STAFF REPORT

MEETING DATE:	**June 24, 2026**
SUBJECT:	**Receive Correspondence—Information Item Only**
AGENDA ITEM:	**7-3**
STAFF CONTACT:	**Amy Lindsey, Executive Assistant**

RECOMMENDATION:

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

DISCUSSION:

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

OUTGOING CORRESPONDENCE

5/8/26	Governor's Office of Land Use and Climate Innovation (LCI)	Letter of Public Comment – AB 130 Statewide VMT Mitigation Program Draft Guidance.
6/9/26	California Transportation Commission, Executive Director, Tanisha Taylor	Letter of Recommendation – Cycle 8 ATP Funding for the City of Shasta Lake's Link Shasta Active Transportation Network Project.
6/9/26		Lettter of Recommendation – Cycle 8 ATP Funding for City of Redding's Victor Avenue North Project.
6/10/26		Letter of Recommendation from Assemblymember 1st District, Heather Hadwick - Cycle 8 ATP Funding for City of Redding's Victor Avenue North Project.
6/17/26		Letter of Understanding from Caltrans District 2, Director Dave Moore - Cycle 8 ATP Funding for City of Redding's Victor Avenue North Project.
6/17/26		Letter of Understanding from Caltrans District 2, Director Dave Moore - Cycle 8 ATP Funding for the City of Shasta Lake's Link Shasta Active Transportation Network Project.
6/12/26	icap-icrp@dot.ca.gov	Email of Submission – Fiscal Year 2026/27 Indirect Cost Allocation Plan (ICAP).

INCOMING CORRESPONDENCE

5/19/206	Davis Farr, Certified Public Accountant, Jennifer Farr	Letter of Engagement to audit the financial statements of SRTA for the year ending June 30, 2025.
5/28/26	LSC Transportation Consultants, Inc., Assistant Transportation Planner, Ari Keplinger	Letter of Request for review and input on the Siskiyou County Local Transportation Commission (SCLTC) 2026 update to the Siskiyou County Regional Transportation Plan (RTP).
5/29/26	California Department of Transportation, Office of Regional and Community Planning, Chief, Erin Thompson	Letter of Award Sustainable Transportation Planning Grant – Shasta NextGen Railroad Corridor Crossing Plan.
6/4/26	Caltrans Division of Mass Transportation, Office of Transit Grants and Contracts, Chief, Wendy King	Letter of Funding Confirmation for RABA – Federal Fiscal Year (FFY) FTA Section 5307, 5337, and 5339 Sub-allocation for Small Urbanized Areas.
6/9/26	Sustainable Transportation & Communities Divison California Air Resources Board, (CARB) Sustainable Communities Policy & Planning Section, Manager, Lezlie Kimura	Letter of Acceptance – SRTA 2022 Sustainable Communities Strategy (SCS).

6/9/26	FHWA California Division, Planning, Environment, and Right-of-Way, Director, Antonio D. Johnson	Letter of Approval – Fiscal Year 2026/2027 Overall Work Program.
6/12/26	Caltrans Internal Audits Office (CIAO), Audit Chief, Ben Shelton	Letter of Receipt for SRTA's Indirect Cost Rate Proposal (ICRP) for Fiscal Year 2026/27.
6/12/26	Sierra – Sacramento Valley EMS, Regional Executive Director, John Poland	Letter of Non-Renewal Office Lease Notification.

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Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters

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

May 8, 2026

Governor's Office of Land Use and Climate Innovation (LCI)
Attn: VMT Program
1400 10th Street

Sacramento, CA 95814

Subject: Public Comment – AB 130 Statewide VMT Mitigation Program Draft Guidance

Dear LCI Staff,

Thank you for the opportunity to review and comment on the draft AB 130 Statewide VMT Mitigation Program Guidance prepared by the California Office of Land Use and Climate Innovation (LCI). SRTA recognizes that the program is designed to provide a statewide, voluntary program that would allow developers to satisfy transportation-related mitigation requirements under the California Environmental Quality Act (CEQA). Further, we recognize that the program does so by funding affordable housing and related infrastructure projects through the State's Transit-Oriented Development Implementation Program (TDIP) managed by the Department of Housing and Community Development (HCD). On review, we have several concerns about how the program is structured, especially for rural regions, and provide the following comments.

1. **Regional Structure and Pricing**
   (Section 3.0 – Program Geography, pp. 14–19; Section 7.3 – Regional Pricing, pp. 19–20)

The guidance indicates that funds are tracked and prioritized within each region. However, mitigation credit pricing is proposed at a broader grouped-region or "super region" level for areas such as the North State. This creates a situation where mitigation credits in the Shasta Region may be priced based on conditions that do not reflect our region and true costs of development. It may weaken the connection between where impacts occur and where benefits are realized and may result in insufficient mitigation credits to bridge the average unit "funding gap" as proposed in the guidance.

We recommend LCI consider using region-specific pricing or clearly demonstrating that grouped regions share comparable cost and travel characteristics. This may be something that other North State partners are also running into, so it would be useful to compare how this plays out across regions.

2. **Data and Methodology**
   (Sections 5.0–7.0; Appendices D–F)

The overall framework is reasonable, but the inputs rely heavily on statewide housing and funding data, with some regions grouped due to limited data availability. This approach may not adequately reflect rural travel behavior or project feasibility.

We recommend clarifying what data were used for SRTA and the Shasta County region and consider allowing the use of regional models or locally calibrated data where available. Where regions already have models in place, it may make sense to allow those models to inform the assumptions rather than relying solely on statewide averages.

3. **Location-Efficient Areas (LEAs)**
   (Section 4.0 – Statutory Prioritization Criteria; Section 4.1 – Location-Efficient Areas; Table 3, pp. 20–24)

The current LEA definitions proposed rely significantly on transit access and infill characteristics that align with urban areas and do not reflect the reality of rural, or even small-urban regions. The Shasta Region has areas that are locally efficient, such as town centers and service hubs, but these areas may not meet "transit accessibility" and "transit accessibility & infill" criteria. The terms "major transit stop" and "high-quality transit corridor" are defined in PRC sections 21064.3 and 21155 and are also reflected in the Department of Housing and Community Development's Transit-Oriented Development Program 2026 Draft Guidelines. However, we take significant issue with using those terms as defined by HCD because:

- They are too heavily focused on existing urban definitions and therefore only apply to a limited number of areas within regions.
- The definitions would restrict the eligibility of using VMT mitigation funds in the North State Super Region and other rural and small-urban regions of California.
- The definitions used do not consider or provide alternative rural transit service definitions.

More work is needed to clearly articulate the differences of these terms for urban areas, small-urban areas, and rural areas. We recommend adding a rural pathway for LEA designation and the transit definitions that reflect local land use patterns and travel behavior. For example:

a) The proposed approach ignores the increase of on-demand style transit services which can increase access for residents. However, your LEA definitions are solely focused on fixed-route services. LCI should consider how on-demand transit services can also help meet the definition of transit accessibility.
b) Many rural and small-urban regions do not have services that meet the PRC sections 21064.3 and 21155 urban "major stop" or "high-quality transit corridor" definitions for frequency of service (i.e., headways) which are typically 15-minute or 30-minute headways. Often rural regions have origins and destinations spread over longer distances than normally found in urban regions due to terrain and other regional characteristics. LCI should work with rural regions to identify appropriate rural definitions that reflect reality of services today. For example, fixed-routes that provide 45-minute or 1-hour headways may be an appropriate rural definition for LEA Criteria #2 and #3; or rural transit that provides on-demand services with a maximum ride time of 45 minutes or less.
c) Table 3: Non-Location Efficient Areas – Criteria #1: Regional VMT per capita – SRTA recommends revising as follows for rural regions and smaller urban MPO regions: In a location that is ***equal to or below*** regional average for per-capita VMT.

We would encourage LCI to hold a meeting with North State Super Region transportation, transit, and land use planning partners to find out what qualifies as "efficient" in a rural context. This would provide a true mechanism for creating a program that might be beneficial to the North State regions in helping achieve state, regional, and local goals.

4. **Mitigation Credit Assumptions**
   (Sections 6.0–7.0; Section 7.4 – VMT Mitigation Credit Value; Appendices E–F, pp. 33–39)

The credit calculation approach relies on estimated VMT reduction, and a normalized gap funding assumption derived from statewide data. Development patterns, housing finance conditions, transit availability, and travel behavior in rural regions differ substantially from larger urban regions that dominate statewide datasets. As a result, applying normalized statewide assumptions may overestimate or underestimate both achievable VMT reductions and actual project funding needs within the Shasta Region.

We recommend providing justification for these assumptions and allowing flexibility for regional calibration. There may also be value in comparing how these assumptions land across similar rural regions to ensure they are being applied consistently.

5. **Appendix D: Daily VMT Reductions per Unit – By Proximity Area**
   (Appendix D – Daily VMT Reductions per Unit by Proximity Area)

We request that LCI publish the data on how LCI came to calculate the Daily VMT data in Appendix D, including all data sources used for the North State Super Region group. This should include not just the average data, but also the data for each individual region.

6. **Appendix E: Gap Funding Needed per Unit and F: VMT Mitigation Credit Value**
   (Appendix A – Table A1; Appendices E–F; Section 7.4 – VMT Mitigation Credit Value)

We appreciate LCI's attempt to determine the average gap funding needed per affordable housing unit and potential credit value for the NSSR regions. However, as your data suggests in Appendix A, Table A1, the Shasta Region has one of the highest average total development costs per unit. As such, SRTA is concerned that the proposed methodology being applied to the NSSR members will more greatly benefit the smaller regions, while not accounting for the true needs and costs of development in the Shasta Region. Also, because the Shasta Region is one of two MPO regions with greater requirements to address state greenhouse gas (GHG) reduction goals, LCI should consider enhanced coordination with MPO regions. Lastly, we request that the full data supporting Appendix F be made publicly available.

7. **LCI's application of PRC Section 21080.44(c) and its impact on Metropolitan Planning Organizations (MPO)**
   (Section 3.0 – Program Geography, pp. 14–20; PRC Section 21080.44(c)(1); Section 8.2 – Program Reporting)

SRTA recognizes that LCI is bound by certain restrictions included in Public Resources Code Section 21080 and appreciates LCI summarizing those in the document. However, SRTA is concerned in how any money collected in Shasta County toward the statewide VMT mitigation bank may be used toward projects outside of the region. Specifically, SRTA serves as the MPO for all of Shasta County and as such, there are additional MPO regional targets and responsibilities for reducing GHG emissions as required under SB 375, which, by proxy, use VMT as the basis for calculating GHG emission reductions. We are concerned that LCI and/or HCD would consider moving funds collected in Shasta County for the VMT mitigation bank to projects outside our region, which would erode efforts to address state-mandated targets. The draft guidance also does not establish a clear process for consultation or coordination with MPOs. Therefore, SRTA recommends that the AB 130 Statewide VMT Mitigation Program Guidance include the following updates:

a) **Add the following language in Section 3.0 – Program Geography:** If there are no eligible Mitigation Projects identified within an MPO region by state agencies, LCI and/or HCD shall first consult with the MPO for the region to identify if there are any potentially eligible projects or to confirm that there are no potentially eligible projects prior to consideration of using funds collected within the MPO region to another adjacent region. Additionally, LCI and/or HCD shall consult with the MPO on the projects potentially proposed for use of the funds collected in the region prior to allocating those funds.
b) **Add the following to Section 4.0 Statutory Prioritization Criteria:** LCI and/or HCD will consult with the appropriate MPO or RTPA on the selected projects to ensure consistency with the Regional Transportation Plan and Sustainable Communities Strategy. Additionally, for projects in an MPO region, the MPO is eligible to claim the GHG reductions from the selected project(s) as credit toward their SB 375 GHG reduction targets.
c) **Add the following to Section 8.2 Program Reporting:** LCI and/or HCD shall notify and provide quarterly or bi-yearly reports to MPOs and RTPAs on funds collected or expended within each region for the statewide VMT mitigation program and post those reports on a publicly available website.

