254	\$1,341	2024/25	CALTRANS DLA	\$ 1,087	\$ 9,433	35%	
					\$4,188	\$5,615	2025/26	CALTRANS DLA	\$ 1,427			

TABLE 1: REVENUE

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 1
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT	
			FY 2023		FY 2024		FY 2025		FY 2026			
			Amendment		Amendment		Amendment		Amendment			
			Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1		
LOCAL	Sales Tax											
	City											
	County											
	Gas Tax		\$16,870	\$16,870	\$17,039	\$17,039	\$17,210	\$17,210	\$17,382	\$17,382	\$68,501	
	Gas Tax (Subventions to Cities)		\$4,680	\$4,680	\$4,727	\$4,727	\$4,775	\$4,775	\$4,822	\$4,822	\$19,004	
	Gas Tax (Subventions to Counties)		\$12,190	\$12,190	\$12,312	\$12,312	\$12,435	\$12,435	\$12,560	\$12,560	\$49,497	
	Other Local Funds		\$5,095	\$5,322	\$5,144	\$5,144	\$5,195	\$5,195	\$5,246	\$5,246	\$20,907	
	County General Funds											
	City General Funds											
	Street Taxes and Developer Fees		\$2,514	\$2,514	\$2,564	\$2,564	\$2,616	\$2,616	\$2,668	\$2,668	\$10,362	
	RSTP Exchange funds		\$2,581	\$2,808	\$2,580	\$2,580	\$2,579	\$2,579	\$2,578	\$2,578	\$10,545	
	Transit		\$483	\$483	\$489	\$489	\$493	\$493	\$498	\$498	\$1,963	
REGIONAL	Transit Fares		\$483	\$483	\$489	\$489	\$493	\$493	\$498	\$498	\$1,963	
	Other (See Appendix 1)		\$19,585	\$19,585	\$10,866	\$10,866	\$10,975	\$10,975	\$11,084	\$11,084	\$52,510	
	Local Total		\$42,033	\$42,260	\$33,538	\$33,538	\$33,873	\$33,873	\$34,210	\$34,210	\$143,881	
	Tolls											
	Bridge											
	Corridor											
	Regional Sales Tax											
	Other (See Appendix 2)											
	Regional Total											
	STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$82,724	\$82,724	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$246,061
		SHOPP		\$74,833	\$74,833	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$236,170
		SHOPP Prior										
State Minor Program			\$7,891	\$7,891							\$7,891	
State Transportation Improvement Program (STIP) ¹			\$4,384	\$4,384	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,766	
STIP			\$4,384	\$4,384	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,766	
STIP Prior												
State Bond			\$63	\$63							\$63	
Proposition 1A (High Speed Passenger Train Bond Program)												
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)			\$63	\$63							\$63	
Active Transportation Program (ATP) ¹			\$3,296	\$3,296	\$76	\$76	\$16,174	\$16,174			\$19,546	
Highway Maintenance (HM) Program ¹												
FEDERAL TRANSIT	Highway Bridge Program (HBP) ¹		\$26	\$4,417	\$599	\$3,127	\$254	\$1,341	\$4,188	\$5,615	\$14,500	
	Road Repair and Accountability Act of 2017 (SB1)		\$1,873	\$1,873							\$1,873	
	Traffic Congestion Relief Program (TCRP)											
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
	Other (See Appendix 3)						\$670	\$670			\$670	
	State Total		\$92,366	\$96,757	\$15,732	\$18,260	\$68,323	\$69,410	\$106,625	\$108,052	\$292,479	
	5307 - Urbanized Area Formula Grants		\$3,000	\$3,000	\$1,528	\$1,528	\$2,860	\$2,860	\$1,961	\$1,961	\$9,349	
	5309 - Fixed Guideway Capital Investment Grants											
	5309b - New and Small Starts (Capital Investment Grants)											
	5309c - Bus and Bus Related Grants											
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$88	\$88							\$88	
	5311 - Formula Grants for Rural Areas		\$496	\$496	\$385	\$385					\$881	
FEDERAL HIGHWAY	5311f - Intercity Bus											
	5337 - State of Good Repair Grants											
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$202	\$117	\$117	\$994	\$994	\$1,050	\$1,050	\$2,363	
	FTA Transfer from Prior FTIP											
	Other (See Appendix 4)		\$88	\$88							\$88	
	Federal Transit Total		\$3,874	\$3,874	\$2,030	\$2,030	\$3,854	\$3,854	\$3,011	\$3,011	\$12,769	
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program											
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)											
	Coordinated Border Infrastructure Program											
	Federal Lands Access Program											
	Federal Lands Transportation Program											
	GARVEE Bonds Debt Service Payments											
FEDERAL RAIL	Highway Infrastructure Program (HIP)		\$271	\$271							\$271	
	High Priority Projects (HPP) and Demo											
	Highway Safety Improvement Program (HSIP)				\$1,738	\$1,738	\$1,057	\$1,057	\$925	\$925	\$3,720	
	National Highway Freight Program (NHFP)											
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)											
	Railway-Highway Crossings Program											
	Recreational Trails Program											
	SAFETEA-LU Safe Routes to School (SRTS)											
	Surface Transportation Block Grant Program (STBGP/RSTP)											
	Other (see Appendix 5)											
	Federal Highway Total		\$271	\$271	\$1,738	\$1,738	\$1,057	\$1,057	\$925	\$925	\$3,991	
	Other Federal Railroad Administration (see Appendix 6)											
INNOVATIVE FINANCE	Federal Railroad Administration Total											
	Federal Total		\$4,145	\$4,145	\$3,768	\$3,768	\$4,911	\$4,911	\$3,936	\$3,936	\$16,760	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)											
	Other (See Appendix 7)											
INNOVATIVE FINANCE	Innovative Financing Total											
	REVENUE TOTAL		\$138,544	\$143,162	\$53,038	\$55,566	\$107,107	\$108,194	\$144,771	\$146,198	\$453,120	

Financial Summary Notes:

¹ State Programs that include both state and federal funds

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 1
(\$'s in 1,000)

[illegible]

TABLE 2: PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 1
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2023		FY 2024		FY 2025		FY 2026		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	
LOCAL	Local Total		\$2,901	\$3,128	\$3,511	\$3,511	\$7,045	\$7,045	\$5,015	\$5,015	\$18,899
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$82,724	\$82,724	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$246,061
	SHOPP		\$74,833	\$74,833	\$15,000	\$15,000	\$46,020	\$46,020	\$102,317	\$102,317	\$238,170
	SHOPP Prior										
	State Minor Program		\$7,891	\$7,891							\$7,891
	State Transportation Improvement Program (STIP) ¹		\$4,384	\$4,384	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,766
	STIP		\$4,384	\$4,384	\$57	\$57	\$5,205	\$5,205	\$120	\$120	\$9,766
	STIP Prior										
	State Bond		\$63	\$63							\$63
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$63	\$63							\$63
	Active Transportation Program ¹		\$3,296	\$3,296	\$76	\$76	\$16,174	\$16,174			\$19,546
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$26	\$4,417	\$599	\$3,127	\$254	\$1,341	\$4,168	\$5,615	\$14,500
	Road Repair and Accountability Act of 2017 (SB1)		\$1,873	\$1,873							\$1,873
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)										
	State Total		\$92,366	\$96,757	\$15,732	\$18,260	\$67,653	\$68,740	\$106,625	\$108,052	\$291,809
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,000	\$3,000	\$1,528	\$1,528	\$2,860	\$2,860	\$1,961	\$1,961	\$9,349
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$88	\$88							\$88
	5311 - Formula Grants for Rural Areas		\$496	\$496	\$385	\$385					\$881
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$202	\$202	\$117	\$117	\$994	\$994	\$1,050	\$1,050	\$2,363
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$88	\$88							\$88
		Federal Transit Total		\$3,874	\$3,874	\$2,030	\$2,030	\$3,854	\$3,854	\$3,011	\$3,011
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$271	\$271							\$271
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$1,738	\$1,738	\$1,057	\$1,057	\$925	\$925	\$3,720
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)										
	Other (see Appendix D)										
	Federal Highway Total		\$271	\$271	\$1,738	\$1,738	\$1,057	\$1,057	\$925	\$925	\$3,991
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$4,145	\$4,145	\$3,768	\$3,768	\$4,911	\$4,911	\$3,936	\$3,936	\$16,760
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$99,412	\$104,030	\$23,011	\$25,539	\$79,609	\$80,696	\$115,576	\$117,003	\$327,268

