

736 F Street
Arcata, CA 95521

City Manager (707) 822-5953	Environmental Services 822-8184	Police 822-2428	Recreation 822-7091
Community Development 822-5955	Finance 822-5951	Public Works 822-5957	Transportation 822-3775

12/29/2017

Daniel S. Little

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the City of Arcata in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural Northern California and the urbanized Sacramento region's critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Arcata and the rest of Humboldt County rely heavily on more urbanized areas for vital services including rail, flight, and health.

There is a documented need for an intercity bus service to serve Arcata. 86 percent of Humboldt State University's 8500 students are from non-local regions including Sacramento and the Bay Area. These students would benefit from a streamlined journey between Arcata and Sacramento, especially as many do not own cars. Many of Arcata's residents rely on public transportation and have medical and family needs beyond the county borders. Business travelers would be able to utilize this streamlined service. Tourists to Arcata and surrounding redwood forests, beaches, and cultural sites would also benefit from an efficient intercity transit service.

The City of Arcata is pleased to support the North State Express Intercity Bus project. This project would greatly benefit the residents of Arcata.

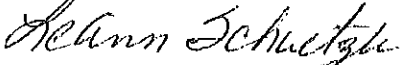
Good luck on your application.

RECEIVED

JAN 03 2017

**SHASTA REGIONAL
TRANSPORTATION AGENCY**

Sincerely,

A handwritten signature in cursive script that reads "LeAnn Schuetzle".

LeAnn Schuetzle, Transit Manager

City of Arcata

736 F Street

Arcata, CA 95521



526 HUSS DRIVE, SUITE 150
CHICO, CALIFORNIA 95928
(530) 809-4616 FAX: (530) 879-2444
www.bcag.org

December 22, 2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of Butte County Association of Governments (BCAG) in support of the North State Express Connect Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services.

The North State Express Connect service will provide Butte County residents with an additional transportation alternative to travel to Sacramento and the other locations that have been identified along the North State Express Connect proposed service route.

BCAG is seeking to implement a Chico-to-Sacramento Daily Commuter Bus Service by Spring 2019, which will focus on providing daily commuter bus service for the 5,500 Butte County residents that commute daily to Sacramento, Yuba and Sutter Counties. Our route will serve the cities of Chico, Oroville, Marysville on its way to Downtown Sacramento.

The North State Express Connect will complement BCAG's daily commuter bus service giving Butte County and North State residents additional travel options along the Interstate 5 corridor, to important destinations such as Sacramento's airport and Amtrak connections. Both services will also reduce greenhouse gas emissions and vehicle miles travelled.

Butte County Association of Governments is pleased to support the North State Express Intercity Bus project which will benefit the residents of Butte County.

Sincerely,

Jon Clark
Executive Director



January 9, 2018

Mr. Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

BOARD OF DIRECTORS

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TRANSPORTATION
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**SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY**

Teresa O'Neill
Raul Peralez

**SOLANO TRANSPORTATION
AUTHORITY**

Len Augustine (Alt.)
Harry Price
James P. Sperling

**YOLO COUNTY
TRANSPORTATION
DISTRICT**

Robert Davis (Alt.)
Lucas Frerichs, Chair
Don Saylor

EXECUTIVE OFFICERS

Grace Crunican
Executive Director

David B. Kutrosky
Managing Director

Subject: 2018 TIRCP Application: North State Intercity Bus – Redding to Sacramento

Dear Secretary Kelly and Mr. Little:

I am writing on behalf of the Capitol Corridor Joint Power Authority (CCJPA) in support of the 2018 TIRCP Application for the North State Intercity Bus project. This project promises to provide a critical connection between the rural northern California communities and critical transportation connections such as the Sacramento International Airport and state-supported intercity passenger rail services in Sacramento.

We have been working with the Shasta RTPA and the San Joaquin Joint Powers Authority (SJJPA) to support an improved intercity bus service that could supersede the existing, but limited, Amtrak Thruway bus that presently connects Sacramento to some of the Northern communities of our state. Many government, public sector, non-profit and private sector employees, not to mention leisure travelers, would undoubtedly choose to ride the North State Intercity Bus and leave their private vehicles behind if the robust service proposed by Shasta RTPA was supported. This proposed service which connects with two of the CA IPR services in Sacramento, and further with rail connections, especially to/from the Bay Area, is favored by the business community and those who are attracted to sustainable transportation as the preferred option.

The CCJPA is pleased to support the 2018 TIRCP application for the North State Intercity Bus project and recognize it as a complimentary service to the Capitol Corridor rail service.

Sincerely,

David Kutrosky
Managing Director

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org



Colusa County Transit Agency

715 D Street
Colusa, CA 95932

(530) 458-0287
www.countyofcolusa.org

01/04/18

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Colusa County Transit Agency in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Colusa County is an isolated rural county but still relies heavily on the connection with more urbanized areas. There is a documented need for an intercity bus service to serve Colusa County. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

The Colusa County Transit Agency is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Colusa County.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Simms', written over a light blue horizontal line.

Thomas Simms, Transit Manager
Colusa County Transit
715 D Street
Colusa, CA 95932
tsimms@countyofcolusa.com
530-458-0287

RECEIVED

JAN 08 2018

SHASTA REGIONAL
TRANSPORTATION AGENCY



12/27/17

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of Dignity Health in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Shasta is an isolated rural county but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Redding. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

Dignity Health is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Shasta County.

Sincerely,

A handwritten signature in black ink that reads "Lisa White".

Lisa White, Transportation Manager
Dignity Health
200 Mercy Oaks Drive
Redding, CA 96003
lisa.white@dignityhealth.org
(530) 226-3076



Laura Larson
Executive Director

Far Northern Regional Center

Providing services and supports that allow persons with developmental disabilities to live productive and valued lives

January 8, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Far Northern Regional Center in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Our clients reside in isolated rural counties and rely heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve far Northern California. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

Far Northern Regional Center is pleased to support the North State Intercity Bus project. This project would benefit the residents and visitors of Northern California.

Sincerely,

Kao Saechao
Far Northern Regional Center
1900 Churn Creek Rd
Redding, CA 96002
530-222-4791
ksaechao@farnorthernrc.org

www.farnorthernrc.org

GLENN COUNTY TRANSPORTATION COMMISSION

Gary Hansen, City of Willows, Chairman
Dwight Foltz, County of Glenn, Vice-Chair
Salina Edwards, City of Orland
John Viegas, County of Glenn
Bruce Roundy, City of Orland
Rick Beale, County of Glenn
Jeff Williams, City of Williams (Alternate)
(Vacant), County of Glenn (Alternate)

P.O. Box 1070
777 N. Colusa Street
Willows, California 95988

Di Aulabaugh,
Executive Director

(530) 934-6530
FAX (530) 934-6533

January 10, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

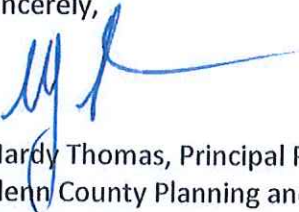
I am writing on behalf of the Glenn County Transportation Commission in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Glenn County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Glenn County is a rural community that relies heavily on connections with more urbanized areas. The North State Express Connect proposal for a feeder service operating between Red Bluff and Williams will connect local transit service not only with intercity service to the Sacramento area but will also make vital connections between these existing services. There is a documented need for an intercity bus service to serve Glenn County. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

GCTC-North State Express Connect

The Glenn County Transportation Commission is pleased to support the North State Express Intercity Bus project and participate financially to the extent that local service can be maintained. This project would benefit the residents and visitors of Glenn County.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mardy Thomas', with a long horizontal flourish extending to the right.

Mardy Thomas, Principal Planner
Glenn County Planning and Public Works Agency
PO Box 1070
Willows, CA 95988
mthomas@glenncounty.net
530-934-6540



HCAOG

*Regional Transportation
Planning Agency*

611 I Street, Suite B
Eureka, CA 95501
707.444.8208
Fax: 707.444.8319
www.hcaog.net

December 21, 2017

Mr. Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

North State Express Connect – Redding to Sacramento

Dear Mr. Little,

On behalf of the Humboldt County Association of Governments (HCAOG), I am writing to provide support of the North State Express Connect Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Humboldt County may be a candidate for a future feeder connection to this service.

HCAOG's Regional Transportation Plan identifies the need and support for interregional bus service. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

HCAOG is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Humboldt County.

Sincerely,

Marcella Clem
Executive Director



Lake Transit Authority • P.O. Box 698 • Lower Lake, CA 95457 • (707) 263-7868

Email: laketransit@comcast.net

December 28, 2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect - Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Lake Transit Authority in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services.

Lake County is an isolated rural community but still relies heavily on connections with more urbanized areas. Lake Transit Authority has many years of experience operating intercity bus service to Calistoga in Napa County and Ukiah in Mendocino County. There is a documented need to extend service to the Sacramento area. Participation in the North State Express Connect service as a feeder service operator is clearly the most efficient method to make a Sacramento connection viable. In addition, the proposed Clearlake to Williams feeder service would connect in Clearlake with our existing intercity routes making it possible to use public transportation to travel directly from the U.S. 101 corridor to the I-5 corridor. There are many government, public sector, non-profit, and private sector employees throughout our service area who travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

In its 2015 Energy Use Reduction Plan, and its 2016 application to ARB for a Zero Emission Bus Pilot Project, Lake Transit Authority has a demonstrated commitment to zero emission bus deployment. These projects have increase our knowledge and capability to provide a highly successful project.

Lake Transit Authority is fully committed to participate in the North State Express project financially, including the ongoing operating expenses for the Lake County feeder service utilizing various resources including State Transit Assistance, Low Carbon Transit Operations Program, and FTA 5311(f) Rural Intercity Bus funds.

Sincerely,

Mark Wall, General Manager
Lake Transit Authority



MENDOCINO COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

January 10, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little:

I am writing on behalf of the Mendocino Council of Governments in support of the North State Express Connect intercity bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region as well as critical transportation connections such as the Sacramento International Airport and Amtrak rail services.

There has long been a need for intercity service via the State Route 20 corridor to serve rural Mendocino County. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. An intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service that could connect to the county-wide services provided by Mendocino Transit Authority.

Based on my involvement with the North State Super Region, I have long been aware that this effort to provide service between Redding to Sacramento could be structured to also meet important intercity transit service needs in adjacent areas such as Mendocino County.

Mendocino Council of Governments is pleased to support the North State Express Connect project.

Sincerely,

Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, MCOG Chair
Carla Meyer, Mendocino Transit Authority General Manager



MODOC COUNTY
TRANSPORTATION COMMISSION

108 S. Main Street
Alturas, CA 96101
(530) 233-6410 Phone
233-3744 Fax

Meets First Tuesday of
Even Numbered Months
at 1:30 p.m.

Commissioners

John Dederick
Chairman
City of Alturas Mayor

Kathie Rhoads
Vice Chairman
County Supervisor III

Bobby Ray
Commissioner
City Councilmember

Patricia Cullins
Commissioner
County Supervisor II

Jim Wills
Commissioner
County at Large Member

Danny Parker
Commissioner
City at Large Member

Elizabeth Cavasso
Alternate Commissioner
County Supervisor IV

Cheryl Nelson
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Lemke
Chief Fiscal Officer

Cindy Imbach
Senior Transportation Planner

January 10, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

The Modoc County Transportation Commission supports the North State Intercity Bus project. This project proposes to provide a critical connection between rural northern California and the urbanized Sacramento region transportation connections such as the Sacramento International Airport and Amtrak rail services. Modoc County is an isolated rural county that relies heavily on connections with more urbanized areas to provide access to medical, social, and transportation opportunities.

Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

Modoc County Transportation Commission is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Modoc County.

Sincerely,

Debbie Pedersen
Executive Director
dpedersen@modoctransportation.com

United Way of Northern California
2280 Benton Drive, Bldg. B
Redding, California 96003
530.241.7521 (p)
530.241.2053 (f)
www.norcalunitedway.org



January 10, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of United Way of Northern California in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. United Way of Northern California serves a nine-county region: Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama and Trinity counties. Each county is isolated and rural but relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve far-northern California. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

United Way of Northern California is pleased to support the North State Intercity Bus project. This project would benefit the residents and visitors of Northern California.

Sincerely,

A handwritten signature in black ink that reads "Norma Mosqueda".

Norma Mosqueda
United Way of Northern California
2280 Benton Dr Building B
Redding, CA, 96003
(530) 241-7521
nmosqueda@norcalunitedway.org



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 262-6190 nssr16@gmail.com
www.superregion.org
Ivan Garcia, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

January 2, 2018

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

The North State Super Region (NSSR), a coalition of sixteen counties in Northern California writes to support the grant funding efforts for the North State Express Connect – Redding to Sacramento Project by the Shasta Regional Transportation Agency.

This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Many counties in the North State are rural and isolated, and rely heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve the North State. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

The North State Super Region is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of northern California.

North State Super Region | INFRA 2017
January 2, 2018
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "Ivan Garcia". The signature is fluid and cursive, with the first name "Ivan" and last name "Garcia" clearly distinguishable.

Ivan Garcia, Chair
North State Super Region



January 8, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Intercity Bus System

Dear Mr. Little:

The Redding Area Bus Authority (RABA) has worked with the Shasta Regional Transportation Agency (SRTA) for many years and continues to support the work done by your agency to advance public transportation in Shasta County. The proposed project, the North State Express Intercity Bus System, promises to improve mobility in the North State, while reducing single-occupancy vehicle trips and greenhouse gas emissions.

In support of the proposed project, RABA offers use of the RABA Passenger Terminal, also known as the Downtown Transit Center, as follows:

- Installation of an electric charge station (2 chargers)
- Installation of a ticket vending machine, kiosk, and/or structure
- Lease options for use of the bus bays, restrooms, and driver break areas

Additionally, RABA offers use of the RABA Maintenance Facility, as follows:

- Installation of two electric charge station (4 chargers)
- Installation of a solar bus canopy for energy capture and vehicle storage
- Overnight parking for up to four electric vehicles

RABA will work with SRTA to evaluate potential use of the RABA Maintenance Facility, where the SRTA operations and/or maintenance contractor could perform maintenance on the North State Express Intercity Bus System fleet. Use of the RABA Maintenance Facility is dependent upon both systems operating independently, with little to no impacts on RABA operations.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Crane", is written over a faint, stylized blue outline of the signature.

Brian Crane, P.E.
Executive Officer



SISKIYOU COUNTY
Local Transportation Commission
190 Greenhorn Road, Yreka, California 96097
Phone (530) 842-8220 Fax (530) 841-2800

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Siskiyou Local Transportation Commission in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Siskiyou County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Siskiyou County. According to the American Community Survey, close to 5% of county residents work outside the county, mostly traveling to Redding and beyond. Additionally, many government, public sector, non-profit and private sector employees travel to Sacramento regularly for meetings. Siskiyou County has an increasing percentage of seniors who rely on public transportation and have medical and family needs beyond the county borders. The intercity bus service would serve these users eliminating many single occupancy vehicle trips with a no emission alternative. Additionally, the region provides opportunity for more than 400,000 recreational visitors annually. Many of whom could benefit from an efficient intercity transit service.