In conclusion, SRTA appreciates the direction of the statewide VMT mitigation program in addressing AB 130 but recommends refinements to better reflect rural conditions, maintain local alignment, enhance and ensure ongoing communication and consultation with MPOs in order to align state and regional efforts in reducing GHG emissions under SB 375, and ensure equitable outcomes across regions. Coordination across the North State will be important to make sure these issues are addressed consistently.

Sincerely,

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

MK/acl

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Sean Tiedgen, AICP, Executive Director

June 9, 2026

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

Subject: Recommend Cycle 8 ATP Funding for the City of Shasta Lake's Link Shasta Active Transportation Network Project

Dear Ms. Taylor:

On behalf of the Shasta Regional Transportation Agency (SRTA), thank you for your careful consideration of the City of Shasta Lake's Link Shasta Active Transportation Network Project (Link Shasta) for funding under Cycle 8 of the Active Transportation Program (ATP). As the designated metropolitan planning organization (MPO) for the Shasta Region, we have worked closely with the city of Shasta Lake and community partners who have collaboratively developed a project that meets local needs, implements regional plans, and fits the priorities of the ATP program.

Link Shasta represents the city of Shasta Lake's fourth attempt at securing ATP funding. The city was unsuccessful in Cycle 4. Following some revisions, the city expanded the project and was unsuccessful in securing Cycle 5 funding but received a higher score. During Cycle 6, the city rethought their whole ATP strategy and, following additional public engagement events, the city chose to strive for funding a broad network of active transportation improvements in Cycle 7 and was only just shy of the funding threshold, due to the severely limited funding in that cycle. The city is committed to securing ATP funds for low-stress walking and biking facilities and is, therefore, resubmitting their active transportation network application for Cycle 8. Without the funds, each year many school children will brave intimidating, automobile-oriented streets, and they will not know the convenience, health benefits, independence, or the joy that a daily walking or cycling trip to school on safe, complete streets can bring.

To meet the needs of local residents and help achieve greenhouse gas emissions reduction targets, the Shasta Region is focusing its limited active transportation resources on projects that link residents to destinations within designated strategic growth areas and that provide connections to regional activity centers. SRTA has prioritized high-quality active transportation "trunk lines" that provide safe, comfortable, and intuitive travel for users of all ages and abilities. The multiple side paths and sidewalks, in this project, are examples of designs that characterize this growing regional network of low-stress, active transportation trunk lines. When combined with the non-infrastructure activities planned, this project represents a quantum leap forward in real transportation alternatives throughout this up-and-coming city. This project provides active transportation improvements within, and connecting to, the city's strategic growth area. If funded, this project will improve residents' low-stress active transportation access to the grocery store, dining, transit, schools, multi-family and senior housing, medical services, and the only pharmacy in town.

As part of the *City of Shasta Lake 2040 General Plan* and the *GoShasta Regional Active Transportation Plan,* the community has played an important role in identifying the obstacles to active transportation and the development of potential solutions. During recent local planning processes, residents and stakeholders alike confirmed that the proposed Link Shasta Active Transportation Network Project would effectively address their barriers and improve connections for walking and bicycling in the area.

Without ATP funding, local resources would allow for only the most basic and minimal improvements, not commensurate with the project's strategic function. This is the city's last chance for a project of this size and scope, because it is leveraging a significant grant award, the likes of which may not be seen for years, if not decades to come, for the community. As demonstrated by previous ATP grant awards, the CTC and the Shasta Region can provide truly transformative outcomes when resources are combined. Let's create positive change together!

Sincerely,

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

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Sean Tiedgen, AICP, Executive Director

June 9, 2026

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

Subject: Recommend Cycle 8 ATP Funding for the City of Redding's Victor Avenue North Project

Dear Ms. Taylor:

On behalf of the Shasta Regional Transportation Agency (SRTA), thank you for your careful consideration of the City of Redding's Victor Avenue North Project for funding under Cycle 8 of the Active Transportation Program (ATP). As the designated metropolitan planning organization (MPO) for the Shasta Region, we have worked closely with the city of Redding and community partners who have collectively developed a project that meets local needs, implements regional plans, and fits the priorities of the ATP program. SRTA has committed $1,847,900 in regional funding toward the project's construction costs.

Victor Avenue is one of the few north-south active transportation corridors in east Redding due to the lack of connectivity on adjacent neighborhood and collector roadways, and because Churn Creek runs parallel to Victor Avenue, the options for east-west travel are limited to just three east-west corridors over three miles – all of which rely on Victor Avenue for access. Land use along Victor Avenue is largely residential yet located in reasonable proximity to a variety of trip destinations along major intersecting arterials. Though Victor Avenue is a strategically important corridor for active transportation on Redding's east side, large portions of the corridor are characterized by the absence of safe bicycling and pedestrian infrastructure. Extensive improvements are needed to connect residential neighborhoods to nearby jobs, schools, shopping, parks, medical services, and community services. For all these reasons, Victor Avenue is identified in the GoShasta Regional Active Transportation Plan as a priority corridor in the region's expanding network of high-quality active transportation trunk lines.

Building upon Redding's Cycle 5 and Cycle 6 ATP grants for the Victor Avenue and Cypress Avenue Active Transportation (VCAT) Project and the Victor Improvement Project (VIP), the Victor Avenue North (VAN) Project introduces low-stress improvements at the north end of Victor Avenue, where it creates connections to key destinations for families in the same corridor, like the Winco grocery store and Walmart. The project includes new bike lanes, shared-use paths, sidewalk widening, ADA improvements, and traffic-calming roundabouts. Together, these coordinated improvements will provide a low-stress environment for users of all ages and abilities.

As part of the *Redding Active Transportation Plan, Downtown Redding Specific Plan,* and *GoShasta Regional Active Transportation Plan,* the community has played an important role in identifying the obstacles to active transportation and the development of potential solutions. During recent local planning processes, residents and stakeholders alike confirmed that the proposed Victor Avenue North Project would effectively address their barriers and improve connections for walking and bicycling in the area.

Without ATP funding, local resources would allow for only the most basic and minimal improvements, not commensurate with the corridor's strategic function. This project was only one point shy of funding in ATP Cycle 7, and the community feels the loss. As demonstrated by previous ATP grant awards, the CTC and the Shasta Region can provide truly transformative outcomes when resources are combined. Let's create positive change together!

Sincerely,

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

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Assembly
California Legislature

HEATHER HADWICK
ASSEMBLYMEMBER, FIRST DISTRICT

COMMITTEES
VICE CHAIR, EMERGENCY MANAGEMENT
AGRICULTURE
BUDGET
BUSINESS AND PROFESSIONS
INSURANCE

BUDGET SUBCOMMITTEE NO. 3 ON EDUCATION FINANCE

JOINT LEGISLATIVE COMMITTEE ON EMERGENCY MANAGEMENT

June 10, 2026

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

Subject: City of Redding Active Transportation Program Cycle 8 - Victor Avenue North Improvement Project

Dear Ms. Taylor:

As the Assemblymember serving the Redding area located in Assembly District 1, we write to share our full support of the City of Redding's application for the **Victor Avenue North Improvement Project (VAN)** under the **Active Transportation Program Cycle 8.**

This project would enhance pedestrian and bicycle safety, mobility, and accessibility, while also creating traffic operational improvements in a part of the city that has recently seen major new investments in affordable housing near one of Redding's busiest commercial corridors. It builds on a long-term strategy to improve the overall traffic safety of Victor Avenue; one that has borne life-saving fruit in recent years on what had previously been a relatively accident-prone corridor by strategically planning for and constructing multiple projects to create a safe corridor for all users. Additionally, the project provides first/last-mile connections to public transit.

The City has done extensive local outreach, in which residents, active transportation stakeholders, and community partners confirmed the vision for a shared-use path, enhanced street crossings, and traffic calming roundabouts to improve connections for walking and bicycling in the area. Better bike facilities and enhanced connections in the project area would encourage safe walking and cycling.

We respectfully urge you to support funding for this important initiative. The VAN project would deliver lasting safety and mobility benefits to the Redding community and serve as a model for similar efforts across the region.

Thank you for your careful consideration of this important community investment.

Sincerely,

Heather Hadwick

HEATHER HADWICK
Assemblymember 1ST District

California Department of Transportation

DISTRICT 2
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June 17, 2026

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

Dear Executive Director Taylor:

Caltrans, District 2, would like to share our understanding of a project being submitted to the 2027 Active Transportation Program (ATP), Cycle 8, by the City of Redding, known as the Victor Avenue North Improvement Project. This project will provide much-needed mobility options along a well-developed, city street and complete a larger active transportation network funded predominantly by previous ATP cycles. This project will connect to State Route 44 through continued Caltrans District 2 efforts focused on improving multimodal network connections using future SHOPP funding and expanding mobility options by connecting the City of Redding to the next town of Palo Cedro.

Caltrans District 2 plans to add bike and pedestrian infrastructure improvements along State Route 44, in a future project, which will directly connect to the city's proposed ATP Cycle 8 project. Together, these efforts fill cross-jurisdictional, critical gaps and connect people to places offering modal options with dedicated space for those walking, biking, rolling, and connecting to transit.

If awarded, we commit to continuing to work closely with the city as we develop projects to create a seamless multimodal network as well as partner on work within the Caltrans right of Way.

Sincerely,

Dave Moore,
Caltrans District 2, Director

cc: Michael Webb, City of Redding
Sean Tiedgen, Shasta Regional Transportation Agency
Nicole Fortner, Caltrans District 2 Local Assistance

California Department of Transportation

DISTRICT 2
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June 17, 2026

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

Dear Executive Director Taylor:

Caltrans District 2 would like to share our understanding of a project being submitted to the 2027 Active Transportation Program (ATP), Cycle 8, by the City of Shasta Lake (City) known as The Lake Link Active Transportation Loop, which will provide much-needed mobility options throughout the City.

To complement the City's efforts, Caltrans District 2 is planning to add bike and pedestrian infrastructure improvements along State Route 151 in a future project, which will directly connect to the City's proposed ATP Cycle 8 project. Together, these efforts fill cross-jurisdictional, critical gaps and connect people to places offering modal options with dedicated space for those walking, biking, rolling, and connecting to transit.

If awarded, we commit to continuing to work closely with the City as we develop projects to create a seamless multimodal network as well as partner on work within the Caltrans Right of Way.

Sincerely,

Dave Moore,
Caltrans, District 2 Director

cc: Will Bond, City of Shasta Lake
Sean Tiedgen, Shasta Regional Transportation Agency
Nicole Fortner, Caltrans District 2 Local Assistance

INDIRECT COST RATE APPLICATION SUBMISSION CERTIFICATION

PERSONAL INFORMATION NOTICE

Pursuant to the Federal Privacy Act (5 U.S.C, Section 552 et seq.) and the Information Practices Act of 1977 (IPA) (Civil Code Sections 1798 et seq.) declares that the right to privacy is a personal and fundamental right protected by the California and United States Constitutions. Please be advised that this form requests personal information. The term "personal information" means any information that is maintained by an agency that identifies or describes an individual, including, but not limited to, the individual's name, social security number, physical description, home address, home telephone number, education, financial matters, and medical or employment history. It includes statements made by, or attributed to, the individual. (Civil Code, § 1798.3, subdivision (a).)

Information Collection and Access: California law requires the following information to be provided when collecting information from individuals. (See, for example, Civil Code, § 1798.17.)

Agency Name and Division Within the Agency Requesting the Information:

California Department of Transportation, Division of Administration, Division of Risk and Strategic Management, Caltrans Internal Audits Office.

Title of Official Responsible for Information Maintenance:

Audit Manager
1120 N Street, MS 80
Sacramento, CA 95814
(279) 444-9647

Maintenance of the Information Authorized By:

Title 2 of the Code of Federal Regulations (CDFR) Part 200 Appendix VII D1 and E1

Consequences of Not Providing All or Any Part of the Requested Information:

Failure to supply any or all information may cause issuing false or inaccurate information to other California Department of Transportation employees

Principal Purpose(s) for Which the Information Will Be Used:

To ensure the information provided in the document represents the government entity.

Known Disclosures:

The information shall be disclosed to authorized California Department of Transportation employees and in accordance with the Public Request Act.