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 1
(\$'s in 1,000)

[illegible][illegible]

Federal Transit Other	FY 2021		FY 2022		FY 2023		FY 2024		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
FTA COVID Relief (CRRSAA)	\$88	\$88							\$88
Federal Transit Other Total	\$88	\$88							\$88

[illegible][illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency
2023 Shasta FTIP
Amendment 1
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT	
		FY 2023		FY 2024		FY 2025		FY 2026			
		Amendment		Amendment		Amendment		Amendment			
		Prior	Current	Prior	Current	Prior	Current	Prior	Current		
		No. 0	No. 1	No. 0	No. 1	No. 0	No. 1	No. 0	No. 1		
LOCAL	Local Total	\$39,132	\$39,132	\$30,027	\$30,027	\$26,828	\$26,828	\$29,195	\$29,195	\$125,182	
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹										
	SHOPP										
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹										
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹										
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other					\$670	\$670			\$670	
		State Total					\$670	\$670			\$670
	FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
5309 - Fixed Guideway Capital Investment Grants											
5309b - New and Small Starts (Capital Investment Grants)											
5309c - Bus and Bus Related Grants											
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities											
5311 - Formula Grants for Rural Areas											
5311f - Intercity Bus											
5337 - State of Good Repair Grants											
5339 - Bus and Bus Facilities Formula Grants											
FTA Transfer from Prior FTIP											
Other											
		Federal Transit Total									
FEDERAL HIGHWAY		Congestion Mitigation and Air Quality (CMAQ) Improvement Program									
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)											
	Other										
	Federal Highway Total										
FEDERAL RAIL	Other Federal Railroad Administration										
	Federal Railroad Administration Total										
	Federal Total										
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other										
	Innovative Financing Total										
REVENUE - PROGRAM TOTAL		\$39,132	\$39,132	\$30,027	\$30,027	\$27,498	\$27,498	\$29,195	\$29,195	\$125,852	

2023 FTIP Formal Amendment #1

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0083	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes).)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: BRDGE-LUM		
COUNTY: Shasta County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/07/2022	KTAGUCH	Amendment -	1	88,163		
1	Official	09/28/2022	KTAGUCH	Adoption - Carry Over	0	79,109		

* Local HBRR -		<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 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Various Agencies	CON	36,845	4,417	3,127	1,341	5,615	31,870			83,215
	Total:	36,845	4,417	3,127	1,341	5,615	31,870			83,215

* 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 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Various Agencies	CON	2,029	3	126	82	290	3,144			5,674
	Total:	2,029	3	126	82	290	3,144			5,674

* 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 3 of 3	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
* Funding Agency: Shasta County	CON	-726								-726
	Total:	-726								-726

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									
	RW									
	CON	38,148	4,420	3,253	1,423	5,905	35,014			88,163
	Total:	38,148	4,420	3,253	1,423	5,905	35,014			88,163

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

Comments:

***** Version 2 - 12/07/2022 *****
KT: Formal Amendment #1, HBP updated for FY 22/23 - 25/26, per Caltrans/COR request. HBP backup list released by Caltrans 10/24/22
***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
Updates HBP to HQ approved 10-29-2021 version per ABagde 11-01-2021 email request.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.
***** Version 36 - 04/09/2020 *****
Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.
***** Version 35 - 11/05/2019 *****
Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.
***** Version 34 - 04/03/2019 *****
Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.
***** Version 33 - 03/07/2019 *****
Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.
***** Version 32 - 01/15/2019 *****
Per HBP 10-26-2018 update per ABagde 10-30-2018 email.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 30 - 04/30/2018 *****
Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).
***** Version 29 - 12/27/2017 *****
Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.
***** Version 28 - 12/07/2017 *****
Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.
***** Version 27 - 05/01/2017 *****
Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.
***** Version 26 - 01/23/2017 *****
Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP.
***** Version 24 - 04/10/2016 *****
Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.
***** Version 23 - 12/21/2015 *****
Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.
***** Version 22 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.
***** Version 21 - 12/16/2014 *****
Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.
***** Version 18 - 12/23/2013 *****
Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.
***** Version 17 - 06/14/2013 *****
NOTE: RTP ID = 5-40,41,42,43,44

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0083	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes).)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: BRDGE-LUM		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: LINDA NEWTON

PHONE: (916) 651-0022

EMAIL: linda.newton@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/22/2022	KWILLIAM	Adoption - Carry Over	0	79,109		

* Local HBRR -		<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 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Various Agencies	CON	36,845	27	599	632	4,188	31,870			74,161
	Total:	36,845	27	599	632	4,188	31,870			74,161
* 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 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Various Agencies	CON	2,029	3	126	82	290	3,144			5,674
	Total:	2,029	3	126	82	290	3,144			5,674
* 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 3 of 3	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
* Funding Agency: Shasta County	CON	-726								-726
	Total:	-726								-726
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									
	RW									
	CON	38,148	30	725	714	4,478	35,014			79,109
	Total:	38,148	30	725	714	4,478	35,014			79,109

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

Comments:

***** Version 1 - 07/22/22 *****
Project data transferred from 2020 FTIP.
Updates HBP to HQ approved 10-29-2021 version per ABagde 11-01-2021 email request.
***** Version 1 - 12/10/20 *****
Project data transferred from 2018 FTIP, through Admin Mod 13. Updated with CT, HQ HBP update of 11-06-2020. 2018 RTP Goal 1.
***** Version 36 - 04/09/2020 *****
Updates HBP to HQ approved 03-31-2020 version per ABagde 04-02-2020 email request.
***** Version 35 - 11/05/2019 *****
Formal Amnd 8 per ABagde 11-1-2019 email request to update to CT HQ 11-1-2019 version.
***** Version 34 - 04/03/2019 *****
Formal Amnd 5 per ABagde 3-27-2019 email request to update to CT HQ 3-22-2019 version.
***** Version 33 - 03/07/2019 *****
Adds local funding and Local AC to FY 2018/19 for Shasta County Bridge No. 06C0183 ? Gas Point Road Over No Name Ditch, 1.9 miles west of Interstate 5.
***** Version 32 - 01/15/2019 *****
Per HBP 10-26-2018 update per ABagde 10-30-2018 email.
***** Version 1 - 05/09/18 *****
Project data transferred from 2016 FTIP.
***** Version 30 - 04/30/2018 *****
Administrative Modification 10 per 4-2-2018 ABagde email request to update to Caltrans HQ approved 3-29-2018 version. Adds one new project (No. 06C0242).
***** Version 29 - 12/27/2017 *****
Replaces 3-29-2017 HBP listing to 10-26-2017 version. Includes Admin Mod 6 revision to Bridge No. 06C0098 per version 28 description immediately below.
***** Version 28 - 12/07/2017 *****
Request by RSomers of CTD2 and County to program Local AC in 2017-18 to continue work on Bridge No. 06C0098 (Old 44 Dr over Oak Run Creek) project subsequent to CT HQ HBP delaying project CON to 2018/19 in 10-26-2017 HBP project list update. HQ-approved 12-4-2017. Modification addresses only the one project vs. updating complete HBP list.
***** Version 27 - 05/01/2017 *****
Per HBP 3/29/2017 updated list per ABagde 4-5-2017 email request.
***** Version 26 - 01/23/2017 *****
Per HBP 10-26-2016 update per Abhijit Bagde 11-1-2016 email.
***** Version 1 - 05/03/16 *****
Project data transferred from 2014 FTIP.
***** Version 24 - 04/10/2016 *****
Administrative Modification No. 7 per 4-4-2016 ABagde email related to 3-29-2016 HBP HQ approval. Toll credit assumptions remain.
***** Version 23 - 12/21/2015 *****
Formal Amendment No. 5 per 11-4-2015 ABagde email for 10-30-2015 HBP HQ approval. Toll credit assumptions remain per Version 21 below. Adds Cypress Ave Bridge Arbitration Settlement in FYs 2014/15 and 2015/16 under project 5068(001), Bridge No. 06C0108L&R.
***** Version 22 - 03/31/2015 *****
Formal Amendment No. 3 per 3-27-2015 ABagde email for 3-25-2015 HBP HQ approval. Same toll credit assumptions as immediately below--version 21.
***** Version 21 - 12/16/2014 *****
Amendment No. 2 per 10-31-2014 ABagde email for HBP update. Toll credits available through 17/18 for off-federal aid system classified bridges. Minor modification to exempt category description to align with HBP purpose.
***** Version 1 - 05/12/14 *****
Project data transferred from 2012 FTIP.
***** Version 19 - 04/30/2014 ***** Updates HBP listing from 11-15-2013 to 4-2-2014, per Caltrans Local Assistance per 4-9-2014 ABagde email forward.
***** Version 18 - 12/23/2013 *****
Admin Mod 7 to match 11/5/2013 HBP listing per ABagde 11/21/2013 email.
***** Version 17 - 06/14/2013 *****
NOTE: RTP ID = 5-40,41,42,43,44