The Siskiyou County Local Transportation Commission is pleased to support the North State Express Intercity Bus project. We are prepared to commit to administering the electric bus feeder line service between Yreka and Redding and connecting to the I5 Backbone Intercity Bus service should the logistics and funding resources become available.

Good luck on your application.

Sincerely,

Melissa Cummins
Executive Director

Michael Kobseff
Joan Smith Freeman
Lisa Nixon – Alternate

Commissioners
Ed Valenzuela
Timothy Stearns
Bryce Craig - Alternate

Brandon Criss
Tom McCulley



December 14, 2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Intercity Bus Project

Dear Mr. Little,

I am writing on behalf of Shasta College in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Shasta College has 5 locations and serves approximately 12,000 students from all over the North State and would benefit from improved connectivity.

The North State Express project aligns with our goals of improving public health and working toward a more sustainable future. This project is a prime example of the direction California should be heading with sustainable, connected public transportation options. Our faculty and students make regular trips to Sacramento for personal and learning experiences with no efficient public transportation options available. The North State Express project will help reduce the need for single occupancy vehicle trips and allow for student and professional productivity during the trip. This makes sustainable sense.

Shasta College is pleased to support the North State Express Intercity Bus project.

Sincerely,

Morris Rodrigue
Assistant Superintendent/Vice President of
Administrative Services
Shasta-Tehama-Trinity Joint Community College District

RECEIVED

DEC 20 2017

**SHASTA REGIONAL
TRANSPORTATION AGENCY**

Governing Board Members

Rhonda E. Nehr

Dr. Rob Lydon

Patrick W. Carr

Kendall S. Pierson

Rayola B. Pratt

Robert M. Steinacher

Scott J. Swendiman

Superintendent/President

Joe Wyse, Ed.D.



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

January 4, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little:

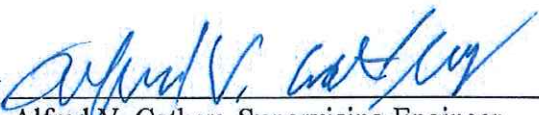
I am writing on behalf of Shasta County in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Shasta is an isolated rural county but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Shasta County. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

Shasta County Public Works is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Shasta County.

Sincerely,

Patrick J. Minturn, Director

By 
Alfred V. Cathey, Supervising Engineer
Road Design and Administration

AVC/ldr

Shasta Living Streets

Better bikeways, walkable cities, transit and vibrant public places

January 3, 2018

Dan Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Re: Enthusiastic support for North State Express Connect – Redding to Sacramento

Shasta Living Streets enthusiastically supports the North State Intercity Bus project. This project promises to provide a critical connection between northern California and the Sacramento region and beyond, with critical transportation connections such as the Sacramento International Airport and Amtrak rail services.

We believe our region has an exciting opportunity to build great cities and towns by making bicycling, walking and transit - safe, accessible, and convenient. We believe doing so brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract visitors.

This project will make a significant difference for people and transportation in the communities throughout Shasta County. The intercity bus service will serve families, businesses and our tourism industry. Additionally, this service will eliminate many single occupancy vehicle trips, and reduce the number of cars from our area headed to other cities in the state that do not want them either.

We hear from members, business owners and people in the community on a regular basis. A common concern is the lack of high-quality, convenient and reasonable cost transportation between Shasta County and important neighboring regions, specifically including connections to Sacramento, and from there the San Francisco Bay Area, and beyond through the airport. As part of a recent Caltrans planning project, a facilitated focus-group of local people prioritized this transportation challenge as something that caused serious struggles for them in their work and daily lives.

Business owners and professionals

In our region, we hear from many business owners and professionals who need to travel to Sacramento, the San Francisco Bay Area, and Los Angeles – and they want to do so with modern, convenient, reasonable cost and high-quality transit options. We have no such service. These business owners and professionals must drive on their own, deal with the hassle of traffic and expense of city parking, to and from business meetings, conferences and field office visits.

Recent Facebook comments from locals unaware of the proposed North State Express:

I drive to sac 2x a weekend, every other weekend. I'm getting tired of that drive. Been doing it for over 10 years now. Occasionally we go United... But they suck so much it's worth driving instead. They left my daughter stranded in SF at midnight. I had to go get her.

I wish we had a luxury style WiFi bus direct to sfo or smf...so I can work and/or sleep!

A pick up spot from Red bluff would make it nice for those in Chico too. Short drive for everyone!

Parents and individuals

Family members in our area want to visit these other regions for holidays, special events, and recreational opportunities, and they often describe their extreme frustration that they must drive - because we simply have no other reliable, accessible intercity travel option.

Transit-dependent individuals

We hear from members and people in the community who are dependent on transit, and are unable to travel to other regions without finding someone to drive them. We have members who are blind, who do not own a car, or have a vehicle that is not reliable enough to take them long distances. These people are anxious to see improvements in intercity travel options.

Out of area business contacts

Local business people describe the trouble they have to host key meetings at their businesses, and conducting ongoing collaborations with out-of-region business contacts, because their out of town partners do not want to travel to our region due to the lack of quality car-free travel options.

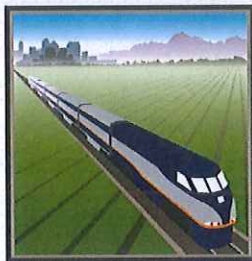
Shasta Living Streets looks forward to supporting Shasta Regional Transportation Agency and the North State Express connecting Redding to Sacramento.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring this project receives funding. For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.



Anne Wallach Thomas
Executive Director, Shasta Living Streets

Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Rodrigo Espinoza**, Merced County
Supervisor **Scott Haggerty**, Alameda County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin

Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Federal Glover**, Contra Costa County
Alternate **Don Nottoli**, Sacramento County
Alternate **Mike Villalta**, City of Los Banos
Alternate **Tom Blalock**, BART
Alternate **Bob Elliott**, San Joaquin County
Alternate **David Ayers**, City of Hanford
Alternate **Andrew Medellin**, City of Madera
Alternate **Michael Derr**, City of Selma
Alternate **Bob Link**, City of Visalia

January 8, 2018

Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: SJJPA Letter of Support for Shasta Regional Transportation Agency (SRTA) TIRCP Application for the "North State Intercity Bus Project"

Dear Secretary Kelly:

The San Joaquin Joint Powers Authority (SJJPA) supports Shasta Regional Transportation Agency's North State Intercity Bus Project and the associated Transit and Intercity Rail Capital Program (TIRCP) application. This project promises to provide a critical connection between North State Region of California and the urbanized Sacramento region (including the Sacramento International Airport), San Joaquin Valley, and beyond.

SJJPA recognizes this project as complimentary to improving the connection to the North State for the passengers of the Amtrak San Joaquins Rail Service (San Joaquins), which we manage and operate. The new bus service would provide service to Red Bluff and Redding approximately one hour faster than existing the Amtrak Thruway Bus Service. SJJPA believes this would help increase utilization of the San Joaquins from North State residents. It would also allow SJJPA to shorten the Thruway Bus Service to Chico, thereby reducing operating costs. SJJPA is planning to significantly increase rail service to Sacramento over the next few years, which create additional demand for the North State Intercity Bus Service. To further facilitate this project, SJJPA is submitting a joint letter of intent with SRTA (as part of SRTA's TIRCP application) that outlines SJJPA operating support for the new bus service along with parameters for coordinating the San Joaquins with the new North State Bus Service.

There is a documented need for an intercity bus service to connect the North State Region of California with Sacramento and the San Joaquin Valley. Many government, public sector, non-profit and private sector employees would undoubtedly choose to ride the North State Intercity Bus System and leave their private vehicles behind to access the airport, conduct business at the State Capitol, and to access the Amtrak San Joaquins Rail Service (San Joaquins). In addition to the business community, many groups benefit from transportation options and are attracted to sustainable transportation as the preferred option.

SJJPA enthusiastically supports the North State Intercity Bus Project and the pursuit of the TIRCP funds as they will improve public transportation connectivity between the North State region and beyond. We look forward to a favorable response from the dedicated Transit and Intercity Rail Program review team.

Sincerely,

Vito Chiesa, Stanislaus County Supervisor, StanCOG Board Member / San Joaquin Joint Powers Authority Chair

Cc: Chad Edison, Deputy Director of CalSTA,
Ezequiel Castro, Branch Chief, Transit and Intercity Capital Program of Caltrans

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments



January 10, 2018

Joint Letter of Intent

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

San Joaquin Joint Powers Authority
949 East Channel Street
Stockton, CA 95202

Subject: Shasta Regional Transportation Agency/San Joaquin Joint Powers Authority Letter of Intent regarding the "North State Intercity Bus System"

This letter of intent outlines the parameters of a partnership between the Shasta Regional Transportation Agency (SRTA) and the San Joaquin Joint Powers Authority (SJJPAA) related to establishing a new intercity bus service between Redding and Sacramento along the Interstate 5 (I-5) corridor. The proposed service is currently being referred to as the "North State Intercity Bus System." To create the partnership, SRTA and SJJPAA agree to negotiate and execute a Memorandum of Understanding (MOU) in accordance with their procurement policies for the North State Intercity Bus System if SRTA is successful in obtaining a 2018 Transit and Intercity Rail Capital Program (TIRCP) grant to establish the new service. If the grant is not obtained, the parameters of a partnership described in this letter of intent will be re-evaluated.

A SRTA/SJJPAA partnership was conceived out of a North State community-driven need for public transportation connections to major urban areas and the mobility, social and economic networks therein. SJJPAA – as part of its intercity rail service – administers an intercity bus service between Stockton and Redding along California State Routes 70 and 99 for rail passengers only. Although there is an acknowledged need for intercity service between Redding and Sacramento, the existing service has very few passengers per bus north of Chico, likely because of the circuitous route and because of the rail passenger only restriction. SJJPAA sees an opportunity to replace their service north of Chico with an improved North State intercity bus service as planned by SRTA and provide associated operation cost savings to SRTA to assist in operating the new bus service.

The benefits of the proposed North State Intercity Bus System include the following:

- Decreased travel times of up to one hour for travel between Redding/Red Bluff and Sacramento compared with Amtrak Thruway Bus Route 3 by using the Interstate 5 Corridor rather than the State Route 99/State Route 70 Corridor;
- Anticipated increased ridership to Redding and Red Bluff over the current average number of passengers utilizing Amtrak Thruway Bus Route 3 north of Chico;
- Creation of several new bus stops along the I-5 Corridor;
- Expanded access to statewide transit options such as intercity rail (including both the Amtrak San Joaquins and Capitol Corridor), future high speed rail, and air travel;
- Tailored bus schedules to the business and leisure needs of North State residents; and
- Connections to a large network of feeder buses that ultimately will connect five disparate local, rural transit systems.

SRTA and SJJPA have acted in good faith to establish a framework to develop and support a partnership (background attached). This letter of Intent details the commitments by SRTA and SJJPA to negotiate and formalize a partnership in a MOU upon 12 months continual operation of bus service on the Sacramento/Redding route due to SJJPA's State law limitations. These commitments are listed below as are other potential elements of the proposed MOU.

Operating Support – SJJPA anticipates to initially pay SRTA the amount of \$200,000 annually to provide San Joaquins rail passengers with bus services as set forth herein. This funding would come from cost savings associated with terminating the Amtrak Thruway Bus (Route 3) in Chico, thereby eliminating the service to the Red Bluff and Redding bus stops. The planned initial term would be for three years beginning in the second year of SRTA establishing and operating the North State Intercity Bus System, with the option to extend for five years.

The cost savings estimated to determine SJJPA's operating support is based on the current contracted service and additional fixed costs that SJJPA would incur if the Stockton to Redding service were not re-bid with the change in service. SJJPA agrees to re-evaluate cost savings closer to the time of the North State Bus Service launch date (currently anticipated for 2019 or 2020). If costs savings are favorable, SJJPA will re-evaluate the amount of the annual payment in the first year (year two of North State Intercity Bus System operations between Sacramento and Redding), which would help cover the higher costs associated with service.

Schedule Coordination – SRTA acknowledges that the North State Intercity Bus System must meet the needs of Amtrak San Joaquin and Capital Corridor passengers if it is to replace the existing bus service north of Chico. With that consideration, SRTA will ensure that two of the North State Intercity Bus System buses in each direction be synchronized with two San Joaquins trains in each direction (i.e. two arrivals and departures to/from Sacramento).

For the two southbound buses, SRTA would agree to schedule their arrival times to the agreed upon transfer point (see Station Connections below) at least 15 minutes before two scheduled Amtrak San Joaquins southbound departures.

For the two northbound buses, SRTA would agree to schedule their departure times no later than 30 minutes after the two scheduled Amtrak San Joaquins northbound arrivals. The longer

30-minute departure window for northbound buses accounts for the possibility of late arriving trains into Sacramento, and the desire of SJJPA and SRTA to accommodate the travel needs of all passengers.

Upon learning that a train is running late and at its discretion, the North State bus operator would use the time associated with the late train delay and proceed to the next scheduled stop in downtown Sacramento and then return to the station to pick-up the late train passengers. If train is too late to allow for the planned connection to be made, SRTA and SJJPA agree to coordinate communications about miss connections, and SJJPA would make alternative travel arrangements to for those passengers that missed connections. The cost of these arrangements would be absorbed by SJJPA.

Station Connections – SRTA anticipates that the North State Intercity Bus System will begin service in late 2019 to early 2020. At implementation, SRTA plans to connect to San Joaquins trains at the Sacramento Valley Station, but this is subject to change. SJJPA is submitting a TIRCP grant application to add frequency of the San Joaquins trains into the Sacramento area along the Union Pacific Railroad (UPRR) Sacramento Subdivision, as opposed to the UPRR Fresno Subdivision that the trains currently use. As the Sacramento Subdivision does not go through the Sacramento Valley Station, a new station connection will likely need to be made either at the proposed Old North Sacramento Station or at the proposed Sacramento Midtown Station. The North State Intercity Bus System will still need to meet the Capitol Corridor trains at the Sacramento Valley Station. With that, the North State Intercity Bus System would increase the number of stops in Sacramento from three locations to four, as needed.

Cross Marketing – SRTA and SJJPA see great benefit in marketing each agency's service as appropriate. To this end, the two agencies will commit to developing a cross marketing plan shortly following the execution of a MOU.

Other North State Connecting Service – SRTA will continue to work with SJJPA through its North State regional partners to improve bus service between Chico to Sacramento, feeder services from rural regions, and future passenger rail service planning efforts.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency



Stacey Mortensen, Executive Director
San Joaquin Joint Powers Authority

**Background on Partnership Discussions Between
Shasta Regional Transportation Agency
And
San Joaquin Joint Powers Authority**

Several actions by the Shasta Regional Transportation Agency (SRTA) Board of Directors and the San Joaquin Joint Powers Authority (SJJA) Governing Board demonstrate a commitment to project coordination to improve intercity bus service to the North State. Staff report backup documentation is included for the actions listed below.

On July 28, 2017, the SJJA Governing Board approved a resolution authorizing the executive director to submit and execute any and all documents necessary to obtain financial assistance provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program.

On October 10, 2017, the SRTA Board of Directors approved submittal of a Transit and Intercity Rail Capital Program grant application for bus service between Redding and Sacramento.