Right of Access to Records:

Individuals have the right to access information provided and may request a correction or deletion of records. Exceptions may include, but are not limited to, investigations and public transparency laws. Personal Information will only be disclosed as permitted by the Information Practices Act, Civil Code, §§ 1798–1798.83, or as otherwise required by law. To request access to, or to request correction or deletion of, information provided in this form you may contact the Official Responsible for Information Maintenance identified above.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

INDIRECT COST RATE APPLICATION SUBMISSION CERTIFICATION

DOT-AUD-0002 (REV 09/2025)

Local Government Agency (LGA): Shasta Regional Transportation Agency
Tax ID #: 90-0789415
Fiscal Year: 2026/27
The indirect cost rate plan contained herein is for use on grants, contracts and other agreements with the Federal Government and the California Department of Transportation (Department), subject to the provisions in Section II.

This rate (s) was prepared by: Jessica Carlson, (LGA staff).
The LGA accounting system has been in use since 2011. The accounting system is called: QuickBooks, created by Intuit.

Note: For entities with multiple rates, please include a worksheet for each rate as an attachment to this certification.

SECTION 1--General Provisions

A. Limitations:

The rate in this Submission Certification is subject to any statutory or administrative limitations and applies to a given grant, contract, or other agreement; only to the extent that funds are available. Submission Certification of the rate is subject to the following conditions:

1. Only costs incurred by the LGA were included in its indirect cost pool as finally accepted;such costs are legal obligations of the LGA and are allowable under the governing cost principles.
2. The same costs that have been treated as indirect costs are not claimed as direct costs.
3. Similar types of costs have been accorded consistent accounting treatment.
4. The information provided by the LGA, which was used to establish the rate(s), is not later found to be materially incomplete or inaccurate, by the Federal Government, or CIAO. In such situations, the rate(s) would be subject to renegotiation— at the discretion of the Federal Government, or CIAO.
5. Prior actual costs used in the calculation of the approved rate(s) are contained in the LGA's Single Audit, which were prepared in accordance with 2 CFR 200. If a Single Audit is not required to be performed, then audited financial statements should be used to support the prior actual costs.
6. The rate is based on actual costs incurred during the period.

B. Accounting Changes:

This Submission Certification is based on the accounting system purported by the LGA, to be in effect during the Submission Certification period. Changes to the method of accounting for costs which affect the amount of reimbursement or resulting from the use of this Submission Certification, require prior approval of the authorized representative of the cognizant agency. Such changes include—but are not limited to, changes in the charging of a particular type of cost, from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. Audit Adjustments:

Immaterial adjustments resulting from the audit of information contained in this plan, shall be compensated for in the subsequent indirect cost plans approved after the date of the audit adjustment. Material audit adjustments will require reimbursement from the LGA. For rates covering a future fiscal year, unallowable costs will be removed from the indirect cost pool and the rate will be appropriately adjusted.

D. Record Retention:

The proposal and all related documentation must be retained for audit in accordance with the record retention requirements of the State or Federal agreements for which the indirect rate will be billed; or for three years after the fiscal year for which the rate is calculated—whichever is longer.

E. Use by Other Federal Agencies:

Authority to accept this agreement by CIAO has been delegated by the Federal Highway Administration, California Division. The purpose of this acceptance is to permit the LGA to bill indirect costs to Title 23 funded projects, administered by the Federal Department of Transportation (DOT).

The Submission Certification will also be used by the Department in state-only funded projects.

F. Other:

If any Federal contract, grant, or other agreement is reimbursing indirect costs by a means other than the accepted rate(s) in this Agreement, the LGA should: (1) credit such costs to the affected programs, and (2) apply the accepted rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

INDIRECT COST RATE APPLICATION SUBMISSION CERTIFICATION

DOT-AUD-0002 (REV 09/2025)

SECTION 2--Calculation

This Submission Certification allows the LGA to select different certification process:

1. Cognizant Agency
2. De Minimis Rate
3. Fixed Rate with Carry Forward
4. Final Rate

A complete Submission Certification requires this document, and one of the attached documents below:

Cognizant Agency – This rate requires the LGA to apply the Cognizant Agency Rate from a federal cognizant agency.

Please list the federal cognizant agency:

Please list the rate: Applicable Fiscal Year:

Provide a copy of the cognizant agency certification (or a letterhead from the agency with the approved rate) in the application.

De Minimis Rate – This rate allows the LGA to apply 15% without providing supporting documentation.

Fixed Rate with Carry Forward – This rate requires the LGA to provide a budgeted cost and carry forward calculation to justify their rate based on supporting documentation.

Final Rate – This rate requires the LGA to provide an actual cost calculation to justify their rate based on supporting documentation.

The LGA has selected: Fixed Rate with Carry Forward

Please attach the calculation page and send your form by E-mail to: ICAP-ICRP@dot.ca.gov

SECTION 3--Certification of Indirect Goods

This is to certify that I, Sean Tiedgen , have reviewed the indirect cost rate proposal submitted herewith, and to the best of my knowledge and belief:

- •All costs included in the proposal to establish billing of an indirect cost rate(s) for fiscal year 07/01/26 to, 06/30/27 [MM/DD/YY] are allowable in accordance with the requirements of the Federal and State award(s) to which they apply, and Code of Federal Regulations (CFR), Part 200, "Cost Principles", Subpart E, and Appendices V & VII for State, Local, and Indian Tribal Governments.
- Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- All costs included in this proposal are properly allocable to Federal and State awards based on a beneficial or causal relationship between the expenses incurred, and the agreements to which they are allocated, in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently, and the Federal Government and CIAO will be notified of any accounting changes that would affect the fixed, final, or predetermined rate(s).
- I understand that during the predetermined (or extension) period, there will be no changes to the ICAP/ICRP calculation methodology used, no changes to our financial management system (i.e. change in processes, or in accounting software), and no substantial changes to our organizational structure and program(s).
- I understand that if a rate extension is granted, I may not request a rate review until the extension period ends; and that at the end of the extension period, I must re-apply to develop and negotiate a rate(s).
- I understand that the ICAP/ICRP package, along with all supporting documentation from which the proposed rates are developed, must be retained for audit in accordance with the record retention requirements of the State or Federal agreements; for which the indirect rate(s) will be billed, or for three years after the fiscal year, for which the rate(s) is calculated—whichever is longer.
- Additionally, I understand that in accordance with 2 CFR, Part 200, Appendix VII, refunds shall be made if proposals are later found to have included costs that are unallowable as specified by law or regulation—as identified in Subsection 200.420—to this part, or by the terms and conditions of Federal and State award, or are unallowable because they are clearly not allocable to Federal or State awards. These adjustments or refunds will be made regardless of the type of rate(s) negotiated (predetermined, final, fixed, or provisional). For rates covering a future fiscal year, (i.e. extended rates), the unallowable costs will be removed from the indirect cost pool(s) and the rate(s) appropriately adjusted for all fiscal years covered by the extension.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

INDIRECT COST RATE APPLICATION SUBMISSION CERTIFICATION

DOT-AUD-0002 (REV 09/2025)

I acknowledge, as a representative of Shasta Regional Transportation Agency that the proper use and application of the indirect rate contained in this indirect cost rate proposal is the responsibility of the Shasta Regional Transportation Agency and such use may be subject to audit by CIAO or Federal Highway Administration. Failure to cooperate with an audit may result in the withdrawal of CIAO acceptance, and require immediate reimbursement of previously reimbursed indirect costs.

I declare that the foregoing is true and correct.

Government Unit: Shasta Regional Transportation Agency

Document Prepared By:

Name of Official: Jessica Carlson

Title: Chief Fiscal Officer

Date of Preparation: 06/10/2026

E-mail: finance@srta.ca.gov

Reviewed, Approved, and Submitted By:

Name of Official: Sean Tiedgen

Title: Executive Director

Date of Preparation: 6/12/2026

E-mail: srta@srta.ca.gov

X

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
CALCULATION FOR FIXED RATE WITH CARRY FORWARD
DOT AUD-0003 (REV 08/2024)

PERSONAL INFORMATION NOTICE

Pursuant to the Federal Privacy Act (5 U.S.C, Section 552 et seq.) and the Information Practices Act of 1977 (IPA) (Civil Code Sections 1798 et seq.) declares that the right to privacy is a personal and fundamental right protected by the California and United States Constitutions. Please be advised that this form requests personal information. The term "personal information" means any information that is maintained by an agency that identifies or describes an individual, including, but not limited to, the individual's name, social security number, physical description, home address, home telephone number, education, financial matters, and medical or employment history. It includes statements made by, or attributed to, the individual. (Civil Code, § 1798.3, subdivision (a).)

Information Collection and Access: California law requires the following information to be provided when collecting information from individuals. (See, for example, Civil Code, § 1798.17.)

Agency Name and Division Within the Agency Requesting the Information:

California Department of Transportation, Division of Administration, Division of Risk and Strategic Management, Caltrans Internal Audits Office.

Title of Official Responsible for Information Maintenance:

Audit Manager
1120 N Street, MS 80
Sacramento, CA 95814
(279) 444-9647

Maintenance of the Information Authorized By:

Title 2 of the Code of Federal Regulations (CDFR) Part 200 Appendix VII D1 and E1

Consequences of Not Providing All or Any Part of the Requested Information:

Failure to supply any or all information may cause issuing false or inaccurate information to other California Department of Transportation employees

Principal Purpose(s) for Which the Information Will Be Used:

To ensure the information provided in the document represents the government entity.

Known Disclosures:

The information shall be disclosed to authorized California Department of Transportation employees and in accordance with the Public Request Act.

Right of Access to Records:

Individuals have the right to access information provided and may request a correction or deletion of records. Exceptions may include, but are not limited to, investigations and public transparency laws. Personal Information will only be disclosed as permitted by the Information Practices Act, Civil Code, §§ 1798–1798.83, or as otherwise required by law. To request access to, or to request correction or deletion of, information provided in this form you may contact the Official Responsible for Information Maintenance identified above.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

CALCULATION FOR FIXED RATE WITH CARRY FORWARD

DOT AUD-0003 (REV 08/2024)

This calculation sheet requires listing for **ONE single department**. If there is more than one department, please complete an additional Calculation Sheet, and list the additional department(s) below. (All Local Government Agency divisions, departments or segments must have an approved indirect cost rate prior to billing for and being reimbursed the costs.)

Please list the actual department name: Shasta Regional Transportation Agency

Indirect Cost Categories: Various

Populate the fields below. The gray areas are calculation fields; do not populate.

(Note, only Direct Salary & Wages are calculated in the Direct field column.)

	Cost Category	Description	Applicable Group	Direct (Salary-Wage)	Indirect Cost	Unallowable Cost
1	Building - Depreciation	Capital Asset Depreciation	All Staff		$91,751	
2	Building - Interest	Capital Asset Interest Exp	All Staff		$8,698	
3	Building - Insurance	Property Insurance	All Staff		$24,388	
4	Building - Repairs	Property Repairs	All Staff		$8,678	
5	Building - Janitorial	Janitorial Services	All Staff		$8,652	
6	Building - Elevator	Elevator Maintenance	All Staff		$2,015	
7	Building - Landscape	Landscape Maintenance	All Staff		$1,953	
8	Building - Taxes	Property Taxes	All Staff		$137	
9	Building - Security	Security and Patrol	All Staff		$11,498	
10	Building - Utilities	Electric, Water, Gas, Garb	All Staff		$11,053	
11	Advertising	Advertising	All Staff		$0	
12	Bank Charges	Bank Fees	All Staff		$710	
13	Communication	Phones, Internet	All Staff		$7,169	
14	Computer Support	IT Support	All Staff		$20,473	
15	Copier Usage	Copier Usage	All Staff		$3,279	
16	Conferences	Hosted and Attended Conf	All Staff		$5,948	
17	Equipment - Depreciati	Depreciation of Equipment	All Staff		$10,363	
18	Drug Testing	Drug Testing for Staff	All Staff		$80	
19	Dues and Subscription	Monthly and Annual	All Staff		$9,810	
20	Education and Training	Attendance and Materials	All Staff		$895	
21	Insurance	Liability, Crime, and Admin	All Staff		$13,312	
22	Licenses	Software Licenses	All Staff		$24,094	
23	Management Expense	Misc. Expense Reim	All Staff		$1,200	
24	Meetings	SRTA Board meetings	All Staff		$71	
25	Memberships	Non-Lobbying Dues	All Staff		$0	
26	Postage	Required Mailings	All Staff		$97	
27	Printing	Printed Materials	All Staff		$0	
28	Prof Serv - Auditing	Fiscal & Performance	All Staff		$48,709	
29	Prof Serv - Legal	Legal Costs	All Staff		$15,281	
30	Prof Serv - H R	HR Costs, not Payroll	All Staff		$2,726	
31	Prof Serv - FSA Admin	Admin costs for FSAs	All Staff		$1,725	
32	Prof Serv - Actuary	Actuarial Services	All Staff		$4,635	