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

January 5, 2023

Wendy King
Chief, Office of Transit Grants and Contracts
Caltrans Division of Rail and Mass Transportation
1120 N St MS 39
Sacramento, CA 95814

Re: FFY 2022 Split Allocations for Redding, CA Small Urbanized Area

Dear Mrs. King:

The Federal Transit Administration (FTA) and Caltrans have published full formula funding apportionments for the Federal Fiscal Year (FFY) 2022. As the Designated Recipient for the Redding, CA Small Urbanized Area (UZA # 63750); per the requirements set forth in FTA Circulars 9030 (for the 5307 Urbanized Area program) and 5100 [for the 5339(a) Bus and Bus Facilities program]; and per Caltrans' procedures, Caltrans has requested that metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) determine the split allocations for these formula funds among the multiple public transit operators (i.e., the Direct Recipients) within their jurisdiction. These allocations are identified in the table below (or attached):

Direct Recipient Name	FTA Recipient ID	5307 Split Allocation	5339(a) Split Allocation
Redding Area Bus Authority	1629	\$2,281,093	\$185,169
		\$	\$
TOTALS (should equal FTA FFY Apportionments) =		\$2,281,093	\$185,169

These allocations were determined cooperatively among the public transit providers (Direct Recipients) and the Shasta Regional Transportation Agency (the MPO and RTPA for the Shasta Region encompassing the Redding, CA UZA). The undersigned agree to the amounts allocated to each Direct Recipient. Each Direct Recipient is responsible for its grant application to FTA to receive such funds and assumes the responsibilities associated with any award for these funds.

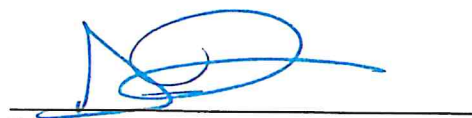
Public Transportation Security Projects:

We request that Caltrans' approval letter certify that recipients in the urbanized area will collectively expend, at least, 1% of the FFY's apportionment of 5307 Urbanized Area funding – \$22,810.93 – on "public transportation security projects."

If you have any questions or comments, please contact Associate Transportation Planner Kimi Taguchi, at (530) 262-6205 or ktaguchi@srta.ca.gov.

Sincerely,



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

Steve Bade, Executive Officer
Redding Area Bus Authority (RABA)

Attachments:

- A. FY 2022 Full Year Section 5307 Apportionments
- B. FFY 2022 Section 5339 Small UZA Allocations

cc: Brian Travis, Caltrans DRMT
Michael Lange, Caltrans DRMT

FEDERAL TRANSIT ADMINISTRATION
Table 3
FY 2022 FULL YEAR SECTION 5307 AND SECTION 5340 URBANIZED AREA
APPORTIONMENTS¹

The amount apportioned in this notice includes funding authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and is based on funding made available under the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022).

Note: FTA is required by law to include in this table amounts attributable to each State of a Multi-State Urbanized Area over 200,000 in population. These amounts are for illustrative purposes only. They are not intended to indicate any preference by FTA for suballocation amounts, nor do they have any force of law or indication of expected practice. Designated recipients shall continue to sub-allocate funds allocated to an urbanized area based on a locally determined process, consistent with Section 5307 statutory requirements. Each State's share of a multi-state urbanized area was calculated on the basis of the percentage of population attributable to the States in the UZA, as determined by the 2010 Census.

URBANIZED AREA/STATE	APPORTIONMENT
1,000,000 or more in Population	\$4,758,433,447
200,000 - 999,999 in Population	\$1,303,346,699
50,000 - 199,999 in Population	\$859,094,466
National Total	\$6,920,874,612

Amounts Apportioned to Urbanized Areas 1,000,000 or more in Population:

<u>Atlanta, GA</u>	<u>\$99,739,616</u>
<u>Austin, TX</u>	<u>\$44,237,737</u>
<u>Baltimore, MD</u>	<u>\$93,453,874</u>
<u>Boston, MA-NH-RI</u>	<u>\$210,000,758</u>
<u>Massachusetts</u>	<u>\$206,315,651</u>
<u>New Hampshire</u>	<u>\$3,671,061</u>
<u>Rhode Island</u>	<u>\$14,046</u>
<u>Charlotte, NC-SC</u>	<u>\$26,660,978</u>
<u>North Carolina</u>	<u>\$25,187,828</u>
<u>South Carolina</u>	<u>\$1,473,150</u>
<u>Chicago, IL-IN</u>	<u>\$338,461,826</u>
<u>Illinois</u>	<u>\$315,230,739</u>
<u>Indiana</u>	<u>\$23,231,087</u>
<u>Cincinnati, OH-KY-IN</u>	<u>\$25,601,799</u>
<u>Ohio</u>	<u>\$20,263,678</u>
<u>Kentucky</u>	<u>\$5,176,613</u>
<u>Indiana</u>	<u>\$161,508</u>
<u>Cleveland, OH</u>	<u>\$36,111,405</u>
<u>Columbus, OH</u>	<u>\$24,523,079</u>
<u>Dallas-Fort Worth-Arlington, TX</u>	<u>\$110,480,695</u>
<u>Denver-Aurora, CO</u>	<u>\$79,720,158</u>
<u>Detroit, MI</u>	<u>\$60,399,415</u>
<u>Houston, TX</u>	<u>\$110,584,580</u>
<u>Indianapolis, IN</u>	<u>\$21,571,129</u>

