

STAFF REPORT



MEETING DATE: September 30, 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

6/25/26	Redding Area Bus Authority, Interim Transit General Manager, Zachary Bonnin	Letter of Support for Redding Area Bus Authority's FTA 5311(f) Applications.
6/25/26 8/18/26	• City of Shasta Lake, City Engineer and Director of Public Works, Will Bond • City of Anderson, Director of Public Works, Adam Whelen • County of Shasta, Interim Director of Public Works, John Heath • City of Redding, Interim City Manager and Director of Public Works, Michael Webb	Letter of Notice to Proceed – Fiscal Years 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP) Exchange Funds Sub-Recipient Cooperative Agreement (SCA) Amendment #8.
6/29/26	Caltrans District 2, Director, Dave Moore	Letter of Request for Caltrans to be the implementing agency for the Fix 5 Cascade Gateway (FSCG) project.
6/30/26	California State Transportation Agency, Secretary, The Honorable Toks Omishakin	Letter regarding Shasta Regional Transportation Agency (SRTA) Long-Range Financial Plan for Senate Bill (SB) 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP).
7/7/26	Member, ANOMALO LLC, d/b/a UNVEIL, Elijah Adewalke Adeoye	Letter of Support – U.S. DOT SBIR Topic 26-FT1, Person-Centered Complete Trip Planning Powered by AI.
7/10/26	Office of Management and Budget, Regulation for Federal Financial Assistance, RIN 0348-AB 88, Docket ID No. OMB-2026-0034	Letter of Comment from SRTA on OMB Proposed Regulation for Federal Financial Assistance.

INCOMING CORRESPONDENCE

7/9/26	Association of Metropolitan Planning Organizations (AMPO), Executive Administrator, Lori Dabbondanza	Memo of Award to SRTA to receive the 2026 Outstanding Overall Achievement – Small MPO Award.
7/10/26	Caltrans District 2, Regional and System Planning Branch Lead, Senior Transportation Planner, Aaron Casas	Letter of Grant Award – Shasta NextGen Railroad Corridor Crossing Plan
7/29/26	Caltrans, Office of Transit Planning, Transit Programs Oversight Chief, Cayman Morgan	Letter of Confirmation for the submittal of SRTAs unmet transit needs documentation for Fiscal Year 2026-27.
8/10/26	California State Controller, Local Apportionments Section, Manager, Melma Dizon	• Letter of Allocation for Fiscal Year 2025-26 Fourth Quarter State Transit Assistance (STA) Allocation. • Letter of Allocation for Fiscal Year 2025-26 Fourth Quarter State of Good Repair (SGR) Program Allocation.
8/18/26	San Joaquin Regional Rail Commission, Senior Regional Initiatives Coordinator, Rene Gutierrez	Press Release – SJJPA and RABA Launch New Route 5 Express Bus Route, Connecting Redding to Sacramento Along I-5.
8/26/26	Caltrans, Division of Transportation Planning, Office of Regional and Community Planning, Chief, Erin Thompson	Letter of Reconciliation for Fiscal Year 2025-26 to confirm the unexpended totals in Consolidated Planning Grant (CPG) and state funded grants as of June 30, 2026.
8/31/26	State of California, Department of Housing and Community Development Division of Housing Policy Development, Fair Housing Section Chief, Marisa Prasse	Letter of Determination – Final Regional Housing Need Determination and Final Allocation Plan.



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

June 25, 2026

Zachary Bonnin, Transit General Manager (Interim)
Redding Area Bus Authority
777 Cypress Avenue
Redding, CA 96001

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

Dear Mr. Bonnin:

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

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

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

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

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

Respectfully,

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

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



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

June 25, 2026

Will Bond
City Engineer and Director of Public Works
City of Shasta Lake
4332 Vallecito Street
Shasta Lake, CA 96019

Subject: Fiscal Years 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP)
Exchange Funds Sub-Recipient Cooperative Agreement (SCA) Amendment #8
Notice to Proceed

Dear Mr. Bond:

The amended Fiscal Years (FYs) 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP) Exchange Funds Sub-Recipient Cooperative Agreement (SCA) between the Shasta Regional Transportation Agency (SRTA) and the city of Shasta Lake is fully executed. FY 2025/26 RSTP Exchange have been added to the Agreement, per revised Appendix A.

Please consider this letter your notice to proceed, effective July 1, 2026, with reimbursable work consistent with the scope, budget, and terms of the amended agreement. An executed copy of the agreement amendment accompanies this letter.

Please do not hesitate to contact Senior Transportation Planner Jennifer Pollom at jpollom@srta.ca.gov (530-262-6195) if you have questions.

Sincerely,

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

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

Enclosure: Fiscal Years 2016-17 and 2017-18 RSTP Exchange Funds SCA Amendment #8

AMENDMENT #8
SUB-RECIPIENT COOPERATIVE AGREEMENT
For Fiscal Years 2016/17 and 2017/18
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE FUNDS
between
SHASTA REGIONAL TRANSPORTATION AGENCY
and
THE CITY OF SHASTA LAKE

This eighth amendment to the Sub-Recipient Cooperative Agreement (C-7765, hereinafter, "AGREEMENT") dated June 29, 2018, first amended on August 8, 2019, second amended on June 25, 2020, third amended on June 29, 2021, fourth amended on July 7, 2022, fifth amended on September 15, 2023, sixth amended on August 19, 2024, and seventh amended on November 14, 2025, is entered into effective on the date of the last signature between the City of Shasta Lake (hereinafter, "Sub-Recipient") and the Shasta Regional Transportation Agency (hereinafter, "SRTA"), and amends the same as follows:

The AGREEMENT is being amended to allow an extension of the expiration date and to amend Appendix A to the AGREEMENT to outline Fiscal Year (FY) 2025/26 Regional Surface Transportation Program (RSTP) Exchange Funds to Sub-Recipient for performing RSTP Exchange eligible projects publicly nominated and approved by the SRTA Board of Directors; and

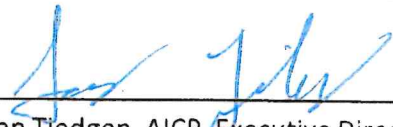
WHEREAS, Section 1(a) of the AGREEMENT is amended to read in its entirety as follows: "This AGREEMENT between the Sub-Recipient and SRTA and may be amended by written modification by both parties, for FY 2025/26 RSTP Exchange Funds, and expires June 30, 2029, unless extended by mutual agreement between both parties.

WHEREAS, Appendix A, attached to the June 29, 2018, AGREEMENT, and amended on August 8, 2019, June 25, 2020, June 29, 2021, July 7, 2022, September 15, 2023, August 19, 2024, and November 14, 2025, is further amended and replaced, most recently with attached Amendment #8 Appendix A which adds new FY 2025/26 funding and project use. The FY 2025/26 funding and project are subject to all the provisions of the original AGREEMENT and Amendment #8.

All other terms of the AGREEMENT remain unchanged by the above amendments.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT Amendment #8 on the date of the last signature below:

Shasta Regional Transportation Agency:



Sean Tiedgen, AICP, Executive Director

Date: 6/29/2026

City of Shasta Lake:



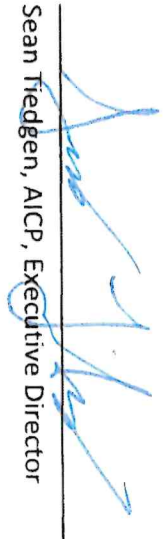
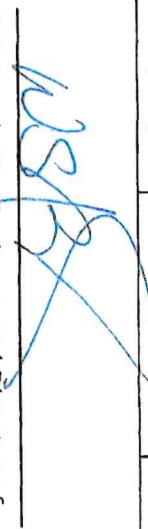
Will Bond, City Engineer and Director of Public Works

Date: 6/29/2026

Amendment #8
Appendix A

Fiscal Years 2025/26 Regional Surface Transportation Program City of Shasta Lake
Scope of Work and Budget

Agency/Project Name	RSTP Exchange Budget	Total Project Cost	Fiscal Year of Expenditure
2025/2026 Street Maintenance Project	\$209,286	\$472,000	2026/27
Total	\$209,286	\$472,000	

 6/29/2026  6-29-2026
Sean Tredgen, AICP, Executive Director Will Bond, City Engineer and Director of
Shasta Regional Transportation Agency Public Works
City of Shasta Lake

Amendment #8 adds FY 2025/26 RSTP State Exchange Funds to the original AGREEMENT. The period of use of the above FY 2025/26 RSTP Exchange Funds is through June 30, 2029.



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Sean Tiedgen, AICP, Executive Director

June 25, 2026

Adam Whelen
Director of Public Works
City of Anderson
1887 Howard Street
Anderson, CA 96007

Subject: Fiscal Years 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP)
Exchange Funds Sub-Recipient Cooperative Agreement (SCA) Amendment #8
Notice to Proceed

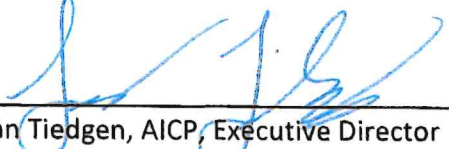
Dear Mr. Whelen:

The amended Fiscal Years (FYs) 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP) Exchange Funds Sub-Recipient Cooperative Agreement (SCA) between the Shasta Regional Transportation Agency (SRTA) and the city of Anderson is fully executed. FY 2025/26 RSTP Exchange have been added to the Agreement, per revised Appendix A.

Please consider this letter your notice to proceed, effective July 1, 2026, with reimbursable work consistent with the scope, budget, and terms of the amended agreement. An executed copy of the agreement amendment accompanies this letter.

Please do not hesitate to contact Senior Transportation Planner Jennifer Pollom at ipollom@srta.ca.gov (530-262-6195) if you have questions.

Sincerely,



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

Enclosure: Fiscal Years 2016-17 and 2017-18 RSTP Exchange Funds SCA Amendment #8

AMENDMENT #8
SUB-RECIPIENT COOPERATIVE AGREEMENT
For Fiscal Years 2016/17 and 2017/18
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE FUNDS
between
SHASTA REGIONAL TRANSPORTATION AGENCY
and
THE CITY OF ANDERSON

This eighth amendment to the Sub-Recipient Cooperative Agreement (C-7765, hereinafter, "AGREEMENT") dated August 13, 2018, first amended on July 17, 2019, second amended July 10, 2020, third amended July 8, 2021, fourth amended June 7, 2023, fifth amended September 15, 2023, sixth amended August 19, 2024, and seventh amended on November 14, 2025, is entered into effective on the date of the last signature between the City of Anderson (hereinafter, "Sub-Recipient") and the Shasta Regional Transportation Agency (hereinafter, "SRTA"), and amends the same as follows:

The AGREEMENT is being amended to allow an extension of the expiration date and to amend Appendix A to the AGREEMENT to outline FY 2025/26 Regional Surface Transportation Program (RSTP) Exchange Funds to the Sub-Recipient for performing RSTP Exchange-eligible projects publicly nominated and approved by the SRTA Board of Directors; and

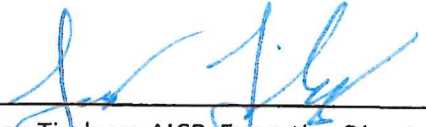
WHEREAS, Section 1(a) of the AGREEMENT is amended to read in its entirety as follows: "This AGREEMENT between the Sub-Recipient and SRTA and may be amended by written modification by both parties, for Fiscal Year (FY) 2025/26 RSTP Exchange Funds, and expires June 30, 2029, unless extended by mutual agreement between both parties.

WHEREAS, Appendix A, attached to the August 13, 2018, AGREEMENT, and amended on July 17, 2019, July 10, 2020, July 8, 2021, June 7, 2023, September 15, 2023, August 19, 2024, and November 14, 2025, is further amended and replaced, most recently with attached Amendment #8 Appendix A which adds new FY 2025/26 funding and project use. The FY 2025/26 funding and project are subject to all the provisions of the original AGREEMENT and Amendment #8.

All other terms of the AGREEMENT remain unchanged by the above amendments.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT Amendment #8 on the date of the last signature below:

Shasta Regional Transportation Agency:



Sean Tiedgen, AICP, Executive Director

Date: 7/6/2026

City of Anderson:



Adam Whelen, Director of Public Works

Date: 7/1/2026

Amendment #8

Appendix A

Fiscal Years 2025/26 Regional Surface Transportation Program City of Anderson
Scope of Work and Budget

Agency/Project Name	RSTP Exchange Budget	Total Project Cost	Fiscal Year of Expenditure
Citywide Grinder Dig-out Project	\$211,836	\$500,000	2026/27
Total	\$211,836	\$500,000	


Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

7/6/2026

Date



Adam Whelen, Director of Public Works
City of Anderson

07/01/2026

Date

Amendment #8 adds FY 2025/26 RSTP State Exchange Funds to the original AGREEMENT. The period of use of the above FY 2025/26 RSTP Exchange Funds is through June 30, 2029.



1255 East Street, Suite 202 • Redding, CA 96001 • 530-262-6190 • Fax: 530-262-6189

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Sean Tiedgen, AICP, Executive Director

June 25, 2026

John Heath
Interim Director of Public Works
County of Shasta
1855 Placer Street
Redding, CA 96001

Subject: Fiscal Years 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP)
Exchange Funds Sub-Recipient Cooperative Agreement (SCA) Amendment #8
Notice to Proceed

Dear Mr. Heath:

The amended Fiscal Years (FYs) 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP) Exchange Funds Sub-Recipient Cooperative Agreement (SCA) between the Shasta Regional Transportation Agency (SRTA) and the county of Shasta is fully executed. FY 2025/26 RSTP Exchange have been added to the Agreement, per revised Appendix A.

Please consider this letter your notice to proceed, effective July 1, 2026, with reimbursable work consistent with the scope, budget, and terms of the amended agreement. An executed copy of the agreement amendment accompanies this letter.

Please do not hesitate to contact Senior Transportation Planner Jennifer Pollom at jpollom@srta.ca.gov (530-262-6195) if you have questions.

Sincerely,

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

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

Enclosure: Fiscal Years 2016-17 and 2017-18 RSTP Exchange Funds SCA Amendment #8

AMENDMENT #8
SUB-RECIPIENT COOPERATIVE AGREEMENT
For Fiscal Years 2016/17 and 2017/18
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE FUNDS
between
SHASTA REGIONAL TRANSPORTATION AGENCY
and
THE COUNTY OF SHASTA

This eighth amendment to the Sub-Recipient Cooperative Agreement (C-7765, hereinafter, "AGREEMENT") dated July 3, 2018, first amended on July 29, 2019, second amended July 22, 2020, third amended July 19, 2021, fourth amended August 8, 2022, fifth amended September 13, 2023, sixth amended August 26, 2024, and seventh amended November 3, 2025, is entered into effective on the date of the last signature between the County of Shasta (hereinafter, "Sub-Recipient") and the Shasta Regional Transportation Agency (hereinafter, "SRTA"), and amends the same as follows:

The AGREEMENT is being amended to allow an extension of the expiration date and to amend Appendix A to the AGREEMENT to outline Fiscal Year (FY) 2025/26 Regional Surface Transportation Program (RSTP) Exchange Funds to Sub-Recipient for performing RSTP Exchange eligible projects publicly nominated and approved by the SRTA Board of Directors; and

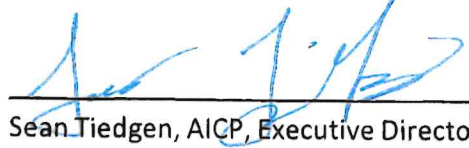
WHEREAS, Section 1(a) of the AGREEMENT is amended to read in its entirety as follows: "This AGREEMENT between the Sub-Recipient and SRTA and may be amended by written modification by both parties, for FY 2025/26 RSTP Exchange Funds, and expires June 30, 2029, unless extended by mutual agreement between both parties.

WHEREAS, Appendix A, attached to the July 3, 2018, AGREEMENT, and amended on July 29, 2019, July 22, 2020, July 19, 2021, August 8, 2022, September 13, 2023, August 26, 2024, and November 3, 2025, is further amended and replaced, most recently with attached Amendment #8 Appendix A which adds new FY 2025/26 funding and project use. The FY 2025/26 funding and project are subject to all the provisions of the original AGREEMENT and Amendment #8.