33	Prof Serv - HR Payroll	Payroll Administration	All Staff		$14,799	
34	Prof Serv - Public Notic	Required Public Notices	All Staff		$185	
35	Recruiting	New Staff Recruitment	All Staff		$2,500	
36	Repairs - Not Building	Repairs/Maintenance	All Staff		$0	
37	Software	Software Expense	All Staff		$6,355	
38	Supplies - Other	Not Small Equip, Office	All Staff		$4,038	
39	Supplies - Small Equip	Equip not Capital Asset	All Staff		$10,525	
40	Taxes - Filing Services	1099 Annual Filing	All Staff		$41	
41	Travel	Reimbursements	All Staff		$18,000	
42	Paid Time Off (PTO)	PTO, not Vacation	All Staff		$152,513	
43	Salaries	Wages, Vacation	All Staff	$970,222	$645,755	
44	Fringe Benefits	See below for list, no rate	All Staff		$237,932	
			Totals:	D $970,222	A $1,432,043	

Fringe Benefits (Optional) - Complete the fields below:

	Fringe Benefit Category	Description	Applicable Group	Indirect Cost	Unallowable Cost
1	Medicare		All Staff		
2	SUTA	State Unemployment Insura	All Staff		
3	Social Security Offset	ER Contrib. 6.2% of Salary	All Staff		
4	Medical	Insurance Premiums	All Staff		
5	Dental	Insurance Premiums	All Staff		
6	OPEB	Other Post Employment Ben	All Staff		
7	PEMHCA	Retiree Medical Minimum	All Staff		
8	457 Match	Up to 3% of Staff Salary	All Staff		
9	Worker's Comp	$0.39/$100 payroll for 2024	All Staff		
10	Vision	Insurance Premiums	All Staff		
11	Life Insurance	Staff Age Dependent	All Staff		
12	Long Term Disability	Staff Age Dependent	All Staff		
13	Teledoc	HealthiestYou Staff Benefit	All Staff		
14	PERS Employer Contributi	Classic 13.3%/PEPRA 8.0%	All Staff		
		Do Not Complete the Gray Area. Indirect Cost Totals:		F	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

CALCULATION FOR FIXED RATE WITH CARRY FORWARD

DOT AUD-0003 (REV 08/2024)

Carry Forward for Indirect Cost Rate

Please complete the fields below: Do not complete the gray area.

Base Year: 2024/25 (Identify the Budgeted Fiscal Year [typically 2 years ago])

[a] Beginning Carryforward from Base Year: $1,472,141

[b] Actual Indirect Cost from Base Year: $350,000

[c] Adjusted Indirect Cost from Base Year: $1,822,141 [a] + [b] = [c]

[d] Actual Direct Salaries and Wages from Base Year: $584,189

[e] Approved Indirect Cost Rate from Base Year: $2.24

[f] Recovered Indirect Cost from Base Year: $1,306,889.21 [d] * [e] = [f]

[g] Calculated Adjusted Indirect Cost from Base Year: B $515,251.79 [c] - [f] = [g]

The Calculated Indirect Cost Rate.

Do not complete the gray area. [Calculation formula: A + B = C ; C / D = E]

Budgeted/Estimated Indirect Costs: A $1,432,043.00

Carry Forward from FY: B $515,251.79

Budgeted Indirect Costs: C $1,947,294.79

Budgeted Direct Salaries & Wages: D $970,222.00

Calculated Indirect Cost Rate: E 200.7061052%

The Calculated Fringe Benefit Rate.

Do not complete the gray area. [Calculation formula: F + B = G ; G / D = E]

Budgeted/Estimated Indirect Costs: F

Carry Forward from FY: B $515,251.79

Budgeted Fringe Benefit Indirect Costs: G $515,251.79

Budgeted Direct Salaries & Wages: D $970,222.00

Calculated Fringe Benefit Cost Rate (x 100): E 53.107%

I agree that by providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

I declare that the foregoing is true and correct.

Government Unit: Shasta Regional Transportation Agency

Title: Executive Director

Name of Official: Sean Tiedgen

Email: srta@srta.ca.gov

Signature*:

Date: 6/12/2026

*(Must be executive, financial officer, or equivalent of agency)

MAKE SURE ALL FIELDS ARE POPULATED BEFORE SIGNING.

Please attach the CIAO Submission Review Application, along with the completed Calculation Sheet(s) and email to:

ICAP-ICRP@dot.ca.gov

ATTACHMENT A
ICAP/ICRP SUBMISSION PACKAGE

ICAP Certification Letter, G: Calculation of Rate:

FY 26/27 Budgeted Indirect Costs	A	P-2	$ 1,432,042	**<See indirect cost calculation detail page 2>**
Carry Forward From prior period (24/25)	B	P-2	$ 515,252	**2024/25**
Budgeted Indirect Costs for FY 2026/27	C	P-2	$ 1,947,295	
FY 2026/27 Budgeted Direct Salaries and Wages plus Fringe Benefits	D	P-2	$ 970,222	**<See indirect cost calculation detail page 2>**
FY 2026/27 Indirect Cost Rate		P-2, P-2-1	**200.71%**	E

Estimated Costs Detailed for 24/25 IDC Calculation

Item	Ref	Federal	State	TDA	SB1	Other	Unallowed	Reference	Allowable Indirect Expense	Total Expense
Salaries		$276,515	$29,111	$52,792	$16,414	$232	$0	X	$645,755	$ 1,020,819
PTO		$25,805	$2,717	$4,927	$1,532	$22	$0	Y	$152,513	$ 187,514
Fringe Benefits P-5		$128,372	$13,515	$24,509	$7,620	$108	$0	W	$237,932	$ 412,056
Total Salaries/Fringe Benefits/PTO	P-5	$430,692	$45,343	$82,227	$25,565	$362	$0	P-3	$ 1,036,201	$ 1,620,389
		B	B	B	B	B				P-3
Supplies	P-4	$8,238	$22,125	$835,870	$0	$81				$ 866,314
Consultant Services	P-4	$687,802	$196,097	$173,612	$561	$153				$ 1,058,225
								W = (X+Y)*(Q/R)		
Indirect Costs										
Building Occupancy:										
Depreciation (No SBITAs)									$ 91,750.77	$ 91,750.77
Interest (INCLUDES SBITAS)									$ 8,698.33	$ 8,698.33
Insurance									$ 24,387.98	$ 24,387.98
Repairs - Building									$ 8,678.01	$ 8,678.01
Janitorial									$ 8,652.00	$ 8,652.00
Elevator									$ 2,014.68	$ 2,014.68
Landscape									$ 1,953.24	$ 1,953.24
Taxes									$ 136.76	$ 136.76
Security									$ 11,497.52	$ 11,497.52
Utilities									$ 11,052.72	$ 11,052.72
Advertising									$ -	$ -
Bank Charges									$ 709.67	$ 709.67
Communication: Not Elevator									$ 7,168.92	$ 7,168.92
Computer Support									$ 20,473.41	$ 20,473.41
Copier Usage									$ 3,279.27	$ 3,279.27
Conferences									$ 5,948.25	$ 5,948.25
Depreciation: Equipment+SBITAS									$ 10,362.99	$ 10,362.99
Drug Testing									$ 80.00	$ 80.00
Dues and Subscriptions							$ -		$ 9,810.07	$ 9,810.07
Education and Training									$ 895.02	$ 895.02
Insurance: Liability and Admin Fees									$ 13,311.56	$ 13,311.56
Licenses									$ 24,094.24	$ 24,094.24
Management Miscellaneous Expenses									$ 1,200.00	$ 1,200.00
Meetings									$ 71.07	$ 71.07
Memberships							$ -		$ -	$ -
Postage									$ 97.44	$ 97.44
Printing									$ -	$ -
Professional Services: Auditing									$ 48,708.75	$ 48,708.75
Professional Services: Legal									$ 15,280.95	$ 15,280.95
Professional Services: Human Resources - Not Payroll									$ 2,725.84	$ 2,725.84
Professional Services: FSA Administration									$ 1,725.25	$ 1,725.25
Professional Services: Actuary									$ 4,635.00	$ 4,635.00
Professional Services: Human Resources-Payroll									$ 14,798.67	$ 14,798.67
Professional Services: Public Notice									$ 185.40	$ 185.40
Recruiting									$ 2,500.00	$ 2,500.00
Repairs and Maintenance: Not Building									$ -	$ -
Software									$ 6,354.51	$ 6,354.51
Supplies: Not Small Equipment									$ 4,037.60	$ 4,037.60
Supplies: Small Equipment									$ 10,524.54	$ 10,524.54
Taxes: Filing Services									$ 41.20	$ 41.20
Travel									$ 18,000.00	$ 18,000.00
Subtotals Indirect Costs									$ 395,842	$ 395,842
2026/27 Budgeted Indirect Costs								W/E 700.99 in OWP	$ 1,432,042 P-2-1 A	
Carry Forward From prior period (23/24)									$ 515,252	$ 515,252
TOTAL COSTS		1,126,731.31	263,565.00	1,091,709.49	26,126.64	595.08	$0	C	1,947,295	$ 4,456,022
Less Unallowed Costs										$ -
									Costs Per OWP	$ 4,456,022

Calculation of Indirect Cost Rate		Reference	Amount	
Budgeted 25/26 Indirect Costs	A	A	$ 1,432,042	P-1
Carry Forward From prior period (23/24)	B	P-2-2	$ 515,252	P-1
Direct Salaries and Wages Budget	D	B, P-4	$ 970,222	P-1
Calculated ICAP Rate			200.71%	P-1

Page P-2

24/25 Indirect Cost Carryforward Calculation for 26/27 (unaudited)

		Actual 24/25		Estimated 26/27	
RECOVERIES		2024/25			
Approved FY 24/25 ICAP Rate		223.71%			
Base Year of FY 24/25 ICAP Submissior		2023/24			
Beginning Carryforward -*Approved 24/25 ICAP "Ending Carryforward" CF P-2-1 tab C24*		1,472,141		515,252	B
Actual Indirect Costs 24/25- Reduced per Sean to have under 200% rate		350,000	P-2	1,432,042	A
	P-2-2	1,822,141		1,947,295	C
Actual Direct Salaries and Fringe Benefits 24/25	P-2-2	584,189	P-2	970,222	D
		223.71%			
Allowable Indirect Costs from approved 24/25 rate		1,306,889			
				200.71% 26/27 Calculated Rate	
Carryforward Subtotal		515,252		P-1	
Ending Carryforward		515,252 B		Reduced carryforward in 26/27 to have under 200% rate *SEE NEXT TAB*	