<u>Jacksonville, FL</u>	<u>\$18,568,332</u>
<u>Kansas City, MO-KS</u>	<u>\$22,551,604</u>
Missouri	\$12,707,138
Kansas	\$9,844,466
<u>Las Vegas-Henderson, NV</u>	<u>\$48,486,668</u>
<u>Los Angeles-Long Beach-Anaheim, CA</u>	<u>\$405,242,557</u>
<u>Memphis, TN-MS-AR</u>	<u>\$14,419,699</u>
Tennessee	\$12,143,703
Mississippi	\$1,730,384
Arkansas	\$545,612
<u>Miami, FL</u>	<u>\$146,032,103</u>
<u>Milwaukee, WI</u>	<u>\$27,348,688</u>
<u>Minneapolis-St. Paul, MN-WI</u>	<u>\$76,182,929</u>
Minnesota	\$76,175,015
Wisconsin	\$7,914
<u>New York-Newark, NY-NJ-CT</u>	<u>\$1,210,695,600</u>
New York	\$772,897,336
New Jersey	\$437,790,347
Connecticut	\$7,917
<u>Orlando, FL</u>	<u>\$42,603,180</u>
<u>Philadelphia, PA-NJ-DE-MD</u>	<u>\$206,017,417</u>
Pennsylvania	\$128,255,518
New Jersey	\$53,957,517
Delaware	\$21,678,799
Maryland	\$2,125,583
<u>Phoenix-Mesa, AZ</u>	<u>\$75,652,370</u>
<u>Pittsburgh, PA</u>	<u>\$44,606,209</u>
<u>Portland, OR-WA</u>	<u>\$59,707,955</u>
Oregon	\$48,085,546
Washington	\$11,622,409
<u>Providence, RI-MA</u>	<u>\$46,858,444</u>
Rhode Island	36,855,307
Massachusetts	10,003,137
<u>Riverside-San Bernardino, CA</u>	<u>\$46,548,882</u>
<u>Sacramento, CA</u>	<u>\$34,922,799</u>
<u>Salt Lake City-West Valley City, UT</u>	<u>\$35,466,775</u>
<u>San Antonio, TX</u>	<u>\$43,475,818</u>
<u>San Diego, CA</u>	<u>\$91,000,593</u>
<u>San Francisco-Oakland, CA</u>	<u>\$187,801,611</u>
<u>San Jose, CA</u>	<u>\$49,655,248</u>
<u>San Juan, PR</u>	<u>\$36,645,760</u>
<u>Seattle, WA</u>	<u>\$144,644,908</u>
<u>St. Louis, MO-IL</u>	<u>\$46,832,015</u>
Missouri	\$38,734,791
Illinois	\$8,097,224
<u>Tampa-St. Petersburg, FL</u>	<u>\$42,125,449</u>
<u>Virginia Beach, VA</u>	<u>\$24,868,864</u>
<u>Washington, DC-VA-MD</u>	<u>\$247,923,921</u>
Virginia	\$113,180,839
Maryland	\$105,057,161
District of Columbia	\$29,685,921
Total	\$4,758,433,447
<i>Amounts Apportioned to Urbanized Areas 200,000 to 1 million in Population:</i>	
<u>Aberdeen-Bel Air South-Bel Air North, MD</u>	<u>\$4,417,268</u>
<u>Aguaadilla-Isabela-San Sebastián, PR</u>	<u>\$3,394,008</u>

<u>Akron, OH</u>	<u>\$10,536,012</u>
<u>Albany-Schenectady, NY</u>	<u>\$17,861,095</u>
<u>Albuquerque, NM</u>	<u>\$24,665,929</u>
<u>Allentown, PA-NJ</u>	<u>\$10,888,007</u>
<u>Pennsylvania</u>	<u>\$9,962,240</u>
<u>New Jersey</u>	<u>\$925,767</u>
<u>Anchorage, AK</u>	<u>\$20,450,418</u>
<u>Ann Arbor, MI</u>	<u>\$10,132,402</u>
<u>Antioch, CA</u>	<u>\$10,688,975</u>
<u>Appleton, WI</u>	<u>\$3,383,171</u>
<u>Asheville, NC</u>	<u>\$4,083,938</u>
<u>Atlantic City, NJ</u>	<u>\$15,499,171</u>
<u>Augusta-Richmond County, GA-SC</u>	<u>\$3,999,077</u>
<u>Georgia</u>	<u>\$2,926,197</u>
<u>South Carolina</u>	<u>\$1,072,880</u>
<u>Bakersfield, CA</u>	<u>\$10,884,577</u>
<u>Barnstable Town, MA</u>	<u>\$15,648,323</u>
<u>Baton Rouge, LA</u>	<u>\$7,981,516</u>
<u>Birmingham, AL</u>	<u>\$9,930,916</u>
<u>Boise City, ID</u>	<u>\$6,052,177</u>
<u>Bonita Springs, FL</u>	<u>\$4,305,952</u>
<u>Bridgeport-Stamford, CT-NY</u>	<u>\$36,500,497</u>
<u>Connecticut</u>	<u>\$34,957,583</u>
<u>New York</u>	<u>\$1,542,914</u>
<u>Brownsville, TX</u>	<u>\$3,304,702</u>
<u>Buffalo, NY</u>	<u>\$23,554,953</u>
<u>Canton, OH</u>	<u>\$5,130,053</u>
<u>Cape Coral, FL</u>	<u>\$8,219,184</u>
<u>Charleston-North Charleston, SC</u>	<u>\$7,737,537</u>
<u>Chattanooga, TN-GA</u>	<u>\$5,128,030</u>
<u>Tennessee</u>	<u>\$4,071,593</u>
<u>Georgia</u>	<u>\$1,056,437</u>
<u>Colorado Springs, CO</u>	<u>\$9,839,350</u>
<u>Columbia, SC</u>	<u>\$7,143,850</u>
<u>Columbus, GA-AL</u>	<u>\$3,325,752</u>
<u>Georgia</u>	<u>\$2,527,946</u>
<u>Alabama</u>	<u>\$797,806</u>
<u>Concord, CA</u>	<u>\$29,588,050</u>
<u>Concord, NC</u>	<u>\$2,732,912</u>
<u>Conroe-The Woodlands, TX</u>	<u>\$4,695,630</u>
<u>Corpus Christi, TX</u>	<u>\$7,700,278</u>
<u>Davenport, IA-IL</u>	<u>\$5,882,954</u>
<u>Iowa</u>	<u>\$3,008,282</u>
<u>Illinois</u>	<u>\$2,874,672</u>
<u>Dayton, OH</u>	<u>\$19,758,881</u>
<u>Denton-Lewisville, TX</u>	<u>\$8,227,591</u>
<u>Des Moines, IA</u>	<u>\$8,759,964</u>
<u>Durham, NC</u>	<u>\$10,302,067</u>
<u>El Paso, TX-NM</u>	<u>\$18,384,324</u>
<u>Texas</u>	<u>\$17,688,071</u>
<u>New Mexico</u>	<u>\$696,253</u>
<u>Eugene, OR</u>	<u>\$10,246,560</u>
<u>Evansville, IN-KY</u>	<u>\$3,347,413</u>
<u>Indiana</u>	<u>\$2,930,640</u>
<u>Kentucky</u>	<u>\$416,773</u>
<u>Fayetteville, NC</u>	<u>\$4,525,890</u>
<u>Fayetteville-Springdale-Rogers, AR-MO</u>	<u>\$3,483,850</u>
<u>Arkansas</u>	<u>\$3,483,827</u>