All other terms of the AGREEMENT remain unchanged by the above amendments.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT Amendment #8 on the date of the last signature below:

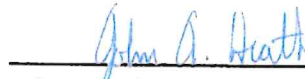
Shasta Regional Transportation Agency:



Sean Tiedgen, AICP, Executive Director

Date: 6/29/2026

Shasta County:



John Heath, Interim Public Works Director

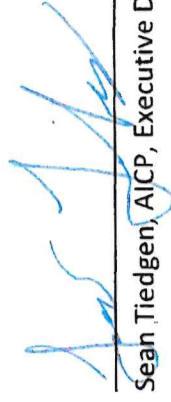
Date: 6/26/26

Amendment #8

Appendix A

Fiscal Years (FYs) 2025/26 Regional Surface Transportation Program County of Shasta Scope of Work and Budget Revised*

Agency/Project Name	RSTP Exchange Budget	Total Project Cost	Fiscal Year of Expenditure
Pavement Rehabilitation	\$690,803	\$1,330,000	2026/27
Total	\$690,803	\$1,330,000	


Sean Tiedgen, AICP, Executive Director

Shasta Regional Transportation Agency

6/29/2026

Date



John Heath, Interim Public Works
Director
County of Shasta

6/26/26

Date

Amendment #8 added FY 2025/26 RSTP State Exchange Funds to the original AGREEMENT. The period of use of the above FY 2025/26 RSTP Exchange Funds is through June 30, 2029.



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

August 18, 2026

Michael Webb
Interim City Manager and Director of Public Works
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Fiscal Years 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP)
Exchange Funds Sub-Recipient Cooperative Agreement (SCA) Amendment #8
Notice to Proceed

Dear Mr. Webb:

The amended Fiscal Years (FYs) 2016-17 and 2017-18 Regional Surface Transportation Program (RSTP) Exchange Funds Sub-Recipient Cooperative Agreement (SCA) between the Shasta Regional Transportation Agency (SRTA) and the city of Redding is fully executed. FY 2025/26 RSTP Exchange have been added to the Agreement, per revised Appendix A.

Please consider this letter your notice to proceed, effective July 1, 2026, with reimbursable work consistent with the scope, budget, and terms of the amended agreement. An executed copy of the agreement amendment accompanies this letter.

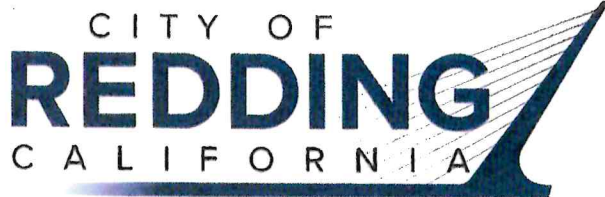
Please do not hesitate to contact Senior Transportation Planner Jennifer Pollom at jpollom@srta.ca.gov (530-262-6195) if you have questions.

Sincerely,

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

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

Enclosure: Fiscal Years 2016-17 and 2017-18 RSTP Exchange Funds SCA Amendment #8



CITY OF REDDING

777 Cypress Avenue, Redding, CA 96001
PO BOX 496071, Redding, CA 96049-6071
cityofredding.gov

SHARLENE TIPTON, CITY CLERK
530.225.4447
530.225.4463 FAX

August 12, 2026

Shasta Regional Transportation Agency
1255 East St, 202
Redding, Ca 96001

SUBJECT: Amendment #8 to Sub-Recipient Cooperative Agreement for Regional Surface Transportation Program (RSTP) Exchange Funds, C-7765

Dear Sir or Ma'am,

Enclosed please find original of the above referenced Amendment #8 to Sub-Recipient Cooperative Agreement for Regional Surface Transportation Program (RSTP) Exchange Funds, C-7765 by and between the City of Redding and Shasta Regional Transportation Agency.

Please sign, make a copy for your records, and return the original in the enclosed return envelope.

If you have any questions regarding this agreement, or if we can be of assistance, please contact the Office of the City Clerk at (530) 225-4056.

Sincerely,

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

Christina Sims
Business License Specialist

Enclosure

cc: Carr
Anthony
Adams
Grannis
Kempley

**OFFICE OF THE CITY CLERK
CITY OF REDDING
777 CYPRESS AVENUE
REDDING, CA 96001**

**AMENDMENT #8
SUB-RECIPIENT COOPERATIVE AGREEMENT
For Fiscal Years 2016/17 and 2017/18
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE FUNDS
between
SHASTA REGIONAL TRANSPORTATION AGENCY
and
THE CITY OF REDDING**

This eighth amendment to the Sub-Recipient Cooperative Agreement (C-7765, hereinafter "AGREEMENT") dated July 20, 2018, first amended on July 17, 2019, second amended August 25, 2020 and November 23, 2020, third amended July 1, 2021, fourth amended August 9, 2022, fifth amended September 29, 2023, sixth amended August 23, 2024, and seventh amended November 14, 2025 is entered into effective on the date of the last signature between the City of Redding (hereinafter, "Sub-Recipient") and the Shasta Regional Transportation Agency (hereinafter, "SRTA"), and amends the same as follows:

The AGREEMENT is being amended to allow an extension of the expiration date and to amend Appendix A to the AGREEMENT to outline Fiscal Years (FY) 2025/26 Regional Surface Transportation Program (RSTP) Exchange Funds to the Sub-Recipient for performing RSTP Exchange-eligible projects publicly nominated and approved by the SRTA Board of Directors; and

WHEREAS, Section 1(a) of the AGREEMENT is amended to read in its entirety as follows: "This AGREEMENT between the Sub-Recipient and SRTA may be amended by written modification by both parties, for FY 2025/26 RSTP Exchange Funds, and expires June 30, 2029, unless extended by mutual agreement between both parties.

WHEREAS, Appendix A, attached to the July 20, 2018, AGREEMENT and amended on July 17, 2019, August 25, 2020, November 23, 2020, July 1, 2021, August 9, 2022, September 29, 2023, August 23, 2024, and November 14, 2025, is further amended and replaced with attached Amendment #8 Appendix A, which adds new FY 2025/26 funding and project use. The FY 2025/26 funding and projects are subject to all the provisions of the original AGREEMENT and Amendment #8.

All other terms of the AGREEMENT remain unchanged by the above amendments.

C-7765

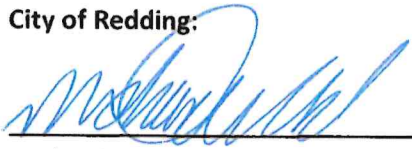
IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT Amendment #8 on the date of the last signature below:

Shasta Regional Transportation Agency:

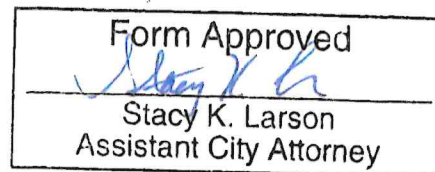

Sean Tiedgen, AICP, Executive Director

Date: 8/14/2026

City of Redding:


Michael Webb, Director of Public Works

Date: 8/11/2026

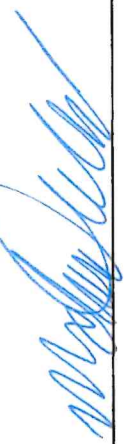


ATTEST:


SHARLENE TIPTON, City Clerk

Amendment #8
Appendix A
Fiscal Years 2025/26 Regional Surface Transportation Program City of Redding
Scope of Work and Budget

Agency/Project Name	RSTP Exchange Budget	Total Project Cost	Fiscal Year of Expenditure
Replace AC Surfacing 2026	\$1,935,688	\$2,952,910	2026/27
Total	\$1,935,688	\$2,952,910	

 Sean Tiedgen, AIQP, Executive Director Shasta Regional Transportation Agency	 Michael Webb, Director of Public Works City of Redding
8/14/2026	8/11/2026
Date	Date

Amendment #8 added FY 2025/26 RSTP State Exchange Funds to the original AGREEMENT. The period of use of the above FY 2025/26 RSTP Exchange Funds is through June 30, 2029.

ATTEST:


SHARLENE TIPTON, City Clerk

Form Approved


Stacy K. Larson
Assistant City Attorney



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

June 29, 2026

Dave Moore, Director
Caltrans District 2
1657 Riverside Drive
Redding, CA 96001

Re: Implementation of Fix 5 Cascade Gateway (F5CG) by Caltrans District 2 (D2)

Dear Director Moore:

The Shasta Regional Transportation Agency (SRTA), as the designated metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the Shasta Region, respectfully requests that Caltrans District 2 (D2) be the implementing agency for the Fix 5 Cascade Gateway (F5CG) Project (EA 02-0H920), including the \$3 million SRTA was awarded in Community Project Funding/Congressionally Directed Spending (CPFCDs) in the Consolidated Appropriations Act, 2023.

SRTA is requesting transfer of the \$3 million CPFCDs award to Caltrans to administer the project on our behalf.

Please consider this SRTA's request for transfer of implementing agency responsibilities. Questions and comments can be addressed to Jennifer Pollom, Senior Transportation Planner at (530) 339-6155 or jpollom@srta.ca.gov.

Sincerely,

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

Sean Tiedgen, AICP, Executive Director



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

Sean Tiedgen, AICP, Executive Director

June 30, 2026

The Honorable Toks Omishakin, Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, Ca 95814

SUBJECT: Shasta Regional Transportation Agency (SRTA) Long-Range Financial Plan for Senate Bill (SB) 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP)

Dear Secretary Omishakin,

Please find attached the Shasta Region's Long-Range Financial Plan for SB 125 Formula-Based TIRCP & ZETCP as required by the funding guidelines, and we look forward to its approval by June 30, 2026, to maintain regional eligibility for future TIRCP funding in the 2026/27 fiscal year and beyond. The plan addresses SRTA's – and the Redding Area Bus Authority's (RABA) – approach to the challenge of sustaining the Shasta Region's transit operations absent additional discretionary or nonformula state funding. While this plan attempts to address this requirement in the SB 125 Guidelines, we believe a more holistic discussion that focuses on reliable and ongoing transit funding is needed statewide.

SRTA is the designated Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Shasta Region. RABA is the only transit operator and the sole eligible State Transit Assistance (STA) operator in the region. SRTA, prior to July 1, 2025, also coordinated and contracted the Consolidated Transportation Services Agency (CTSA). SRTA developed the attached long-range financial plan in consultation and coordination with RABA.

The Shasta Region's Long-Range Financial Plan for SB 125 describes implementation strategies for ridership retention and recovery and streamlined coordination between transit operators. It also includes a five-year operating funding forecast and the progress and improvements implemented in the Shasta Region since submittal of the initial allocation package.

The Shasta Region's Long-Range Financial Plan for SB 125 utilized existing plans and documents that address the requirements of the long-term financial plan where possible, including the use of supplemental materials or addenda that address the long-term plan requirements and reference back to their existing plans as applicable.

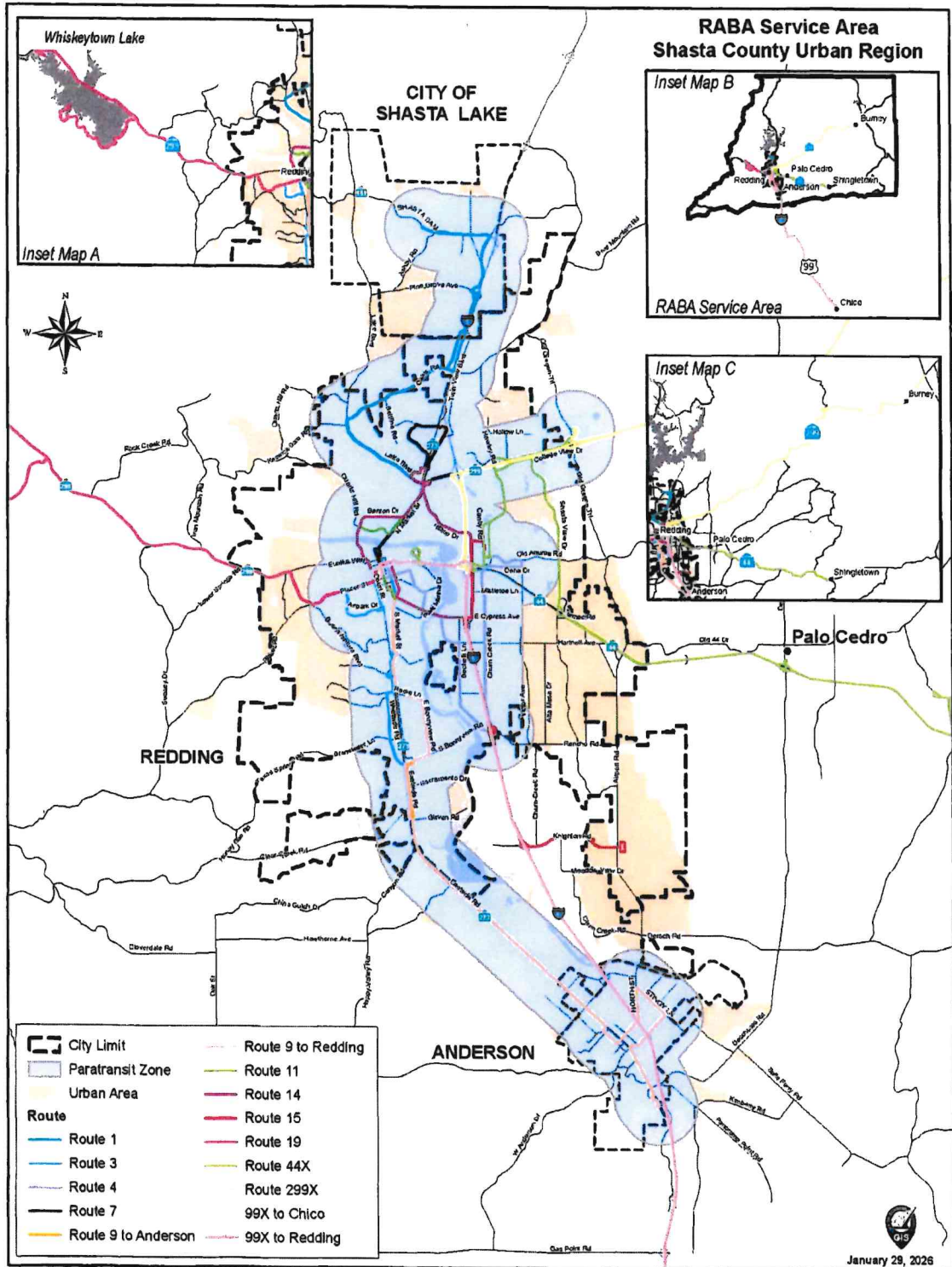
Sincerely,

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

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

Shasta Region's SB 125 Long Term Financial Plan

June 30, 2026



Shasta Region's SB 125 Long Term Financial Plan

The Redding Area Bus Authority (RABA) is the only public transit operator in the Redding, CA Urbanized Area (UZA) and Shasta County. RABA was formed in 1976 through a Joint Powers Agreement (JPA) between the city of Redding and the county of Shasta to provide public transit services within the greater Redding area. RABA began operations in November 1981. The JPA was amended in 1997 to include the cities of Anderson and Shasta Lake. RABA services are operated and maintained by third-party contractors, while administrative functions are carried out by a five-member team of transit professionals provided through the city of Redding.

Current Services:

RABA provides a range of transit services to the cities of Anderson, Redding, and Shasta Lake, as well as portions of unincorporated Shasta County. These services include fixed-route bus service, flex route service, commuter service, intercity bus service, ADA complementary paratransit, and microtransit. Fixed-route service typically operates on one-hour headways.

Like public transit systems nationwide, RABA experienced a significant decline in ridership during the COVID-19 pandemic. At the same time, operating costs have increased due to rising expenses for labor, software systems, maintenance, fuel and other operational needs. Since the pandemic, RABA has implemented a series of operational and service changes aimed at retaining ridership, improving efficiency, and strengthening overall system performance.

Coordination:

Consistent with recommendations from the [2024 Short Range Transit Plan \(SRTTP\)](#), RABA implemented organizational changes in coordination with regional partners to reduce service redundancy, lower administrative costs, and improve operational efficiency. These efforts included:

- ***RABA Designated as the Consolidated Transportation Service Agency (CTSA):*** As of July 1, 2025, SRTA designated RABA as the Consolidated Transportation Service Agency (CTSA) for the Shasta Region. As part of that effort, the CTSA's former contractor, Dignity Health Connected Living (DHCL), became a RABA contractor. MTM continues to provide the majority of fixed-route and microtransit services, while DHCL focuses on on-demand transportation in rural areas of Shasta County and now complementary paratransit ADA service, as well. Through this effort, RABA has become the sole recipient of Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR) funding. This change eliminates redundancy and competing priorities within the region, as RABA now provides transit services for the entire Shasta Region.
- ***Transition of county-provided express services to RABA:*** In addition, RABA assumed responsibility for the 299X (aka, Burney Express) intercity service, which was previously contracted through the Shasta County Department of Public Works. As part of this transition, RABA became a subrecipient of Federal Transit Administration (FTA) Section 5311 and 5311(f) funding to support the operation of rural service.