Page P-2-1

24/25 Actual Costs (Unaudited) Detailed for 26/27 Carryforward Calculation

Updated 01/20/2026

	Reference	A Direct Expense	Reference	B Indirect Expense	Reference	Unallowable Expenses	Reference A+B	Totals
Salaries		447,240		430,839				878,079
PTO		0		87,424				87,424
Fringe Benefits		136,949		243,248				380,196
Total Salaries + Fringe Benefits		584,189		761,511				1,345,700
Building Occupancy:								
Depreciation				128,732				128,732
Interest (Building+SBITAS)		6,475		8,445				14,920
Insurance - Property				24,717				24,717
Repairs - Building		954		7,471				8,425
Janitorial		1,222		7,751				8,973
Elevator (includes Maintenance and Phone)		296		2,135				2,431
Landscape		2,004		1,896				3,900
Taxes-Property				133				133
Security		2,231		10,731				12,962
Utilities		3,147		0				3,147
Advertising		747		0				747
Bank Charges		1,908		689				2,598
Communication: Not Elevator		3,110		6,960				10,070
Computer Support		1,742		40,261				42,003
Consultants		996,870		0				996,870
Copier Usage				15,813				15,813
Conferences		0		3,575				3,575
Depreciation: Equipment+Leasehold+SBITAS				23,211				23,211
Drug Testing				120				120
Dues and Subscriptions		4,771		16,738				21,509
Education and Training		0		1,203				1,203
Employee Incentives				102				
Insurance: Liability and Admin Fees				12,924				12,924
Licenses		23,392		0				23,392
Management Miscellaneous Expense				349				349
Meetings		46		23				69
Memberships		244		1,736				1,980
Postage		0		95				95
Printing		0		0				0
Professional Services: Accounting		0		0				0
Professional Services: Auditing		27,592		9,260				36,852
Professional Services: Legal		9,735		5,101				14,836
Professional Services: Human Resources - Not Payroll		24		2,646				2,670
Professional Services: FSA Administration				1,675				1,675
Professional Services: Actuary				1,950				1,950
Professional Services: Human Resources-Payroll		12,616		14,368				26,983
Property Management Expense		0		0				0
Public Notice		587		0				587
Recruiting				0				0
Rentals: Facilities		376		0				376
Rentals: Equipment Audio-Visual Equipment		0		0				0
Repairs and Maintenance: Equipment				0				0
Software		22,125		7,398				29,523
Supplies: Not Small Equipment		103		9,785				9,889
Supplies: Small Equipment		0		4,703				4,703
Taxes: Filing Services				15				15
Travel		351		10,194				10,545
TOTAL		1,706,856		1,144,419		0		2,851,172

350,000 Carryforward from prior year, Sean approved

RTPA Staff Applied Rates FY 2026/27														
Employee	updated 4/1/2026						Sean Tiedgen		Jessica Carlson		Amy Lindsey		Jenn Pollom	
Position							Executive Director		CFO		Ex. Assistant.		Senior Planner	
Applied Rate					200.71%	P-6	155.17		109.16		71.15		100.98	
Work Element	Description	Total Hours		Total Labor	Indirect	Total w/IDC	Hours	Total	Hours	Total	Hours	Total	Hours	Total
701.01	Regional Trans. Plan	3,267		269,105	540,109	809,214	198	30,723	4	437	11.5	818	492	49,684
701.03	Performance Measures	89		6,173	12,390	18,564	0	0	0	0	0	0	0	0
701.09	Air Quality	2		120	242	362	0	0	0	0	0	0	0	0
701.11	Regional Data Collection & Reporting	406		29,115	58,436	87,551	7	1,086	0	0	0	0	20	2,020
~~701.17~~	~~SB1 23/24 Formula: Regional Transit Planning~~	0		0	0	0	0	0	0	0	0	0	0	0
701.18	SB1 24/25 and 25/26 Formula: Regional Freight Plan	486		43,284	86,874	130,158	16	2,483	0	0	0	0	0	0
701.19	SB1 26/27 Formula: TBD	320		27,207	54,607	81,814	40	6,207	0	0	0	0	0	0
702.01	Programming of TIPS	1,062		101,016	202,746	303,762	140	21,724	1	109	2	142	273	27,568
702.02	Overall Work Program	664		61,390	123,214	184,605	34.5	5,353	155.5	16,974	7	498	86	8,685
702.03	Grant Writing and Tech Assistance	28		3,805	7,637	11,443	20	3,103	0	0	0	0	0	0
703.01	Manage Bike & Ped Facilities	450		37,437	75,137	112,574	6	931	0.5	55	0.5	36	24	2,424
703.01 (CS)	Complete Streets (2.5%)	0		0	0	0	0	0	0	0	0	0	0	0
703.08	GoShasta Plan Update	559		37,956	76,180	114,135	0	0	0	0	0	0	0	0
704.01	Public Info and Participation	890		65,547	131,557	197,104	6.5	1,009	6	655	161.5	11,490	14	1,414
705.02	GIS Applications	196		17,039	34,198	51,236	0	0	0	0	0	0	114	11,512
705.05	Regional Travel Demand Model	418		28,751	57,706	86,457	2	310	0	0	0	0	6	606
705.06	Shasta Regional Planning Dashboard Extend 12/2026	181		12,541	25,171	37,713	2	310	0	0	0	0	2	202
706.02	Transit Planning	972		87,591	175,800	263,390	43	6,672	2.5	273	13.5	960	416	42,009
							0		0		0		0	
707.01	Corridor Studies & Dev. Review	63		7,925	15,906	23,830	36.5	5,664	0	0	0	0	0	0
707.03	Alternative Fuels Vehicle Planning	26		2,789	5,598	8,388	4	621	0	0	0	0	18	1,818
707.04	Freight and Goods Movement	136		11,295	22,670	33,965	8	1,241	0.5	55	0	0	3	303
707.11	Pit River Tribe SRTP	0		0	0	0	0	0	0	0	0	0	0	0
707.12	Regional Early Action Planning (REAP) 2.0	110		9,239	18,543	27,783	8	1,241	2	218	0	0	0	0
707.13	Regional Rail Plan (SB1 Competitive)	440		37,643	75,553	113,196	40	6,207	0	0	0	0	100	10,098
708.03	Administration of TDA	182		19,963	40,068	60,031	9.5	1,474	137	14,955	0	0	35	3,534
~~708.04~~	~~CTSA, RABA Administration~~	0		0	0	0	0	0	0	0	0	0	0	0
708.99	LTF Miscellaneous	0		0	0	0	0	0	0	0	0	0	0	0
801.01	Superregion	28		1,685	3,382	5,067	0	0	0	0	0	0	0	0
801.02	SB 125 TIRCP/ZETCP Admin	582		51,604	103,572	155,176	8	1,241	0	0	0	0	250	25,246
700.98	Indirect PTO (Holiday, Sick, Adm. Leave)	1,720	Y	152,513	0	152,513	240	37,240	160	17,465	160	11,383	160	16,157
700.99	Indirect	7,404	X	645,755	0	645,755	1,211	187,908	1,611	175,855	1724	122,655	67	6,786
		20,279		1,744,735	1,947,295	3,715,785	2,080	322,749	2,080	227,051	2,080	147,983	2,080	210,066
				P-2	P-2									
	Indirect Labor/PTO			798,268										
				P-2										
	Direct Labor			970,222	D									

Work Element	Keith Williams		Michael Kuker		Moein Khaloei		Laurent		Vacant		Kelli Irving	
Position	Senior Planner		Senior Planner		Associate		Assistant		Assistant "C"		Clerk I	
Applied Rate	87.22		77.79		67.79		60.18		87.73		43.60	
Work Element	Hours	Total	Hours	Total	Hours	Total	Hours	Total	Hours	Total	Hours	Total
701.01	93	8,112	1360	105,800	402	27,253	524	31,533	150	13,160	20	872
701.03	0	0	4	311	80	5,424	0	0	5	439	0	0
701.09	0	0	0	0	0	0	2	120	0	0	0	0
701.11	8	698	6	467	360	24,406	0	0	5	439	0	0
~~701.17~~	0	0	0	0	0	0	0	0	0	0	0	0
701.18	460	40,123	0	0	10	678	0	0	0	0	0	0
701.19	80	6,978	80	6,224	80	5,424	0	0	0	0	0	0
702.01	360	31,401	6	467	11	746	153	9,207	100	8,773	4.5	196
702.02	63	5,495	145	11,280	10	678	47	2,828	100	8,773	9.4	410
702.03	0	0	0	0	0	0	0	0	8	702	0	0
703.01	220	19,189	7	545	5	339	62	3,731	100	8,773	3.16	138
703.01 (CS)	0	0	0	0	0	0	0	0	0	0	0	0
703.08	127	11,078	0	0	0	0	400	24,071	32	2,807	0	0
704.01	80	6,978	21	1,634	1	68	280	16,850	228	20,003	1	44
705.02	0	0	0	0	81.52	5,527	0	0	0	0	0	0
705.05	1	87	2	156	407	27,592	0	0	0	0	0	0
705.06	1	87	1	78	175	11,864	0	0	0	0	0	0
706.02	40	3,489	12	934	6.5	441	60.5	3,641	240	21,056	5	218
	0		0		0		0		0		0	
707.01	0	0	2	156	0	0	0	0	24	2,106	0	0
707.03	0	0	0	0	0	0	0	0	4	351	0	0
707.04	60	5,233	1	78	58.74	3,982	0.5	30	4	351	0.5	22
707.11	0	0	0	0	0	0	0	0	0	0	0	0
707.12	0	0	100	7,779	0	0	0	0	0	0	0	0
707.13	0	0	100	7,779	200	13,559	0	0	0	0	0	0
708.03	0	0	0	0	0	0	0	0	0	0	0	0
~~708.04~~	0	0	0	0	0	0	0	0	0	0	0	0
708.99	0	0	0	0	0	0	0	0	0	0	0	0
801.01	0	0	0	0	0	0	28	1,685	0	0	0	0
801.02	4	349	0	0	0	0	120	7,221	200	17,546	0	0
700.98	160	13,956	160	12,447	160	10,847	160	9,628	160	14,037	160	6,975
700.99	323	28,174	73	5,653	32	2,169	243	14,609	200	17,546	1,876	81,787
	2,080	181,428	2,080	161,786	2,080	140,996	2,080	125,154	1,560	136,862	2,080	90,662

Labor Summary P-3

Last Update 02/05/26

SRTA
Actual Expenditures by Source 24/25

Update WEs using the OWP's from FY reporting

Supplies (Every charge not included in Personnel or Consultants/HR)		Federal	State	TDA	SR/Other	SB1	In-Kind	Total
701.01	Regional Trans. Plan	-	-	-	-	-	-	-
701.03	Performance Measures	-	-	-	-	-	-	-
701.09	Air Quality	-	-	-	-	-	-	-
701.11	Regional Data Collection & Reporting	-	-	-	-	-	-	-
701.16	SB1 22/23 Formula	-	-	-	-	-	-	-
701.17	SB1 23/24 Formula	-	-	-	-	-	-	-
701.18	SB1 24/25 and 25/26 Formula (TBD)	-	-	-	-	-	-	-
701.19	SB1 26/27 Formula (TBD)	-	-	-	-	-	-	-
702.01	Programming of TIPS	-	-	-	-	-	-	-
702.02	Overall Work Program	-	-	-	-	-	-	-
702.03	Grant Writing and Tech Assistance	-	-	-	-	-	-	-
703.01	Active Transportation Planning	-	22,125	-	-	-	-	22,125
704.01	Public Info and Participation	-	-	-	-	-	-	-
705.02	GIS Applications	-	-	3,425	-	-	-	3,425
705.05	Regional Travel Demand Model	6,589	-	13,378	-	-	-	19,967
705.06	Shasta Regional Planning Dashboard	-	-	-	-	-	-	-
706.02	Public Transportation Planning & Coordination	1,026	-	560	-	-	-	1,586
707.01	Corridor Studies & Dev. Review	-	-	-	-	-	-	-
707.03	Alternative Fuels Vehicle Planning	-	-	-	-	-	-	-
707.04	Freight and Goods Movement	-	-	-	-	-	-	-
707.09A	SR 273 Comprehensive Corridor Plan-SRTA	622	-	-	-	-	-	622
707.09B	SR 273 Comprehensive Corridor Plan-Caltrans	-	-	-	-	-	-	-
707.10	North State Rail Connections	-	-	-	-	-	-	-
707.11	Pit River Tribe SRTP	-	-	-	-	-	-	-
707.12	REAP 2.0	-	-	-	-	-	-	-
708.03	Administration of TDA	-	-	216	-	-	-	216
708.04	CTSA, RABA Administration	-	-	220	-	-	-	220
708.99	LTF Miscellaneous Expense	-	-	751,519	-	-	-	751,519
801.01	Superregion	-	-	-	81	-	-	81
801.02	SB 125 TIRCP/ZETCP Administration	-	-	66,552	-	-	-	66,552
		8,238	22,125	835,870	81	-	-	866,314
		P-2	P-2	P-2	P-2	P-3	P-2	

Consultants (Includes HR-Teamwork)