<u>Missouri</u>	\$23
<u>Flint, MI</u>	\$9,025,354
<u>Fort Collins, CO</u>	\$5,687,110
<u>Fort Wayne, IN</u>	\$4,174,541
<u>Fresno, CA</u>	\$14,807,655
<u>Grand Rapids, MI</u>	\$12,898,653
<u>Green Bay, WI</u>	\$2,906,720
<u>Greensboro, NC</u>	\$6,853,981
<u>Greenville, SC</u>	\$4,472,189
<u>Gulfport, MS</u>	\$2,940,159
<u>Harrisburg, PA</u>	\$8,405,981
<u>Hartford, CT</u>	\$32,787,856
<u>Hickory, NC</u>	\$2,276,861
<u>Honolulu, HI</u>	\$37,643,182
<u>Huntington, WV-KY-OH</u>	\$2,979,841
<u>West Virginia</u>	\$1,646,009
<u>Kentucky</u>	\$835,931
<u>Ohio</u>	\$497,901
<u>Huntsville, AL</u>	\$3,203,930
<u>Indio-Cathedral City, CA</u>	\$7,056,283
<u>Jackson, MS</u>	\$3,713,585
<u>Kalamazoo, MI</u>	\$4,223,607
<u>Kennewick-Pasco, WA</u>	\$8,593,081
<u>Killeen, TX</u>	\$2,737,245
<u>Kissimmee, FL</u>	\$5,983,602
<u>Knoxville, TN</u>	\$8,342,107
<u>Lafayette, LA</u>	\$3,617,523
<u>Lake Tahoe Region, CA-NV</u>	\$3,805,886
<u>California</u>	\$2,620,344
<u>Nevada</u>	\$1,185,542
<u>Lakeland, FL</u>	\$3,148,662
<u>Lancaster, PA</u>	\$10,844,445
<u>Lancaster-Palmdale, CA</u>	\$11,183,531
<u>Lansing, MI</u>	\$8,509,518
<u>Laredo, TX</u>	\$4,454,205
<u>Lexington-Fayette, KY</u>	\$6,238,037
<u>Lincoln, NE</u>	\$4,554,053
<u>Little Rock, AR</u>	\$6,385,595
<u>Louisville/Jefferson County, KY-IN</u>	\$19,348,266
<u>Kentucky</u>	\$16,557,543
<u>Indiana</u>	\$2,790,723
<u>Lubbock, TX</u>	\$4,339,022
<u>Madison, WI</u>	\$9,982,332
<u>McAllen, TX</u>	\$9,477,850
<u>Mission Viejo-Lake Forest-San Clemente, CA</u>	\$12,810,725
<u>Mobile, AL</u>	\$4,060,052
<u>Modesto, CA</u>	\$7,004,850
<u>Montgomery, AL</u>	\$3,482,059
<u>Murrieta-Temecula-Menifee, CA</u>	\$6,575,361
<u>Myrtle Beach-Socastee, SC-NC</u>	\$2,266,460
<u>South Carolina</u>	\$2,053,467
<u>North Carolina</u>	\$212,993
<u>Nashua, NH-MA</u>	\$2,224,788
<u>New Hampshire</u>	\$2,074,876
<u>Massachusetts</u>	\$149,912
<u>Nashville-Davidson, TN</u>	\$30,585,133
<u>New Haven, CT</u>	\$28,438,547
<u>New Orleans, LA</u>	\$20,306,963

<u>Norwich-New London, CT-RI</u>	<u>\$4,923,969</u>
<u>Connecticut</u>	<u>\$4,405,632</u>
<u>Rhode Island</u>	<u>\$518,337</u>
<u>Ogden-Layton, UT</u>	<u>\$16,782,006</u>
<u>Oklahoma City, OK</u>	<u>\$11,721,231</u>
<u>Omaha, NE-IA</u>	<u>\$11,237,911</u>
<u>Nebraska</u>	<u>\$10,177,637</u>
<u>Iowa</u>	<u>\$1,060,274</u>
<u>Oxnard, CA</u>	<u>\$12,238,139</u>
<u>Palm Bay-Melbourne, FL</u>	<u>\$6,744,668</u>
<u>Palm Coast-Daytona Beach-Port Orange, FL</u>	<u>\$6,653,894</u>
<u>Pensacola, FL-AL</u>	<u>\$4,757,857</u>
<u>Florida</u>	<u>\$4,671,427</u>
<u>Alabama</u>	<u>\$86,430</u>
<u>Peoria, IL</u>	<u>\$4,748,622</u>
<u>Port St. Lucie, FL</u>	<u>\$4,562,605</u>
<u>Portland, ME</u>	<u>\$13,883,171</u>
<u>Poughkeepsie-Newburgh, NY-NJ</u>	<u>\$26,623,451</u>
<u>New York</u>	<u>\$25,833,756</u>
<u>New Jersey</u>	<u>\$789,695</u>
<u>Provo-Orem, UT</u>	<u>\$11,366,910</u>
<u>Raleigh, NC</u>	<u>\$16,868,997</u>
<u>Reading, PA</u>	<u>\$4,789,782</u>
<u>Reno, NV-CA</u>	<u>\$10,187,304</u>
<u>Nevada</u>	<u>\$10,187,072</u>
<u>California</u>	<u>\$232</u>
<u>Richmond, VA</u>	<u>\$17,123,664</u>
<u>Roanoke, VA</u>	<u>\$3,595,308</u>
<u>Rochester, NY</u>	<u>\$16,080,060</u>
<u>Rockford, IL</u>	<u>\$4,248,465</u>
<u>Round Lake Beach-McHenry-Grayslake, IL-WI</u>	<u>\$6,815,282</u>
<u>Illinois</u>	<u>\$6,096,027</u>
<u>Wisconsin</u>	<u>\$719,255</u>
<u>Salem, OR</u>	<u>\$5,422,769</u>
<u>Santa Clarita, CA</u>	<u>\$6,713,417</u>
<u>Santa Rosa, CA</u>	<u>\$9,383,910</u>
<u>Sarasota-Bradenton, FL</u>	<u>\$10,594,682</u>
<u>Savannah, GA</u>	<u>\$4,913,693</u>
<u>Scranton, PA</u>	<u>\$6,444,705</u>
<u>Shreveport, LA</u>	<u>\$5,195,852</u>
<u>South Bend, IN-MI</u>	<u>\$5,556,143</u>
<u>Indiana</u>	<u>\$4,832,857</u>
<u>Michigan</u>	<u>\$723,286</u>
<u>Spokane, WA</u>	<u>\$10,679,315</u>
<u>Springfield, MA-CT</u>	<u>\$19,356,925</u>
<u>Massachusetts</u>	<u>\$16,555,187</u>
<u>Connecticut</u>	<u>\$2,801,738</u>
<u>Springfield, MO</u>	<u>\$3,478,188</u>
<u>Stockton, CA</u>	<u>\$10,784,588</u>
<u>Syracuse, NY</u>	<u>\$9,398,203</u>
<u>Tallahassee, FL</u>	<u>\$4,875,568</u>
<u>Thousand Oaks, CA</u>	<u>\$3,799,439</u>
<u>Toledo, OH-MI</u>	<u>\$8,202,886</u>
<u>Ohio</u>	<u>\$7,743,213</u>
<u>Michigan</u>	<u>\$459,673</u>
<u>Trenton, NJ</u>	<u>\$17,193,594</u>
<u>Tucson, AZ</u>	<u>\$19,587,233</u>
<u>Tulsa, OK</u>	<u>\$8,964,351</u>

<u>Victorville-Hesperia, CA</u>	<u>\$10,691,374</u>
<u>Visalia, CA</u>	<u>\$7,370,551</u>
<u>Wichita, KS</u>	<u>\$6,328,329</u>
<u>Wilmington, NC</u>	<u>\$3,165,022</u>
<u>Winston-Salem, NC</u>	<u>\$6,703,372</u>
<u>Winter Haven, FL</u>	<u>\$2,403,646</u>
<u>Worcester, MA-CT</u>	<u>\$13,109,420</u>
Massachusetts	\$12,219,457
Connecticut	\$889,963
<u>York, PA</u>	<u>\$4,271,568</u>
<u>Youngstown, OH-PA</u>	<u>\$5,124,070</u>
Ohio	\$4,602,524
Pennsylvania	\$521,546
Total	\$1,303,346,699

Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population:

¹ Consistent with prior years, urbanized area apportionments for Section 5307 and Section 5340 are combined to show a single amount. An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.