Ridership

To encourage ridership recovery and expand mobility options, RABA has implemented several initiatives in recent years.

- ***Offering free and reduced fares:*** Promotional periods of free fares were offered during the summers of 2023 and 2024. Starting in the summer of 2026 a new fare capping will be implemented with the following proposed monthly fare cap promotions: from \$50.00 to \$25.00 for regular fare riders and from \$25.00 to \$12.00 for eligible senior, disabled, and reduced fare riders.
- ***Integrating travel options:*** The launch of a bikeshare program was introduced in April 2024, a vanpool program began in May 2024, Amtrak Thruway bus service connecting Redding to Chico beginning in August 2024, microtransit service in September 2024, an Uber subsidy program launched in March 2025, and incorporation of Shasta Connect rural on-demand services in July 2025.
- ***Increasing marketing and community outreach efforts:*** These initiatives include system rebranding, new bus vehicle wraps, marketing videos and radio advertisements, updated ride guides, and a redesigned website. RABA has collaborated with local organizations and community events to raise awareness of transit services. A Mobility Manager position was created to engage transit-dependent populations and provide mobility training.

Safety and Cleanliness

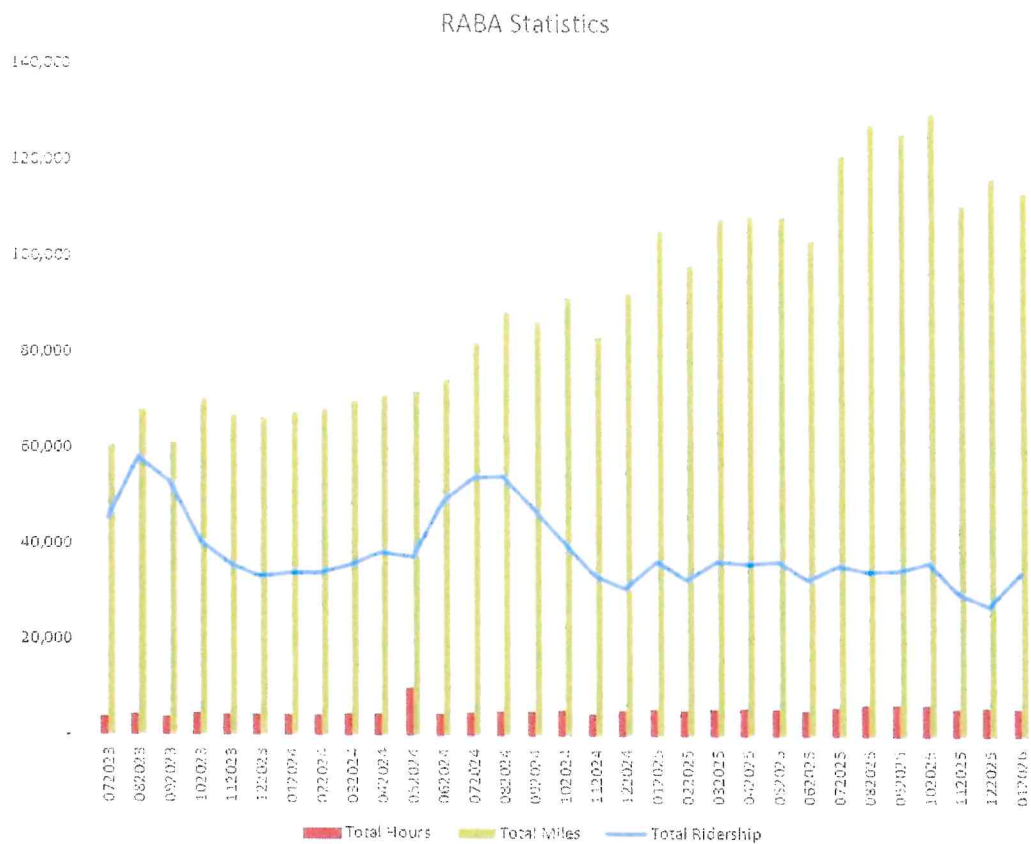
Several operational improvements have also been implemented to enhance the rider experience.

- RABA transitioned to a new security service contractor to provide improved security coverage and support increased safety and cleanliness at transit facilities.
- RABA has invested in improvements at the Downtown Transit Terminal and implemented enhanced bus stop cleaning and facility maintenance programs.

Technologies

- RABA implemented an Automatic Vehicle Locator (AVL) system integrated with the Moovit and Transit mobile applications, enabling riders to access real-time bus location and arrival information. RABA has also implemented on-demand scheduling applications to support demand-response services.
- RABA has invested in new payment technology to modernize the rider experience and improve operational efficiency. The agency implemented a mobile app-based fare purchase system and introduced a tap-and-pay contactless payment system, allowing riders to conveniently pay fares using smartphones or contactless bank cards. These improvements help reduce boarding times and enhance on-time performance. It also automatically manages fare capping to prevent overcharging
- RABA has also strengthened partnerships with local institutions. Ridership agreements with local schools were established to encourage transit use among students and staff, expanding access to affordable transportation and supporting increased ridership.
- RABA actively monitors the performance of its operating contractors through comprehensive oversight and regular coordination meetings. This includes bi-weekly all-hands meetings, weekly departmental meetings, and periodic safety meetings to review operations, address issues, and ensure service quality.
- In accordance with the contract, RABA utilizes performance management tools, including liquidated damages and incentive provisions, to ensure that services are delivered as intended and designed for customers. Contractors are required to actively monitor and

address technology system failures, safety and maintenance issues, on-time performance, and customer service to maintain high operational standards.



Despite these efforts ridership has not yet shown significant growth. The table above shows that as RABA expands its mobility services, revenue miles increase significantly, while ridership only rises noticeably on free-fare days. As RABA discontinues underperforming fixed-route services and introduces more diversified offerings, the total hours of operation remain relatively stable. However, the increase in mileage will result in higher capital and maintenance costs. Its possible the new monthly cap on fares may result in more ridership in the coming year.

RABA’s 5-year Financial Outlook

Due to low ridership, fare revenue is not RABA’s primary source of income. RABA also generates revenue from rentals, advertising, and FlixBus ticketing services, in addition to federal and state grants.

Funding Sources

Transit funding statewide has become even more uncertain with the June 2026 changes to California Air Resources Board’s (CARB) Cap-and-Invest Program. Transit agencies have relied on the past stream of Cap-and-Invest revenue from the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Affordable Housing and Sustainable Communities (AHSC) program.

- **Low Carbon Fuel Standard (LCFS):** CARB's zero-emission transition mandate (Innovative Clean Transit (ICT)) adds fiscal pressure to operations, as RABA uses SB 125 funds to cover the increased costs of capital replacements. While LCFS revenue is likely to increase beyond what is shown in the table as more battery-electric vehicles enter service in the future, the expected rise in utility costs is projected to exceed the additional credit revenue.
- **TDA funding:** Historically, the region has not had to utilize all TDA funding to fund transit operations and capital projects, after deducting other eligible uses. For 2024/25, 2025/26, and 2026/27, RABA has not drawn from Transportation Development Act (TDA) Local Transportation Fund (LTF) operating funds. This has primarily been due to the provision of SB 125 funds provided by the state and COVID-19 pandemic funding provided by FTA. When the current SB 125 operating assistance funding is exhausted, RABA intends to resume use of LTF funds where other federal or state transit-only funds cannot cover operational costs. RABA staff are currently working with local public works departments to ensure a shared understanding of future funding needs and allocations. SRTA is looking to review the existing 30-year old cost allocation method for possible updates to reflect changes in delivery of transit services.

To strengthen funding opportunities, RABA is implementing an Automatic Passenger Counter (APC) system and plans to resume reporting as a full reporter to the National Transit Database (NTD). This will allow RABA to better document ridership and service data and help potentially secure Federal Transit Administration Section 5307 Small Transit Intensive Cities (STIC) funding.

To reduce reliance on FTA Section 5307 funding and TDA funding, RABA staff actively pursue competitive funding opportunities. As a result of these efforts, RABA was successfully awarded funding through the 2025 FTA Section 5310 Traditional and Expanded Programs and the 2025 FTA Section 5339(c) Low or No Emission (Low-No) Grant Program.

RABA plans to apply for the Caltrans Sustainable Transportation Planning Grant in 2026 to conduct a Comprehensive Operational Analysis (COA). The study will evaluate current services and identify opportunities to improve operational efficiency while maintaining service quality. Staff anticipate that the analysis will help optimize service levels, potentially reduce total service hours, and identify ways to increase ridership and passenger miles traveled without further increasing operating costs.

See the table on the following page for RABA's next five years fiscal plan.

Table 1: RABA's next five years fiscal plan

ACCOUNTS		2026-27	2027-28	2028-29	2029-30	2030-31
Local Revenue		Projected	Projected	Projected	Projected	Projected
3140101	Passenger/Fixed Route	\$653,300	\$686,000	\$720,300	\$756,400	\$794,300
3140102	Fare Cards	\$8,300	\$8,600	\$8,900	\$9,200	\$9,500
3140200	Passenger Fares - Demand Response	\$145,600	\$152,900	\$160,600	\$168,700	\$177,200
3140500	Charter Service	\$9,500	\$10,000	\$10,500	\$11,100	\$11,700
3140600	Advertising - Bus Stops	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
3140601	Advertising - Buses	\$73,500	\$76,000	\$76,000	\$78,500	\$78,500
3741007	Sales of Property	\$6,200	\$6,300	\$6,400	\$6,500	\$6,600
3744011	LCFS Revenue	\$3,600	\$4,400	\$5,300	\$6,400	\$7,700
3520003	Real Estate Rentals	\$78,000	\$60,000	\$61,200	\$62,430	\$63,700
3931019	Greyhound/FlixBus Rents	\$11,236	\$11,240	\$11,240	\$11,240	\$11,300
3991001	Investment Income	\$5,100	\$5,300	\$5,500	\$5,700	\$5,900
3791001	Miscellaneous Revenue	\$30,800	\$31,500	\$32,200	\$32,900	\$33,600
3791046	Vending Machine	\$4,600	\$4,700	\$4,800	\$4,900	\$5,000
3140105	Express Route Revenue	\$48,500	\$49,800	\$51,100	\$52,400	\$53,800
3140106	Amtrak Revenue	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Total		\$1,508,236	\$1,536,740	\$1,584,040	\$1,636,370	\$1,688,800
Operating Revenue (Grant)						
3604602	FTA 5307 Operating (50% Local Match)	\$2,500,000	\$3,020,000	\$3,000,000	\$3,000,000	\$3,000,000
3625607	SB 125 State Operating	\$2,355,000	\$1,985,503	\$485,503	\$-	\$-
3604603	FTA 5311(f) Operating (44.47% Local Match)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
3604605	FTA 5311 Operating (44.47% Local Match)	\$550,635	\$550,640	\$550,640	\$550,640	\$550,640
3604604	Federal (5310) - Discretionary	\$365,025	\$-	\$-	\$-	\$-
3625606	LTOP State Operating Grant	\$499,460	\$490,000	\$490,000	\$490,000	\$490,000
3625602	TDA Operation - Allocation (STA)	\$2,000,000	\$2,050,000	\$2,101,250	\$2,153,790	\$2,207,640
3625605	LTF/TDA State Operating Grant	\$400,000	\$2,841,058	\$4,370,091	\$5,175,108	\$5,481,979
3625601	STA Reserve - Per Request	\$417,636	\$-	\$-	\$-	\$-
3632608	SGR Operating (Preventative Maintenance)	\$316,000	\$27,000	\$333,000	\$339,000	\$347,480
3625601	Rural Transit Assistance Program	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
3604603	FTA 5311 Operating (0% Local Match)	\$706,721	\$-	\$-	\$-	\$-
TBD	State Transit Funds - Requested from SRTA	\$694,007	\$-	\$-	\$-	\$-
Total		\$11,105,984	\$11,265,701	\$11,631,984	\$12,010,038	\$12,379,239



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Sean Tiedgen, AICP, Executive Director

July 7, 2026

Elijah Adewale Adeoye
Member, ANOMALO LLC d/b/a UNVEIL
elijah.adeoye@weunveil.ai

**Re: Letter of Support, U.S. DOT SBIR Topic 26-FT1, Person-Centered Complete
Trip Planning Powered by AI**

Dear Mr. Adeoye,

The Shasta Regional Transportation Agency (SRTA), as the metropolitan planning organization (MPO) for the Shasta County region is pleased to support UNVEIL (ANOMALO LLC) in its proposal to apply for funding under the U.S. Department of Transportation Small Business Innovation Research (SBIR) program under Topic 26-FT1. We understand the Phase I project is a feasibility study for an accessibility-first, AI-powered trip planning assistant, using the Redding and Shasta County, California region as its test corridor.

Helping residents, including first-time riders, older adults, and people with disabilities, plan and complete the full door-to-door transit trip is aligned with goals in SRTA's Regional Transportation Plan to keep people moving safely and efficiently, create people-centered communities, and improve mobility and accessibility for all. We see potential value to the people our region serves in the approach UNVEIL describes.

We note that the Redding Area Bus Authority (RABA), the primary public transit provider in the Shasta Region, currently publishes its transit schedule (GTFS) data openly, so UNVEIL needs nothing further from SRTA at the proposal stage beyond this letter. Should the project be awarded, SRTA is glad to be a regional point of contact for occasional regional data questions during the Phase I period of performance. This support commits no funds and no staff time beyond those occasional questions.

Should the project advance to a Phase II pilot, SRTA remains interested in learning more about the project. We wish UNVEIL success with this proposal and its pursuit of FTA's SBIR funding.

Sincerely,

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

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



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

Sean Tiedgen, AICP, Executive Director

July 10, 2026

Docket ID No. OMB-2026-0034

RIN 0348-AB88

Regulation for Federal Financial Assistance

Office of Management and Budget

Submitted via www.regulations.gov

RE: Shasta Regional Transportation Agency (SRTA) Comments on the Proposed Regulation for Federal Financial Assistance

The Shasta Regional Transportation Agency (SRTA) appreciates the opportunity to submit comments on the Office of Management and Budget's proposed Regulation for Federal Financial Assistance and its potential effects on transportation agencies administering federal financial assistance.

SRTA is the federally designated metropolitan planning organization (MPO) for the Shasta Region, serving all of Shasta County, California. We consist of nine staff, serving a region of just over 180,000 individuals, and represented by a board of directors including three cities, one county, and a transit district. As the MPO, SRTA is responsible for carrying out the federally required metropolitan transportation planning process, including development of the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan, performance-based planning, and coordination with Caltrans, transit agencies, local governments, tribal governments, and other regional partners. SRTA serves a predominantly rural region with limited administrative capacity relative to larger metropolitan agencies.

Unlike larger MPOs that may maintain dedicated grants, compliance, procurement, and reimbursement teams, SRTA relies on a comparatively small staff structure in which administrative, fiscal, planning, and executive personnel perform multiple functions across programs. As a result, changes to the government-wide rules governing federal financial assistance can directly affect MPO planning, programming, project development, public engagement, consultant procurement, reimbursement, and coordination with state and federal partners. For SRTA and similarly sized agencies across the country, incremental federal administrative requirements may create disproportionate operational impacts, causing more time spent on administrative activities and less on implementing projects to achieve the desired federal transportation objectives.

We support OMB's stated goals of improving transparency, accountability, consistency, and simplification of grant administration which leads to responsible stewardship of federal funds. We appreciate proposed provisions that could help simplify the federal grant process. However, several proposed provisions could significantly increase administrative burden and reduce capacity available for transportation planning and

project delivery. SRTA respectfully requests that OMB provide targeted clarification in the final rule to ensure implementation is clear, consistent, and workable for MPOs and other recipients of federal transportation funds and offers the following comments on the proposed changes, based on current operational practices.

1. Support for Streamlining Measures

SRTA supports provisions that encourage:

- Multi-year awards;
- Clearer funding timelines;
- Plain-language notices of funding opportunity;
- Standardized application platforms; and
- Deferral of unnecessary administrative requirements until after selection.