Most recently, at SJJA's meeting on November 17, 2017, the governing board authorized the executive director to execute a memorandum of understanding with SRTA to provide operating support for the proposed express bus service between Redding and Sacramento.

SJJPA RESOLUTION NO. 17/18 003

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT
AND EXECUTE ANY AND ALL GRANT APPLICATIONS, AGREEMENTS,
CERTIFICATIONS, ASSURANCES AND ANY OTHER DOCUMENTS NECESSARY
TO OBTAIN FINANCIAL ASSISTANCE PROVIDED BY THE CALIFORNIA STATE
TRANSPORTATION AGENCY UNDER THE TRANSIT AND INTERCITY RAIL
CAPITAL PROGRAM.**

WHEREAS, the California State Transportation Agency (CalSTA) will administer the Transit and Intercity Rail Capital Program to eligible grantees for transportation improvement and greenhouse gas reduction projects, and

WHEREAS, The San Joaquin Joint Powers Authority (SJJPA) is an eligible grantee for Transit and Intercity Rail Capital Program; and

WHEREAS, the 2017 Business Plan identifies the SJJPA's strong interest in increasing the San Joaquins service to/from Sacramento; and

WHEREAS, the CalSTA requires a resolution from the governing board in order to receive the funds and that SJJPA will abide by the terms that go with this grant;

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby authorizes the Executive Director to submit and execute any and all grant applications, agreements, certifications, assurances and other documents as may be necessary for obtaining federal financial assistance provided by the California State Transportation Agency under the Transit and Intercity Rail Capital Program.

PASSED AND ADOPTED by the SJJPA on this 28th day of July 2017, by the following vote:

AYES: 6 - Blalock, Quintero, Medellin, Expinoza, Hume, Chair Chiesa

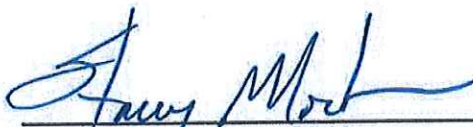
NOES: 0

ABSENT: 4 - Tatzin, Verboon, Johnson, Shuklian

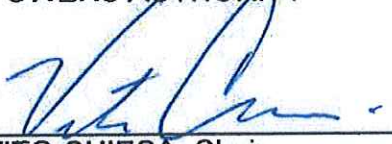
ABSTAIN: 0

ATTEST: 0

**SAN JOAQUIN JOINT
POWERS AUTHORITY**



STACEY MORTENSEN
Executive Director



VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute any and all Grant Applications, Agreements, Certifications and Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program

The California State Transportation Agency (CalSTA) will release a Call for Projects for 2017 Transit and Intercity Rail Capital Program (TIRCP) later this year. TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety

2017 TIRCP grant applications are expected to be due by the end of 2017 and awards announced by spring 2018. The 2017 Call to Projects will be for a 5-year program and is expected to have \$1 - \$2 billion in funding between SB1 and Cap and Trade funding.

Based on the approved SJJPA 2017 Business Plan and the work developed during the Sacramento Service Expansion Program studies and extensive stakeholder coordination in the region, staff is requesting authorization to submit a grant application for service expansion to/from Sacramento.

Through technical analysis, preliminary engineering, and stakeholder coordination in the region, the following preliminary project description was developed. It is anticipated that expansion of the Altamont Corridor Express (ACE) could be included in this application and that San Joaquin Regional Rail Commission (the owner and operator of ACE) could

be a joint project sponsor. However, ACE being included would need to be approved by the San Joaquin Regional Rail Commission.

Sacramento Service Expansion Project Description

Overview

San Joaquins

The Project is expected to propose an increase of the San Joaquins Service by two (2) daily round-trips, increasing the service frequency from seven (7) daily round trips to nine (9) daily round-trips. It is anticipated that the two (2) new daily round-trips between Fresno and Natomas will operate on the Burlington Northern Santa Fe (BNSF) Stockton Subdivision between Fresno and Stockton and the Union Pacific Railroad (UPRR) Sacramento Subdivision between Stockton and Natomas. Between Stockton and Sacramento, the two (2) existing San Joaquins trains may continue to operate on the existing UPRR Fresno Subdivision alignment (terminating in Sacramento Valley Station) or move to the Sacramento Subdivision operating to Natomas.

To maximize the efficiency of the service, some of the departure and arrival locations will be revised and the schedule would be adjusted to represent a "pulse" scenario in which train arrivals and departures occur at set intervals.

Altamont Corridor Express

For the ACE service, the Project could propose to extend the route from Stockton to Natomas. One (1) existing ACE train would extend north to depart from Natomas in the morning and operate to the Stockton ACE Station. The Rail Subdivisions operated upon by the ACE service is the same as the San Joaquins Service, North of Stockton. Once at the Stockton ACE Station, the train would operate in the same manner as the existing ACE service to San Jose. In the afternoon, one (1) existing train would depart San Jose and operate to Stockton as the current service does today, then continue north to Natomas, where the service terminates.

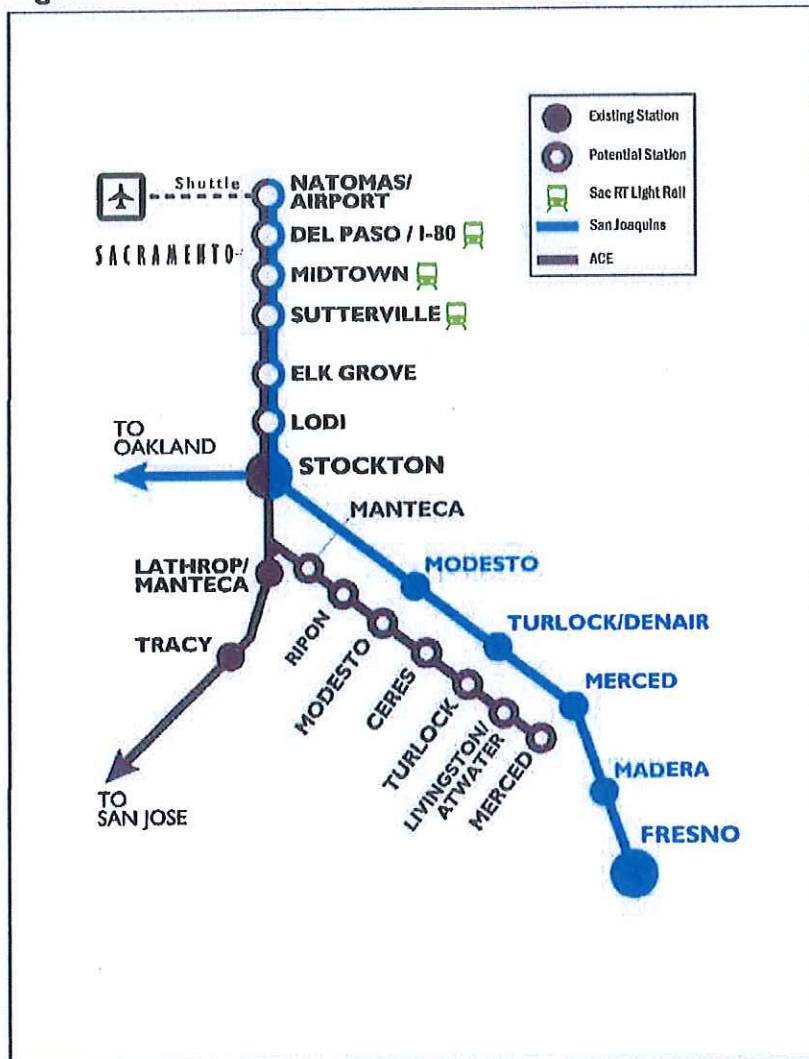
Additional Service

In addition to the identified expansion in the San Joaquins and ACE services, the Project could include a "Shuttle" between the Natomas and the Stockton ACE Station. It is possible this service could utilize new DMU equipment. This service would operate additional daily round-trips servicing communities along the alignment in between the times when the San Joaquins and ACE services operate through these cities. North of Stockton, the Rail Subdivision operated upon by the "Shuttle" would be the same as for the San Joaquins Service.

Operating Alignment

Figure 1 shows a schematic of the services in the proposed application.

Figure 1



San Joaquins

For the San Joaquins Service, the existing alignment South of Stockton would remain unchanged. The service will continue to operate over the BNSF Stockton Subdivision. Some trains will terminate in Bakersfield while some trains will terminate in Fresno (see the "Operating Schedule" section for additional information).

San Joaquins Service North of Stockton would entirely, or in part, move from the UPRR Fresno Subdivision to the UPRR Sacramento Subdivision. Trains using the Sacramento Subdivision, cannot effectively serve the Lodi and Sacramento Valley

Station. However, service to these cities could be restored by adding the new stations to support new service alignment. The service would operate from Stockton to Sacramento on the UPRR Sacramento Subdivision.

Altamont Corridor Express

This project would extend the ACE service north from Stockton to Natomas. One (1) ACE train would depart from Natomas and operate on the UPRR Sacramento Subdivision to Stockton where it would transfer to the UPRR Fresno Subdivision just before the Robert J. Cabral Station in Stockton. From the Stockton Station, the ACE train would continue on its normal alignment to San Jose. On the return trip, one (1) ACE train from San Jose would stop at the Robert J. Cabral Station in Stockton then continue to Natomas then layover overnight north of the station.

Additional Service (Shuttle)

Potential new service operating between Natomas and Stockton utilizing the UPRR Sacramento Subdivision.

Sacramento Service Expansion Stations

North of Stockton new stations unless noted otherwise:

- Stockton (Downtown/ACE) – existing station location
- **Lodi**
- **Elk Grove**
- **Sutterville/Sacramento City College**
- **Midtown Sacramento**
- **Del Paso Blvd.**
- **Natomas/Airport** (potential connection to Sacramento International Airport)

The Midtown Station would be unique in that there would be no parking lot included as part of the station since existing adjacent parking facilities will be leveraged. Instead of parking, the application will include improvements to enhance off-street bicycle and pedestrian access to the Midtown Station and connectivity to local transit in coordination with the City of Sacramento. Safety improvements will also be included to screen the UPRR alignment through Midtown.

Maintenance and Layover Facilities

Trains that layover in Stockton will utilize the existing ACE Rail Maintenance Facility in Stockton. The current configuration of the ACE Rail Maintenance Facility allows for two train consists to be stored without additional improvements. Layover locations are required in Natomas and Fresno to layover three to four train consists during non-operating hours.

Oakley Station Project

Construction of a new station in Oakley coincides with the Oakley transit center and Transit Oriented Development underway in Oakley. A new station at Oakley will promote increased ridership between Oakley and Oakland. Agreements would be needed with Amtrak and BNSF in order to implement this new station stop.

Madera Station Project

The application would include a relocated Madera station in the vicinity of Avenue 12, which will provide increased connectivity to transit, better access to SR-99, have more transit oriented development potential, higher ridership potential, and fit better with the near-term and long-term plans for the region. This relocated station would also better serve the Clovis, and northern Fresno population.

Morning Express Parking Improvement Projects

Due to the increased ridership from the Morning Express, additional parking will be required at various stations throughout the corridor. Based on future ridership forecasts (being done by the State), targeted parking expansions will be proposed. Currently, the following stations appear to be in need for parking expansions:

- Fresno
- Merced

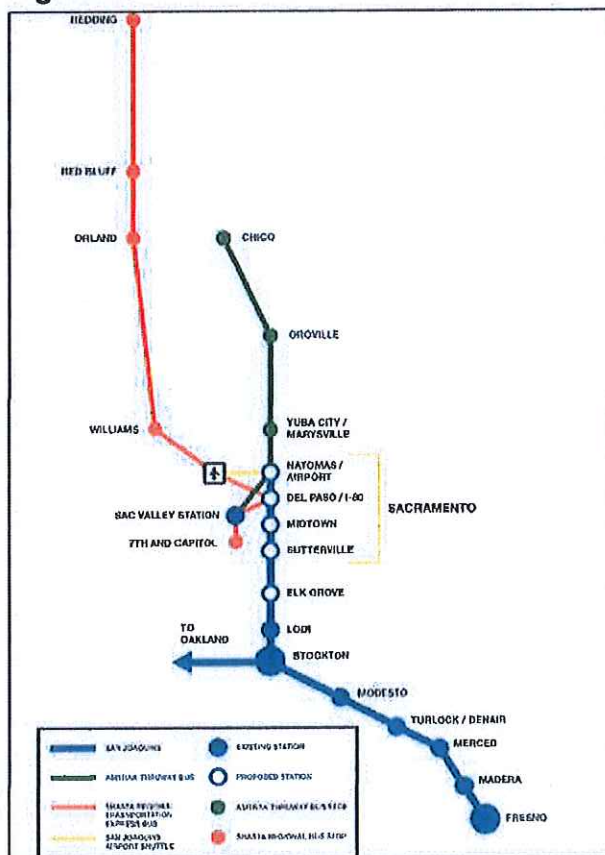
Thruway Bus Service

SJJPA is working with communities along the Amtrak Thruway Bus Route 3 (Stockton – Redding) in an effort to develop a more efficient connecting bus system to the San Joaquins. The Shasta Regional Transportation Agency (SRTA) is expecting to submit a TIRCP application to provide new express bus service between Redding and Sacramento. Currently, ridership to Redding on the San Joaquins Thruway Bus Route 3 is very low beyond Chico. This is in part because of the circuitous route to Redding,

but also since passengers on Route 3 north of Sacramento (like Chico and Redding) are not able to travel to Sacramento (since they need a rail trip as part of their ticket). SJJPA staff is currently investigating the potential for terminating Thruway Bus Route 3 in Chico to save operation costs and enable SJJPA to financially support SRTA's proposed express bus service. SJJPA financial support would greatly assist SRTA on its TIRCP application. This bus service could allow San Joaquins passengers to book tickets on SRTA's new bus service through Amtrak. Additionally, the service envisions much faster travel times between Sacramento and Redding (than the current Route 3 Thruway service) as the new line would run along I-5 corridor rather than SR 99 corridor. SJJPA would need to ensure San Joaquins passengers would have seamless access/ticketing on the new SRTA express bus.

Thruway Bus Route 3 could also be modified to have a new stop at the proposed Natomas Station (part of the Sacramento Service Expansion Project), and then it would continue on to Sacramento Valley Station to service riders making a connection to Capitol Corridor trains. Please see Figure 2 which shows how the Thruway connections could be made with a shortened Route 3 and with SRTA's new express service to Redding.

Figure 2.