<u>Alabama</u>	<u>\$11,063,978</u>
Anniston-Oxford, AL	\$1,279,483
Auburn, AL	\$1,434,229
Daphne-Fairhope, AL	\$909,749
Decatur, AL	\$1,216,136
Dothan, AL	\$1,210,919
Florence, AL	\$1,345,049
Gadsden, AL	\$1,024,832
Tuscaloosa, AL	\$2,643,581
<u>Alaska</u>	<u>\$2,133,113</u>
Fairbanks, AK	\$2,133,113
<u>Arizona</u>	<u>\$17,493,372</u>
Avondale-Goodyear, AZ	\$4,290,529
Casa Grande, AZ	\$1,174,853
Flagstaff, AZ	\$4,741,640
Lake Havasu City, AZ	\$1,056,912
Prescott Valley-Prescott, AZ	\$1,635,615
Sierra Vista, AZ	\$1,030,130
Yuma, AZ--CA	\$3,563,693
<u>Arkansas</u>	<u>\$7,323,396</u>
Conway, AR	\$1,277,247
Fort Smith, AR--OK	\$2,419,283
Hot Springs, AR	\$974,554
Jonesboro, AR	\$1,201,763
Pine Bluff, AR	\$993,451
Texarkana--Texarkana, TX--AR	\$457,098
<u>California</u>	<u>\$141,726,732</u>
Arroyo Grande-Grover Beach, CA	\$2,718,995
Camarillo, CA	\$1,842,921
Chico, CA	\$3,806,745
Davis, CA	\$5,823,887
Delano, CA	\$3,095,981

El Centro-Calexico, CA	\$5,758,202
El Paso de Robles (Paso Robles)-Atascadero, CA	\$2,408,252
Fairfield, CA	\$3,550,376
Gilroy-Morgan Hill, CA	\$2,048,416
Hanford, CA	\$4,992,066
Hemet, CA	\$4,480,552
Livermore, CA	\$2,106,581
Lodi, CA	\$2,698,854
Lompoc, CA	\$1,726,779
Madera, CA	\$3,298,184
Manteca, CA	\$3,482,857
Merced, CA	\$4,578,206
Napa, CA	\$3,779,283
Petaluma, CA	\$1,575,306
Porterville, CA	\$4,147,586
Redding, CA	\$2,281,093
Salinas, CA	\$8,044,042
San Luis Obispo, CA	\$4,709,616
Santa Barbara, CA	\$8,582,161
Santa Cruz, CA	\$7,151,552
Santa Maria, CA	\$6,871,727
Seaside-Monterey, CA	\$4,970,138
Simi Valley, CA	\$3,618,227
Tracy, CA	\$5,221,981
Turlock, CA	\$2,948,148
Vacaville, CA	\$2,992,995
Vallejo, CA	\$6,421,166
Watsonville, CA	\$4,118,312
Woodland, CA	\$2,319,341
Yuba City, CA	\$3,529,536
Yuma, AZ--CA	\$26,668
<u>Colorado</u>	<u>\$20,829,733</u>
Boulder, CO	\$6,407,063
Grand Junction, CO	\$2,462,406
Greeley, CO	\$3,481,385
Lafayette-Louisville-Erie, CO	\$1,602,232
Longmont, CO	\$4,071,708
Pueblo, CO	\$2,804,939
<u>Connecticut</u>	<u>\$31,097,992</u>
Danbury, CT--NY	\$14,566,578
Waterbury, CT	\$16,531,414
<u>Delaware</u>	<u>\$5,295,556</u>
Dover, DE	\$4,314,775
Salisbury, MD--DE	\$980,781
<u>Florida</u>	<u>\$39,962,095</u>
Deltona, FL	\$3,711,120
Fort Walton Beach-Navarre-Wright, FL	\$3,587,631
Gainesville, FL	\$6,833,070
Homosassa Springs-Beverly Hills-Citrus Springs, FL	\$1,845,530
Lady Lake-The Villages, FL	\$2,096,580
Leesburg-Eustis-Tavares, FL	\$2,418,175
North Port-Port Charlotte, FL	\$3,074,843
Ocala, FL	\$2,891,824
Panama City, FL	\$2,707,622

Sebastian-Vero Beach South-Florida Ridge, FL	\$2,797,521
Sebring-Avon Park, FL	\$1,137,601
Spring Hill, FL	\$3,167,009
St. Augustine, FL	\$1,318,328
Titusville, FL	\$1,091,867
Zephyrhills, FL	\$1,283,374
<u>Georgia</u>	<u>\$22,900,802</u>
Albany, GA	\$1,770,362
Athens-Clarke County, GA	\$5,068,081
Brunswick, GA	\$898,428
Cartersville, GA	\$875,889
Dalton, GA	\$1,440,752
Gainesville, GA	\$2,185,459
Hinesville, GA	\$1,002,347
Macon, GA	\$2,577,708
Rome, GA	\$3,251,934
Valdosta, GA	\$1,455,530
Warner Robins, GA	\$2,374,312
<u>Hawaii</u>	<u>\$7,404,800</u>
Kahului, HI	\$4,692,926
Kailua (Honolulu County)-Kaneohe, HI	\$2,711,874
<u>Idaho</u>	<u>\$9,547,069</u>
Coeur d'Alene, ID	\$2,088,186
Idaho Falls, ID	\$1,907,685
Lewiston, ID--WA	\$637,314
Nampa, ID	\$3,357,476
Pocatello, ID	\$1,556,408
<u>Illinois</u>	<u>\$29,670,391</u>
Alton, IL--MO	\$1,551,898
Beloit, WI--IL	\$377,191
Bloomington-Normal, IL	\$4,749,414
Cape Girardeau, MO--IL	\$12,011
Carbondale, IL	\$2,324,230
Champaign, IL	\$6,463,225
Danville, IL	\$1,005,412
Decatur, IL	\$2,838,721
DeKalb, IL	\$3,237,605
Dubuque, IA--IL	\$86,383
Kankakee, IL	\$2,826,089
Kenosha, WI--IL	\$107
Springfield, IL	\$4,198,105
<u>Indiana</u>	<u>\$22,844,908</u>
Anderson, IN	\$1,575,047
Bloomington, IN	\$4,126,187
Columbus, IN	\$1,136,731
Elkhart, IN--MI	\$2,682,420
Kokomo, IN	\$1,212,253
Lafayette, IN	\$6,004,917
Michigan City--La Porte, IN--MI	\$1,288,791
Muncie, IN	\$2,972,012
Terre Haute, IN	\$1,846,550
<u>Iowa</u>	<u>\$18,253,677</u>

Ames, IA	\$4,135,821
Cedar Rapids, IA	\$3,723,034
Dubuque, IA--IL	\$1,839,677
Iowa City, IA	\$4,565,146
Sioux City, IA--NE--SD	\$1,723,637
Waterloo, IA	\$2,266,362
<u>Kansas</u>	<u>\$8,178,587</u>
Lawrence, KS	\$3,807,522
Manhattan, KS	\$1,314,781
St. Joseph, MO--KS	\$64,263
Topeka, KS	\$2,992,021
<u>Kentucky</u>	<u>\$6,343,798</u>
Bowling Green, KY	\$1,568,063
Clarksville, TN--KY	\$373,071
Elizabethtown-Radcliff, KY	\$2,361,827
Owensboro, KY	\$2,040,837
<u>Louisiana</u>	<u>\$13,209,298</u>
Alexandria, LA	\$1,474,170
Hammond, LA	\$1,109,470
Houma, LA	\$2,760,141
Lake Charles, LA	\$2,445,544
Mandeville-Covington, LA	\$1,534,238
Monroe, LA	\$2,197,670
Slidell, LA	\$1,688,065
<u>Maine</u>	<u>\$3,174,993</u>
Bangor, ME	\$1,653,673
Dover--Rochester, NH--ME	\$134,051
Lewiston, ME	\$1,150,119
Portsmouth, NH--ME	\$237,150
<u>Maryland</u>	<u>\$18,105,054</u>
Cumberland, MD--WV--PA	\$1,405,020
Frederick, MD	\$4,131,988
Hagerstown, MD--WV--PA	\$2,761,393
Lexington Park-California-Chesapeake Ranch Estates, MD	\$2,062,071
Salisbury, MD--DE	\$2,831,851
Waldorf, MD	\$3,035,252
Westminster-Eldersburg, MD	\$1,877,479
<u>Massachusetts</u>	<u>\$12,731,089</u>
Leominster-Fitchburg, MA	\$4,648,318
New Bedford, MA	\$5,212,883
Pittsfield, MA	\$2,869,888
<u>Michigan</u>	<u>\$24,355,087</u>
Battle Creek, MI	\$1,989,299
Bay City, MI	\$1,928,218
Benton Harbor-St. Joseph-Fair Plain, MI	\$1,079,952
Elkhart, IN--MI	\$16,871
Holland, MI	\$1,871,773
Jackson, MI	\$1,692,518
Michigan City--La Porte, IN--MI	\$11,688
Midland, MI	\$1,537,891
Monroe, MI	\$2,049,584