These changes have potential to simplify and standardize federal grant process by reducing repetitive application work and improving predictability for agencies with limited administrative capacity. For example, multi-year awards with budget periods longer than one year would help reduce repetitive applications, provide predictable funding for complex projects, and allow SRTA and regional partners better manage project timelines since transportation projects generally span two years for planning stages and three to five years to design, complete environmental (where applicable), conduct bidding, and construct.

2. Additional Payment and Reimbursement Documentation Could Delay Reimbursements and Redirect Staff Capacity

Many MPOs, including SRTA, operate on a reimbursement basis and rely on timely payment to maintain work programs, pay consultants, and avoid cash-flow challenges in carrying out federally required transportation planning and programming activities. For example, SRTA has documented internal controls supporting federal reimbursement requests, including expenditure review, invoice support, accounting reconciliation, procurement compliance, retention procedures, and audit readiness. Invoices from consultants and pass-through agencies already provide documentation to support their requests. The proposed requirement for additional written payment justification and expanded verification processes would require substantial updates to internal reimbursement procedures. Operational impacts for SRTA would include:

- Revision of reimbursement request templates and internal review procedures;
- Additional staff time to prepare narratives supporting routine reimbursement requests;
- Expanded coordination among fiscal, program, and consultant staff;
- Increased documentation retention requirements; and
- Longer reimbursement processing timelines.

Because transportation programs already operate within layered federal oversight structures, incremental administrative requirements may produce cumulative delays rather than improved accountability. *SRTA encourages OMB to exempt MPOs from more rigid pre-payment verification processes for formula and discretionary planning funds provided through state DOTs.*

3. Removal of Existing Indirect Cost Flexibility Could Materially Increase Administrative Costs Without Increasing Program Value

SRTA is particularly concerned about proposed revisions affecting indirect cost recovery and treatment of executive and administrative functions. SRTA's current indirect cost allocation structure supports centralized administration of federal and state transportation programs through executive leadership,

fiscal management, accounting, compliance oversight, procurement administration, audit coordination, and agency operations. These indirect activities are not discretionary overhead; they are the operational activities necessary to administer federal awards, maintain compliance, support procurement, process reimbursements, retain records, coordinate audits, and provide financial oversight. Additionally, executive and other administrative staff in smaller MPOs like SRTA have minimal staff who also carry out many federally required direct activities.

If simplified indirect treatment is eliminated or substantially narrowed, SRTA anticipates:

- More detailed timekeeping requirements across administrative positions;
- Additional allocation and documentation procedures;
- Expanded accounting review and reconciliation activities;
- Increased audit preparation, costs, and support time;
- Potential reductions in recoverable administrative costs; and
- Diversion of executive and fiscal staff effort away from project implementation.

The practical result would not be reduced administration; it would be increased documentation of the same work. ***SRTA recommends retaining existing flexibility for regional agencies or creating an alternative simplified allocation methodology recognizing the administrative structure of transportation planning organizations.***

4. Restrictions on Professional Development Could Impact Employee Retention, Skills Development, and Reduce Compliance Capacity

Transportation planning and programming activities rely on continuing education for employees in order to maintain and build skillsets, utilize tools common to the field, enhance communication and public engagement, stay up-to-date on regulatory changes, and for leadership development. This is accomplished through conferences, subscriptions to professional/technical periodicals on relevant topics, and maintaining certification memberships.

Not allowing federal funds to be used toward those costs or requiring regular approval by federal agencies for conferences, memberships, and related professional activities could:

- Increase federal, state, and local administrative workload;
- Delay participation in time-sensitive training;
- Reduce access to technical resources supporting compliance; increase uncertainty in budgeting for professional development;
- Impact agencies in retaining good employees; and
- Create gaps in leadership at management levels.

State, regional, and local governments should be afforded the continued flexibility to identify the professional activities that are eligible within the appropriate agency or department. ***If OMB desires to continue with requiring additional approval by federal agencies related to eligible professional activities, SRTA recommends that OMB allow USDOT, FHWA, and FTA create a list of pre-approved organizations, memberships, and activities.*** This should include conferences, memberships, and certifications associated with the American Institute of Certified Planners (AICP) and American Planning Association, including state-level associations; American Society of Civil Engineers; Congress for New Urbanism; Government Finance Officers Association; state-level regional associations (e.g., California Association of Councils of Governments); American Public Transportation Association; statewide, urban,

and rural transit associations; ESRI Academy and Users Conference; Certified GIS Professional (GISP) certifications and associated training; and others.

5. Transportation-Specific Guidance Is Needed Before Implementation

Several proposed provisions, including E-Verify requirements, procurement changes, reimbursement documentation, and subrecipient oversight, would require updates to: Procurement documents; Consultant agreements; Internal procedures; Contract administration practices; and Financial controls. Transportation funding programs operate through unique layered pass-through structures and reimbursement processes that differ from many other federal assistance programs.

SRTA recommends the following:

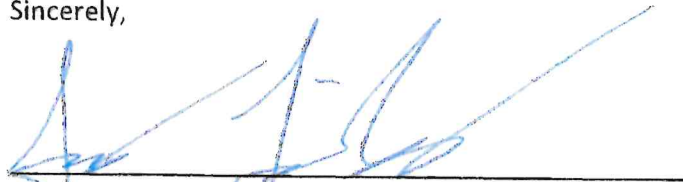
1. ***OMB should direct USDOT, FHWA, and FTA issue transportation-specific implementation guidance before the effective date and provide model procedures and standardized expectations.*** This guidance should address how the rule would apply to formula funds, discretionary grants, MPO planning funds, reimbursement procedures and pass-through arrangements, consultant contracts, existing formula/discretionary awards, the UPWP, and the TIP.
2. ***OMB should extend the effective date of the updated regulation to October 1, 2027,*** in order to provide a reasonable implementation period so that USDOT, FHWA, and FTA can provide appropriate templates, examples, and associated training to regional offices, MPOs, state DOTs, transit agencies, local governments, and contractors, where applicable, so that disruption to current and ongoing work is minimized.

Conclusion: SRTA supports strong stewardship of federal funds and recognizes the importance of consistent grant administration standards. We appreciate OMB's efforts to improve transparency, accountability, and efficiency. SRTA is committed to carrying out our federally required planning and programming responsibilities in a transparent and accountable manner.

Transportation recipients of federal funds already operate within extensive reimbursement, procurement, and audit frameworks. Therefore, SRTA respectfully requests that OMB provide targeted clarifications in the final rule to avoid creating duplicative administrative requirements that increase compliance costs without improving accountability, protect timely reimbursement, and provide sufficient flexibility to allow agencies to focus resources on federal transportation planning, programming, and project delivery responsibilities.

Thank you for considering these comments. SRTA looks forward to advancing a safe, reliable, and efficient transportation system for our region through continued partnerships with our federal, state, regional, tribal government, and local partners. If you have any questions regarding this letter, please contact me by email at stiedgen@srtc.ca.gov or by phone at (530) 262-6190.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

From: Lori Dabbondanza <LDabbondanza@AMPO.Org>
Sent: Thursday, July 9, 2026 6:21 AM
To: Sean Tiedgen <stiedgen@srta.ca.gov>
Subject: Congratulations! 2026 AMPO Award Winner Notification!

Dear Sean,

On behalf of the Association of Metropolitan Planning Organizations (AMPO) Awards Committee, it is my pleasure to inform you that SRTA has been selected to receive the **2026 Outstanding Overall Achievement – Small MPO Award**. Congratulations!

The submissions in this category were exceptionally strong this year, highlighting the innovative, thoughtful, and collaborative work taking place across the MPO community. Even among such an impressive group of submissions, your nomination stood out and earned the committee's highest recognition.

The award will be formally presented during the 2026 AMPO Annual Conference, which will be held in Sacramento, California, September 14–18. The Awards Luncheon is scheduled for **Thursday, September 17, from 11:45 a.m. to 1:15 p.m.**

We would appreciate it if you could let us know:

- Whether you are able to help coordinate who will accept the award on behalf of SRTA; and
- Whether that individual plans to attend the conference and join us for the Awards Luncheon.

We would love for your organization to be recognized in front of its peers and to have the opportunity to share a brief acceptance speech.

Thank you again for taking the time to submit your nomination and for showcasing the meaningful work taking place at SRTA. We look forward to celebrating this well-deserved recognition with you in Sacramento!

Lori

Lori Dabbondanza
Executive Administrator
Association of Metropolitan Planning Organizations
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California Department of Transportation

DISTRICT 2
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1657 RIVERSIDE DRIVE REDDING, CA 96001
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July 10, 2026

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

Dear Mr. Tiedgen:

The California Department of Transportation (Caltrans) is pleased to inform Shasta Regional Transportation Agency (SRTA) that Conditions of Grant Acceptance have been met and work for the Transportation Planning grant listed below is authorized to begin effective July 10, 2025.

Sustainable Communities Competitive

Grant Fiscal Year (FY)	2026-27
RGA/Work Element (WE) #	WE # 707.13
Project Title	Shasta NextGen Railroad Corridor Crossing Plan
Grant Award	\$450,000
Local Match (cash)	\$112,500
Local Match (In-Kind)	\$0.00
Total Local Match	\$112,500
% Local Match	20.00%
Total Project Amount	\$562,500
Grant Expiration Date	June 30, 2029
Final Invoice Due	August 29, 2029

As a reminder, SRTA is responsible for satisfying the local match commitment in the amount shown above.

Please contact Drew Battles at Drew.battles@dot.ca.gov or 530.782.3458 to schedule an administrative kick-off meeting to discuss grant requirements and address any

Mr. Sean Tiedgen, Executive Director
September 25, 2025
Page 2

questions. We look forward to working with you and your staff on this important project.

Sincerely,

Aaron Casas

Aaron Casas
530.782.3172
Senior Transportation Planner
Regional and System Planning Branch Lead,
Caltrans District 2 – Office of Transportation Planning

c: Eva Flores, Associate transportation Planner Caltrans, Headquarters
Omar Ruiz, Associate Governmental Program Analyst, Caltrans, Headquarters

California Department of Transportation

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



July 29, 2026

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

Dear Mr. Tiedgen:

Thank you for submitting your agency's unmet transit needs documentation for Fiscal Year 2026-27. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act, and find the documentation to be complete and in accordance with current statutes.

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

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

Sincerely,

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

CAYMAN MORGAN, Transit Programs Oversight Chief
Office of Transit Planning

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



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

August 10, 2026

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

SUBJECT: Fiscal Year 2025-26 Fourth Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the fourth quarter of Fiscal Year (FY) 2025-26 for each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated August 1, 2023. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

This is the fourth allocation for FY 2025-26. The total amount allocated to all agencies for the fourth allocation is \$190,844,872. The payment is scheduled to issue on August 11, 2026. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2026.08.10 15:56:28 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: State Transit Assistance Allocation Summary

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

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE ALLOCATION SUMMARY
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026

Regional Entity	PUC 99313 Allocation		PUC 99313 Allocation		PUC 99314	Total Allocation
	RTC 7102(a)(3), 6051.8(a), 6201.8(a)		RTC 6051.8(b), 6201.8(b)		Allocation	
	A		B		C	D = (A + B + C)
Metropolitan Transportation Commission	\$	10,471,001	\$	8,030,747	\$ 51,131,710	\$ 69,633,458
Sacramento Area Council of Governments		2,756,264		2,113,920	1,653,738	6,523,922
San Diego Association of Governments		1,301,252		997,997	568,403	2,867,652
San Diego Metropolitan Transit System		3,198,606		2,453,175	2,340,221	7,992,002
Tahoe Regional Planning Agency		150,670		115,556	15,079	281,305
Alpine County Transportation Commission		1,611		1,235	224	3,070
Amador County Transportation Commission		54,105		41,496	3,419	99,020
Butte County Association of Governments		283,803		217,663	27,204	528,670
Calaveras County Local Transportation Commission		61,160		46,907	1,330	109,397
Colusa County Local Transportation Commission		30,122		23,102	2,360	55,584
Del Norte County Local Transportation Commission		36,301		27,841	3,426	67,568
El Dorado County Local Transportation Commission		242,746		186,175	28,986	457,907
Fresno County Council of Governments		1,418,235		1,087,717	446,194	2,952,146
Glenn County Local Transportation Commission		40,164		30,804	1,995	72,963
Humboldt County Association of Governments		183,003		140,354	54,886	378,243
Imperial County Transportation Commission		255,049		195,610	41,595	492,254
Inyo County Local Transportation Commission		25,710		19,718	0	45,428
Kern Council of Governments		1,263,574		969,100	135,582	2,368,256
Kings County Association of Governments		210,625		161,539	14,832	386,996
Lake County/City Council of Governments		91,974		70,540	8,356	170,870
Lassen County Local Transportation Commission		39,271		30,119	3,131	72,521
Los Angeles County Metropolitan Transportation Authority		13,507,154		10,359,324	31,608,493	55,474,971
Madera County Local Transportation Commission		222,364		170,543	12,756	405,663
Mariposa County Local Transportation Commission		23,135		17,743	1,223	42,101
Mendocino Council of Governments		122,844		94,215	16,042	233,101
Merced County Association of Governments		400,805		307,398	33,235	741,438
Modoc County Local Transportation Commission		11,612		8,906	1,804	22,322
Mono County Local Transportation Commission		17,346		13,304	47,309	77,959
Transportation Agency for Monterey County		600,129		460,269	328,952	1,389,350
Nevada County Local Transportation Commission		137,240		105,257	11,595	254,092
Orange County Transportation Authority		4,342,594		3,330,558	2,760,484	10,433,636
Placer County Transportation Planning Agency		443,639		340,249	110,689	894,577
Plumas County Local Transportation Commission		25,826		19,808	7,153	52,787
Riverside County Transportation Commission		3,412,943		2,617,561	971,358	7,001,862
Council of San Benito County Governments		91,383		70,086	2,536	164,005
San Bernardino County Transportation Authority		3,018,790		2,315,264	1,126,516	6,460,570
San Joaquin Council of Governments		1,102,058		845,225	432,306	2,379,589
San Luis Obispo Area Council of Governments		382,011		292,984	46,989	721,984
Santa Barbara County Association of Governments		611,481		468,976	273,474	1,353,931
Santa Cruz County Regional Transportation Commission		360,640		276,593	584,375	1,221,608
Shasta Regional Transportation Agency		246,436		189,004	22,746	458,186
Sierra County Local Transportation Commission		4,335		3,325	297	7,957
Siskiyou County Local Transportation Commission		59,230		45,427	4,545	109,202
Stanislaus Council of Governments		760,043		582,916	76,017	1,418,976
Tehama County Transportation Commission		88,655		67,994	3,260	159,909
Trinity County Transportation Commission		21,722		16,660	1,277	39,659
Tulare County Association of Governments		666,289		511,011	122,427	1,299,727
Tuolumne County Transportation Council		74,337		57,013	3,405	134,755
Ventura County Transportation Commission		1,133,716		869,505	328,502	2,331,723
Subtotals	\$	54,004,003	\$	41,418,433		
State Totals			\$	95,422,436	\$ 95,422,436	\$ 190,844,872