Transit Transfer Program

Implementing a Transit Transfer Program for the San Joaquins would allow passengers to connect to a number of local transit services for free. This would help to reduce the number of passengers utilizing single-occupancy vehicles to travel to and from a San Joaquins station, a significant contributor to greenhouse gas emissions. A similar program is in place for Capitol Corridor at many shared stations, including Oakland, Emeryville, Richmond, Martinez, and Sacramento. SJJPA is looking into obtaining funding for a pilot of the Transit Transfer Program. The ongoing costs of the program could potentially be offset by associated ridership increases.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute any and all Grant Applications, Agreements, Certifications and Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program

STAFF REPORT



MEETING DATE:	October 10, 2017
SUBJECT:	Approve Submittal of a Transit and Intercity Rail Capital Program Grant Application for Bus Service Between Redding and Sacramento and Authorize Solicitation of Project Partnerships
AGENDA ITEM:	9
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

An opportunity exists to develop a brand new intercity public transportation connection between Redding and Sacramento. Not only is capital funding available through the competitive 2018 Transit and Intercity Rail Capital Program (TIRCP), but also operating funds are available through an intercity rail partnership with the San Joaquin Joint Power Authority (SJJPA). The *North State Express Connect Business Plan* will provide the details of the proposed intercity bus network between Redding and Sacramento with feeder service from surrounding rural counties. Staff recommends issuing multiple requests for proposals (RFP) for project partnerships and submittal of a TIRCP grant application by the January 12, 2018, deadline.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Authorize the executive director to issue multiple requests for proposals (RFPs) for intercity buses, charging facilities, and passenger and bus parking; and
2. Approve submittal of a Transit and Intercity Rail Capital Program grant application utilizing results from the RFP process.

DISCUSSION:

Background – Since 2014, SRTA, Redding, the North State Super Region, San Joaquin JPA, and the California State Transportation Agency (CalSTA) have been discussing options for expanding intercity transportation to Sacramento and beyond. A full history of related board actions is attached.

The new intercity bus service would provide an affordable and convenient alternative to the automobile for interregional travel needs, as well as enhance economic connections between North State regions and larger state, national and international markets.

SRTA has made valuable progress toward the goal of viable intercity transportation. In April 2016, SRTA sought TIRCP capital funding for buses and associated infrastructure. Although the grant application was not awarded, it generated strong support from the California State Transportation Agency. The *Shasta Intercity Transportation to Sacramento and the Bay Area Study* provided an initial analysis of operational and financial viability. This study was accepted by the board in December 2016. Another planning grant was obtained in 2017 for a more comprehensive and rigorous *North State Express Connect Business Plan* to quantify the operating and capital costs for an I-5 express bus service between Redding and Sacramento with feeder services to more rural communities. SRTA and the consulting team are currently identifying:

- park and ride locations in Redding, Red Bluff, Williams, and Sacramento;
- bus layover and charging locations; and
- battery electric bus manufacturers that meet proposed service needs.

In addition, the team is seeking feeder bus and operational commitments from regional, state and rail partners. Collectively, the 2016 TIRCP grant, the study, and the business plan set the region up to compete well for capital and operation funding required for start-up and operations.

A gap in intercity mobility was identified in the 2015 Regional Transportation Plan (RTP) and the following objectives were adopted:

- Objective 3.2: Develop an integrated, context-appropriate range of interregional transportation choices.
- Objective 7.2 - Lead the development of resilient transportation systems and services in the face of increasing environmental change and societal shifts in mobility.

In addition to meeting regional mobility needs, an improved intercity bus service was also identified in the Sustainable Communities Strategy portion of the 2015 RTP as a key strategy in meeting the region's greenhouse gas emissions (GHG) reduction target assigned by the California Air Resources Board pursuant to Senate Bill 375.

TIRCP Grant – TIRCP is funded by auction proceeds from the California Air Resources Board Cap-and-Trade Program and by Senate Bill 1, the Road Repair and Accountability Act of 2017. It provides funds for, “transformative capital improvements” that modernize and better connect California’s intercity rail, bus, and ferry transit systems. The primary objective of the program is to significantly reduce GHG emissions, vehicle miles traveled, and congestion. The call for

projects will be on October 13 and applications are due January 12, 2018. Approximately \$2.4 billion is available for a five-year program.

TIRCP is highly competitive. To develop a winning application, SRTA will issue multiple RFPs to solidify project components, including for:

- a bus manufacturer;
- passenger park and ride locations;
- bus layover parking locations; and
- bus charging locations and facilities.

Contracting with projects partners would be presented for possible board action at a future meeting, contingent on a grant award.

TIRCP is a capital funding program, but operating funds are available from the San Joaquin JPA. SJJPA manages the Amtrak thruway bus service between Redding, Sacramento, and Stockton. At their board meeting on July 28, 2017, the Governing Board of the SJJPA approved submittal of a TIRCP grant application for Sacramento Service Expansion, including financial support for SRTA's proposed intercity bus service.

Staff Recommendation – It is recommended that the board direct staff to move forward with preparing a 2018 TIRCP grant application for express intercity bus service between Redding and Sacramento with feeder services to more rural communities. Development of the application will include project partners for a bus manufacturer, passenger and bus parking, and bus charging facilities. Furthermore, staff will identify and include SJJPA financial support needed for the proposed service. Describing the project partners in the grant application will demonstrate a more developed project and commitment to the project.

ALTERNATIVES:

The board of directors may defer a decision about grant submittal until the December meeting or discontinue the project.

OTHER AGENCY INVOLVEMENT:

Caltrans in collaboration with CalSTA administers the TIRCP. The grant application details will be developed in coordination with transportation and transit agency partners in the North State, Sacramento, and at SJJPA. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Capital – Based on the SRTA's 2016/17 TIRCP application, the proposed project budget for capital expenses is approximately \$20 million and would be 100% grant funded. No local match is required, but the application will be more competitive with commitments from other North State Super Region areas. Staff will provide an update on the proposed project description and cost at the December meeting.

Operation – An estimated \$900,000-\$1,200,000 in annual operating expenses is needed for four daily round trips running seven days a week along the I-5 backbone service between Redding and Sacramento. The majority of this could be offset by SJJPA financial support and fares. The fare amounts and subsidy targets are being analyzed in the business plan and will be a topic in further policy decisions.

Furthermore, given broad regional and state interest, there is a high likelihood that the Federal Transit Administration Section 5311(f) Intercity Bus Program could provide further subsidy. A fallback for operational funding is the Low Carbon Transit Operations Program annual regional allocations from both the Shasta Region and other North State Super Region counties.

No local Transportation Development Act funds are proposed to be used for operations.



Daniel S. Little, AICP, Executive Director

Attachments: History of Related SRTA Board of Directors Agenda Items

HISTORY OF RELATED SRTA BOARD OF DIRECTORS AGENDA ITEMS

2015

MEETING ON APRIL 28, 2015, AGENDA ITEM 11

ADOPT RESOLUTION AUTHORIZING SUBMITTAL OF 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) INTERCITY BUS PROGRAM GRANT APPLICATION(S)

It is recommended that the board of directors:

1. ...; and
2. Adopt Resolution 15-06 authorizing SRTA to submit a 2015 FTA Section 5311(f) application to study public transportation services to Sacramento, the Sacramento International Airport, and to possibly connect to major ground transit and airport facilities in the Bay Area.

The staff recommendations passed unanimously.

MEETING ON OCTOBER 13, 2015, AGENDA ITEM 5-9

AUTHORIZE TECHNICAL SERVICES AGREEMENT WITH CONSULTANT FOR SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND BAY AREA STUDY

It is recommended that the board of directors authorize the executive director to sign a technical services agreement (attached) with The Center for Business and Policy Research at the University of the Pacific to prepare the *Shasta Intercity Transportation to Sacramento and the Bay Area Study*, for a term ending June 30, 2016, not to exceed \$26,700.

The consent calendar was approved.

2016

MEETING ON FEBRUARY 23, 2016, AGENDA ITEM 21

UPDATE REGARDING TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION – REVIEW AND POSSIBLE ACTION

It is recommended that the board of directors receive an update on the development of a FY 2016/17 TIRCP grant application and provide further direction, if any, to staff.

The board gave no further direction to staff.

MEETING ON APRIL 26, 2016, AGENDA ITEM 8

APPROVE THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION FOR BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors approve the attached 2016/17 TIRCP grant application.

The staff recommendation passed unanimously.

MEETING ON DECEMBER 13, 2016, AGENDA ITEM 9

ACCEPT SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND THE BAY AREA STUDY FINAL REPORT

It is recommended that the board of directors accept the *Shasta Intercity Transportation to Sacramento and the Bay Area Study* final report (attached).

The staff recommendation passed unanimously.

2017

MEETING ON APRIL 25, 2017, AGENDA ITEM 14

AUTHORIZE REQUEST FOR PROPOSALS FOR THE NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors authorize the executive director to issue an RFP for the *North State Express Connect Business Plan* (attached), pending award of a Caltrans Sustainable Transportation Planning Grant.

The staff recommendation passed unanimously.

MEETING ON JUNE 27, 2017, AGENDA ITEM 14

AUTHORIZE TECHNICAL SERVICES AGREEMENT FOR NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors authorize the chair to sign a technical services agreement (TSA) with Green DOT Transportation Solutions (Green DOT) to complete the *North State Express Connect Business Plan*, for a term ending June 30, 2020, not to exceed \$205,852.

The staff recommendation passed unanimously.

SJJPA RESOLUTION NO. 17/18 - 008

**RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT
POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE
A MEMORANDUM OF UNDERSTANDING WITH THE SHASTA REGIONAL
TRANSPORTATION AGENCY TO PROVIDE OPERATING SUPPORT TO SHASTA
REGIONAL TRANSPORTATION AGENCY FOR A PLANNED EXPRESS BUS
SERVICE BETWEEN REDDING AND SACRAMENTO**

WHEREAS, California State Transportation Agency will administer the Transit and Intercity Rail Capital Program (TIRCP) to eligible grantees for transportation improvement and greenhouse gas reduction projects, and

WHEREAS, Shasta Regional Transportation Agency (SRTA) is an eligible grantee for Transit and Intercity Rail Capital Program; and

WHEREAS, SRTA is proposing to develop a new electric express bus service between Sacramento and Redding along the I-5 corridor, and is planning to submit a TIRCP grant application for capital funds to establish the service; and

WHEREAS, the 2017 SJJPA Business Plan Update discusses working with SRTA to explore a re-working of bus service between Sacramento and Redding; and

WHEREAS, SJJPA is exploring the idea of truncating the Amtrak Thruway Bus Route 3 so the northern terminus would be Chico rather than Redding, thereby reducing the route by approximately 74 miles in each direction, resulting in significant operating cost savings; and

WHEREAS, SJJPA and SRTA have been in discussions to explore the formation of a partnership that would allow Amtrak passengers currently traveling on Amtrak Thruway buses from Sacramento to Red Bluff or Redding to utilize the new SRTA express bus in exchange for operating support from costs savings realized by the SJJPA; and

WHEREAS, the development of an Memorandum of Understanding between SJJPA and SRTA would include the parameters of SJJPA's operating support for the new express bus service between Sacramento and Redding, and would greatly enhance SRTA's TIRCP application to establish the proposed service;

NOW, THEREFORE, BE IT RESOVLED that the Governing Board of the San Joaquin Joint Powers Authority hereby authorizes the Executive Director to execute a Memorandum of Understanding with the Shasta Regional Transportation Agency to provide operating support to Shasta Regional Transportation Agency for a planned express bus service between Redding and Sacramento.

.

PASSED AND ADOPTED by the SJJPA on this 17th day of November 2017, by the following vote:

AYES: 6 - Blalock, Vice Chair Tatzin, Derr, Ayers, Frazier, Espinoza

NOES: 0

ABSENT: 4 - Hume, Johnson, Chair Chiesa, Shuklian

ABSTAIN: 0

ATTEST: 0

SAN JOAQUIN JOINT
POWERS AUTHORITY



STACEY MORTENSEN
Executive Director

DON TATZIN, Vice Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

November 17, 2017

STAFF REPORT

Item 7

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute a Memorandum of Understanding with the Shasta Regional Transportation Agency to Provide Operating Support to Shasta Regional Transportation Agency for a Planned Express Bus Service between Redding and Sacramento

Background:

The 2017 SJJPA Business Plan Update includes discussion of the possibility of working with the Shasta Regional Transportation Agency (SRTA) on a re-working of bus service between Sacramento and Redding. At the July 28, 2017 SJJPA Board Meeting, SRTA presented plans for the development of an all-electric express bus service between Redding and Sacramento via the I-5 corridor, as well as details on their intention to submit a TIRCP application to provide capital funds for this new service. Since then, SRTA has further developed their vision for this express bus, which is now envisioned to be the core trunk line in a larger network of buses in Northern California called the "North State Intercity Bus" service (see attached map). SRTA is partnering with other local transit agencies to coordinate this bus network.

SJJPA and SRTA see an opportunity to form a partnership that would allow Amtrak passengers currently traveling on Amtrak Thruway buses from Sacramento to Red Bluff or Redding to utilize the new SRTA express bus instead. Correspondingly, SJJPA staff is currently investigating the potential for terminating Amtrak Thruway Bus Route 3 in Chico to save on operation costs, which could enable SJJPA to financially support SRTA's proposed express bus service. SJJPA financial support would greatly assist SRTA on its TIRCP application. Note that any funding support provided by SJJPA would start in the second year of the operation of the express bus service due to Perata Law restrictions.

SJJPA will work to ensure San Joaquin passengers have seamless access/ticketing on the new SRTA express bus. The express bus service is envisioned to allow San Joaquin passengers to book tickets on SRTA's new bus service through Amtrak. Additionally, the service would provide much faster travel times between Sacramento and Redding as the new line would run along I-5 corridor rather than the more circuitous SR 99 corridor.

SJJPA is in the process of determining how much annual cost savings can be realized by truncating Thruway Bus Route 3 in Chico. SRTA is also developing an annual operating cost estimate for the express bus between Redding and Sacramento. Prior to the submittal of the SRTA's TIRCP application, SJJPA and SRTA need to determine how much operating support SJJPA would provide to the express bus and how it will be calculated and to formalize in a Memorandum of Understanding (MOU) for inclusion in the application. As part of a MOU, parameters for the express bus service as it relates to the San Joaquins would be included, such as where the connection point would be, how long buses would wait for late trains, and how passengers who miss the bus (due to late trains) would be accommodated.