		Federal	State	TDA	SR/Other	SB1	In-Kind	Total
701.01	Regional Trans. Plan	1,833	-	612	-	-	-	2,445
701.03	Performance Measures	19	-	-	-	-	-	19
701.09	Air Quality	15	-	5	-	-	-	20
701.11	Regional Data Collection & Reporting	354	-	63	-	-	-	417
701.16	SB1 22/23 Formula	-	-	-	-	-	-	-
701.17	SB1 23/24 Formula	-	-	-	-	521	-	521
701.18	SB1 24/25 and 25/26 Formula (TBD)	-	-	-	-	40	-	40
701.19	SB1 26/27 Formula (TBD)	-	-	-	-	-	-	-
702.01	Programming of TIPS	2,105	-	-	-	-	-	2,105
702.02	Overall Work Program	1,028	-	-	-	-	-	1,028
702.03	Grant Writing and Tech Assistance	-	-	50	-	-	-	50
703.01	Active Transportation Planning	747	14,684	123,400	-	-	-	138,831
704.01	Public Info and Participation	6,863	-	-	-	-	-	6,863
705.02	GIS Applications	-	-	147	-	-	-	147
705.05	Regional Travel Demand Model	337	-	-	-	-	-	337
705.06	Shasta Regional Planning Dashboard	81,680	-	20	-	-	-	81,700
706.02	Public Transportation Planning & Coordination	7,035	-	-	-	-	-	7,035
707.01	Corridor Studies & Dev. Review	137	-	-	-	-	-	137
707.03	Alternative Fuels Vehicle Planning	112	-	-	-	-	-	112
707.04	Freight and Goods Movement	-	-	174	-	-	-	174
707.09A	SR 273 Comprehensive Corridor Plan-SRTA	245,203	137,905	-	-	-	-	383,108
707.09B	SR 273 Comprehensive Corridor Plan-Caltrans	61,208	-	-	-	-	-	61,208
707.10	North State Rail Connections	169,674	-	21,067	-	-	-	190,741
707.11	Pit River Tribe SRTP	-	43,147	-	-	-	-	43,147
707.12	REAP 2.0	109,454	-	-	-	-	-	109,454
708.03	Administration of TDA	-	-	27,979	-	-	-	27,979
708.04	CTSA, RABA Administration	-	-	96	-	-	-	96
708.99	LTF Miscellaneous Expense	-	-	-	-	-	-	-
801.01	Superregion	-	-	-	153	-	-	153
801.02	SB 125 TIRCP/ZETCP Administration	-	362	-	-	-	-	362
		687,802	196,097	173,612	153	561	-	1,058,225
		P-2	P-2	P-2	P-2	P-3	P-2	

Personnel

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		Federal	State	TDA	SR/Other	SB1	In-Kind	Total
701.01	Regional Trans. Plan	86,489	-	28,186	-	-	-	114,675
701.03	Performance Measures	899	-	-	-	-	-	899
701.09	Air Quality	728	-	205	-	-	-	934
701.11	Regional Data Collection & Reporting	9,946	-	2,592	-	-	-	12,538
701.16	SB1 22/23 Formula	-	-	-	-	-	-	-
701.17	SB1 23/24 Formula	-	-	-	-	23,761	-	23,761
701.18	SB1 24/25 and 25/26 Formula (TBD)	-	-	-	-	1,804	-	1,804
701.19	SB1 26/27 Formula (TBD)	-	-	-	-	-	-	-
702.01	Programming of TIPS	77,291	-	-	-	-	-	77,291
702.02	Overall Work Program	46,163	-	-	-	-	-	46,163
702.03	Grant Writing and Tech Assistance	-	-	2,308	-	-	-	2,308
703.01	Active Transportation Planning	31,868	4,626	3,230	-	-	-	39,723
704.01	Public Info and Participation	32,229	-	-	-	-	-	32,229
705.02	GIS Applications	-	-	7,212	-	-	-	7,212
705.05	Regional Travel Demand Model	16,927	-	-	-	-	-	16,927
705.06	Shasta Regional Planning Dashboard	15,343	-	950	-	-	-	16,293
706.02	Public Transportation Planning & Coordination	60,048	-	-	-	-	-	60,048
707.01	Corridor Studies & Dev. Review	-	-	6,541	-	-	-	6,541
707.03	Alternative Fuels Vehicle Planning	5,096	-	-	-	-	-	5,096
707.04	Freight and Goods Movement	-	-	7,501	-	-	-	7,501
707.09A	SR 273 Comprehensive Corridor Plan-SRTA	11,649	23,628	-	-	-	-	35,278
707.09B	SR 273 Comprehensive Corridor Plan-Caltrans	-	-	-	-	-	-	-
707.10	North State Rail Connections	33,171	-	-	-	-	-	33,171
707.11	Pit River Tribe SRTP	-	-	-	-	-	-	-
707.12	REAP 2.0	2,847	-	-	-	-	-	2,847
708.03	Administration of TDA	-	-	18,885	-	-	-	18,885
708.04	CTSA, RABA Administration	-	-	4,617	-	-	-	4,617
708.99	LTF Miscellaneous Expense	-	-	-	-	-	-	-
801.01	Superregion	-	-	-	362	-	-	362
801.02	SB 125 TIRCP/ZETCP Administration	-	17,089	-	-	-	-	17,089
		430,692	45,343	82,227	362	25,565	-	584,189

SRTA

Payroll Costs

Projected for 2026/27

#	Item	Basis	Sean	Jessica	Amy	Jenn	Keith	Michael	Moein	Laurent	Vacant F/T	Kelli F/T	Vacant Seasonal	Total		Changes
			Exec Dir	CFO	Executive Assistant+Long	Senior+Long	Senior+Long	Senior "C"	Associate "F"	Assistant "E"	Senior "C"	Clerk I "F"	FT Intern			
	Wages															
11	Wage (2026-27 next step +2% COLA applied)		96.36	71.26	40.63	67.94	67.94	53.23	48.29	39.72	53.23	27.20	25.00			
16	Performance	Computed at 5%	0.00	3.56	2.03	3.40	3.40	2.66	2.41	1.99	2.66	1.36	0.00			
	Blended - (Beginning plus performance)		96.36	74.82	42.67	71.34	71.34	55.90	50.70	41.70	55.90	28.56	25.00			
	Work Hours Used to Determine Per Hour (No PTO)															
	Total Hours		2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	1,560	2,080	400	20,680		
17	Less PTO Hours (40 Sick, 104 Holidays,16 Floaters) (ED 80 Adm) Part-time still receive sick time		(240)	(160)	(160)	(160)	(160)	(160)	(160)	(160)	(160)	(160)	(40)	(1,720)		
	Hours-Working (non-PTO)		1,840	1,920	1,920	1,920	1,920	1,920	1,920	1,920	1,400	1,920	360	18,960		
	Per Hour Fringe Benefits Based on Work Hours Only															Changes
1	Medicare	2026 1.45%	1.40	1.08	0.62	1.03	1.03	0.81	0.74	0.60	0.81	0.41	0.36	16003.06		381.89
2	SUTA	First $7,000 at 1.45% 2026	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.07	0.05	0.28	1116.50		0.00
3	457	6.20%	5.97	4.64	2.65	4.42	4.42	3.47	3.14	2.59	3.47	1.77	1.55	68426.86		1632.92
5	Medical	EE only 85%, EE+1 65%, EE+Fam 65%/2026	18.41	17.64	17.64	13.57	0.00	8.87	6.78	8.87	18.14	8.87	23.52	225669.19		-22138.48
6	Dental	EE only 63%, EE+1 56%, EE+Fam 46%/2026	0.62	0.59	0.59	0.45	0.26	0.26	0.59	0.26	0.61	0.26	0.79	8573.15		-1140.21
7	OPEB	Regular OPEB At 85% (2026 $29,717.80 total)	16.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29717.80		2834.48
8	OPEB	PEMHCA Minimum (2026 $113.40x12)=$1,360.80	0.74	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.97	0.71	3.78	14968.80		1412.40
9	OPEB	EE's on 457 Plan (3% Match)	0.00	2.24	1.28	2.14	2.14	1.68	0.00	1.25	1.68	0.00	0.75	23225.08		-2343.55
10	Worker's Comp	2026 (0.33/$100)	0.32	0.25	0.14	0.24	0.24	0.18	0.17	0.14	0.18	0.09	0.08	3642.07		-701.69
11	Vision	2026 ER only	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.13	1914.00		-191.40
12	Life Ins (GTL)	Individual rates 2026 plus 5%.	0.07	0.03	0.30	0.05	0.05	0.18	0.03	0.02	0.05	0.03	0.07	1549.80		-119.70
13	LTD	Individual rates/2026 plus 5%.	0.29	0.20	0.48	0.39	0.38	0.47	0.14	0.04	0.49	0.07	0.63	5615.82		-1190.32
14	PhoneADoc/Healthiest You	2026 Rate	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.13	1920.00		-192.00
15	PERS	2026 Legacy- 13.38%/PEPRA-8.27%	14.57	6.70	3.82	6.39	6.39	5.01	4.54	3.74	5.15	2.56	2.30	110032.12		1970.01
	Gross Total	(Total Rate)	155.17	109.16	71.15	100.98	87.22	77.79	67.79	60.18	87.73	43.60	59.39	512374.25	$	(19,785.64)
			P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3			
		Total Salaries (Non-PTO)	285,509.07	209,585.65	136,599.47	193,887.99	167,471.75	149,365.12	130,165.09	115,539.86	122,824.72	83,705.26	21,379.26	1,616,033.23	$	6,551.79
		Total PTO Wages	23,126.26	11,971.21	6,826.47	11,414.63	11,414.63	8,943.28	8,112.18	6,672.76	8,943.28	4,570.17	1,000.00	102,994.87	$	3,297.20
		Total estimated Salaries	308,635.32	221,556.86	143,425.94	205,302.62	178,886.39	158,308.40	138,277.27	122,212.61	131,768.00	88,275.43	22,379.26	1,719,028.10	$	9,848.99
	Wages		177,301.30	143,654.52	81,917.62	136,975.59	136,975.59	107,319.34	97,346.19	80,073.10	78,253.69	54,842.05	9,000.00	1,103,658.98		64.20%
	PTO		23,126.26	11,971.21	6,826.47	11,414.63	11,414.63	8,943.28	8,112.18	6,672.76	8,943.28	4,570.17	1,000.00	102,994.87	Q	5.99%
	Fringe Benefits		108,207.77	65,931.13	54,681.85	56,912.40	30,496.17	42,045.78	32,818.90	35,466.76	44,571.04	28,863.21	12,379.26	512,374.25	R	29.81%
															W = (X+Y)*(Q/R)	
	Annual Costs		308,635.32	221,556.86	143,425.94	205,302.62	178,886.39	158,308.40	138,277.27	122,212.61	131,768.00	88,275.43	22,379.26	1,719,028.10		100.00%

1 federal law, Google updates info for the year
2 per current state rate, email Teamwork HR
3 Social security alternate 2023/24 max base rate
4
5 PERSChoice 85% of the Employee Only medical premium, 65% of the Employee Plus One Dependent medical premium, and 65% of the Employee Plus Family
6 63% of the Employee Only dental premium, 56% of the Employee Plus One Dependent dental premium, and 46% of the Employee Plus Family
7 Only employees hired before July 1, 2012 (2025, 1 participant(ST),total current plan family GOLD premiums @$2635.62/mo. x85%=$26,883.32/yr)
8 per https://www.calpers.ca.gov/docs/circular-letters/2021/600-026-21.pdf released April 2021
9 per SRTA policy
10 Rate from WC insurance policy, email Teamwork HR
11 100% of the Employee Only vision premium; the cost for any dependents will be borne by the employee
12 Guardian GTL log on to https://signin.guardianlife.com/signin/ for Invoice
13 Guardian LTD log on to https://signin.guardianlife.com/signin/ for Invoice
14 Added xtra medical to cover EAP in 2021
15 Public Agency Employer Contribution Rate - CalPERS
16 5% assumed on all employees
17 per Caltrans A&I- no vacation or fringe benefits on PTO time

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May 19, 2026

Board of Directors
Shasta Regional Transportation Agency
Redding, CA

This letter is provided in connection with our engagement to audit the financial statements of the Shasta Regional Transportation Agency (the "Agency") as of and for the year ending June 30, 2025. Professional standards require that we communicate with you certain items including our responsibilities with regard to the financial statement audit and the planned scope and timing of our audit, including significant risks we have identified.