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B	Total Allocation C = (A + B)
Altamont Corridor Express*				
Alameda County Congestion Management Agency	\$ NA	\$ 42,238	\$ 32,395	\$ 74,633
Santa Clara Valley Transportation Authority	NA	24,368	18,689	43,057
San Joaquin Regional Rail Commission	NA	136,462	104,660	241,122
Regional Entity Totals	0	203,068	155,744	358,812
	0	(203,068)	(155,744)	(358,812)
Metropolitan Transportation Commission				
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	19,268,388	14,777,913	34,046,301
Central Contra Costa Transit Authority	12,684,408	120,252	92,227	212,479
City of Dixon	123,850	1,174	901	2,075
Eastern Contra Costa Transit Authority	6,132,724	58,140	44,591	102,731
City of Fairfield	2,250,751	21,338	16,365	37,703
Golden Gate Bridge Highway and Transportation District	138,827,667	1,316,128	1,009,406	2,325,534
Livermore-Amador Valley Transit Authority	6,084,421	57,682	44,239	101,921
Marin County Transit District	23,726,064	224,930	172,511	397,441
Napa Valley Transportation Authority	1,722,522	16,330	12,524	28,854
Peninsula Corridor Joint Powers Board	144,681,126	1,371,621	1,051,966	2,423,587
City of Petaluma	739,065	7,007	5,374	12,381
City of Rio Vista	39,373	373	286	659
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	374,018	286,853	660,871
San Mateo County Transit District	145,105,738	1,375,646	1,055,053	2,430,699
Santa Clara Valley Transportation Authority	439,800,215	4,169,438	3,197,756	7,367,194
City of Santa Rosa	2,483,478	23,544	18,057	41,601
Solano County Transit	5,290,076	50,152	38,464	88,616
County of Sonoma	3,459,517	32,797	25,154	57,951
Sonoma-Marín Area Rail Transit District	29,993,581	284,348	218,081	502,429
City of Union City	1,879,467	17,818	13,665	31,483
City of Vacaville	402,817	3,819	2,929	6,748
Western Contra Costa Transit Authority	8,044,931	76,268	58,494	134,762
Regional Entity Subtotals	3,045,389,776	28,871,211	22,142,809	51,014,020
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	42,238	32,395	74,633
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	24,368	18,689	43,057
Regional Entity Totals	3,045,389,776	28,937,817	22,193,893	51,131,710
Sacramento Area Council of Governments				
City of Davis (Unitrans)	2,957,630	28,039	21,505	49,544
County of Sacramento	1,189,071	11,273	8,646	19,919
Sacramento Regional Transit System	88,543,261	839,417	643,792	1,483,209
Yolo County Transportation District	4,689,895	44,462	34,100	78,562
Yuba Sutter Transit Authority	1,343,449	12,736	9,768	22,504
Regional Entity Totals	98,723,306	935,927	717,811	1,653,738

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B	Total Allocation C = (A + B)
San Diego Association of Governments				
North County Transit District	33,932,036	321,686	246,717	568,403
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	33,958,141	321,933	246,907	568,840
San Diego Transit Corporation	62,951,421	596,798	457,715	1,054,513
San Diego Trolley, Inc.	42,794,978	405,709	311,159	716,868
Regional Entity Totals	139,704,540	1,324,440	1,015,781	2,340,221
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	1,125,474	863,184	1,988,658
Orange County Transportation Authority	NA	494,248	379,064	873,312
Riverside County Transportation Commission	NA	251,503	192,890	444,393
San Bernardino County Transportation Authority	NA	253,973	194,785	448,758
Ventura County Transportation Commission	NA	120,362	92,312	212,674
Regional Entity Totals	0	2,245,560	1,722,235	3,967,795
	0	(2,245,560)	(1,722,235)	(3,967,795)
Tahoe Regional Planning Agency				
Tahoe Transportation District	900,147	8,534	6,545	15,079
Alpine County Transportation Commission				
County of Alpine	12,816	122	102	224
Amador County Transportation Commission				
Amador Transit	204,076	1,935	1,484	3,419
Butte County Association of Governments				
Butte Regional Transit	1,601,714	15,185	11,646	26,831
City of Gridley - Specialized Service	22,232	211	162	373
Regional Entity Totals	1,623,946	15,396	11,808	27,204
Calaveras County Local Transportation Commission				
Calaveras Transit Agency	79,417	753	577	1,330
Colusa County Local Transportation Commission				
County of Colusa	140,877	1,336	1,024	2,360
Del Norte County Local Transportation Commission				
Redwood Coast Transit Authority	204,530	1,939	1,487	3,426
El Dorado County Local Transportation Commission				
El Dorado County Transit Authority	1,730,379	16,405	12,581	28,986

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

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B	Total Allocation C = (A + B)
Fresno County Council of Governments				
City of Clovis	1,770,328	16,783	12,872	29,655
City of Fresno	22,991,076	217,962	167,166	385,128
Fresno County Rural Transit Agency	1,875,194	17,777	13,634	31,411
Regional Entity Totals	26,636,598	252,522	193,672	446,194
Glenn County Local Transportation Commission				
County of Glenn Transit Service	119,071	1,129	866	1,995
Humboldt County Association of Governments				
City of Arcata	213,054	2,020	1,549	3,569
Humboldt Transit Authority	3,063,481	29,043	22,274	51,317
Regional Entity Totals	3,276,535	31,063	23,823	54,886
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,462,028	23,341	17,901	41,242
Quechan Indian Tribe	21,107	200	153	353
Regional Entity Totals	2,483,135	23,541	18,054	41,595
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	62,152	589	452	1,041
City of California City	25,760	244	187	431
City of Delano	279,451	2,649	2,032	4,681
Golden Empire Transit District	5,882,508	55,768	42,771	98,539
County of Kern	1,194,767	11,327	8,687	20,014
City of McFarland	12,106	115	88	203
City of Ridgecrest	159,250	1,510	1,158	2,668
City of Shafter	57,568	546	419	965
City of Taft	360,169	3,415	2,619	6,034
City of Tehachapi	28,252	268	205	473
City of Wasco	31,839	302	231	533
Regional Entity Totals	8,093,822	76,733	58,849	135,582
Kings County Association of Governments				
City of Corcoran	122,620	1,162	892	2,054
Kings County Area Public Transit Agency	762,823	7,232	5,546	12,778
Regional Entity Totals	885,443	8,394	6,438	14,832
Lake County/City Council of Governments				
Lake Transit Authority	498,852	4,729	3,627	8,356
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	186,872	1,772	1,359	3,131

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation	PUC 99314 Allocation	Total Allocation
		RTC 7102(a)(3), 6051.8(a), 6201.8(a)	RTC 6051.8(b), 6201.8(b)	
		A	B	
C = (A + B)				
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	20,326,872	192,705	147,795	340,500
City of Arcadia	1,607,131	15,236	11,685	26,921
City of Burbank	3,769,842	35,739	27,410	63,149
City of Claremont	456,234	4,325	3,317	7,642
City of Commerce	4,235,696	40,156	30,797	70,953
City of Culver City	15,278,536	144,845	111,089	255,934
Foothill Transit	67,815,955	642,916	493,085	1,136,001
City of Gardena	13,772,242	130,565	100,137	230,702
City of Glendale	8,225,171	77,977	59,805	137,782
City of La Mirada	874,670	8,292	6,360	14,652
Long Beach Public Transportation Company	60,542,189	573,958	440,198	1,014,156
City of Los Angeles	98,801,791	936,671	718,381	1,655,052
County of Los Angeles	6,316,927	59,886	45,930	105,816
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	12,630,352	9,686,860	22,317,212
City of Montebello	20,096,742	190,523	146,122	336,645
City of Norwalk	9,188,277	87,108	66,807	153,915
City of Pasadena	7,704,457	73,041	56,019	129,060
City of Redondo Beach	2,905,619	27,546	21,127	48,673
City of Santa Clarita	26,010,198	246,585	189,118	435,703
City of Santa Monica	47,544,183	450,733	345,690	796,423
Southern California Regional Rail Authority***	236,865,779	NA	NA	NA
City of Torrance	20,472,763	194,088	148,856	342,944
Regional Entity Subtotals	2,005,084,609	16,763,247	12,856,588	29,619,835
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	1,125,474	863,184	1,988,658
Regional Entity Totals	2,005,084,609	17,888,721	13,719,772	31,608,493
Madera County Local Transportation Commission				
City of Chowchilla	524,476	4,972	3,813	8,785
City of Madera	169,785	1,610	1,234	2,844
County of Madera	67,286	638	489	1,127
Regional Entity Totals	761,547	7,220	5,536	12,756
Mariposa County Local Transportation Commission				
County of Mariposa	73,004	692	531	1,223
Mendocino Council of Governments				
Mendocino Transit Authority	957,692	9,079	6,963	16,042
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,025,125	9,718	7,454	17,172
Yosemite Area Regional Transportation System (YARTS)	958,913	9,091	6,972	16,063
Regional Entity Totals	1,984,038	18,809	14,426	33,235

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

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)	Total Allocation C = (A + B)
		A	B	
Modoc County Local Transportation Commission				
Modoc Transportation Agency	107,653	1,021	783	1,804
Mono County Local Transportation Commission				
Eastern Sierra Transit Authority	2,824,223	26,774	20,535	47,309
Transportation Agency for Monterey County				
Monterey-Salinas Transit District	19,637,486	186,169	142,783	328,952
Nevada County Local Transportation Commission				
County of Nevada	369,077	3,499	2,684	6,183
City of Truckee	323,083	3,063	2,349	5,412
Regional Entity Totals	692,160	6,562	5,033	11,595
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	18,110	13,889	31,999
Orange County Transportation Authority	110,748,483	1,049,929	805,244	1,855,173
Regional Entity Subtotals	112,658,754	1,068,039	819,133	1,887,172
Orange County Transportation Authority - Corresponding to SCRRA***	NA	494,248	379,064	873,312
Regional Entity Totals	112,658,754	1,562,287	1,198,197	2,760,484
Placer County Transportation Planning Agency				
City of Auburn	21,830	207	159	366
County of Placer	5,410,141	51,290	39,337	90,627
City of Roseville	1,175,827	11,147	8,549	19,696
Regional Entity Totals	6,607,798	62,644	48,045	110,689
Plumas County Local Transportation Commission				
County Service Area 12 - Specialized Service	80,198	760	583	1,343
County of Plumas	346,829	3,288	2,522	5,810
Regional Entity Totals	427,027	4,048	3,105	7,153
Riverside County Transportation Commission				
City of Banning	208,349	1,975	1,515	3,490
City of Beaumont	318,557	3,020	2,316	5,336
City of Corona	426,555	4,044	3,101	7,145
Palo Verde Valley Transit Agency	175,762	1,666	1,278	2,944
City of Riverside - Specialized Service	493,635	4,680	3,589	8,269
Riverside Transit Agency	18,329,390	173,768	133,272	307,040
Sunline Transit Agency	11,506,078	109,081	83,660	192,741
Regional Entity Subtotals	31,458,326	298,234	228,731	526,965
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	251,503	192,890	444,393
Regional Entity Totals	31,458,326	549,737	421,621	971,358

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

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B	Total Allocation C = (A + B)
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	1,435	1,101	2,536
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,027,787	9,744	7,473	17,217
Mountain Area Regional Transit Authority	564,732	5,354	4,106	9,460
City of Needles	58,190	552	423	975
Omnitrans	34,279,207	324,977	249,242	574,219
Victor Valley Transit Authority	4,530,204	42,948	32,939	75,887
Regional Entity Subtotals	40,460,120	383,575	294,183	677,758
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	253,973	194,785	448,758
Regional Entity Totals	40,460,120	637,548	488,968	1,126,516
San Joaquin Council of Governments				
Altamont Corridor Express *	21,420,132	NA	NA	NA
City of Escalon	51,911	492	377	869
City of Lodi	887,825	8,417	6,455	14,872
City of Manteca	77,826	738	566	1,304
City of Ripon	44,345	420	322	742
San Joaquin Regional Transit District	10,156,807	96,290	73,849	170,139
City of Tracy	194,489	1,844	1,414	3,258
Regional Entity Subtotals	32,833,335	108,201	82,983	191,184
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	136,462	104,660	241,122
Regional Entity Totals	32,833,335	244,663	187,643	432,306
San Luis Obispo Area Council of Governments				
City of Atascadero	37,783	358	275	633
City of Morro Bay	42,401	402	308	710
San Luis Obispo Regional Transit Authority	1,903,882	18,049	13,843	31,892
City of San Luis Obispo Transit	821,105	7,784	5,970	13,754
Regional Entity Totals	2,805,171	26,593	20,396	46,989
Santa Barbara County Association of Governments (SBCAG)				
City of Guadalupe	69,525	659	506	1,165
City of Lompoc	136,501	1,294	992	2,286
County of Santa Barbara	0	0	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	15,362	11,782	27,144
Santa Barbara Metropolitan Transit District	13,488,703	127,877	98,075	225,952
City of Santa Maria	906,214	8,591	6,589	15,180
City of Solvang	104,313	989	758	1,747
Regional Entity Totals	16,325,709	154,772	118,702	273,474

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

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

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A	PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B	Total Allocation C = (A + B)
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	34,885,448	330,725	253,650	584,375
Shasta Regional Transportation Agency				
Redding Area Bus Authority	1,357,867	12,873	9,873	22,746
Sierra County Local Transportation Commission				
County of Sierra - Specialized Service	17,768	168	129	297
Siskiyou County Local Transportation Commission				
County of Siskiyou	271,330	2,572	1,973	4,545
Stanislaus Council of Governments				
Stanislaus Regional Transit Authority	4,244,345	40,238	30,860	71,098
City of Turlock	293,666	2,784	2,135	4,919
Regional Entity Totals	4,538,011	43,022	32,995	76,017
Tehama County Transportation Commission				
County of Tehama	194,589	1,845	1,415	3,260
Trinity County Transportation Commission				
County of Trinity	76,212	723	554	1,277
Tulare County Association of Governments				
City of Porterville	846,792	8,028	6,157	14,185
City of Tulare	589,094	5,585	4,283	9,868
County of Tulare	1,191,032	11,291	8,660	19,951
Tulare County Regional Transit Agency	290,035	2,750	2,109	4,859
City of Visalia	4,391,535	41,633	31,931	73,564
Regional Entity Totals	7,308,488	69,287	53,140	122,427
Tuolumne County Transportation Council				
Tuolumne County Transit Agency	203,234	1,927	1,478	3,405
Ventura County Transportation Commission				
City of Camarillo	751,079	7,120	5,461	12,581
Gold Coast Transit District	4,272,461	40,504	31,065	71,569
City of Moorpark	299,991	2,844	2,181	5,025
City of Simi Valley	1,167,392	11,067	8,488	19,555
City of Thousand Oaks	423,749	4,017	3,081	7,098
Regional Entity Subtotals	6,914,672	65,552	50,276	115,828
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	120,362	92,312	212,674
Regional Entity Totals	6,914,672	185,914	142,588	328,502
STATE TOTALS	\$ 5,696,443,829	\$ 54,004,003	\$ 41,418,433	\$ 95,422,436

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



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

August 10, 2026

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

SUBJECT: Fiscal Year 2025-26 Fourth Quarter State of Good Repair Program Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the fourth quarter of Fiscal Year (FY) 2025-26 for each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated August 1, 2023.