Fiscal Impact:

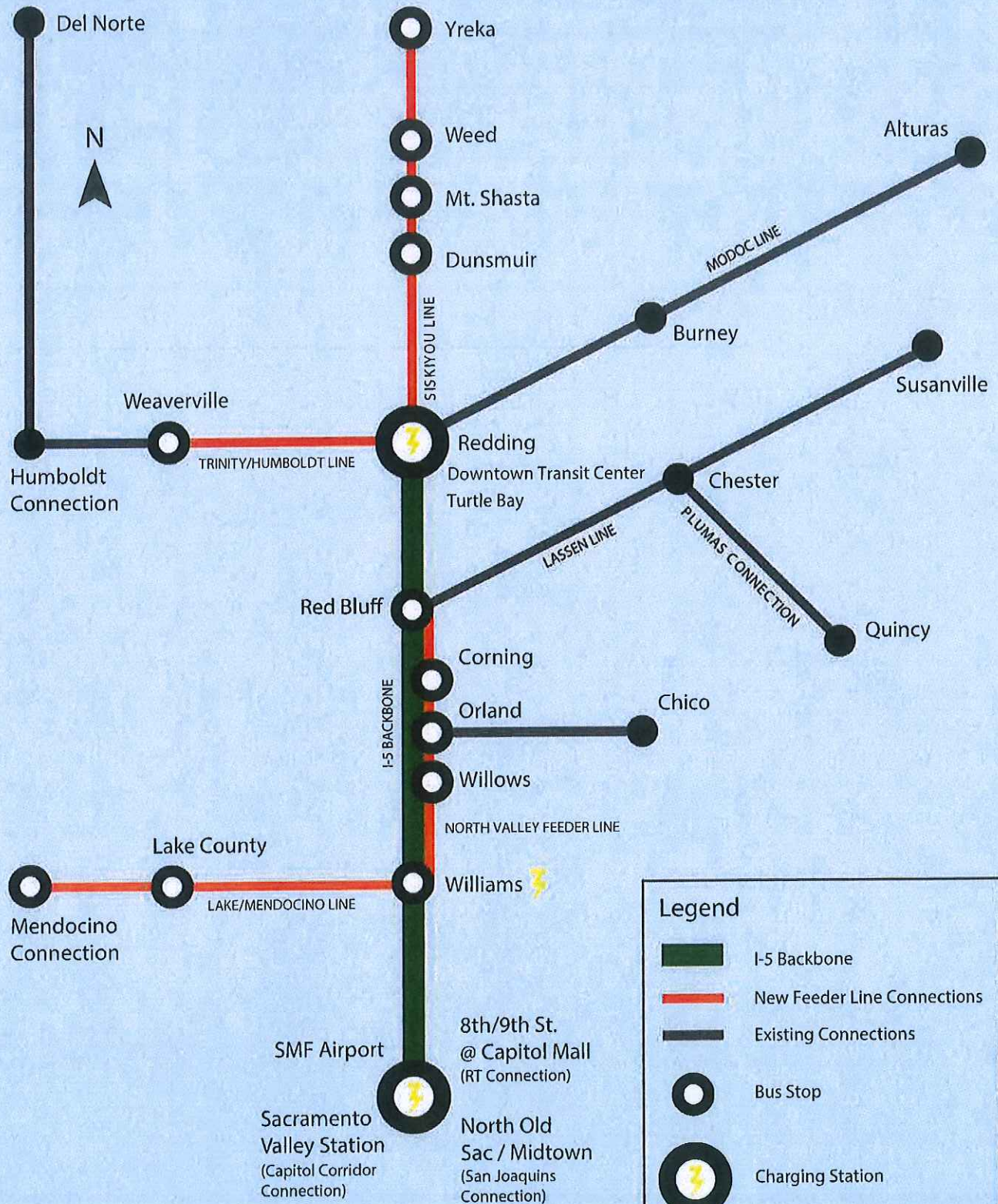
A portion of the operating saving from reducing the length of Thruway Bus Route 3 would be applied to operating support to SRTA's North State Express Bus Service. The amount of this support is still being determined.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute a Memorandum of Understanding with the Shasta Regional Transportation Agency to Provide Operating Support to Shasta Regional Transportation Agency for a Planned Express Bus Service between Redding and Sacramento.

North State Intercity Bus

Schematic Transit Service Map





Tehama County Transportation Commission and Regional Transportation Planning Agency

9300 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

12/11/2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Tehama County Transportation Commission in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Tehama is an isolated rural county but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Tehama. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

The Tehama County Transportation Commission is pleased to support the concept of the North State Express Intercity Bus project. This project would benefit the residents and visitors of Tehama County.

Sincerely,

Robert Christison
Chairman
Tehama County Transportation Commission
Tehama County Transit Agency Board

RECEIVED

DEC 13 2017

**SHASTA REGIONAL
TRANSPORTATION AGENCY**



TRINITY COUNTY TRANSPORTATION COMMISSION

31301 State Highway 3
P.O. BOX 2490
WEAVERVILLE, CA 96093
(530) 623-1365 FAX (530) 623-5312

December 6, 2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of the Trinity County Transportation Commission (TCTC) in support of the North State Intercity Bus project.

Trinity County operates a vital public transportation intercity service (Trinity Transit) in the north state between Interstate 5 and State Route 101. Connections are available at the RABA Transit Center in Redding to local, regional and national public transportation services. In Willow Creek a timed connection is available to the Redwood Transit System (RTS) for service to the Arcata Transit Center where other local and regional connections can be made.

The North State Express Connect project would further our effort to provide seamless connections between our rural frontier county to the urbanized Sacramento region and other transportation connections such as the Sacramento International Airport and Amtrak rail services. As an isolated rural county, our residents rely heavily on connections with more urbanized areas for social and recreational needs, as well as to meet non-emergency medical transportation trips to see specialists in the Sacramento and San Francisco area.

Further, many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, Trinity County provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

The TCTC is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Trinity County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Tippet". The signature is stylized with a large, sweeping initial "R" and a long horizontal stroke extending to the right.

Richard Tippet, Executive Secretary

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

Assembly
California Legislature



BRIAN DAHLE
ASSEMBLY REPUBLICAN LEADER
FIRST DISTRICT

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Jan. 26, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Re: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

Residents and visitors alike appreciate rural Northern California's peaceful lifestyle and recreational opportunities. Unfortunately, these benefits carry a cost: access. Many residents of the North State have strong connections to the Sacramento region for business, health care, commerce, and entertainment, but lack a viable transportation option other than the automobile. Additionally, many public-sector, nonprofit and private-sector employees in the North State travel to Sacramento regularly for meetings and other purposes.

I am writing to support the North State Intercity Bus project. My constituents consistently express their concern over their lack of transportation options. The North State Intercity Bus System promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the North State provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service from Sacramento to points north.

I am pleased to support the North State Intercity Bus System project, which would benefit the northern region and all Californians.

Sincerely,

A handwritten signature in blue ink, reading "B. Dahle".

BRIAN DAHLE
Assemblyman, 1st District



Klamath/Trinity Non-Emergency Transportation
PO Box 1147 - Willow Creek, CA 95573
Phone: (530) 629-1192 Fax: (530) 629-1192

January 30, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of Klamath Trinity Non-Emergency Transportation (KT NET) in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Humboldt and Trinity Counties are isolated rural counties but still rely heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Humboldt and Trinity Counties. Many government, public sector, non-profit and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would serve these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

KT NET is pleased to support the North State Express Intercity Bus project. This project would benefit the residents and visitors of Humboldt and Trinity Counties.

Sincerely,

A handwritten signature in blue ink that reads 'Dusty Napier'.

Dusty Napier, Executive Director
Klamath Trinity Non-Emergency Transportation
PO Box 1147
Willow Creek, CA 95573
ktnet@live.com
530-629-1192



REDDING ELECTRIC UTILITY

P.O. Box 496071 • 3611 Avtech Parkway, Redding, California 96049-6071 • 530.339.7300 • Fax 530.339.7389

February 02, 2018

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of Redding Electric Utility (REU) in support of the North State Intercity Bus System (NSIBS) Project. This Project promises to provide a critical connection between Redding and Sacramento. Redding is an isolated rural community, but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Redding. Many government, public sector, non-profit, and private sector employees in our region travel to Sacramento regularly for meetings and other purposes. The intercity bus service would assist these users and eliminate many single occupancy vehicle trips. Additionally, the region provides recreation opportunities for visitors, many of whom could benefit from an efficient intercity transit service.

In August 2017 REU launched its Transportation Electrification Program. This Program supports various aspects of the developing EV and charging facility adoption in the Redding area through rebates, including charger rebates to REU commercial customers. The NSIBS Project appears to be a good candidate for such rebate consideration.

REU is pleased to support the NSIB Project and believes this Project would greatly benefit the residents and visitors of Redding.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Beans', with a long horizontal stroke extending to the right.

Daniel Beans
Utility Director
Redding Electric Utility
3611 Avtech Parkway
Redding, CA 96002
Phone: (530) 339-7350
dbeans@ci.redding.ca.us



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

Daniel S. Little, Executive Director

January 4, 2018

Transit and Intercity Rail Capital Program (TIRCP)
Division of Rail and Mass Transportation
Office of Program and Policy Management (MS39)
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Butte County Commuter Express – Chico to Sacramento TIRCP Application

Dear Mr. Ezequiel Castro:

Shasta Regional Transportation Agency (SRTA) is pleased to support the Butte County Commuter Express – Chico to Sacramento proposed project. This proposed project provides a critical connection between rural northern California and the urbanized Sacramento region. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

There is a documented need for an intercity bus service to serve Butte County. According to the American Community Survey, over 8% of Butte county residents work outside the county. Additionally, many government, public sector, non-profit and private sector employees travel to Sacramento regularly for meetings. Butte County is home to California State University, Chico, which serves over 17,000 students, 71% of whom are from counties outside of Chico State's service area. An intercity bus serving Sacramento and Amtrak connections will allow Butte County's permanent and student residents to reduce single-occupancy vehicle trips, thereby reducing emissions.

SRTA plans to implement the North State express bus service between Redding and Sacramento in 2019/2020 along the Interstate 5 corridor, directly serving the counties of Shasta, Tehama, Glenn, and Colusa with feeder services from more rural counties. BCAG's proposed service and the North State express bus service will complement one another and provide access to large urban resources that are needed by our community members.

SRTA looks forward to working with BCAG and coordinating our efforts to improve public transportation connectivity between the North State and Sacramento.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little". The signature is fluid and cursive, with a horizontal line underneath it.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)



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

Daniel S. Little, Executive Director

January 10, 2018

Brian P. Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: **SJJPA/SJRRC TIRCP Grant Application Support for Improved Sacramento Service**

Dear Secretary Kelly:

The Shasta Regional Transportation Agency (SRTA) would like to express our strong support for the grant application submitted by the San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRC) that seeks funding under the Transit and Intercity Rail Capital Program (TIRCP). The proposed project will use rail infrastructure to better connect travelers to and from the Sacramento region with the San Joaquin Valley and the Bay Area. The planned improvements to passenger rail service are cost effective and can be implemented efficiently. This is a unique opportunity to dramatically improve the regional transportation network and transform how Californians move through the Central Valley and beyond. SRTA is working to coordinate these new services with the proposed North State Intercity Bus System TIRCP grant.

Long-term, the proposed services represent an important first step for future extension of passenger rail service to the North State – both to Oroville and ultimately daytime service to Redding. The same rail line that SJJPA/SJRRC proposes for passenger rail service to reach Natomas extends further north through Marysville/Yuba City to Oroville. In Oroville there is a direct local bus transit connection to Chico.

Overall, this project would also bring significant environmental benefits by reducing car travel, congestion and greenhouse gas emissions. These benefits would grow over time with increased service frequency and ridership. Moreover, the service will drive economic growth, encourage transit-oriented development, and increase active transportation to stations.

SRTA strongly supports this plan for improved passenger rail service and a more sustainable transportation network for our future.

Sincerely,

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

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)



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

Daniel S. Little, Executive Director

January 11, 2018

Brian P. Kelley, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Transit Intercity Rail Capital Program Grant Proposal for the North State Intercity Bus System

Dear Secretary Kelley:

I'm going to be blunt. Intercity public transportation in the northern third of California is broken. It is an inefficient mishmash of disconnected, restricted and uncoordinated services. It hasn't evolved in decades and millions of public dollars are spent annually on a North State intercity transit system of no value to the average citizen.

 Amtrak trains run through the North State daily. They come through like ghosts at 3 or 4 a.m. Few people have seen them or use them. In an odd response, California invests over \$1.5 million annually to have San Joaquin Valley regions run Amtrak buses through Sacramento Valley regions. For over 30 years, large diesel-belching motor coaches rumble through Redding eight times daily. If you're on that bus, you'll have lots of room because you may be the only rider, or perhaps one other passenger on average. That bus could be full, but it has a circuitous route and is restricted to passengers with a train ticket in hand.

 Other options to driving are scarce. The FTA 5311(f) program invests over \$1.3 million annually for intercity bus service in a handful of North State counties. These serve important localized needs but are disconnected. Greyhound only runs north/south with the same red-eye schedule down the Interstate 5 corridor as Amtrak trains.

 North State commercial aviation is the hardest hit. Just a few years ago, there were 26 daily flight options from four North State airports to six destinations. Today there are six flight options from two airports to one destination.

 California and the regions of the North State need to do get it together. The North State Intercity Bus System grant does just that. It provides sustainable, connected, unrestricted intercity transit service that gets us plugged into California's rail network and economy. The proposed system will replace the Amtrak buses to Red Bluff and Redding with all-electric coaches running shorter and faster headways. It's a watershed system coordinated by the North State Super Region. Smaller, all-electric feeder buses connect underserved rural areas to the backbone network. While rail connections will remain an important priority, we will not be exclusive to other real-world needs such as access to medical services, education, business needs, and airport connections. All this for a \$20 one-way fare that can make driving your car seem downright unappealing.

Many TIRCP applications in the balance of the state will be looking to augment an existing, well-developed intercity transportation system. The North State is simply looking to get on the map.

Sincerely,

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



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

Daniel S. Little, Executive Director

January 11, 2018

Brian P. Kelley, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: **North State Intercity Bus System – Cost Estimates**

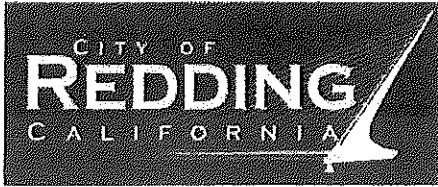
Dear Secretary Kelley:

Please accept this letter as certification that I have reviewed the cost estimates and approve the amounts requested in the North State Intercity Bus System grant application.

Sincerely,

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

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. Box 496071 REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170
530.245.7024

January 18, 2018
G-100-070/G-030-110

Ms. Dawn Cheser
Associate Deputy Director
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

Dear Ms. Cheser:

This letter is in support of the State of California-Department of Transportation (Caltrans) and Shasta Regional Transportation Agency's (SRTA) application for a Trade Corridor Enhancement Program (TCEP) grant funding for the Interstate 5 Union Pacific Redding to Anderson 6-Lane Project (I-5UPRASL) in Shasta County.

Interstate 5 and the Union Pacific Railroad, through rural northern California, are critical in meeting local, regional, and interstate commerce needs. At the freeway bridge location, neither the freeway nor railroad has a ready parallel route to manage demands should a disruption in service occur. The bridge itself does not meet vertical and horizontal railroad safety clearance standards and is, therefore, susceptible to an accident that could result in a local health and safety emergency as well as catastrophic disruption of people and good movements. In addition, the capacity of the interstate freeway and railway is fast approaching and the owners, Caltrans and Union Pacific, each have plans for expanding their facilities. However, the cost involved in freeway widening and replacement of the structure is a significant financial obstacle in reaching the planned expansions. TCEP funding will certainly help meet the transportation safety, capacity and goods movement needs demonstrated by this project.

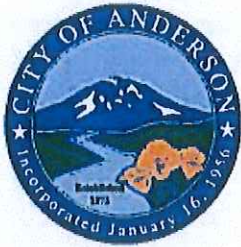
The City of Redding is supportive of Caltrans' and SRTA's efforts in obtaining TCEP funding for this project. In addition to the transportation needs demonstrated above that the project will meet, the large capital investment will be a welcome addition to a regional economy still struggling to recover from the global recession. It is likely that local contractors will build the project bringing needed jobs to the disadvantaged communities, including Redding, that makeup the area surrounding the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a large, stylized, handwritten "B" that spans across the signature line.