Muskegon, MI	\$3,457,623
Port Huron, MI	\$3,738,279
Saginaw, MI	\$2,535,191
South Lyon-Howell, MI	\$2,446,200
<u>Minnesota</u>	<u>\$14,684,445</u>
Duluth, MN--WI	\$3,476,057
Fargo, ND--MN	\$1,101,678
Grand Forks, ND--MN	\$265,807
La Crosse, WI--MN	\$166,378
Mankato, MN	\$1,790,194
Rochester, MN	\$3,861,160
St. Cloud, MN	\$4,023,171
<u>Mississippi</u>	<u>\$3,371,622</u>
Hattiesburg, MS	\$1,406,169
Pascagoula, MS	\$1,965,453
<u>Missouri</u>	<u>\$11,013,921</u>
Alton, IL--MO	\$1,469
Cape Girardeau, MO--IL	\$2,047,975
Columbia, MO	\$2,622,735
Jefferson City, MO	\$1,054,130
Joplin, MO	\$1,448,621
Lee's Summit, MO	\$1,699,552
St. Joseph, MO--KS	\$2,139,439
<u>Montana</u>	<u>\$7,615,674</u>
Billings, MT	\$2,433,651
Great Falls, MT	\$1,919,352
Missoula, MT	\$3,262,671
<u>Nebraska</u>	<u>\$1,336,752</u>
Grand Island, NE	\$997,476
Sioux City, IA--NE--SD	\$339,276
<u>Nevada</u>	<u>\$1,875,404</u>
Carson City, NV	\$1,875,404
<u>New Hampshire</u>	<u>\$5,565,563</u>
Dover--Rochester, NH--ME	\$1,377,712
Manchester, NH	\$3,097,938
Portsmouth, NH--ME	\$1,089,913
<u>New Jersey</u>	<u>\$7,143,304</u>
East Stroudsburg, PA--NJ	\$12,114
Twin Rivers-Hightstown, NJ	\$2,021,889
Villas, NJ	\$2,123,191
Vineland, NJ	\$2,986,110
<u>New Mexico</u>	<u>\$9,153,520</u>
Farmington, NM	\$1,529,484
Las Cruces, NM	\$3,813,383
Los Lunas, NM	\$1,014,704
Santa Fe, NM	\$2,795,949
<u>New York</u>	<u>\$20,735,761</u>
Binghamton, NY--PA	\$4,637,380

Danbury, CT--NY	\$278,799
Elmira, NY	\$1,683,229
Glens Falls, NY	\$1,528,172
Ithaca, NY	\$4,116,393
Kingston, NY	\$1,299,525
Middletown, NY	\$1,454,531
Saratoga Springs, NY	\$1,425,018
Utica, NY	\$2,969,657
Watertown, NY	\$1,343,057
<u>North Carolina</u>	<u>\$19,026,920</u>
Burlington, NC	\$3,250,120
Gastonia, NC--SC	\$2,957,028
Goldsboro, NC	\$1,062,497
Greenville, NC	\$2,425,699
High Point, NC	\$4,184,618
Jacksonville, NC	\$1,935,190
New Bern, NC	\$855,460
Rocky Mount, NC	\$2,356,308
<u>North Dakota</u>	<u>\$6,899,985</u>
Bismarck, ND	\$1,711,465
Fargo, ND--MN	\$3,490,398
Grand Forks, ND--MN	\$1,698,122
<u>Ohio</u>	<u>\$12,862,871</u>
Lima, OH	\$1,311,761
Lorain-Elyria, OH	\$3,604,445
Mansfield, OH	\$1,391,426
Middletown, OH	\$1,911,712
Newark, OH	\$1,510,745
Parkersburg, WV--OH	\$144,223
Springfield, OH	\$1,682,013
Weirton--Steubenville, WV--OH--PA	\$721,635
Wheeling, WV--OH	\$584,911
<u>Oklahoma</u>	<u>\$4,396,018</u>
Fort Smith, AR--OK	\$44,831
Lawton, OK	\$2,037,969
Norman, OK	\$2,313,218
<u>Oregon</u>	<u>\$11,236,774</u>
Albany, OR	\$1,272,059
Bend, OR	\$1,769,030
Corvallis, OR	\$3,206,723
Grants Pass, OR	\$1,052,473
Longview, WA--OR	\$69,114
Medford, OR	\$3,514,033
Walla Walla, WA--OR	\$353,342
<u>Pennsylvania</u>	<u>\$33,100,850</u>
Altoona, PA	\$1,697,832
Binghamton, NY--PA	\$59,810
Bloomsburg-Berwick, PA	\$1,018,562
Chambersburg, PA	\$886,994
Cumberland, MD--WV--PA	\$582
East Stroudsburg, PA--NJ	\$1,939,562
Erie, PA	\$6,041,024

Hagerstown, MD--WV--PA	\$168,037
Hanover, PA	\$1,286,579
Hazleton, PA	\$1,146,387
Johnstown, PA	\$2,443,646
Lebanon, PA	\$1,483,271
Monessen-California, PA	\$2,280,701
Pottstown, PA	\$1,843,270
State College, PA	\$5,467,812
Uniontown-Connellsville, PA	\$1,989,664
Weirton--Steubenville, WV--OH--PA	\$5,456
Williamsport, PA	\$3,341,661
<u>Puerto Rico</u>	<u>\$22,015,200</u>
Arecibo, PR	\$2,765,538
Fajardo, PR	\$2,782,094
Florida-Imbéry-Barceloneta, PR	\$1,419,408
Guayama, PR	\$1,718,543
Juana Díaz, PR	\$1,625,477
Mayaguez, PR	\$3,450,275
Ponce, PR	\$4,127,444
San Germán-Cabo Rojo-Sabana Grande, PR	\$2,179,219
Yauco, PR	\$1,947,202
<u>South Carolina</u>	<u>\$12,563,256</u>
Anderson, SC	\$1,264,386
Florence, SC	\$1,588,704
Gastonia, NC--SC	\$2,833
Hilton Head Island, SC	\$1,101,114
Mauldin-Simpsonville, SC	\$2,665,729
Rock Hill, SC	\$1,747,045
Spartanburg, SC	\$2,937,590
Sumter, SC	\$1,255,855
<u>South Dakota</u>	<u>\$5,305,924</u>
Rapid City, SD	\$1,665,606
Sioux City, IA--NE--SD	\$114,096
Sioux Falls, SD	\$3,526,222
<u>Tennessee</u>	<u>\$13,440,354</u>
Bristol--Bristol, TN--VA	\$608,631
Clarksville, TN--KY	\$2,547,853
Cleveland, TN	\$1,167,228
Jackson, TN	\$1,320,987
Johnson City, TN	\$2,034,624
Kingsport, TN--VA	\$1,643,227
Morristown, TN	\$985,552
Murfreesboro, TN	\$3,132,252
<u>Texas</u>	<u>\$55,454,683</u>
Abilene, TX	\$2,335,764
Amarillo, TX	\$4,512,341
Beaumont, TX	\$2,853,279
College Station-Bryan, TX	\$4,036,052
Harlingen, TX	\$2,782,658
Lake Jackson-Angleton, TX	\$2,018,468
Longview, TX	\$1,743,164
McKinney, TX	\$4,225,977
Midland, TX	\$2,540,664