This is the fourth allocation for FY 2025-26. The total amount allocated to all agencies for the fourth allocation is \$34,649,700. The payment is scheduled to issue on August 11, 2026. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2026.08.10 15:13:06 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: State of Good Repair Allocation Summary

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

STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR ALLOCATION SUMMARY
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026

Regional Entity	PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
	A	B	C = (A + B)
Metropolitan Transportation Commission	\$ 3,359,268.00	\$ 9,320,508.00	\$ 12,679,776.00
Sacramento Area Council of Governments	884,255.00	301,451.00	1,185,706.00
San Diego Association of Governments	417,463.00	103,611.00	521,074.00
San Diego Metropolitan Transit System	1,026,165.00	426,586.00	1,452,751.00
Tahoe Regional Planning Agency	48,337.00	2,749.00	51,086.00
Alpine County Transportation Commission	0.00	0.00	0.00
Amador County Transportation Commission	17,358.00	623.00	17,981.00
Butte County Association of Governments	91,049.00	4,959.00	96,008.00
Calaveras County Local Transportation Commission	19,621.00	242.00	19,863.00
Colusa County Local Transportation Commission	9,664.00	430.00	10,094.00
Del Norte County Local Transportation Commission	11,646.00	625.00	12,271.00
El Dorado County Local Transportation Commission	77,877.00	5,284.00	83,161.00
Fresno County Council of Governments	454,993.00	81,335.00	536,328.00
Glenn County Local Transportation Commission	12,885.00	364.00	13,249.00
Humboldt County Association of Governments	58,710.00	10,005.00	68,715.00
Imperial County Transportation Commission	81,824.00	7,582.00	89,406.00
Inyo County Local Transportation Commission	8,248.00	0.00	8,248.00
Kern Council of Governments	405,375.00	24,714.00	430,089.00
Kings County Association of Governments	67,572.00	2,703.00	70,275.00
Lake County/City Council of Governments	29,507.00	1,523.00	31,030.00
Lassen County Local Transportation Commission	12,599.00	571.00	13,170.00
Los Angeles County Metropolitan Transportation Authority	4,333,316.00	5,692,608.00	10,025,924.00
Madera County Local Transportation Commission	71,338.00	2,324.00	73,662.00
Mariposa County Local Transportation Commission	7,422.00	223.00	7,645.00
Mendocino Council of Governments	39,410.00	2,924.00	42,334.00
Merced County Association of Governments	128,585.00	6,058.00	134,643.00
Modoc County Local Transportation Commission	3,725.00	329.00	4,054.00
Mono County Local Transportation Commission	5,565.00	8,624.00	14,189.00
Transportation Agency for Monterey County	192,531.00	59,963.00	252,494.00
Nevada County Local Transportation Commission	44,029.00	2,114.00	46,143.00
Orange County Transportation Authority	1,393,175.00	503,193.00	1,896,368.00
Placer County Transportation Planning Agency	142,326.00	20,177.00	162,503.00
Plumas County Local Transportation Commission	8,286.00	1,304.00	9,590.00
Riverside County Transportation Commission	1,094,928.00	177,064.00	1,271,992.00
Council of San Benito County Governments	29,317.00	462.00	29,779.00
San Bernardino County Transportation Authority	968,477.00	205,345.00	1,173,822.00
San Joaquin Council of Governments	353,558.00	78,804.00	432,362.00
San Luis Obispo Area Council of Governments	122,555.00	8,564.00	131,119.00
Santa Barbara County Association of Governments	196,173.00	49,851.00	246,024.00
Santa Cruz County Transportation Commission	115,699.00	106,522.00	222,221.00
Shasta Regional Transportation Agency	79,061.00	4,146.00	83,207.00
Sierra County Local Transportation Commission	1,392.00	54.00	1,446.00
Siskiyou County Local Transportation Commission	19,002.00	829.00	19,831.00
Stanislaus Council of Governments	243,834.00	13,857.00	257,691.00
Tehama County Transportation Commission	28,442.00	594.00	29,036.00
Trinity County Transportation Commission	6,969.00	233.00	7,202.00
Tulare County Association of Governments	213,756.00	22,317.00	236,073.00
Tuolumne County Transportation Council	23,848.00	621.00	24,469.00
Ventura County Transportation Commission	363,715.00	59,881.00	423,596.00
State Totals	\$ 17,324,850.00	\$ 17,324,850.00	\$ 34,649,700.00

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 13,604.00
Santa Clara Valley Transportation Authority	NA	7,849.00
San Joaquin Regional Rail Commission	NA	43,953.00
Regional Entity Totals	0	65,406.00
	0	(65,406.00)
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	6,206,106.00
Central Contra Costa Transit Authority	12,684,408	38,732.00
City of Dixon	123,850	378.00
Eastern Contra Costa Transit Authority	6,132,724	18,726.00
City of Fairfield	2,250,751	6,873.00
Golden Gate Bridge Highway and Transportation District	138,827,667	423,908.00
Livermore-Amador Valley Transit Authority	6,084,421	18,579.00
Marin County Transit District	23,726,064	72,447.00
Napa Valley Transportation Authority	1,722,522	5,260.00
Peninsula Corridor Joint Powers Board	144,681,126	441,782.00
City of Petaluma	739,065	2,257.00
City of Rio Vista	39,373	120.00
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	120,466.00
San Mateo County Transit District	145,105,738	443,078.00
Santa Clara Valley Transportation Authority	439,800,215	1,342,924.00
City of Santa Rosa	2,483,478	7,583.00
Solano County Transit	5,290,076	16,153.00
County of Sonoma	3,459,517	10,564.00
Sonoma-Marín Area Rail Transit District	29,993,581	91,585.00
City of Union City	1,879,467	5,739.00
City of Vacaville	402,817	1,230.00
Western Contra Costa Transit Authority	8,044,931	24,565.00
Regional Entity Subtotals	3,045,389,776	9,299,055.00
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	13,604.00
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	7,849.00
Regional Entity Totals	3,045,389,776	9,320,508.00

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	9,031.00
County of Sacramento	1,189,071	3,631.00
Sacramento Regional Transit System	88,543,261	270,366.00
Yolo County Transportation District	4,689,895	14,321.00
Yuba Sutter Transit Authority	1,343,449	4,102.00
Regional Entity Totals	98,723,306	301,451.00
 San Diego Association of Governments		
North County Transit District	33,932,036	103,611.00
 San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	103,691.00
San Diego Transit Corporation	62,951,421	192,221.00
San Diego Trolley, Inc.	42,794,978	130,674.00
Regional Entity Totals	139,704,540	426,586.00
 Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	362,501.00
Orange County Transportation Authority	NA	159,191.00
Riverside County Transportation Commission	NA	81,006.00
San Bernardino County Transportation Authority	NA	81,801.00
Ventura County Transportation Commission	NA	38,767.00
Regional Entity Totals	0	723,266.00
	0	(723,266.00)
 Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	2,749.00
 Alpine County Transportation Commission		
County of Alpine	0	0.00
 Amador County Transportation Commission		
Amador Transit	204,076	623.00
 Butte County Association of Governments		
Butte Regional Transit	1,601,714	4,891.00
City of Gridley - Specialized Service	22,232	68.00
Regional Entity Totals	1,623,946	4,959.00

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

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Calaveras County Local Transportation Commission Calaveras Transit Agency	79,417	242.00
Colusa County Local Transportation Commission County of Colusa	140,877	430.00
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	625.00
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	5,284.00
Fresno County Council of Governments City of Clovis	1,770,328	5,406.00
City of Fresno	22,991,076	70,203.00
Fresno County Rural Transit Agency	1,875,194	5,726.00
Regional Entity Totals	26,636,598	81,335.00
Glenn County Local Transportation Commission County of Glenn Transit Service	119,071	364.00
Humboldt County Association of Governments City of Arcata	213,054	651.00
Humboldt Transit Authority	3,063,481	9,354.00
Regional Entity Totals	3,276,535	10,005.00
Imperial County Transportation Commission Imperial County Transportation Commission	2,462,028	7,518.00
Quechan Indian Tribe	21,107	64.00
Regional Entity Totals	2,483,135	7,582.00
Inyo County Local Transportation Commission	None	None
Kern Council of Governments City of Arvin	62,152	190.00
City of California City	25,760	79.00
City of Delano	279,451	853.00
Golden Empire Transit District	5,882,508	17,962.00
County of Kern	1,194,767	3,648.00
City of McFarland	12,106	37.00
City of Ridgecrest	159,250	486.00
City of Shafter	57,568	176.00
City of Taft	360,169	1,100.00
City of Tehachapi	28,252	86.00
City of Wasco	31,839	97.00
Regional Entity Totals	8,093,822	24,714.00

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Kings County Association of Governments		
City of Corcoran	122,620	374.00
Kings County Area Public Transit Agency	762,823	2,329.00
Regional Entity Totals	885,443	2,703.00
Lake County/City Council of Governments		
Lake Transit Authority	498,852	1,523.00
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	571.00
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	62,068.00
City of Arcadia	0	0.00
City of Burbank	0	0.00
City of Claremont	0	0.00
City of Commerce	4,235,696	12,934.00
City of Culver City	15,278,536	46,653.00
Foothill Transit	67,815,955	207,075.00
City of Gardena	13,772,242	42,053.00
City of Glendale	0	0.00
City of La Mirada	0	0.00
Long Beach Public Transportation Company	60,542,189	184,865.00
City of Los Angeles	98,801,791	301,690.00
County of Los Angeles	6,316,927	19,289.00
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	4,068,076.00
City of Montebello	20,096,742	61,365.00
City of Norwalk	9,188,277	28,056.00
City of Pasadena	0	0.00
City of Redondo Beach	2,905,619	8,872.00
City of Santa Clarita	26,010,198	79,422.00
City of Santa Monica	47,544,183	145,176.00
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	62,513.00
Regional Entity Subtotals	1,982,447,104	5,330,107.00
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	362,501.00
Regional Entity Totals	1,982,447,104	5,692,608.00
Madera County Local Transportation Commission		
City of Chowchilla	524,476	1,601.00
City of Madera	169,785	518.00
County of Madera	67,286	205.00
Regional Entity Totals	761,547	2,324.00

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

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Mariposa County Local Transportation Commission County of Mariposa	73,004	223.00
Mendocino Council of Governments Mendocino Transit Authority	957,692	2,924.00
Merced County Association of Governments Transit Joint Powers Authority of Merced County Yosemite Area Regional Transportation System (YARTS) Regional Entity Totals	1,025,125 958,913 1,984,038	3,130.00 2,928.00 6,058.00
Modoc County Local Transportation Commission Modoc Transportation Agency	107,653	329.00
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	8,624.00
Transportation Agency for Monterey County Monterey-Salinas Transit District	19,637,486	59,963.00
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 692,160	1,127.00 987.00 2,114.00
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA 112,658,754	5,833.00 338,169.00 344,002.00 159,191.00 503,193.00
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 6,607,798	67.00 16,520.00 3,590.00 20,177.00
Plumas County Local Transportation Commission County Service Area 12 - Specialized Service County of Plumas Regional Entity Totals	80,198 346,829 427,027	245.00 1,059.00 1,304.00

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

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Riverside County Transportation Commission		
City of Banning	208,349	636.00
City of Beaumont	318,557	973.00
City of Corona	426,555	1,302.00
Palo Verde Valley Transit Agency	175,762	537.00
City of Riverside - Specialized Service	493,635	1,507.00
Riverside Transit Agency	18,329,390	55,969.00
Sunline Transit Agency	11,506,078	35,134.00
Regional Entity Subtotals	31,458,326	96,058.00
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	81,006.00
Regional Entity Totals	31,458,326	177,064.00
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	462.00
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	3,138.00
Mountain Area Regional Transit Authority	564,732	1,724.00
City of Needles	58,190	178.00
Omnitrans	34,279,207	104,671.00
Victor Valley Transit Authority	4,530,204	13,833.00
Regional Entity Subtotals	40,460,120	123,544.00
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	81,801.00
Regional Entity Totals	40,460,120	205,345.00
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	159.00
City of Lodi	887,825	2,711.00
City of Manteca	77,826	238.00
City of Ripon	44,345	135.00
San Joaquin Regional Transit District	10,156,807	31,014.00
City of Tracy	194,489	594.00
Regional Entity Subtotals	32,833,335	34,851.00
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	43,953.00
Regional Entity Totals	32,833,335	78,804.00

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

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

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	115.00
City of Morro Bay	42,401	129.00
San Luis Obispo Regional Transit Authority	1,903,882	5,813.00
City of San Luis Obispo Transit	821,105	2,507.00
Regional Entity Totals	2,805,171	8,564.00
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	212.00
City of Lompoc	136,501	417.00
County of Santa Barbara	0	0.00
Santa Barbara County Association of Governments (SBCAG)	1,620,453	4,948.00
Santa Barbara Metropolitan Transit District	13,488,703	41,188.00
City of Santa Maria	906,214	2,767.00
City of Solvang	104,313	319.00
Regional Entity Totals	16,325,709	49,851.00
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	106,522.00
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	4,146.00
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	54.00
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	829.00
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	12,960.00
City of Turlock	293,666	897.00
Regional Entity Totals	4,538,011	13,857.00
Tehama County Transportation Commission		
County of Tehama	194,589	594.00
Trinity County Transportation Commission		
County of Trinity	76,212	233.00
Tulare County Association of Governments		
City of Porterville	846,792	2,586.00
City of Tulare	589,094	1,799.00
County of Tulare	1,191,032	3,637.00
Tulare County Regional Transit Agency	290,035	886.00
City of Visalia	4,391,535	13,409.00
Regional Entity Totals	7,308,488	22,317.00

**STATE CONTROLLER'S OFFICE
STATE OF GOOD REPAIR
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - FOURTH QUARTER
AUGUST 11, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	621.00
Ventura County Transportation Commission		
City of Camarillo	751,079	2,293.00
Gold Coast Transit District	4,272,461	13,046.00
City of Moorpark	299,991	916.00
City of Simi Valley	1,167,392	3,565.00
City of Thousand Oaks	423,749	1,294.00
Regional Entity Subtotals	6,914,672	21,114.00
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	38,767.00
Regional Entity Totals	6,914,672	59,881.00
STATE TOTALS	<u>\$ 5,673,793,508</u>	<u>\$ 17,324,850.00</u>

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

From: Rene Gutierrez <rgutierrez@sjrrc.com>

Sent: Tuesday, August 18, 2026 3:32 PM

To: Rene Gutierrez <rgutierrez@sjrrc.com>

Cc: Carmen Setness <csetness@sjrrc.com>; Linda Peterson <lpeterson@sjrrc.com>; Marissa Cabusas <mcabusas@sjrrc.com>; Ahdel Ahmed <aahmed@sjrrc.com>

Subject: SJJPA and RABA Launch New Route 5 Express Bus Route, Connecting Redding to Sacramento Along I-5

Importance: High

Some people who received this message don't often get email from rgutierrez@sjrrc.com. [Learn why this is important](#)

Good afternoon,

On behalf of the San Joaquin Joint Powers Authority, the managing agency of the Gold Runner train and Thruway bus services, we are excited to share news of the new [Route 5 Express Bus Route](#). Help us spread the word within your community! I've included content to share on social media, email eblast, and newsletter. Attached is the launch press release, ribbon cutting event details, graphics, and a flyer.

Core Messaging

New Route 5 Express Bus Connects Redding and Sacramento Along I-5

Gold Runner Route 5 provides two daily round-trips between Redding and Sacramento, with stops in Red Bluff, Orland, Williams, Sacramento International Airport, and Downtown Sacramento.

The new service gives North State residents a faster, more direct connection to:

- Sacramento International Airport
- Downtown Sacramento and Sacramento Valley Station
- Gold Runner and Capitol Corridor trains
- Sacramento Regional Transit
- Local transit in Redding and Red Bluff
- Glenn Ride service to Chico via Orland

Social Media Content:

A new way to travel between the North State and Sacramento is here!

Gold Runner Route 5 now connects **Redding and Sacramento along I-5**, with stops in Red Bluff, Orland, Williams, Sacramento International Airport, and Downtown Sacramento.

With two daily round-trips, Route 5 makes it easier to get to the airport, connect with passenger rail and regional transit, or simply travel between communities along the corridor. And you don't need a train ticket to ride — **bus-only tickets are available**.

Learn more and book your trip: [Gold Runner: Train and Bus Travel to 100+ California Destinations](#)
#GoldRunner #Route5 #Redding #Sacramento #NorthState #PublicTransit #RABA

Rene Gutierrez (he/him)
Senior Regional Initiatives Coordinator
209.649.6917 cell | rgutierrez@sjrrc.com
San Joaquin Regional Rail Commission
949 East Channel Street Stockton, CA
sjrrc.com | sjjpa.com | acerail.com | goldrunner.com



PRESS RELEASE

FOR IMMEDIATE RELEASE

SJRRRC Contact:

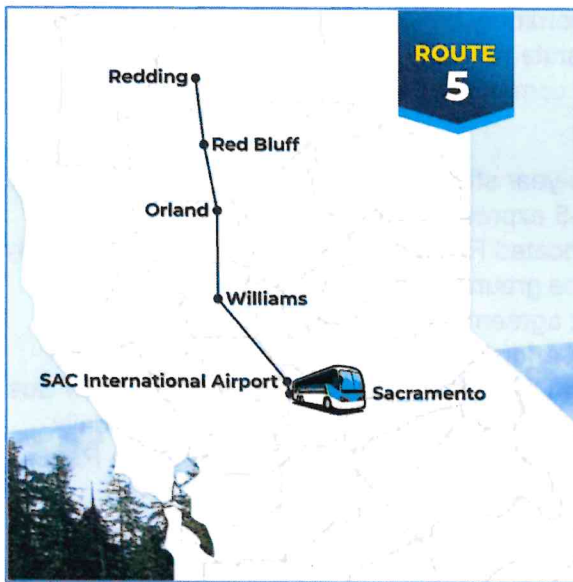
Ahdel Ahmed, Public Relations Manager

E-mail: aahmed@sjrrc.com

Phone: (209) 936-8490

SJJPA and RABA Launch New Route 5 Express Bus Route, Connecting Redding to Sacramento Along I-5

(August 10, Redding, CA) – The San Joaquin Joint Powers Authority ([SJJPA](#)) and Redding Area Bus Authority ([RABA](#)) announced today the launch of [Route 5](#), a new Gold Runner Thruway bus service connecting Redding and Sacramento along the Interstate 5 corridor. The new route provides two daily round-trips with stops in Redding, Red Bluff, Orland, Williams, Sacramento International Airport, and Downtown Sacramento at the Sacramento Valley Station, creating a direct connection between rural Northern California communities and the Sacramento region.