Brian Crane
Assistant City Manager/Director of Public Works

c: Dan Little, Executive Director
Shasta Regional Transportation Agency



January 19, 2018

Ms. Dawn Cheser, Associate Deputy Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL)

Dear Ms. Cheser:

The Mayor, the City Council, and the City of Anderson strongly support the Trade Corridor Enhancement Program (TCEP) application for the widening of Interstate 5 (I-5) and the replacement of the Interstate 5, Union Pacific Railroad (UPRR) overcrossing. The City, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance the six-laning of I-5 to meet the expected freight and goods movement growth, as well as access to regional employment and educational opportunities, all while considering the larger purpose of State and National goods movement along the West Coast as the corridor links Mexico, California, Oregon, Washington and Canada. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

Interstate 5 and the UPRR overcrossing both exist within the City limits of Anderson and both are critical to the west coast goods movement, traveler safety, and the safety of our residents. The City of Anderson has been dedicated to improving transportation infrastructure in the City and in the region for decades. Most recently the City has completed a seven million dollar interchange project directly south of the I-5 / UPRR

Bridge. The completed project includes a new northbound I-5 off-ramp that serves a heavy industrial area that has been annexed into the City in the last year.

The City of Anderson would see a positive benefit from the completion of the project as it will help with the development of several hundred acres adjacent to both I-5 and the UPRR rail line. There will also be great gains in safety, delay reduction, and operational efficiency for both I-5 and the UPRR. Many times transportation corridors that have room for the expansion of services and efficiency will see a return in job creation and job growth and that is the expectation here. The RASL project would just be the beginning step of the expansion and development that will follow.

The City of Anderson appreciates the opportunity to apply for this TCEP grant and is excited for the opportunities that lie ahead.

Sincerely,



Jeff Kiser
City Manager
City of Anderson

Cc: Dan Little, Executive Director, Shasta Regional Transportation Agency
Dave Moore, Director, Caltrans District 2

City of Shasta Lake

P.O. Box 777 1600 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: cityofshastalake.org



January 19, 2018

Dawn Chesner, Assoc Deputy Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

RE: Interstate 5 Union Pacific - Redding to Anderson Six-Lane Project (I-5 UP RASL)

Dear Ms. Chesner,

I am writing this letter of support for the widening of Interstate 5 (I-5), and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city, joined by the other local jurisdictions in Shasta County, has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities.

Within the project's boundaries, the current Union Pacific Railroad Overcrossing, near the city of Anderson, does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line—a critical corridor for west coast goods movement and Amtrak passenger service.

Although this project is not located within the City of Shasta Lake, it is a significant and needed improvement for not just the City, but the entire North State region.

It is well known within the region that the proposed location of this project represents a major impediment for truck traffic that impacts the City of Shasta Lake as well as rail traffic for material sent by rail from within the City to the south. The proposed improvements to vertical and horizontal safety clearances between UPR operations and Interstate 5 bridge supports would assist in mitigating potential hazards and possible catastrophic disruption of the movement of people and goods due to the loss of one or both of the west coast's primary railway and interstate routes where they transect at this location.

I request your consideration in approving this funding request.

Sincerely,

John N. Duckett, Jr.
City Manager

cc: Dave Moore, Director, Caltrans, District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

FSH 090003

January 19, 2018

Dawn Cheser
Associate Deputy Director
California Transportation Commission
1120 North Street, MS 52
Sacramento, CA 95814

Subject: **Interstate 5 Union Pacific Redding-to-Anderson Six Lane Project**

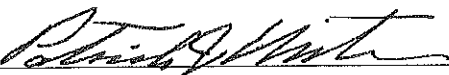
Dear Ms. Cheser:

Shasta County is an active partner in the Shasta Regional Transportation Agency (SRTA). Interstate 5 at Union Pacific Railroad (UPRR) is a significant inter-regional overcrossing. Shasta County wholeheartedly supports Trade Corridor Enhancement Program (TCEP) funding to replace the structure for the following reasons:

1. **Safety and Mobility.** Interstate 5 and the UPRR connect the West Coast. Substandard structures and clearances aggravate the number and severity of incidents along both lines.
2. **Major Project.** Applicable design standards will require raising the vertical profile of the freeway. The bridge needs to clear-span the railroad corridor.
3. **Resource Limitations.** Existing state and federal funding silos do not address this type of project. Local agencies have cobbled together some funds but the project remains out of reach.

The existing overcrossing impairs safety and mobility. The TCEP program is intended to provide a capstone to address such deficiencies. Shasta County lends its full support.

Sincerely,


Patrick J. Minturn, Director

PJM/ldr
c: Dave Moore, Director, Caltrans, District 2
Dan Little, Executive Director, SRTA

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

Assembly
California Legislature



BRIAN DAHLE
ASSEMBLY REPUBLICAN LEADER
FIRST DISTRICT

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

January 19, 2018

Ms. Dawn Cheser
Associate Deputy Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL):

Dear Ms. Cheser:

I write to express my strong support for the California Department of Transportation and the Shasta Regional Transportation Agency's (SRTA's) application for a Trade Corridor Enhancement Program (TCEP) grant to widen Interstate 5 and replace the Union Pacific Railroad overcrossing. Caltrans and SRTA have worked for years with local jurisdictions in Shasta County to expand I-5 to six lanes to meet expected freight growth, and improve access to regional employment and educational opportunities. In addition, the current overcrossing does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the Union Pacific's I-5 Corridor Line — a critical corridor for West Coast goods movement and Amtrak passenger service.

Freeing the bottleneck at this key Northern California will meet the needs of my constituents throughout the region, as well as promote critical economic development in an area that has suffered chronic high unemployment since the decline of the forest-products industry. The City of Anderson is diligently working to foster the redevelopment of a property near the project site formerly occupied by a timber mill. Full improvement of this property depends on updated transportation infrastructure.

Thank you for your consideration of this critical project.

Sincerely,

A handwritten signature in black ink that reads "Brian Dahle".

BRIAN DAHLE
Assembly Republican Leader

CC: Dave Moore, Caltrans District 2, SRTA Board of Directors

DOUG LAMALFA

1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON AGRICULTURE

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0501

January 24, 2018

Dawn Cheser
Associate Deputy Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

WASHINGTON OFFICE:
322 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TEL: (202) 225-3076
FAX: (202) 226-0852

OROVILLE DISTRICT OFFICE:
2862 OLIVE HIGHWAY
SUITE D
OROVILLE, CA 95966
TEL: (530) 534-7100
FAX: (530) 534-7800

REDDING DISTRICT OFFICE:
2885 CHURN CREEK ROAD
SUITE C
REDDING, CA 96002
TEL: (530) 223-5898
FAX: (530) 223-6897

AUBURN DISTRICT OFFICE:
2399 RICKENBACKER WAY
AUBURN, CA, 95602
TEL: (530) 878-5035
FAX: (530) 878-5037

<http://lamalfa.house.gov>

Re: Support for the Interstate 5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL Project)

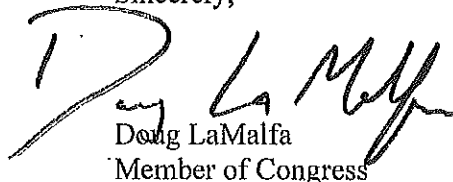
Dear Ms. Cheser:

It is my pleasure to recommend the 'Interstate 5 Union Pacific Redding to Anderson Six-Lane Project' (I-5 UP RASL Project) for funding under the Trade Corridor Enhancement Program (TCEP) funding. This project, jointly submitted by the California Department of Transportation (Caltrans) and the Shasta Regional Transportation Agency (SRTA), is vital to current and future freight movement and economic development efforts across the North State region. The project enjoys broad regional support and no known opposition. Key benefits include:

- Safeguarding against catastrophic damage to the I-5 and Union Pacific freight corridors;
- Remediating a mounting freight rail bottleneck and enable timely capacity increasing enhancements;
- Providing right-of-way needed to explore possible relocation of freight rail switching from Downtown Redding to the city of Anderson industrial park; and
- Removal of a key obstacle to the potential future development of an intermodal freight hub in Shasta County.

While much of the Interstate 5 corridor in the Shasta Region has been completed, the I-5 UP RASL Project area includes many bridges and culverts. The cost to replace and upgrade these structures is in excess of local resources. Whereas the benefits of the corridor support local, state, and national economies, the I-5 UP RASL Project deserves your positive consideration. I respectfully request you join me, Caltrans, SRTA, and other project partners in supporting this grant application. Thank you for your consideration and please feel free to contact me should you have any questions.

Sincerely,


Doug LaMalfa
Member of Congress



BUILDING AMERICA®

February 5, 2018

Dawn Cheser
Associate Deputy Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Support for the Interstate 5 Union Pacific Redding to Anderson Six-Lane Project

Dear Ms. Cheser:

On behalf of Union Pacific Railroad, I am pleased to recommend the 'Interstate 5 Union Pacific Redding to Anderson Six-Lane Project' (I-5 UP RASL Project) for funding under the Trade Corridor Enhancement Program (TCEP) funding. This project, jointly submitted by the California Department of Transportation (Caltrans) and the Shasta Regional Transportation Agency (SRTA), will replace the South Anderson Overhead (Bridge # 06 0098 L&R) that does not currently meet Union Pacific Railroad's vertical clearance standards. The proposed structure will meet current standards and remove obstacles for future rail capacity.

We urge the California Transportation Commission to select the I-5 UP RASL Project for funding under the Trade Corridor Enhancement Program. If selected for funding, Union Pacific will work with project partners to ensure that the facility design is consistent with operational standards and safety requirements. Thank you for your consideration and please feel free to contact me should you have any questions.

Sincerely,



Wesley Lujan

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
1120 N STREET M.S.82
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4013
FAX (916) 654-2738
TTY 711



*Making Conservation
a California Way of Life.*

January 19, 2018

Mr. Vincent P. Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Attention: Ms. Tashia Clemons

Attention: Mr. Ted Matley

Dear Ms. Clemons and Mr. Matley:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2016/17 - 2019/20 Federal Transportation Improvement Program (FTIP):

- | <u>No.</u> | <u>Description</u> |
|------------|---|
| 7 | State and Local Transportation Systems <ul style="list-style-type: none">This amendment modifies projects from the SRTA region. It includes projects with funding from the State Highway Operation and Protection Program, Highway Bridge Program, and the Active Transportation Program. See enclosure. |

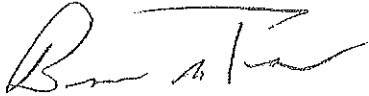
The updated programming is for projects in an air quality attainment area that is exempt from the conformity determination requirement. SRTA has certified that this FTIP amendment is financially constrained, and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 7. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2017 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent P. Mammano/Mr. Leslie T. Rogers
January 19, 2018
Page 2

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce De Terra". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

BRUCE DE TERRA

Chief

Division of Transportation Programming

Enclosures

c: Karina OConnor - EPA Office of Air Planning (w/enclosure)

Daniel S. Little - Shasta Regional Transportation Agency

Kathy Urlie - Shasta Regional Transportation Agency

DEPARTMENT OF TRANSPORTATION

1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530)
FAX (530)
TTY 711
www.dot.ca.gov/dist2/



*Making Conservation
a California Way of Life.*

January 25, 2018

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

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of its approval of the Shasta Regional Transportation Agency's (SRTA) FY 2017/2018 Overall Work Program (OWP) Amendment #2.

We look forward to working with SRTA and continuing the great working relationship between your agency and Caltrans. This approval will ensure that SRTA has their OWP finalized and in place so we can properly reimburse SRTA for all planning work associated with the OWP and its Work Elements.

If you have any questions or comments regarding this matter, please feel free to contact your Regional Planner Aaron Casas, at (530) 225-4732.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Grah".

KATHY GRAH
CHIEF, Office of Community and Regional Planning

c: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Tom Balkow, District Deputy Director Planning and Local Assistance
Daniel Meza, Associate Transportation planner, Office of Regional Planning
Jacqueline Kahrs, Branch Chief, Office of Regional Planning



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

February 7, 2018

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

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra
Chief, Division of Transportation Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2017 FTIP/FSTIP AMENDMENT NO. 7

Dear Mr. de Terra:

We have completed our review of Amendment No. 7 to the Shasta Regional Transportation Agency (SRTA) 2017 Federal Transportation Improvement Program (2017 FTIP) that was submitted with your letter dated January 19, 2018. Amendment No. 7 to the SRTA 2017 FTIP was approved on January 12, 2018 by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment modifies two previously programmed State Highway Operations and Protection Program (SHOPP) grouped project listings and one previously programmed grouped project listing for bicycle and pedestrian facilities in Shasta County.

Pursuant to the *December 15, 2014, Memorandum of Understanding between the Federal Highway Administration (FHWA), California Division, and the Federal Transit Administration (FTA), Region IX*, we accept the proposed modifications to the 2017 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the *Final Rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* that was published in the Federal Register on May 27, 2016. We find that the SRTA MPO's 2017 FTIP, including Amendment No. 7, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "Fixing America's Surface Transportation Act" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in areas of the State of California that are designated as attainment or unclassified for Federal Air

Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

We are approving this amendment with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

A handwritten signature in black ink, reading "Tashia J. Clemons". The signature is written in a cursive style with a large, stylized "T" and "C".

Tashia J. Clemons
Director, Program Development



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

Daniel S. Little, Executive Director

December 11, 2017

Andy Cook
Chief, Rail Planning Branch
California Department of Transportation (Caltrans)
Division of Rail and Mass Transportation
2018 California State Rail Plan
Rail Planning Branch
1120 N Street, MS 74
Sacramento, CA 95814

Subject: **Comments on Draft 2018 California State Rail Plan**

Dear Mr. Cook:

Thank you for the opportunity to provide feedback on the draft 2018 California State Rail Plan. The Shasta Regional Transportation Agency (SRTA) greatly appreciates your role and that of the Division of Rail and Mass Transportation (DRMT) in developing a rail plan with an integrated rail network for moving people and goods across the state.

Regarding the 2022 plan for proposed passenger improvements and investments, SRTA appreciates that a stated short-term goal is to expand integrated bus service to Redding. We suggest clarifying the goal and editing the map to show that the new service will travel along Interstate 5 (I-5) for a faster, more efficient service for the Redding Urbanized Area.

Furthermore, the suggested short-term study to expand integrated rail service north from Sacramento should terminate in Oroville, not Marysville. In Oroville there is a direct local transit connection to the Chico Urbanized Area (Butte County's B-Line Route 20 between Chico and Oroville).

Finally, we ask that the final rail plan maintain efforts to create daytime passenger rail to Redding. Daytime passenger rail service to Redding was in past rail plans, but is absent from the draft 2018 California State Rail Plan. The rail plan should suggest that we continue to engage with Union Pacific Railroad to provide daytime passenger rail service to our region. At

the same time, SRTA would like to partner with the state on a study to provide daytime passenger rail service on the Genesee & Wyoming Inc. owned short-line California Northern Railroad that terminates at the Union Pacific Railroad in Tehama County. In the draft plan, the California Northern Railroad is only mentioned in relation to freight. We suggest another short-term study be included in the 2018 California State Rail Plan to investigate the potential for passenger rail service on this under utilized short-line that could connect the North State to both Sacramento and the Bay Area.

Clarifying the integrated express bus service to Redding and pursuing expanded passenger rail service to the most northern urban areas of California would demonstrate that there is a short-term plan to more fully integrate the North State into the state's passenger rail network.