Our Responsibilities

As stated in our engagement letter dated May 4, 2026, we are responsible for conducting our audit in accordance with auditing standards generally accepted in the United States of America and in accordance with Government Auditing Standards for the purpose of forming and expressing an opinion about whether the financial statements that have been prepared by management, with your oversight, are prepared, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit does not relieve you or management of your respective responsibilities.

Our responsibility relating to other information, whether financial or nonfinancial information (other than financial statements and the auditor's report thereon), included in Agency's basic financial statements includes only the information identified in our report. We require that we receive the final version of the basic financial statements in a timely manner prior to the date of the auditor's report, or if that is not possible, as soon as practicable and, in any case, prior to Agency's issuance of such information.

Planned Scope of the Audit

Our audit 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 will include obtaining an understanding of the Agency and its environment, including its internal control, sufficient to assess the risks of material misstatement of the financial statements and as a basis for designing the nature, timing, and extent of further audit procedures, but not for the purpose of expressing an opinion on the effectiveness of the Agency'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 relating to qualitative aspects of the Agency's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures;
- Significant difficulties, if any, encountered during the audit;
- Disagreements with management, 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.

Timing of Audit

We began the audit examination of the Agency in May 2026. We plan to meet with you to present the results of the audit.

Audit Risk Areas

In addition to our standard audit approach, we have identified significant audit risk areas for the Agency and plan to modify our audit approach as follows:

- Risk of errors applying Government Accounting Standards Board Statement No. 101 (Compensated Absences). We will review the Agency's calculations and ensure the financial statements and footnotes are accurate and complete.

- Risk of noncompliance with federal grant guidelines. We will perform an audit of federal grants in compliance with OMB Uniform Guidance. We will utilize the Compliance Supplement to determine the audit procedures required for the specific grant program(s) tested.

- Risk of noncompliance with Transportation Development Act (TDA) requirements. We will evaluate the Agency's compliance with the applicable TDA provisions.

- Revenue recognition: professional standards require auditors to address the risk of material errors in recording revenue. This year, we plan to select a sample of the largest cash receipts, review any related agreements or documentation, and determine whether the Agency recorded revenue in accordance with generally accepted accounting principles.

- Management override of internal controls over financial reporting and compliance: professional standards require auditors to address the possibility of management overriding controls. Accordingly, we identified as a significant risk that management of the Agency may have the ability to override controls that the entity has implemented. Management may override the entity's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the entity's financial performance or with the intent of concealing fraudulent activity.

Fraud Inquiries

Additionally, as a part of our audit, we inquire with those whose duties include oversight of the financial reporting process (review and acceptance of audit reports, etc.) to ascertain whether or not anyone on the Board has knowledge of matters that might have a bearing on the auditor's risk assessment for the Agency's annual audit.

Example of these matters are:

- Known or suspected instances of employee fraud
- Areas in which the internal controls of the Agency are thought by the Board to be weak
- Known or suspected misstatements in the accounting records of the Agency
- Known or suspected use of improper accounting practices by the Agency
- Any awareness of pressure upon the Agency or Agency management with respect to achieving certain financial results
- Matters that warrant particular attention during the audit
- Information about unusual transactions or other matters relevant to the audit

Generally, the scope of the audit is limited to matters involving amounts that would be significant to the financial statements of the Agency taken as a whole. If additional time is required to respond to the concerns of the Board, we will estimate for the Agency the costs involved.

If any member of the Board has information relevant to our audit (matters involving amounts that would be significant to the financial statements of the Agency taken as a whole), please contact the undersigned at (949) 783-1740 or JFarr@DavisFarr.com.

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

Sincerely,

Jennifer Farr

Jennifer Farr, CPA
Partner

LSC TRANSPORTATION CONSULTANTS, INC.

TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053
info@lsctrans.com

May 28, 2026

Shasta County Regional Transportation Agency
Sean Tiegden, Executive Director
1255 East Street, Ste 202,
Redding, CA 96001
530-262-6190

Dear Mr. Tiedgen,

The Siskiyou County Local Transportation Commission (SCLTC) is conducting a 2026 update of the Siskiyou County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Siskiyou County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Siskiyou County.

The current 2021 RTP can be downloaded here: https://siskiyoucoltc.org/planning-documents/regional-transportation-plan/

This document lists a variety of transportation improvements recommended in Siskiyou County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input the Shasta County Regional Transportation Agency may have regarding the effect that transportation improvements, such as roadway improvements, airport improvements, new transit facilities, and bicycle path construction, may have on transportation within Shasta County. We would also appreciate it if you could send us or direct us to any Shasta County plans that are relevant to transportation. We would appreciate receiving your written, verbal, or electronic response by June 19th.

Once the Public Draft 2026 Siskiyou County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,
Ari Keplinger, Assistant Transportation Planner
ari@lsctrans.com
LSC Transportation Consultants, Inc.

California Department of Transportation

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

May 29, 2026

SENT VIA E-MAIL

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

Sustainable Transportation Planning Grant Program					
Grant Award Fiscal Year	2026-27	**Grant Category**	Strategic Partnerships (FHWA SPR Part I)	**Grant Fund Source**	FHWA SPR
Project Title	Shasta NextGen Railroad Corridor Crossing Plan				
Grantee/Agency	Shasta Regional Transportation Agency				
Executive Director	Sean Tiedgen				
Grantee/Agency Contact	Michael Kuker				
Sub-Recipient(s)					
Caltrans District Contact(s)	Kathy Grah				
Caltrans District Contact(s) E-mail	kathy.grah@dot.ca.gov				

Grant Award	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
$450,000	$112,500	$0	$112,500	20%	$562,500

Conditions of Award Due to Caltrans	Grant Expiration Date	Final Invoice Due
July 10, 2026	June 30, 2029	August 29, 2029

*** The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Cost & Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.**

Next Steps

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

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

Sincerely,

ERIN THOMPSON
Chief, Office of Regional and Community Planning

Attachments:
Specific and General Conditions

Sustainable Transportation Planning Grant Program

Grant Award Specific and General Conditions

Specific Conditions

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

Specific Conditions	Conditions Addressed List Document, Section & Page(s)
1. Application Cover Sheet: Specify local match fund source (spell out PPM).	
2. SOW Project Stakeholders: Include Shasta Living Streets among the stakeholders and consider including Dignity Health Connected Living or another paratransit operator if not already represented by RABA.	
3. SOW Project Stakeholders: Separate Tribal Communities into a stand-alone stakeholder group vs. grouping with the general public as these are sovereign nations with unique engagement needs and list the specific Tribes impacted.	
4. SOW Project Stakeholders: Separate Community-Based Organizations from Private Sector Stakeholders and list the specific CBOs to be engaged to reach targeted groups (under-resourced communities, seniors, youth, people with disabilities, etc).	
5. SOW Task 1: Better develop task narrative to include the number and/or distribution of advisory committee meetings throughout the project and include PAC Roster and EAC Roster among deliverables.	
6. SOW Task 2: Better develop to include the number of outreach efforts throughout the project and include details on outreach efforts with existing underserved communities.	
7. SOW Task 8: Consider replacing Adopted Plan in deliverables with Final Plan.	
8. C&S: Revise the Task A budget (grant award and local match combined) as it exceeds the maximum of 5% of the grant award.	

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

General Conditions

Please review the General Conditions below and complete them, as necessary. Most of these items are outlined in the Grant Application Guide, Ch. 5 and Appendix B.

- **Scope of Work (SOW) and Cost & Schedule** (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
  - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they are accrued.
  - Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
  - Ensure the consultant procurement task includes the following deliverables: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
  - Grant activities can begin as soon as the grant is programmed into the OWP and a Notice to Proceed is issued. The grant end date is June 30, 2029. The Cost & Schedule will need to be updated to reflect your proposed start date.
  - Indirect Costs - For Local Government Agencies requesting to bill for indirect costs: Indirect costs must be identified in the SOW and Cost & Schedule, and the indirect cost rate included at the bottom of the Cost & Schedule.
- **Grant Application Cover Sheet and Cost & Schedule**
  - Ensure the grant award, local match, and total project costs are consistent with the amounts listed in the award letter.
- **Grant Application Cover Sheet** - Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
  - If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
  - Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- **Third Party In-Kind Valuation Plan, if applicable** - Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
  - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Cost & Schedule.
  - To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If sub-recipient staff time is donated, it would be considered in-kind.
  - Submit a Third-Party In-kind Valuation Plan. The district can provide a copy of the valuation plan checklist and template.
- **Overall Work Program** (OWP) - In accordance with the *OWP and Grant Amendment Guidelines*, submit a current Fiscal Year OWP and OWP Agreement (OWPA) Amendment, which includes the following:
  - An Amendment Transmittal Memo, OWPA, OWP Budget Summary, and a standalone Work Element. These items must show consistent funding information for the grant project and include the full grant and local match amounts.
    - A Board Resolution to amend the OWP/OWPA and program the entire grant amount and local match funds.

- The Purpose/Objective section of the grant Work Element must align with the SOW Introduction and Overall Project Objectives as originally submitted in the grant application. The MPO/RTPA may summarize the SOW Introduction section as needed if incorporating it in its entirety would result in excessive length.
- The task titles, descriptions, and deliverables in the Work Element must be consistent with those in the original grant SOW and Cost & Schedule.
- The overall cost and schedule of the grant Work Element must be consistent with the grant's approved Cost & Schedule while allowing for flexibility at the task level. This can be achieved in the OWP Work Element by any of the following:
  - Identifying approximate schedules or ranges for each task
  - Identifying the project overall cost and schedule not specified by task
  - Using a visual graphic such as a Gantt chart to represent the approximate schedule for each task
- The final products and deliverables to be submitted to Caltrans must be clearly identified for the fiscal year in which the OWP is active. This ensures clarity in reporting and accountability for the deliverables within each fiscal year.

- **Ensure Consistency** - All changes made to the Grant Application Cover Sheet, SOW, and Cost & Schedule are made consistently in all documents.

Grant Administrative Requirements

Refer to the Grant Application Guide, Ch. 5, and the MPO/RTPA Master Fund Transfer Agreement for an overview of the Grant Administrative Requirements that must be adhered to over the life of the project. In summary:

- **Federal Requirements** -
  - Complete and implement a Title VI Plan consistent with Federal Transit Administration Circular 4702.1B. If your Title VI Plan is expiring or has expired, this grant award will be contingent upon submitting to Caltrans a current, Board adopted, Title VI Plan.
- **Third Party Contracts** - Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects.
  - If a consultant has already been hired to complete the SOW activities, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP.
  - If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans).
- **Quarterly Reporting** - Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis.
- **Invoicing and Financial Requirements** -
  - Maintain a proper accounting system (MS Excel is unacceptable).
  - Request for Reimbursements/invoices (RFRs) must be submitted at least quarterly, but no more than monthly.
    - One-time, lump sum invoices are not allowed.
    - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice.
    - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your district Contract Manager.
    - All work must be completed by June 30, 2029.

    - Final RFR/invoice and the final product are due no later than August 29, 2029.
    - The final RFR/invoice will not be processed without the final product.
  - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: https://ig.dot.ca.gov/resources

- **Grant Amendments** - Proposed changes to the Grant Application Cover Sheet, SOW, and Cost & Schedule (e.g., local match amount, fund source, movement of funds) will require an Amendment and Caltrans approval. Please contact Caltrans for guidance on this process.

California Department of Transportation

DIVISION OF MASS TRANSPORTATION
P.O. BOX 942874, MS–39 | SACRAMENTO, CA 94274–0001
(916) 653-8620 | FAX (916) 654-2409 TTY 711
www.dot.ca.gov/programs/transit

June 4, 2026

Mr. Ray Tellis
Regional Administrator Federal Transit Administration Region 9 Office
888 S. Figueroa St. Ste. 400
Los Angeles, CA 90017

Subject: FFY 2026 FTA Section 5307, 5337, & 5339 Sub-allocations for Small Urbanized Areas

Dear Mr. Tellis:

As Designated Recipient of Federal Transit Administration (FTA) Section 5307, 5337, and 5339 Small Urbanized Area Funds, the California Department of Transportation (Caltrans) Division of Local Assistance, Office of Transit Grants and Contracts is responsible for identifying apportionment suballocations to maintain compliance with federal statutes and regulations.