Route 5 builds on the Gold Runner Thruway bus system, which extends passenger rail access beyond station cities and plays a key role in connecting riders to the statewide transportation network. Earlier this year, SJJPA launched Route 40, connecting Merced and San Jose, as part of the same ongoing effort to expand Thruway bus connections across the Gold Runner network. Route 5 expands that strategy further north, providing greater mobility and access to rural populations to the rest of the state by connecting to the broader passenger rail system.

Route 5 delivers a faster, more direct alternative to the existing Route 3 service along State Route 99 and gives North State residents a new

connection to Sacramento International Airport, Gold Runner and Capitol Corridor trains, as well as Sacramento Regional Transit at the Sacramento Valley Station. Riders can also connect to local transit in Redding and Red Bluff, and to Glenn Ride service to Chico via the Orland stop.

Additionally, Route 5 travelers can purchase bus-only tickets for all cities along the route. Making Thruway bus routes available to non-rail riders brings several benefits, including improved access to transit for underserved communities, reduced greenhouse gas and air pollution emissions by diverting trips previously taken by automobile, and better utilization of existing infrastructure.

"Route 5 delivers on a long-standing goal of connecting the North State to the Sacramento region," said Chris Orlando, CEO of SJJPA. "This service gives North State residents a direct, reliable connection to Sacramento and the broader passenger rail network. The new connection is the result of strong coordination between our agencies and reflects what's possible when regional partners work together toward a shared goal."

"Route 5 is the result of years of collaboration and a shared vision to improve regional mobility," said Zachary Bonnin, Interim Transit Manager for the Redding Area Bus Authority. "This new service gives North State residents a faster, more convenient connection to Sacramento, Sacramento International Airport, and California's passenger rail network, expanding access to jobs, education, healthcare, and travel opportunities. This has been a highly anticipated service for our community, and we're excited to see it become a reality."

"SRTA is pleased to finally see convenient and affordable interregional bus transportation along Interstate 5 come to fruition for the residents of Shasta County and the North State," said Sean Tiedgen, Executive Director of the Shasta Regional Transportation Agency (SRTA). "Whether known as one part of the North State Intercity Bus System or the early promotional name – Salmon Runner – Route 5 delivers community-requested connections to larger urban destinations from the north state," added Jennifer Pollom, Senior Transportation Planner with SRTA. "Route 5 makes it easier to reach the extraordinary beauty and recreational opportunities in Shasta County and better access for our north state neighbors to destinations and employment opportunities to the south, with many community members excited to see this service start."

The launch of Route 5 is the culmination of a multi-year strategy dating back to 2017, when the SRTA and SJJPA began advancing plans for an I-5 express bus as part of the North State Intercity Bus System. In January 2024, SJJPA truncated Route 3 in Chico and enabled bus-only ticketing between Redding and Red Bluff, laying the groundwork for RABA to begin operating the Redding-Chico segment in August 2024 under agreements with Amtrak and SJJPA. That first phase allowed RABA to demonstrate service performance and prepare for the Redding-Sacramento route, including motorcoach acquisition. In April 2025, the North State Intercity Bus to Rail Plan was adopted by the SRTA Board, and the return of Gold Runner's seventh daily round-trip created the opportunity to advance the I-5 express connection now known as Route 5.

Ribbon-Cutting Celebration

SJJPA, RABA, and the Redding Chamber of Commerce will host a community ribbon-cutting celebration on Monday, August 24, 2026, at 8:30 a.m. at 1530 Yuba Street, Redding, CA 96001.

The event will bring together representatives from SJJPA, RABA, the City of Redding, the Redding Chamber of Commerce, regional transportation partners, community leaders, and local stakeholders to celebrate the official launch of the new Route 5 service.

The program will include brief remarks from agency and community representatives, a ceremonial ribbon cutting, information about Route 5 schedules and connections, and an opportunity for attendees to tour the new motorcoach and learn more about traveling between Redding, Sacramento International Airport, and Downtown Sacramento.

The event is open to members of the community, local organizations, transportation partners, and the media.

For tickets, schedules, and booking information for Route 5, passengers can visit <https://goldrunner.com/route-5/>.

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About the San Joaquin Joint Powers Authority (SJJPA)

Since July 2015, SJJPA has been responsible for the management and administration of Gold Runner, previously Amtrak San Joaquins. SJJPA is governed by Board Members representing each of the ten (10) Member Agencies along the 365-mile Gold Runner Corridor. For more information on SJJPA see www.sjjpa.com. Gold Runner is Amtrak's 6th busiest route with 18 train stations throughout the Central Valley and Bay Area, providing a safe, comfortable and reliable way to travel throughout California. Gold Runner is currently running six daily round-trips. In addition to the train service, Gold Runner Thruway buses provide connecting service to 135 destinations in California and Nevada including Los Angeles, Santa Barbara, San Diego, Napa Valley, Las Vegas and Reno.

About the Redding Area Bus Authority (RABA)

Redding Area Bus Authority (RABA) is a joint powers agency formed by the City of Redding, the City of Shasta Lake, the City of Anderson, and Shasta County. RABA provides countywide public transportation through 10 fixed routes, five Runabout microtransit zones, and complementary ADA paratransit service. Through its partnership with Amtrak and the San Joaquin Joint Powers Authority (SJJPA), RABA also offers intercity connections that link the North State to destinations throughout California.



San Joaquin
Joint Powers Authority



RIBBON CUTTING

MONDAY, AUGUST 24

8:15-9:30AM

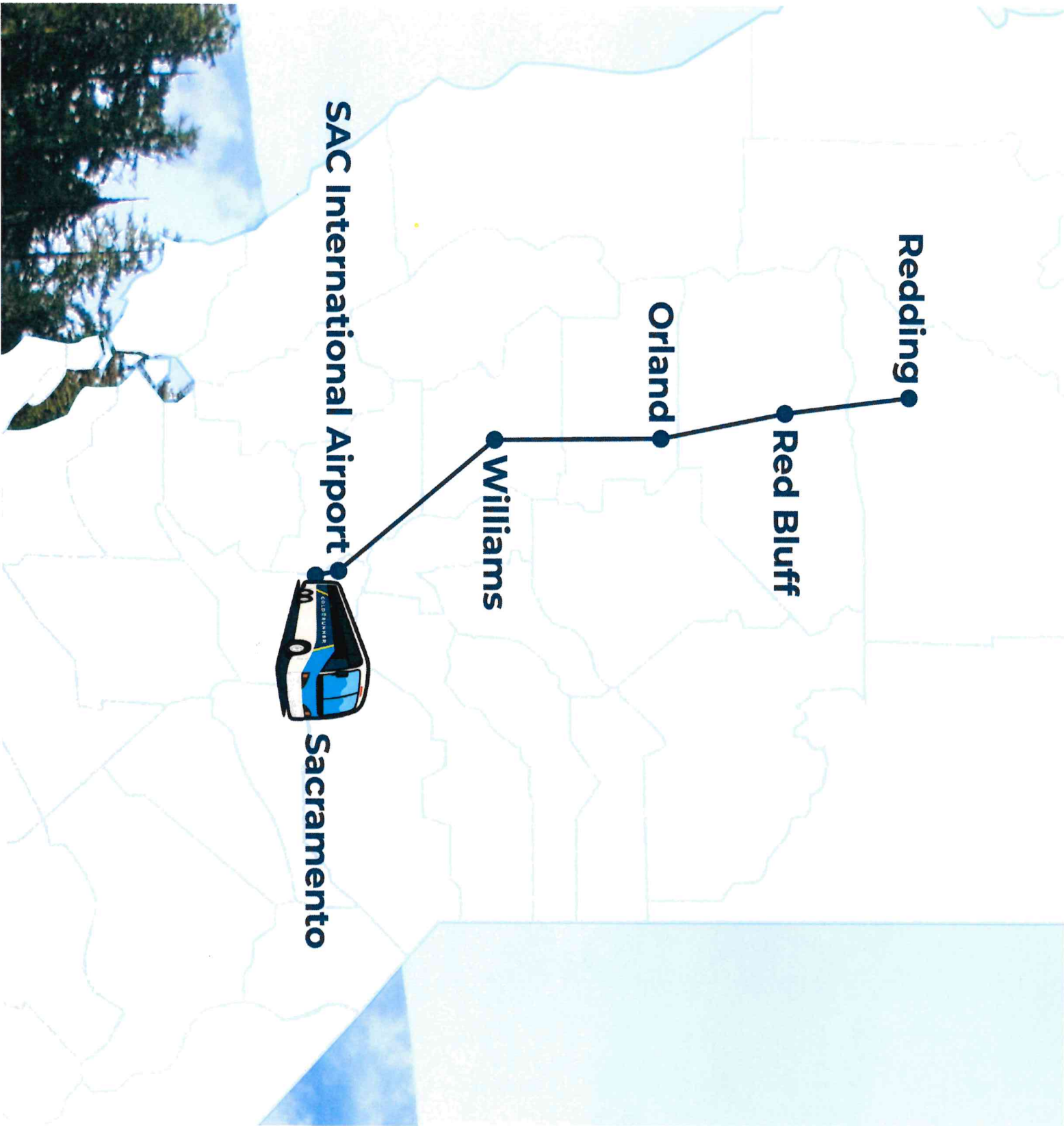
**RABA DOWNTOWN
PASSENGER TERMINAL**

1530 Yuba Street,
Redding, CA 96001

**WE LOOK FORWARD
TO CELEBRATING
WITH YOU!**

The Redding Chamber will host a ribbon cutting ceremony to celebrate the launch of Gold Runner Route 5, a new Thruway bus service connecting Redding with Sacramento along the Interstate 5 corridor, with stops in Red Bluff, Orland, Williams, and Sacramento International Airport.

The event will bring together local leaders and community partners to mark this new direct connection between the North State and the Sacramento region.



California Department of Transportation

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
(916) 654-2596 | FAX (916) 653-0001 TTY 711
www.dot.ca.gov



August 26, 2026

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

Dear Mr. Tiedgen:

The purpose of this reconciliation letter for fiscal year (FY) 2025-26 is to confirm the unexpended totals in Consolidated Planning Grant (CPG) and state funded grants as of **June 30, 2026**.

25/26 FHWA Metropolitan Planning (PL) expires 6/30/28:	\$13,369.39
24/25 RMRA (SB1) Sustainable Communities Formula expires 6/30/27:	\$34,553.55
25/26 RMRA (SB1) Sustainable Communities Formula expires 6/30/28:	\$172,800.00
23/24 FTA 5304 Strategic Partnerships – Transit Grants expires 12/31/26:	\$22,806.09
25/26 RMRA (SB1) Sustainable Comm Competitive Grant expires 6/30/28:	\$248,251.20
Total CPG and State Planning Funds Available:	<u>\$491,780.23</u>

*The above identified expiration date is the final date in which expenses can be incurred, unless your agency has received a grant extension approval.

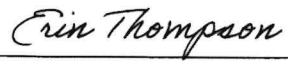
Please review the reconciled totals. If in agreement with the balance(s), please electronically sign your specified field. Once all signatures are completed, all parties will automatically receive the fully signed reconciliation letter for their records via email.

Please note that in order to remain compliant with FTA Circular 8100.1D and CFR 630.106, all Federally funded carryover must be programmed via OWP/A and approved by the District within 90 days of the date of this letter.

If you have any questions or need additional information, please contact Drew Battles, District Regional Planning Liaison at Drew.Battles@dot.ca.gov or Omar Ruiz, Caltrans Headquarters Fund Specialist at Omar.Ruiz@dot.ca.gov.

Mr. Tiedgen
August 26, 2026
Page 2

Sincerely,



Erin Thompson
Chief, Office of Regional and Community Planning
Division of Transportation Planning



Brett Ditzler
Planning Deputy District Director
District 2

I concur with the above balances:



Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency

09/03/2026

Date

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

651 Bannon Street, Ste. 400
Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453

www.hcd.ca.gov



August 31, 2026

Sean Ewing, Director
Shasta County Department of
Resource Management
1855 Placer Street Suite 103
Redding, CA 96001

Dear Sean Ewing:

RE: Final Regional Housing Need Determination and Final Allocation Plan

This letter provides Shasta County its final Regional Housing Need Determination and final Allocation Plan. Pursuant to state housing element law (Gov. Code, § 65584, et seq.), the Department of Housing and Community Development (HCD) is required to provide the determination of the region's existing and projected housing need.

In assessing Shasta County's regional housing need, HCD and Shasta County local government staff completed a consultation process from February 2026 through April 2026 covering the methodology, data sources, and timeline for HCD's determination of the Regional Housing Need. HCD offered to meet with all local governments in Shasta County and specifically met with staff from the County of Shasta, the City of Anderson, the City of Shasta Lake, and the Shasta Regional Transportation Agency on March 23, 2026. HCD additionally met with staff from the City of Redding, County of Shasta, the City of Shasta Lake, and the Shasta Regional Transportation Agency on July 6, 2026 to answer questions about the draft allocation. To inform this process, HCD also consulted Walter Schwarm of the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of **7,594** total units among six income categories. Attachment 2 explains the methodology applied pursuant to Government Code section 65584.01. In determining the region's housing need, HCD considered all the information specified in state housing law (Gov. Code, § 65584.01(c)). Attachment 3 displays HCD's methodology and final Regional Housing Needs Allocation (RHNA) Plan for the region, for the *projection* period beginning December 31, 2027, and ending April 15, 2036.

Government Code section 65588(e)(6) specifies the RHNA *projection* period begins

December 31 or June 30, whichever date most closely precedes the previous *projection* period end date. The RHNA *projection* period end date is set to align with the *planning* period end date. Shasta County local governments are responsible for updating their housing elements for the *planning* period beginning April 15, 2028, and ending April 15, 2036, to accommodate their share of new housing need for each income category. Please note, a jurisdiction authorized to permit residential development may take RHNA credit for new units approved, permitted, and/or built since the start date of the RHNA *projection* period (December 31, 2027).

HCD encourages all of Shasta County's local governments to consider the many affordable housing and community development resources available to local governments. HCD's programs can be found at <https://www.hcd.ca.gov/grantsfunding/nofas.shtml>.

HCD commends Shasta County's leadership in fulfilling their important role in advancing the state's housing, transportation, and environmental goals. HCD looks forward to continued partnership with the region and assisting in planning efforts to accommodate the region's share of housing need.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Thomas Nguyen, Senior Data Specialist, at thomas.nguyen@hcd.ca.gov or Balaji Balaganesan, Senior Specialist at Balaji.balaganesan@hcd.ca.gov.

Sincerely,



Marisa Prasse
Fair Housing Section Chief

Enclosures

cc: Lio Salazar, Assistant Director, Shasta County Department of Resource Management
Tara Petti, Planning Division Manager, Shasta County Department of Resource Management
Lily Toy, Planning Manager, City of Redding
David Schlegel, Senior Planner, City of Redding
Peter Wickenhouser, Deputy Planning/Public Works Director, City of Anderson
Lisa Lozier, Contract Planner, City of Anderson
Jessaca Lugo, City Manager, City of Shasta Lake
Peter Bird, Senior Planner, City of Shasta Lake
Sean Tiedgen, Executive Director, Shasta Regional Transportation Agency

ATTACHMENT 1
HCD REGIONAL HOUSING NEED DETERMINATION
Shasta County:
December 31, 2027 through April 15, 2036

INCOME CATEGORY	PERCENT	HOUSING UNIT NEED
Acutely Low	13%	986
Extremely Low	14%	1,062
Very Low	8.4%	640
Low	15.2%	1,155
Moderate	17.6%	1,339
Above Moderate	31.8%	2,412
Total	100.0%	7,594

Notes:

Income Distribution:

Income categories are prescribed by California Health and Safety Code (section 50063.5, et. seq.). Percentages are derived based on Census/ACS reported household income brackets and county median income as determined by HCD.