Regarding the freight rail investment strategy, SRTA would like to call attention to the lack of discussion about the South Anderson I-5/Union Pacific Railroad Overhead that does not meet minimum vertical or horizontal safety clearances. Each day, approximately 45,000 vehicles, 8,000 freight trucks, 1,500 freight rail cars, and two Amtrak passenger trains cross this intersect. The state has partnered on four TIGER grant applications and two FASTLANE applications to address the safety clearances. A Trade Corridors Enhancement Program application will be submitted in January. As this is the region's highest priority freight project and the state has identified it as a high priority, it should be discussed in the rail plan.

Again, thank you for the opportunity to comment on the draft 2018 California State Rail Plan. We look forward to working with you further to improve passenger and freight rail to the North State for a more integrated and efficient rail network.

Sincerely,

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

Jennifer Pollom, AICP, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

December 15, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2018 Shasta Regional Transportation Improvement Program

Dear Ms. Bransen:

Enclosed, please find two copies of the 2018 Shasta Regional Transportation Improvement Program (RTIP) adopted December 12, 2017, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2018 RTIP recommends \$17.750 million in regional shares, of which \$12.712 million was previously programmed. In addition to carryover projects, SRTA has recommended adding two new projects to the RTIP for project development phases. The below summarizes SRTA's 2018 RTIP, with the regional share contribution in parentheses after each project name:

- Redding to Anderson Six-Lane Project: Phase 1 Construction (\$13.722 million) – This \$30.663 million project would extend the existing six-lane width on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Avenue. \$12.122 million in regional shares were programmed in Fiscal Year (FY) 2019/20 in the 2016 STIP. SRTA and Caltrans have a commitment from Caltrans Headquarters to add another \$16.1 million in State Highway Operation and Protection Program (SHOPP) funds. SRTA and Caltrans, District 2 staff, are recommending returning the project construction to FY 2018/19. SRTA has approved an additional \$1.6 million from SRTA's RTIP share toward the construction cost, for a total RTIP contribution of \$13.722 million.

There is also a Phase 2 project in this corridor extending further south into Anderson. It is included in the RTIP for information.

- Sacramento River Trail (Diestelhorst) to Downtown Non-Motorized Improvements (\$400,000) – These funds were originally approved by SRTA in 2013 to fund a portion of the \$2.638 million project need and will carryover in the 2018 RTIP. The \$400,000 RTIP commitment leveraged a \$2.138 million competitive Active Transportation Planning (ATP) grant. The grant included construction funding in FY 2018/19, but

2018 Regional Transportation Improvement Program
December 15, 2017

due to the state fiscal crisis during the 2016 STIP development, this project was delayed to FY 2019/20. The 2018 RTIP returns the RTIP commitment to FY 2018/19 to align with the ATP grant.

- Downtown to Turtle Bay Non-Motorized Improvements (\$1,400,000) – SRTA has long supported a connection from Turtle Bay and the Redding Civic Auditorium to Downtown Redding along the north side of State Route 44. This would essentially be a westerly extension of the Dana to Downtown Trail across the Sacramento River. SRTA programmed \$1.4 million of new regional funds for the environmental, design, and right-of-way phases in FYs 2018/19 and 2019/20.
- North Redding Six-Lane Project (\$1,600,000) – This new project would widen I-5 to six lanes from 0.3 miles north of the Cypress Avenue Overcrossing to 0.6 miles north of the Oasis Road Overcrossing. This is the final segment to complete the long-standing vision and Caltrans partnership to widen I-5 continuously between Cottonwood and the city of Shasta Lake. SRTA approved \$1.6 million for Caltrans to complete the environmental phase for this segment. This is proposed using 100% RTIP funds in FY 2018/19.
- Planning, Programming and Monitoring (\$628,000) – Prior funding totaling \$190,000 will carry over to FYs 2018/19 and 2019/20. New funding totaling \$438,000 will be split among the final three years of the program.

The Shasta 2018 RTIP is available on SRTA's website at the following address:
<http://www.srta.ca.gov/155/Regional-Transportation-Improvement-Prog>.

Please let me know if you have any questions. I am available at 530-262-6191, or dlittle@srta.ca.gov.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/al

Enclosures: SRTA Resolution Number 17-13: Adoption of 2018 Shasta Regional Transportation
Improvement Program (Section 16 within Shasta 2018 RTIP)
Shasta 2018 RTIP

C: Bruce de Terra, Chief, Division of Transportation Programming (with two RTIP copies)
Dave Moore, Caltrans District 2 Director (with two RTIP copies)



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

Daniel S. Little, AICP, Executive Director

December 18, 2017

Kathy Grah
Chief, Office of Regional and Community Planning
Senior Transportation Planner
Caltrans District 2
1657 Riverside Drive
Redding, CA 96001

Subject: Revised FY 2017/19 Overall Work Program Agreement (OWPA) – Amendment #2

Ms. Grah:

On October 16, 2017, SRTA submitted an amended OWPA and supporting documentation, consistent with Amendment #2 to SRTA's Fiscal Year 2017/19 Overall Work Program. The SRTA Board of Directors approved Amendment #2 to the Fiscal Year 2017/19 Overall Work Program on October 10, 2017.

On November 2, 2017, SRTA received comments back from Caltrans requesting the following changes: 1) revise the local match for the FTA 5304 and FHWA SP&R grants to match the grant award letter; and 2) program at least the minimum FTA 5303 amount for the FY 2017/18 allocation. Those two items have been addressed and SRTA has filled the information out using the new OWPA form.

The toll credit match is consistent with the FY 2017-2019 OWP that was adopted by the SRTA Board of Directors on April 25, 2017. Additionally, the FHWA PL "overmatch" funds for the FTA 5304 and FHWA SP&R grants are included on the FHWA PL (Toll Credit Match) row of the new OWPA form.

Please contact me at (530) 262-6185 or stiedgen@srta.ca.gov if you have any questions.

Regards,


Sean Tiedgen, AICP, Senior Transportation Planner

SMT/acl

Enclosures

C: Aaron Casas, Associate Transportation Planner, Caltrans District 2

OVERALL WORK PROGRAM AGREEMENT (OWPA) FOR
SHASTA REGIONAL TRANSPORTATION AGENCY

1. The undersigned signatory Shasta Regional Transportation Agency (SRTA) hereby commits to complete, this fiscal year (FY) (beginning July 1, 2017 and ending June 30, 2018), the annual Overall Work Program (OWP), a copy of which was approved on April 25, 2017, and is attached as part of this OWPA.
2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA), numbered numbers and executed with effective dates of January 1, 2015 to December 31, 2024 between Shasta Regional Transportation Agency (SRTA) and the Department of Transportation (STATE), are incorporated herein by this reference as part of this OWPA for this FY.
3. The federal letters of approval from the Federal Transit Administration (FTA) and from the Federal Highway Administration (FHWA), dated June 30, 2017, and attachments, if applicable, which approved the attached OWP, are by this reference made an express part of this OWPA.
4. MPO agrees to comply with FHWA, FTA, and STATE matching requirements for "Consolidated Planning Grant" funds obligated and encumbered against this OWPA. This OWPA obligates and encumbers only these following state and federal funds: FHWA – Metropolitan Planning (PL), federal/local – 88.53/11.47; FHWA State Planning and Research (SP&R) – Partnership Planning/Strategic Partnerships, federal/local – 80/20; FTA Section 5303, federal/local – 88.53/11.47; FTA Section 5304 - Transit Planning/Sustainable Communities, federal/local – 88.53/11.47; State Highway Account planning funds (SHA); Road Maintenance and Rehabilitation Account (RMRA) SB1 SC State funds; and Public Transportation Account (PTA) State funds. All local match funds are to be provided from non-federal sources.
5. Subject to the availability of funds this FY OWPA funds encumbered by STATE include, but may not exceed, the following:

Funding Source	Match %	Total Estimated Expenditures	Fed/State Programmed Amount	Toll Credit Match	Local Match
FHWA PL (Toll Credit Match)	11.47%	\$1,401,193.00	\$1,401,193.00	\$131,871.00	
FHWA PL (Local Match)	11.47%	\$0.00	\$0.00		\$0.00
FTA 5303 (Toll Credit Match)	11.47%	\$85,845.00	\$85,845.00	\$5,727.00	
FTA 5303 (Local Match)	11.47%	\$0.00			\$0.00
FTA 5304	11.47%	\$514,384.00	\$447,890.00		\$66,494.00
FHWA SP&R	20%	\$292,722.00	\$223,203.00		\$69,519.00
SHA SC	11.47%	\$0.00			\$0.00
SB1 SC	11.47%	\$0.00			\$0.00
SB1 Adaptation	11.47%	\$0.00			\$0.00
Total Programmed Amount		\$2,294,144.00	\$2,158,131.00	\$137,598.00	\$136,013.00

6. Should MPO expend funds in excess of those available and programmed in this FY OWPA, those costs shall be borne solely by MPO.

Caltrans District #2
Department of Transportation (STATE)
Authorized Signature
Tom Barkow
Printed Name of Caltrans District
DDD PLANNING / LOCAL ASSISTANCE
Title
1-29-18
Date

Shasta Regional Transportation Agency
Name of Agency (MPO)
Authorized Signature
Daniel S. Little
Printed Name of Authorized Signee
Executive Director
Title
12-18-17
Date

(For Use by Caltrans Accounting Only)			
The total amount of all FEDERAL funds encumbered by this document are \$ _____		The total amount of all STATE funds encumbered by this document are \$ _____	
Fund Title: _____		Fund Title: _____	
Item	Chapter Statute Fiscal Year	Item	Chapter Statute Fiscal Year
2660-102F-0890	14/2017 17/18	2660-102-0042	14/2017 17/18
Project ID#	Encumbrance Document Number	Project ID#	Encumbrance Document Number

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Accounting Officer

Date

*CFDA for Federal Funds 20.505 Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

**OVERALL WORK PROGRAM AGREEMENT (OWPA) FOR
SHASTA REGIONAL TRANSPORTATION AGENCY**

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Caltrans District #2

Department of Transportation (STATE)

Authorized Signature

Tom Balkow

Printed Name of Caltrans District

DDD PLANNING / LOCAL ASSISTANCE

Title

1-29-18

Date

Shasta Regional Transportation Agency

Name of Agency (MPO)

Authorized Signature

Daniel S. Little

Printed Name of Authorized Signee

Executive Director

Title

12-18-17

Date

(For Use by Caltrans Accounting Only)

The total amount of all **FEDERAL** funds encumbered by this document are \$ _____

Fund Title: _____

Item	Chapter Statute	Fiscal Year
2660-102F-0890		14/2017 17/18

Project ID# _____ Encumbrance Document Number _____

The total amount of all **STATE** funds encumbered by this document are \$ _____

Fund Title: _____

Item	Chapter Statute	Fiscal Year
2660-102-0042		14/2017 17/18

Project ID# _____ Encumbrance Document Number _____

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Date

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Caltrans District #2
Department of Transportation (STATE)
Authorized Signature
Tom Balken
Printed Name of Caltrans District
DDD PLANNING / LOCAL ASSISTANCE
Title
1-29-18
Date

Shasta Regional Transportation Agency
Name of Agency (MPO)
Authorized Signature
Daniel S. Little
Printed Name of Authorized Signee
Executive Director
Title
12-18-17
Date

(For Use by Caltrans Accounting Only)			
The total amount of all FEDERAL funds encumbered by this document are \$		The total amount of all STATE funds encumbered by this document are \$	
Fund Title:		Fund Title:	
Item	Chapter Statute Fiscal Year	Item	Chapter Statute Fiscal Year
2660-102F-0890	14/2017 17/18	2660-102-0042	14/2017 17/18
Project ID#	Encumbrance Document Number	Project ID#	Encumbrance Document Number

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Signature of Department of Transportation Accounting Officer

Date

*CFDA for Federal Funds 20.505 Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 10, 2018

Lisa Bates, Deputy Director
Department of Housing and Community Development
Division of Financial Assistance
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833

RE: AHSC Program Application for the Block 7 Net Zero Housing & Downtown Activation Project

Dear Ms. Bates:

This letter confirms that the Block 7 Net Zero Housing & Downtown Activation Project (Block 7 Project) is consistent with the region's adopted Sustainable Communities Strategy (SCS). The project is in a 'Strategic Growth Area' for the purpose of coordinating multimodal transportation infrastructure, programs, and services with transportation-efficient land use patterns. SRTA has been directly involved throughout development of the Block 7 Project, including financial contributions toward the development of active transportation facilities as well as planning and outreach efforts in response to community concerns regarding the loss in vehicle parking.

As the designated MPO for the Shasta Region, SRTA recommends the Block 7 Project because:

- It is not an existing project shoe-horned into the AHSC Program; rather, it was developed from the ground up with AHSC Program objectives in mind; and
- It has no reasonable chance for private-sector infill or redevelopment without grant funding.

The Block 7 Project completes improvements that are part of the city of Redding and K2 Development's prior cycle AHSC-funded 1551 Market Street Project and complements the Low-Carbon Transit Operations Program-funded Crosstown Express Transit Service, and the Active Transportation Program-funded Diestelhorst to Downtown Class IV cycletrack project. These coordinated projects represent the centerpiece of SRTA's overall SCS implementation efforts. Without them, the region's ambitious SCS goal for Downtown Redding of 519 new high-density residential units and 6% of the city's job growth will not occur.

Thank you for time and consideration of this transformative project. Should you have any questions or need clarification of any kind, please contact me directly.

Sincerely,

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

Daniel S. Little, AICP, Executive Director

dsl/acl



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 12, 2018

Mr. Muhaned Aljabiry
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 7 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 7 to the Shasta 2017 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2017 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2015 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted Public Participation Plan. The public and interagency review period ran from December 29, 2017 to January 12, 2018, meeting the requisite 14-day review period.

This amendment updates three grouped project listings, as follows:

- **Grouped Projects for Shoulder Improvements - SHOPP Roadway Preservation Program (CTIPS ID No. 211-0000-0078)** – This grouped project listing makes funding adjustments to two projects in Fiscal Year (FY) 2017/18, one on State Route (SR) 299 in Johnson Park near Burney, and one on SR 273 to rehabilitate pavement. A \$26.422 million project has been added in FY 2018/19 on Interstate 5 (I-5) in and near Anderson from the I-5/SR 273 Separation to the Sacramento River Bridge.
- **Grouped Projects for Highway Bridge Program (HBP), CTIPS ID 211-0000-0083:** This grouped listing updates the Caltrans Headquarters approved HBP list from the March 29, 2017 version

to the most recent October 26, 2017 one. Although there are several project phase advances in the 22 projects included within this listing (please view the grouped project listing tables for specific project-by-project details), the update primarily delays funding to future years due to existing projects cost overruns within the statewide HBP. The grouped project listing also reflects Administrative Modification No. 6 to the FTIP, under which the county of Shasta elected to use local Advance Construction (AC) funds in FY 2017/18 to maintain the project schedule integrity of replacing Bridge No. 06C0098 – Old 44 Drive over Oak Run Creek, 3.0 miles north of State Route 44 (page 13 of the grouped project listing).