Odessa, TX	\$2,715,374
Port Arthur, TX	\$3,365,308
San Angelo, TX	\$1,935,568
San Marcos, TX	\$4,397,245
Sherman, TX	\$1,772,873
Temple, TX	\$1,771,348
Texarkana--Texarkana, TX--AR	\$923,897
Texas City, TX	\$1,964,331
Tyler, TX	\$2,425,037
Victoria, TX	\$1,408,948
Waco, TX	\$3,652,929
Wichita Falls, TX	\$2,073,458
<u>Utah</u>	<u>\$4,219,886</u>
Logan, UT	\$2,080,510
St. George, UT	\$2,139,376
<u>Vermont</u>	<u>\$3,714,573</u>
Burlington, VT	\$3,714,573
<u>Virgin Islands</u>	<u>\$2,063,368</u>
Virgin Islands, VI 1	\$2,063,368
<u>Virginia</u>	<u>\$24,165,932</u>
Blacksburg, VA	\$3,920,090
Bristol--Bristol, TN--VA	\$561,542
Charlottesville, VA	\$3,807,216
Fredericksburg, VA	\$3,798,631
Harrisonburg, VA	\$3,038,232
Kingsport, TN--VA	\$66,389
Lynchburg, VA	\$3,668,754
Staunton-Waynesboro, VA	\$1,028,479
Williamsburg, VA	\$2,908,166
Winchester, VA	\$1,368,433
<u>Washington</u>	<u>\$33,238,514</u>
Bellingham, WA	\$4,747,459
Bremerton, WA	\$5,701,545
Lewiston, ID--WA	\$404,593
Longview, WA--OR	\$1,812,146
Marysville, WA	\$2,775,612
Mount Vernon, WA	\$3,410,358
Olympia-Lacey, WA	\$5,522,636
Walla Walla, WA--OR	\$1,883,786
Wenatchee, WA	\$4,125,476
Yakima, WA	\$2,854,903
<u>West Virginia</u>	<u>\$12,552,707</u>
Beckley, WV	\$1,058,882
Charleston, WV	\$3,919,547
Cumberland, MD--WV--PA	\$42,054
Hagerstown, MD--WV--PA	\$1,264,446
Morgantown, WV	\$3,601,120
Parkersburg, WV--OH	\$1,129,134
Weirton--Steubenville, WV--OH--PA	\$551,971
Wheeling, WV--OH	\$985,553
<u>Wisconsin</u>	<u>\$23,818,830</u>

Beloit, WI--IL	\$912,780
Duluth, MN--WI	\$1,005,487
Eau Claire, WI	\$2,948,489
Fond du Lac, WI	\$1,095,521
Janesville, WI	\$1,495,192
Kenosha, WI--IL	\$3,314,598
La Crosse, WI--MN	\$2,959,541
Oshkosh, WI	\$1,668,337
Racine, WI	\$3,189,649
Sheboygan, WI	\$1,479,423
Wausau, WI	\$1,384,542
West Bend, WI	\$2,365,271
<u>Wyoming</u>	<u>\$2,876,335</u>
Casper, WY	\$1,347,547
Cheyenne, WY	\$1,528,788

Total	\$859,094,466
--------------	----------------------

¹ Consistent with prior years, urbanized area apportionments for Section 5307 and Section 5340 are combined to show a single amount. An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.

Technical Note: Additional amounts were provided to the San Juan, Fayetteville, Wilmington, and Chico urbanized areas using reapportioned funds to address NTD data errors applied in FY21.

FFY 2022 Section 5339 Small UZA Allocations for CA

State	Areas	Total Allocations
California	Arroyo Grande-Grover Beach, CA	95,389
California	Camarillo, CA	162,963
California	Chico, CA	205,437
California	Davis, CA	225,164
California	Delano, CA	175,884
California	El Centro-Calexico, CA	259,753
California	El Paso de Robles (Paso Robles)-Atascadero, CA	114,051
California	Fairfield, CA	310,772
California	Gilroy-Morgan Hill, CA	176,546
California	Hanford, CA	196,115
California	Hemet, CA	375,562
California	Livermore, CA	187,907
California	Lodi, CA	187,645
California	Lompoc, CA	151,698
California	Madera, CA	186,179
California	Manteca, CA	210,283
California	Merced, CA	288,303
California	Napa, CA	190,056
California	Petaluma, CA	138,384
California	Porterville, CA	164,518
California	Redding, CA	185,169
California	Salinas, CA	460,799
California	San Luis Obispo, CA	125,145
California	Santa Barbara, CA	465,476
California	Santa Cruz, CA	339,164
California	Santa Maria, CA	365,068
California	Seaside-Monterey, CA	243,964
California	Simi Valley, CA	323,472
California	Tracy, CA	224,379
California	Turlock, CA	253,347
California	Vacaville, CA	216,953
California	Vallejo, CA	422,592
California	Watsonville, CA	165,574
California	Woodland, CA	157,102
California	Yuba City, CA	252,661
California	Yuma, AZ--CA	1,872

Total State 8,205,346



1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Sean Tiedgen, AICP, Executive Director

February 2, 2023

Greg Pratt, General Manager
Humboldt Transit Authority (HTA)
133 'V' Street
Eureka, CA 95501

RE: Support for HTA's TIRCP Cycle 6 Grant Application Expanding Transit Services and Growing Zero-Emission Fleets on California's North Coast

Dear Mr. Pratt:

The Shasta Regional Transportation Agency (SRTA) supports the Humboldt Transit Authority (HTA), and their partners, including the Yurok Tribe and Redwood Coast Transit Agency (Del Norte County), in the joint Transit and Intercity Rail Capital Program (TIRCP) grant application entitled, "Expanding Transit Services and Growing Zero-Emission Fleets on California's North Coast." SRTA coordinates with and supports HTA's on-going efforts to improve public transit accessibility for the North Coast region, the North State, as well as connectivity with the state's intercity bus and rail plans. While HTA is focused on State Route 101 and the western portion of State Route 299 and SRTA's focus is on the Interstate 5 corridor, together all intercity bus services in the North State Super Region make up a coordinated North State Intercity Bus System.

While the Shasta Region is relatively close to the North Coast, it is still a three-hour drive between the two regions. The area in between is largely rural with dispersed communities. Providing efficient, effective, and equitable transit service for our residents is challenging. We recognize that our future requires expanding transit services to meet their needs. To meet those needs equitably, this project will serve a population with burdens that are higher than the state median, including very-high poverty, unemployment, and housing burden scores.

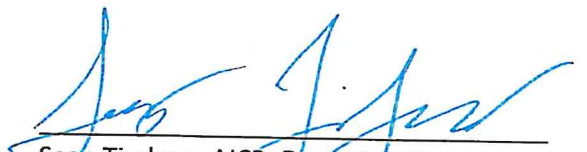
Resiliency is a major concern in our region, with wildfires, droughts, and flooding affecting many of our residents lives and the transportation systems they use to get them where they need to be. Action is required to mitigate these impacts; the project team will accomplish this by expanding transit service, continuing the transition to zero-emission buses, and improving transit infrastructure.

This project includes the following key features that will be highly beneficial:

- Establish a new intercity bus service owned and operated by the Yurok Tribe, to be served by an all-electric fleet, connecting Yurok, Karuk, and Hoopa Tribal citizens to statewide transit and rail;
- Expand intercity bus service between Crescent City (Del Norte County) and Eureka, and between Willow Creek and Eureka, to be served by zero-emission vehicles, to improve connection with the SMART Train (Sonoma County) and fill service gaps left by Amtrak and Greyhound;
- Analyze the statewide need for and engineering design of fuel cell electric over-the-road motorcoach;
- Construct a new maintenance and administration facility for HTA to accommodate fleet and service growth and achieve State of Good Repair replacement of aging, inefficient, and vulnerable infrastructure;
- Construct a new transit center in Crescent City (Del Norte County) to improve rider experience, comfort, and safety, and to attract new ridership; and
- Establish a new North State zero-emission technology training facility at HTA's corporation yard.

With a strong project plan in place and an excellent team assembled, this project is poised for success. SRTA strongly encourages the California State Transportation Agency (CalSTA) to support this project, and we look forward to benefits that it will bring to their region and the North State.

Respectfully,



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