ATTACHMENT 2
HCD REGIONAL HOUSING NEED DETERMINATION
Shasta County:
December 31, 2027 through April 15, 2036

Methodology

Shasta County: December 31, 2027 - April 15, 2036 (8 years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	Steps Taken to Calculate Regional Housing Need	Amount
1.	Population: April 15, 2036 (DOF June 30, 2035 projection adjusted +9.5 months to April 15, 2036)	181,023
2.	- <i>Group Quarters Population: DOF 6/30/2035 projection adjusted 9.5 months to 4/15/2036)</i>	-3,439
3.	Household (HH) Population	177,584
4.	Projected Households	76,316
5.	+ Vacancy Adjustment for Existing Households	+519
5.	+ Vacancy Adjustment for Projected Households	+74
6.	+ Overcrowding Adjustment	--
7.	+ Cost-burden Adjustment	+4,330
8.	- Adjustment to account for HHs that experience both overcrowding and cost-burden (DOF data)	-
9.	+Replacement Adjustment Demolitions (0.10%)	+76
10.	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use (2016 vs. 2024)	--
11.	+ Jobs Housing Relationship Adjustment	--
12.	+ Homelessness Adjustment	+661
13.	+ State of Emergency Adjustment	+184
14.	- <i>Occupied Units (HHs) estimated projected December 31, 2027 (from DOF data)</i>	-74,556
15.	Preliminary Regional Housing Need (Not including Replacement Adjustment Seasonal, Recreational, and Occasional Use)	7,594
16.	+ Feasible Jobs/Housing Balance Adjustment	--
Total	7th Cycle Regional Housing Need Assessment (RHNA)	7,594

Detailed background data for this chart is available upon request.

Explanation and Data Sources

- 1-4. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Government Code section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institution, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.
5. Vacancy Adjustment: HCD applies a vacancy adjustment based on Shasta County's current vacancy percentage to promote healthy market vacancies that facilitate housing availability and resident mobility. Healthy vacancy rates are 2% owner and 7% renter for MPO regions (6% for non-MPO regions). There are two methodologies utilized to calculate this adjustment. The first methodology is to calculate the vacancy adjustment for existing households. The adjustment for existing households is the difference between standard 2% and 7% vacancy rates and the region's current vacancy rates based on the 2020-2024 5-year American Community Survey (ACS) data. That difference is then multiplied by the number of existing households by tenure (existing households multiplied by current rates of renter and owner). For Shasta County, the existing household owner vacancy rate (1.63%) is below the healthy standard, resulting in a 0.37% adjustment. The existing household renter vacancy rate (5.69%) is below the healthy standard, resulting in a 1.31% adjustment. The second methodology is to calculate the vacancy adjustment for projected households. The projected household vacancy adjustment is obtained by applying the standard 2% and 7% vacancy rates to the projected owner and renter households. The healthy vacancy rates (2% and 7%) are then multiplied by the number of projected households by tenure (projected households multiplied by current rates of renter and owner). Data is from the 2020-2024 5-year ACS and DOF.
6. Overcrowding Adjustment: Pursuant to Government Code section 65584.01(b)(1)(C), HCD uses ACS data to consider the percentage of households that are overcrowded in the region compared to the United States national average of households that are overcrowded. In regions where the overcrowding rate is greater than the U.S. national average overcrowding rate (3.44%), HCD applies an adjustment based on the amount the region's overcrowding rate exceeds the U.S. overcrowding rate. For Shasta County, the region's overcrowding rate (3.12%) is lower than the national average (3.44%), resulting in no adjustment. Data is from the 2020-2024 5-year ACS.
7. Cost Burden Adjustment: Pursuant to Government Code section 65584.01(b)(1)(H), HCD uses ACS data to consider the percentage of households that are cost burdened in the region compared to the United States national average of households that are cost burdened. In regions where the cost burdened rate is greater than the U.S. national average rate (32.21%), HCD applies an adjustment based on the amount the region's cost burdened rate exceeds the U.S. cost burdened rate. For Shasta County, the region's cost burdened rate (38.04%) is

higher than the national average (32.21%), resulting in a 5.83% adjustment. Data is from the 2020-2024 5-year ACS.

8. Adjustment to account for HHs that experience both overcrowding and cost burden: To minimize the risk of double counting the housing needs of households that are both overcrowded and cost burdened, HCD has implemented an additional overcrowding and cost burden adjustment. For regions with an adjustment for both overcrowding and cost burden, a downward adjustment is applied based on the number of households that are estimated to be both overcrowded and cost burdened according to an analysis of 2024 ACS Public Use Microdata Sample File data (PUMS) provided by DOF. If the DOF data for this adjustment exceeds the individual adjustments for overcrowding or cost burden, then this adjustment is limited to the lesser of the two. This double counting consideration resulted in no reduction for Shasta County.
9. Replacement Adjustment (Demolitions): HCD applies a replacement adjustment between 0.1% to 5% to the total housing stock based on the current 10-year average percent of demolitions in the region's local government annual reports to DOF. Units lost during a state of emergency declaration are not included. For Shasta County, the 10-year average was 0.06% so the minimum adjustment of 0.1% is applied to the projected occupied households.
10. Replacement Adjustment (Seasonal, Recreational, and Occasional Use Housing Units): In addition to the demolition replacement adjustment, HCD also applies a replacement adjustment to account for housing units that are not available for permanent year-round occupancy. This adjustment is calculated based on the change in the percentage of housing units that are for seasonal, recreational, and occasional use per ACS data. There are two methodologies utilized to calculate this adjustment, depending on changes in the total housing stock over the period of analysis. If both the total number of seasonal, recreational, and occasional use housing units and the overall total housing stock increased over the relevant 8-year period, HCD calculates the adjustment based on the proportion of newly added housing units used for seasonal, recreational, or occasional purposes during that timeframe. This proportion is then applied as a percentage increase to the preliminary housing need assessment. If, however, either the total number of seasonal, recreational, and occasional use housing units or the overall total housing stock decreased, HCD instead compares the change in the share of seasonal, recreational, occasional use housing units to total housing units. For Shasta County, the total number of seasonal, recreational, occasional use housing units decreased from 2016 to 2024. The total number of total housing units increased from 2016 to 2024, thus resulting in no adjustment. This adjustment is applied after all other adjustments have been applied and is added to the final 7th Cycle Regional Housing Need Assessment (RHNA) number. Data is from the 2016 and 2024 ACS 5-year estimates.
11. Jobs Housing Relationship Adjustment: HCD applies an adjustment based on the number of in-commuters to a region. The adjustment is calculated by dividing the number of in-commuters to the region by HCD's jobs/housing standard of 1.5. This

adjustment does not include commuters entering from or leaving to states other than California. In Shasta County, the number of employed residents exceeded the number of people employed in the county, resulting in no adjustment. Data is from the US Census Bureau LEHD Origin-Destination Employment Statistics, 2023 and 2020-2024 5-year ACS.

12. Homelessness Adjustment: HCD applies an adjustment based on the housing needs of individuals and families experiencing homelessness. For non-COG regions and COGs that do not provide their own data, by default HCD uses the most recent Point-in-Time counts from the region's Continuum of Care (CoC) and DOF household formation rates. Because Shasta County is one of 6 counties included in the NorCal CoC, the adjustment was calculated based on Shasta County's share of the total population for the region covering Shasta, Siskiyou, Lassen, Plumas, Del Norte, Modoc, and Sierra Counties. An adjustment of 661 units was applied to Shasta County using data from the NorCal CoC's 2024 Point-in-Time and DOF household formation rates. This adjustment is allocated to the acutely low- and extremely low-income categories, with 75% of the adjustment allocated to the acutely low-income category and 25% allocated to the extremely low-income category.
13. State of Emergency Adjustment: HCD used data provided by the California Governor's Office of Emergency Services (CalOES) and the California Department of Forestry and Fire Protection (CAL FIRE) pursuant to Government Code section 65584.01(b)(1)(I) to adjust for units lost due to a declared state of emergency during the previous planning period (since 2020). Data is from 2025. To estimate the percentage of units lost that were originally occupied, HCD uses 2020-2024 ACS data to calculate the percentage of units in the region that are temporarily occupied by persons with a usual residence elsewhere. HCD then multiplies the occupancy rate by the units lost due to a state of emergency. For Shasta County, this resulted in an adjustment of 184 units to the RHNA. HCD uses the California Franchise Tax Board and CalOES list of disasters and emergency proclamations data to ensure that only units destroyed by a Governor-declared State of Emergency are utilized when calculating this adjustment.
14. Occupied Units: Reflects DOF's projected occupied units at the start of the projection period (December 31, 2027).
15. Preliminary Regional Housing Need Determination: Housing need calculated after applying factors described in Government Code section 65584.01(b). This preliminary Regional Housing Need Determination is used to evaluate feasible balance between jobs and housing and the Replacement Adjustment (Seasonal, Recreational, and Occasional Use).
16. Feasible Jobs/Housing Balance Adjustment: According to statute, the "region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan" (Gov. Code, § 65584.01(c)(1)). After applying the adjustments noted above, HCD compared the 7th cycle RHNA determination and the region's total occupied housing units to the

Caltrans employment projections for Shasta County to determine whether a feasible balance was achieved. This analysis resulted in a jobs housing balance of 0.71 (1.41 housing units for every projected job). Because this is below the healthy rate of 1.5, no additional adjustment is needed. Data is from the 2020-2024 5-Year ACS data, US Census Bureau LEHD Origin-Destination Employment Statistics, 2023, and Caltrans, Long-Term Socio-Economic Forecasts by County, 2024.

ATTACHMENT 3
HCD FINAL REGIONAL HOUSING NEEDS ALLOCATION PLAN:
Shasta County:
December 31, 2027 through April 15, 2036

Distribution of RHNA

This table reflects the final Regional Housing Need Allocation (RHNA) distribution for each local government based on the methodology discussed below:

Regional Housing Need Allocation by Income Category

Jurisdiction	Acutely Low	Extremely Low	Very-Low	Low	Moderate	Above-Moderate	Total
Shasta County Region Total	986	1,062	640	1,155	1,339	2,412	7,594
City of Redding	679	720	454	779	891	1,637	5,160
City of Anderson	53	61	29	68	82	134	427
City of Shasta Lake	32	38	21	44	55	84	274
Unincorporated Shasta County	222	243	136	264	311	557	1,733

Purpose of Regional Housing Need Allocation Plan

The purpose of the RHNA plan is to comply with state law (Gov. Code, § 65584, et. seq.) in allocating to each local government a share of regional housing need for use in updating the General Plan housing element. The housing element must accommodate the total RHNA for each of the six (6) income categories (acutely low, extremely low, very-low, low, moderate, and above-moderate) over the designated planning period (December 31, 2027 through April 15, 2036). These requirements were enacted into state housing law (Article 10.6 of the Government Code) upon the California legislature determining that the provision of adequate housing is an issue of statewide concern.

HCD, pursuant to Government Code section 65584(a), is required to determine the existing and projected need for housing within regions of the state. In addition, HCD (per Gov. Code, § 65584.06) is required to develop a plan to distribute the determination of regional housing need to each local government not represented by a COG. The RHNA, per Government Code section 65584(d), is required to further all of the following objectives:

- (1) Increasing the housing supply and mix of housing types, tenure, and affordability.
- (2) Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns.

- (3) Promoting an improved intraregional relationship between jobs and housing.
- (4) Balancing disproportionate household income distributions.
- (5) Affirmatively furthering fair housing.

The RHNA is based on the projection of population and new household formation determined by the Demographic Research Unit of DOF. The resulting RHNA is a minimum projection of additional housing needed to accommodate household growth over the planning period; it is not a prediction, production quota, or building permit limitation for new residential construction.

To comply with state law in addressing the jurisdiction's RHNA, the updated housing element must identify adequate sites and program actions to accommodate the total RHNA for each income category. Housing elements are required to be updated by April 15, 2028 and sent to HCD for determination of compliance with state law. In updating the housing element, jurisdictions may take credit for and subtract from their RHNA (by income category) new units permitted since the beginning of the RHNA projection period December 31, 2027.

RHNA Plan Methodology

HCD considers three factors when distributing the regional housing need to local governments. HCD applies a weighting to each factor that determines how much of the total regional housing need is distributed based on this factor. The individual factors and example of their weighting is shown below for a hypothetical regional determination of 1000 units.

	Factor 1: Distribution by Household Population (-10 percent from unincorporated county)	Factor 2: Jobs/Housing Balance	Factor 3: Affirmatively Furthering Fair Housing	Total
Weighting	33%	47%	20%	100%
Units	330	470	200	1000

Once weighting of each factor is applied, HCD uses a five-step approach in distributing RHNA to local governments within the county.

First, DOF's January 1, 2025 estimates (E-5 reports available on DOF's website) were used to determine each jurisdiction's percentage of household population in the county. The RHNA for each jurisdiction was derived by multiplying the jurisdiction's percentage of household population against the total countywide RHNA. This approach is aligned with the first statutory objective, and also considers market demand for housing consistent with Government Code section 65584.06(b).

Second, a policy adjustment of 10 percent was applied to the unincorporated county RHNA total to decrease the unincorporated share and increase city shares to address

the second statutory objective to protect agricultural resources and encourage efficient development patterns.

Below is hypothetical example of results after completing the first and second steps:

<i>Factor 1 - Explanation</i>	<i>HH Population</i>	<i>Share</i>	<i>Weighted Share of RHNA</i>	<i>Adjustment (10%)</i>	<i>Weighted Share of RHNA</i>
<i>County</i>	<i>50,000</i>	<i>100%</i>	<i>330</i>		<i>330</i>
<i>City A</i>	<i>10,000</i>	<i>20%</i>	<i>66</i>	<i>+26</i>	<i>92</i>
<i>Unincorporated County</i>	<i>40,000</i>	<i>80%</i>	<i>264</i>	<i>-26</i>	<i>238</i>

The third step applies the jobs/housing adjustment factor and is consistent with the third statutory objective. This step also takes into consideration employment opportunities and commuting patterns per Government Code section 65584.06(b). Data on the number of primary jobs in each jurisdiction is determined from Longitudinal Employer-Household Dynamic data from the US Census Bureau. This is compared with the total number of housing units in each jurisdiction to calculate a ratio of jobs to housing. This ratio is normalized on a scale of 1.5 to 0.5, with the jurisdiction with the highest jobs/housing ratio assigned a ratio of 1.5 and the jurisdiction with the lowest ratio assigned a ratio of 0.5. The normalized ratio is divided by the number of housing units assigned after the first and second step, then converted to a percentage. This ensures the size of the adjustment is proportional to the size of the jurisdiction.

<i>Factor 2 - Explanation</i>	<i>Jobs</i>	<i>Units</i>	<i>Ratio</i>	<i>Normalized ratio scale .5-1.5</i>	<i>Convert to percent share</i>	<i>Weighted Share of Allocation</i>
<i>Jurisdiction 1</i>	<i>1000</i>	<i>600</i>	<i>1.39</i>	<i>0.50</i>	<i>16%</i>	<i>74</i>
<i>Jurisdiction 2</i>	<i>1000</i>	<i>400</i>	<i>1.64</i>	<i>1.50</i>	<i>84%</i>	<i>396</i>

The fourth step applies the fair housing adjustment and is consistent with the fifth statutory objective. Data on the number of households within high/highest opportunity areas, as defined in the COG Geography HCD/TCAC Opportunity Map is used to create normalized scores for each jurisdiction from 1.5 to 0.5, with 1.5 being the highest opportunity jurisdictions and 0.5 being the lowest opportunity jurisdictions. The normalized ratio is divided by the number of housing units assigned after the first and second steps, then converted to a percentage. This ensures the size of the adjustment is proportional to the size of the jurisdiction.

<i>Factor 3 - Explanation</i>	<i>% in High/Highest Resource</i>	<i>Normalized %</i>	<i>Convert to percent share</i>	<i>Weighted share of allocation</i>
Jurisdiction 1	50%	0.5	15.8%	32
Jurisdiction 2	75%	1.5	84.2%	168

Once a weighted share of the allocation is calculated for each factor, they are added together for each jurisdiction in order to determine the total allocation for each jurisdiction.

The last step is the determination of RHNA by income category. To assist in meeting the first, fourth, and fifth statutory objectives (mix of housing type, affordability and income category allocation based on the countywide distribution of household incomes, affirmatively furthering fair housing), the income distributions of each jurisdiction's households were compared to the countywide distribution. A "fair share" policy adjustment (150%) was applied to city income categories to move city percentages closer to county percentages as demonstrated in this hypothetical example.

<i>County/ City</i>	<i>Very-Low Income %</i>	<i>Difference County-City</i>	<i>Fair Share Multiplier</i>	<i>Fair Share Adjustment</i>	<i>Adjusted Very-Low RHNA</i>
<i>County</i>	22%	0	None	N/A	Same
<i>City A</i>	41%	22% - 41% = = -19%	1.5	(-19%)*1.5 = = -28.5%	41% - 28.5% = 12.5%

City's Low-Income RHNA = City Total RHNA x 12.5% = 720 x 12.5% = 90 units