- **Grouped Projects for Bicycle and Pedestrian Facilities in Shasta County (CTIPS ID No. 211-0000-0115)** – Adds the city of Redding West Street Area School Safety Improvements Active Transportation Program Augmentation grant funding received under the Statewide Component. The award is \$2.538 million, split between FYs 2017/18 and 2019/20, with a total project cost of \$3.196 million.

With this transmittal, Shasta 2017 FTIP Formal Amendment No. 7 is being provided directly to Caltrans. An electronic copy will be transmitted by email to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for federal approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Original Programming Pages for FTIP Projects
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division
Jerome Wiggins – FTA, Region 9
SRTA Board of Directors
Rick Somers – Caltrans, District 2
Wendy Lonnberg – Caltrans, District 2
Chuck Aukland – City of Redding and Redding Area Bus Authority
Scott Wahl – County of Shasta, Public Works

From: Kathy Urlie

Sent: Tuesday, January 23, 2018 3:46 PM

To: John Duckett (jduckett@cityofshastalake.org) <jduckett@cityofshastalake.org>; Jeff Tedder (jtedder@cityofshastalake.org) <jtedder@cityofshastalake.org>

Cc: Dan Little <dlittle@srta.ca.gov>; Dan Wayne <dwayne@srta.ca.gov>; Sean Tiedgen <stiedgen@srta.ca.gov>; Dave Wallace <dwallace@srta.ca.gov>; Amy Lindsey <alindsey@srta.ca.gov>

Subject: City of Shasta Lake-SRTA 2017-18 SCA Amendment 1 Fully Executed 1-22-2018

Hi, folks – Please see the attached signed Amendment 1 to the FY 2017-18 City of Shasta Lake and SRTA Sub-recipient Cooperative Agreement. The amendment was fully executed January 22, 2018. SRTA will include the city's request to disencumber the funds associated with the Cascade Boulevard Project within Amendment #3 to the SRTA FY 2017-18 Overall Work Program (OWP) to be presented to the SRTA Board of Directors on February 27, 2018.

Please let Dan Wayne of SRTA staff know if you have any questions. He may be reached at 530-262-6186.

Thanks,

Kathy Urlie

Senior Transportation Planner

Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202

Redding, CA 96001

530-262-6194

kurlie@srta.ca.gov



From: Sean Tiedgen

Sent: Wednesday, January 03, 2018 10:50 AM

To: Kathy Urlie <kurlie@srta.ca.gov>

Cc: Dan Little <dlittle@srta.ca.gov>; Dan Wayne <dwayne@srta.ca.gov>

Subject: FW: Project Cancellation - CoSL Cascade Boulevard Sustainable Development Assessment (Work Element 902.01)

Kathy,

See below. We'll need to amend the sub-recipient cooperative agreement with Shasta Lake.

Sean Tiedgen, AICP

Senior Transportation Planner | Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202, Redding, CA 96001 | (530) 262-6185 | stiedgen@srta.ca.gov



From: Dan Little

Sent: Wednesday, January 03, 2018 10:32 AM

To: Jeff Tedder <jtedder@cityofshastalake.org>

Cc: Sean Tiedgen <stiedgen@srta.ca.gov>; Dan Wayne <dwayne@srta.ca.gov>

Subject: Re: Project Cancellation - CoSL Cascade Boulevard Sustainable Development Assessment (Work Element 902.01)

OK. Thanks.

Sent from my iPhone

On Jan 3, 2018, at 10:23 AM, Jeff Tedder <jtedder@cityofshastalake.org> wrote:

Dan, due to staffing limitation and per direction from the City Manager, the City of Shasta Lake will not complete the above OWP project. Please disencumber the funding associated with it.

If you have any questions, please let me know.

Thank you,

Jeff Tedder, PE
City Engineer, City of Shasta Lake
1650 Stanton Drive
Shasta Lake, CA 96019
530-275-7423
www.cityofshastalake.org

Appendix A – 2017-18 SRTA-City of Shasta Lake Scope of Work Amendment 1 – January 2018

Work Element: 902.01 – Cascade Boulevard Sustainable Development Assessment

Project Description:

Provide an assessment of Cascade Boulevard between its intersection with Shasta Dam Boulevard and the City limits on the south for upgrade to Complete Street standards. The intent will be to ready the corridor for a grant application to implement Complete Streets standards.

Tasks & Deliverables:

Product 1: RFP/PSA			
Task/Activity	Procurement	Resp. Agency	Schedule
1.1	Develop and distribute RFP for professional services to prepare assessment. Coordinate procurement with SRTA.	COSL/SRTA	Jan – Apr 2017
1.2	Consultant consideration and selection; Signed PSA by Consultant and City Manager	COSL/SRTA	
Product 2: Surveying/ Data Collection/GIS Map			
Task/Activity	Data Collection	Resp. Agency	Schedule
2.1	Survey to validate existing right of way in the project area. Locate positions of all access and structures in relation to the existing right of way.		
2.2	Provide survey and GIS maps highlighting transportation infrastructure (right of way, structures, vehicle access, etc.) to include General Plan and Zoning designations, and current land uses. Identify non-conforming issues for access and setbacks.		
2.3	Identify right of way needs and develop GIS map to provide maximum provision of Complete Street standards. Identify potential areas for abandonment of right of way where excess may occur. Identify any environmental or permit issues that impact access or Complete Streets components. Develop preliminary plans for right of way in order to estimate improvement costs.	COSL/ Consultant	Mar 2017 – Jun 2018
2.4	Identify private and public sources for funding as well as process and timeline needed to install Complete Street features, construction needs and a timeline for constructing Complete Street standard improvement. Identify non-conforming access and/or improvements.		

Product 3: Public Engagement			
Task/Activity		Resp. Agency	Schedule
3.1	Workshop in the project area for property and business owners to discuss existing and proposed right of way and right of way improvements to provide Complete Street standard improvements.	COSL/ Consultant	Mar 2017 – Jun 2018
Product 4: Assessment Report			
Task/Activity		Resp. Agency	Schedule
4.1	Report prepared with analysis (including costs), conclusions and recommendations concerning provision of Complete Street Standards to the project area to be presented to City Council. Provide draft report to SRTA for review and comment.	COSL	Mar 2017 – Jun 2018
4.2	Presentation to the Shasta Lake City Council.	COSL	
4.3	Presentation to the SRTA Board of Directors.	COSL	

Project eliminated from agreement per city of Shasta Lake Public Works Director Jeff Tedder's email to SRTA Executive Director Dan Little.

Work Element: 902.02 – Micro-Transit Analysis & Recommendations

Project Description:

Develop alternative options for transit services for residents and businesses in Shasta Lake using micro transit or public transit including costs associated with system initialization, potential integration with RABA and long-term operational costs. Options will include use of electric vans or buses.

Tasks & Deliverables:

Product 1: Procurement: RFP and Consultant Selection			
Task/Activity		Resp. Agency	Schedule
1.1	Develop and distribute RFP for professional services to prepare assessment. Coordinate procurement with SRTA.	COSL/SRTA	Jan – Feb 2017
1.2	Consultant consideration and selection; signed PSA by consultant and City Manager.		
Product 2: Summary of data collection (needs/resources/options)			
Task/Activity		Resp. Agency	Schedule
2.1	Assemble existing applicable transit ridership data, including data from the most recent Short Range Transit Plan, Unmet Transit Needs, and other applicable resources so as not to repeat previous efforts. Identify data gaps and develop plan for filling essential gaps.	COSL/ Consultant	Mar 2017 – Feb 2018

2.2	Evaluate existing models and best practices of micro-transit service delivery and apply to the local context of the city of Shasta Lake.		
2.3	Develop service options based on graduated budget assumptions, costs and resources available.		
2.4	Select preferred option in consultation with community, RABA, SRTA, and other community partners/stakeholders. Provide detail outline of capital, operation, and other costs required to fund the project through existing revenues and prospective grant opportunities. Provide all data/metadata files and technical memo.		
Product 3: Public Engagement and Survey Results			
Task/ Activity:		Resp. Agency	Schedule
3.1	Distribute potential user survey through utility bill insert or other media. Provide results in table format and spatially via GIS map. Survey to be completed by the City in coordination with the consultant. Results and GIS map provided by Consultant.	COSL/ Consultant	Mar 2017 - Feb 2018
3.2	Hold workshop to include survey takers and the general public regarding possible micro-transit service options. Consultant to provide workshop in collaboration for logistics with the City.		
Product 4: Report and Recommendations			
Task/Activity		Resp. Agency	Schedule
4.1	Report prepared with analysis (including costs), conclusions and recommendations regarding micro transit service options. Provide draft report to SRTA for review and comment.	COSL/ Consultant	Mar 2017 - Feb 2018
4.2	Presentation to the Shasta Lake City Council.		
4.3	Presentation to the SRTA Board of Directors.	COSL	


 Daniel S. Little, AICP, Executive Director
 Shasta Regional Transportation Agency

Date 1-22-18


 John Duckett, City Manager
 City of Shasta Lake

Date 1-12-2018

Appendix B - Budget

Shasta Regional Transportation Agency

Fiscal Year 2017-18 Sub-Recipient Budget for Pass-Through Funds

Sub-Recipient: City of Shasta Lake

Amendment 1 - January 2018

Work Element	Project Name	SRTA Project Manager	City of Shasta Lake Project Manager	PPM	FHWA PL	FTA 5303	Proposition 84	RSTP Exchange	Non-Federal Match	Total
902.01	Cascade Blvd Sustainable Development Assessment	Dan Wayne	Debbie Israel		\$ 45,000				\$ 7,944	\$ 52,944
902.02	Micro-Transit Analysis & Recommendations	Sean Tiedgen	Farhad Mortazavi		\$ 27,500				\$ 4,853	\$ 32,353
TOTAL				\$ -	\$ 27,500	\$ -	\$ -	\$ -	\$ 4,853	\$ 32,353
TOTAL AMOUNT AVAILABLE TO SUB-RECIPIENT				\$ -	\$ 27,500	\$ -	\$ -	\$ -	\$ -	\$ 27,500

^ WE 902.01 match is in-kind (\$5,294) and cash (\$2,647); WE 902.02 match is in-kind (\$3,235) and cash (\$1,618)

Project 902.01 eliminated from FY 2017/18 Sub-Recipient Cooperative Agreement per City of Shasta Lake Public Works Director Jeff Tedder's 1/3/2018 email request to SRTA Executive Director Dan Little.

Accepted:


 Daniel S. Little, Executive Director, AICP Date 1-22-18
 Shasta Regional Transportation Agency


 John Duckett, City Manager Date 1-12-2018
 City of Shasta Lake



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

Daniel S. Little, Executive Director

January 29, 2018

Caltrans, Division of Traffic Operations
Attn: Mr. Thomas Schriber, Chief
1120 N Street
Sacramento, CA 95814

Subject: 2018 Safety Performance Measure Targets

Dear Mr. Schriber:

Please accept the attached document expressing the Shasta Regional Transportation Agency's (SRTA) support of the 2018 Caltrans Statewide Safety Performance Measure Targets.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new federal performance measures related to safety. MAP-21 requires metropolitan planning organizations (MPO) to establish targets for each of the five safety performance measures by February 27 of each year. As the MPO for the Shasta County region, the SRTA Board of Directors elected to support the 2018 statewide safety performance measure targets adopted by Caltrans on August 31, 2017, at our December 12, 2017, board of directors meeting.

SRTA looks forward to working with Caltrans in reducing fatalities and serious injuries on our transportation system by implementing projects described in our Regional Transportation Plan and transportation improvement program. If you have any questions, please feel free to contact Senior Planner Sean Tiedgen at (530) 262-6185 or by email at stiedgen@srta.ca.gov.

Sincerely,

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

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/SMT

Attachment

Metropolitan Planning Agreement Appendix:
2018 California Performance Management 1 (PM1) Safety
MPO Target Reporting Template

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require state departments of transportation (State DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. For each performance measure, Metropolitan Planning Organizations (MPOs) shall establish a target six months after State DOTs establish targets (February 27) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or 2) Committing to a quantifiable target for that performance measure for their metropolitan planning area. Annual targets will be expressed as five-year rolling averages and be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

In preparation for the 2018 Safety Performance Management Target (SPMT) setting effort with targets due August 31, 2017, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via webcast Safety Performance Management Engagement Workshops in 2016 and 2017.

As a result of these workshops, Caltrans coordinated with the Office of Traffic Safety to establish statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities) that were reported to the National Highway Traffic Safety Administration. Caltrans also established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries that were reported to the Federal Highway Administration on August 31, 2017.

Caltrans 2018 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average (2018)
Number of Fatalities	FARS	3590.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029
Number of Serious Injuries	SWITRS	12,823.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.831
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1

The following 2018 SPMT resources are available on the Caltrans Strategic Highway Safety Plan (SHSP) website: <http://www.dot.ca.gov/trafficops/shsp/>.

- Links to videos and other information related to the 2016 and 2017 Safety Performance Management Engagement Workshops and training Caltrans has hosted, as well as links to other federal training resources;
- County-level data for 10 years from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS) required to measure performance and set SPMTs; and
- A whitepaper explaining the process and analytical methodology Caltrans used to calculate statewide 2018 SPMTs.

For further questions or technical assistance on Caltrans statewide SPMT process or analytical methodology, please contact the Caltrans MAP-21 Safety Performance Management (PM1) Team:

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Caltrans recommends MPOs support the 2018 Caltrans Statewide SPMT. **MPOs shall fill out this form and return it to the Caltrans MAP-21 PM1 Team no later than February 27, 2018.**

Metropolitan Planning Agreement Appendix:
2018 California Performance Management 1 (PM1) Safety
MPO Target Reporting Template

Question 1: Which of the two target-setting approaches allowed under federal safety performance regulations was selected by your MPO for calendar year 2018?

 X A) My MPO has elected to support the 2018 Caltrans statewide safety performance targets (SPMTs) by planning and programming projects that contribute to these goals.

 B) My MPO has elected to set region-specific performance targets as shown under Question 2.

Question 2: If your MPO selected Option B under Question 2, please provide Caltrans with quantifiable 2018 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5-Yr. Rolling Average (2018)
Number of Fatalities	FARS	N/A
Rate of Fatalities (per 100M VMT)	FARS, HPMS	N/A
Number of Serious Injuries	SWITRS	N/A
Rate of Serious Injuries (per 100M VMT)	SWITRS, HPMS	N/A
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	FARS, SWITRS, HPMS	N/A

Question 3 [OPTIONAL]: If your MPO selected Option B for Question 2 and provided Caltrans with quantifiable 2018 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPOs 2018 SPMTs.

N/A

Question 4 [OPTIONAL]: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2018 Caltrans Statewide SPMTs or your MPO's 2018 SPMTs if your MPO has chosen to set its own quantifiable SPMTs.

N/A

Question 5: Please provide a primary point of contact at your MPO for safety performance target-setting.

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Organization: Shasta Regional Transportation Agency
Title: Senior Transportation Planner
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Address: 1255 East Street, Suite 202, Redding, CA 96001

Question 6: Please provide the contact information and the signature of the official at your MPO certifying the information above.

Name: Daniel S. Little
Organization: Shasta Regional Transportation Agency
Title: Executive Director
Phone: (530) 262-6190
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Signature:



Date: 1/29/2018