We are pleased to provide you with the sub-allocation amounts for Federal Fiscal Year (FFY) 2026 program funds. The sub-allocation amounts are as follows in the enclosed table.

If you have any questions regarding FTA Section 5307, 5337, and 5339 Small Urbanized Area sub- allocation procedures, please contact:

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

Sincerely,

Wendy King

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

Enclosures

1. FFY 2026 Small Urban Split Table

c: Darin Allan, Federal Transit Administration Region 9
Amitra Mamdouhi, Federal Transit Administration Region 9
Jeff Wyly, Caltrans Division of Mass Transportation, Acting Chief
Nieves Castro, Caltrans Division of Mass Transportation, Deputy Division Chief
Michael Lange, Caltrans Division of Mass Transportation
Brian Travis, Caltrans Division of Mass Transportation
California Metropolitan Transportation Planning Agencies
Small Urban 5307 Direct Recipients

FFY 2026 Small Urban Split Table

Direct Recipient	Urbanized Area	§5307 Sub-allocation - 2026	§5337 Sub-allocation - 2026	§5339 Sub-allocation - 2026
San Luis Obispo Regional Transit Authority	Arroyo Grande -- Grover Beach	$3,473,890		$223,577
Ventura County Transportation Commission (VCTC)	Camarillo	$3,158,699		$203,291
Butte County Association of Governments	Chico	$3,659,548		$235,526
Unitrans	Davis	$6,176,275		$417,640
Yolo County Transportation District		$312,930		
Imperial County Transportation Commission (ICTC)	El Centro—Calexico	$5,543,012		$356,744
San Luis Obispo Regional Transit Authority	Paso Robles — Atascadero	$2,617,805		$168,480
City of Fairfield (FAST)	Fairfield	$4,863,376		$313,003
Santa Clara Valley Transportation Authority (VTA)	Gilroy--Morgan Hill	$3,828,987		$246,430
Kings County Area Public Transit Agency	Hanford	$4,672,877		$300,743
Riverside Transit Agency (RTA)	Hemet	$5,926,035		$381,395
City of Lodi	Lodi	$3,476,042		$223,715
City of Lompoc Transit (COLT)	Lompoc	$3,133,701		$201,682
City of Madera	Madera	$2,098,082		$165,175
County of Madera		$468,379		$0
City of Manteca	Manteca	$3,085,412		$314,247
San Joaquin Regional Rail Commission		$1,797,298	$1,985,516	$0
Transit Joint Powers Authority for Merced County	Merced	$4,379,244		$281,845
Napa Valley Transportation Authority	Napa	$3,706,000		$238,515
City of Petaluma	Petaluma	$854,538		$108,296
Sonoma County		$64,368		$0
To Be Determined		$763,791		$0
City of Porterville	Porterville	$3,381,468		$217,629
Redding Area Bus Authority	Redding	$2,501,857		$161,017
Monterey Salinas Transit	Salinas	$10,287,637		$662,104
San Luis Obispo Regional Transit Authority	San Luis Obispo	$1,259,908		$290,152
City of San Luis Obispo		$3,248,423		$0

Direct Recipient	**Urbanized Area**	**§5307 Sub-allocation - 2026**	**§5337 Sub-allocation - 2026**	**§5339 Sub-allocation - 2026**
Santa Cruz Metropolitan Transit District	Santa Cruz	$7,423,306		$477,758
Santa Maria Regional Transit (SMRT)	Santa Maria	$7,483,074		$481,604
Monterey Salinas Transit	Seaside—Monterey – Pacific Grove	$5,352,427		$344,478
Simi Valley Transit	Simi Valley	$3,274,189		$245,704
Ventura County Transportation Commission (VCTC)		$543,506		$0
City of Tracy	Tracy- Mountain House	$4,301,676		$389,038
San Joaquin Regional Rail Commission		$1,743,122	$1,604,252	$0
Tulare County Regional Transit Agency	Tulare	$2,207,751		$142,089
City of Turlock (Turlock Transit)	Turlock	$3,046,890		$241,795
Stanislaus Regional Transit Authority (StanRTA)		$710,065		$0
City of Vacaville	Vacaville	$3,334,866		$214,629
SolTrans	Vallejo	$2,465,544		$503,437
Napa Valley Transportation Authority (Napa Vine)		$208,073		$0
To Be Determined		$5,148,688		$0
City of Visalia	Visalia	$7,302,984		$470,014
Santa Cruz Metropolitan Transit District	Watsonville	$5,514,921.39		$359,513
Monterey Salinas Transit		$71,112.61		$0
Yolo County Transportation District	Woodland	$2,071,281		$133,306
Yuba-Sutter Transit	Yuba City	$4,002,906		$257,624
Arizona Department of Transportation	Yuma AZ-CA	$46,119		$2,968
	Totals	**$154,992,083**	**$3,589,768**	**$9,975,163**

From: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>
Sent: Tuesday, June 9, 2026 2:59 PM
To: Jenn Pollom <jpollom@srta.ca.gov>; Sean Tiedgen <stiedgen@srta.ca.gov>
Cc: Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Schilla, Annalisa@ARB <annalisa.schilla@arb.ca.gov>
Subject: CARB Acceptance of SRTA 2022 SCS

Director Tiedgen and SRTA team,

Please find attached CARB's acceptance for SRTA's determination that its 2022 Sustainable Communities Strategy (SCS), if implemented, would achieve its 2035 greenhouse gas emission reduction target under Senate Bill 375 (Steinberg, Stats. 2008, ch. 728). This acceptance will be reflected on CARB's webpage within a few weeks.

CARB is in the process of streamlining its SCS evaluations. As part of that effort, the acceptance does not contain additional commentary from CARB. Additionally, CARB is developing improvements for how future Round 5 SCSs are evaluated and will coordinate further with MPOs on these changes as the updates take shape.

Thank you for your efforts. Please reach out with any questions.

CALIFORNIA
AIR RESOURCES BOARD

Lezlie Kimura Szeto, Manager
Sustainable Communities Policy & Planning Section
Sustainable Transportation & Communities Division
California Air Resources Board
1001 "I" Street, Sacramento, CA 95814
(279) 208-7841 | lezlie.kimura@arb.ca.gov
Pronouns: she/her

Sustainable Communities Strategy Evaluation

On December 14, 2023, the Shasta Regional Transportation Agency (SRTA), which serves as the metropolitan planning organization (MPO) for the Shasta region, adopted its 2022 Regional Transportation Plan / Sustainable Communities Strategy (2022 SCS). The 2022 SCS is available on SRTA's *website*. SRTA provided a complete submittal of the 2022 SCS for the California Air Resources Board (CARB) staff's review on April 30, 2026. The region's per capita greenhouse gas (GHG) emission reduction targets are 4% in 2020 and 4% in 2035, compared to 2005 levels, as adopted by CARB in 2018.

I. Determination

Based on a review of all available evidence and in consideration of CARB staff's *2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines* (SCS Evaluation Guidelines), CARB staff accepts that SRTA's 2022 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff's evaluation finds that SRTA determined that its 2020 GHG emission reduction target was met in 2020 but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target.

A. Accept that the SCS would, if implemented, achieve the 2035 GHG emission reduction target

Under California Government Code section 65080, subdivision (b)(2)(J)(ii), SRTA's determination that the SCS adopted by the SRTA Board on December 14, 2023, would, if fully implemented, achieve the applicable GHG emission reduction target for automobiles and light trucks of 4% per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Executed at Sacramento, California, this 9th day of June 2026.

____________/s/____________

Annalisa Schilla, Ph.D., Chief, Sustainable Transportation & Communities Division

B. Evaluation Overview and Strategies Summary

As outlined in CARB's SCS Evaluation Guidelines, staff considered the following key policy questions in determining whether to accept SRTA's determination that the SCS achieves the 2035 GHG target if all assumptions and strategies are fully implemented.

1. Does the data provided by SRTA support the 2022 SCS's stated GHG and vehicle miles traveled (VMT) reductions?
2. Are there supportive key actions for the SCS strategies?
3. Do the investments support the GHG emissions reductions or key actions?
4. What are the implementation challenges, and what actions are being taken to be on track to achieve the 2035 target?

A summary of the SCS strategies is below.

Land Use and Housing:

- Strategic growth areas

Transportation:

- Active transportation
- Transit frequency and facility projects
- Bicycle and pedestrian facility projects

Electric Vehicle and New Mobility:

- Electric vehicle charging infrastructure
- Car share
- Bike and scooter share

CARB staff accepts that SRTA's 2022 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff also notes that, based on available information, the 2022 SCS is not likely to be fully implemented without additional actions to support implementation by local, regional, and/or State agencies. CARB's *2022 SB 150 Progress Report* provides more detail on statewide barriers to implementation and actions needed. CARB is developing improvements to how future Round 5 SCSs are evaluated and will coordinate further with MPOs on these changes as these updates take shape.

U.S. Department of Transportation
Federal Highway Administration

California Division

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

June 9, 2026

In Reply, Refer To:
HDA-CA

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

SUBJECT: Fiscal Year 2026/2027 Overall Work Programs

Dear Ms. Thompson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of California's Metropolitan Planning Organizations' Fiscal Year 2026/2027 (July 1, 2026-June 30, 2027) Overall Work Programs (OWP) and Caltrans' request for Federal approval. Based on this review and in accordance with the FHWA/FTA Memorandum of Understanding, FHWA approves the OWPs from the following Metropolitan Planning Organizations (MPOs) for FHWA Metropolitan Planning (PL) funding and FTA 49 USC Section 5303, 5304:

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

- Tulare County Association of Governments (TCAG)

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

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

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

Sincerely,

ANTONIO DESHAWN JOHNSON

Digitally signed by ANTONIO DESHAWN JOHNSON
Date: 2026.06.09 09:18:57 -07'00'

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

cc: (email)

CA-Finance
CA-Planners

Caltrans Internal Audits Office (CIAO)
Department of Transportation
Administration, MS 80
1120 N Street, Sacramento, CA 95814

June 12, 2026

Notice Transmitted via email

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

Agency Rate Acceptance: Shasta Regional Transportation Agency (SRTA)

This is to notify you that Caltrans Internal Audits Office (CIAO) has received notification of SRTA's Indirect Cost Rate Proposal (ICRP) for fiscal year (FY) 2026/27 on June 12, 2026.

SRTA is authorized to use the rate(s)s detailed in the Table of Accepted Rate(s) below for billing FY 2026/27 indirect costs to the California Department of Transportation.

Table of Accepted Rate(s)			
FY	**Rate Type**	**Rate***	**Applicable To**
2026/27	Fixed Rate with carry forward	200.71%	All Departments

*Base: Direct Salaries and Indirect Costs

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

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

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

Sincerely,

Ben Shelton

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

cc: **Jessica Carlson**, Chief Fiscal Officer, SRTA
Alex Trochez, District 2, District Local Assistance Engineer, Caltrans
ca-californialpa@dot.gov
Apicha Xu, Division of Accounting, Caltrans
Lisa Shores, Division of Accounting, Caltrans
Gerald Lee, Audit Manager, Caltrans

Sierra – Sacramento Valley Emergency Medical Services Agency

Regional Executive Director
John Poland, Paramedic

Medical Director
Troy M. Falck, MD, FACEP, FAAEM

JPA Board Chairperson
Sue Hoek, Nevada County Supervisor

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June 12, 2026

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

Re: Sierra – Sacramento Valley Emergency Medical Services Agency (S-SV EMS) Office Lease Non-Renewal Notification

Mr. Tiedgen,

This letter is to notify you that S-SV EMS will not be renewing our lease for the office space located in the SRTA building at 1255 East Street in Redding, CA that expires October 31, 2026. S-SV EMS will vacate this location and return all physical and electronic keys on or before the lease expiration date. As recently communicated, we have determined that an alternative office location will better meet the needs of our Agency.

Please let me know if you have any questions regarding this matter.

Sincerely,

John Poland, Paramedic
Regional Executive Director
Sierra – Sacramento Valley EMS