

STAFF REPORT



MEETING DATE:	February 28, 2017
SUBJECT:	Correspondence
AGENDA ITEM:	6-5
STAFF CONTACT:	Amy Lindsey, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL) New or Updated Support Letters for FASTLANE 2017 Grant Application: *(Full Grant Application Web Link <http://www.srta.ca.gov/DocumentCenter/View/3364>)*
 - Shasta County Department of Public Works
 - City of Anderson
 - City of Redding Department of Public Works
 - Roseburg
 - City of Shasta Lake
 - Shasta Regional Transportation Agency (SRTA)
 - Application Cover Letter from City of Anderson, Shasta County Public Works, City of Redding Public Works, City of Shasta Lake, and Caltrans
 - Barbara Boxer, U.S. Senate
- North State "Super Charge" Project – Supercharging Highways in the North State Super Region Support Letters: *(Full Grant Application Web Link <http://www.srta.ca.gov/DocumentCenter/View/3375>)*
 - Del Norte Local Transportation Commission
 - Modoc County Transportation Commission (MCTC)
 - City of Shasta Lake
 - Shasta County Department of Resource Management
 - City of Anderson
 - Dignity Health Shasta Senior Nutrition Program
 - Oregon Department of Transportation
 - City of Redding Department of Public Works
 - Redwood Coast Energy Authority
 - Mendocino Council of Governments (MCOG)
 - North Coast Unified Air Quality Management District
 - Tehama County Transportation Commission and Regional Transportation Planning Agency (TCTC)
 - Turtle Bay Exploration Park
 - State of California Department of Transportation Districts 1, 2, and 3
 - Redding Electric Utility (REU)
 - County of Tehama Air Pollution Control District

- Siskiyou Economic Development
- Schatz Energy Research Center
- Humboldt County Association of Governments (HCAOG)
- December 16, 2016, letter from US DOT Federal Highway and Federal Transit Administrations to Malcolm Dougherty, Director, California Department of Transportation, regarding Approval of the 2017 Federal Statewide Transportation Improvement Program (FSTIP)
- December 16, 2016, letter from US DOT Federal Highway and Federal Transit Administrations to Bruce De Terra, Chief, Division of Transportation Programming, regarding Planning Finding 2016/17 – 2019/20 Federal Statewide Transportation Improvement Program (FSTIP)
- January 26, 2017, email from North State Super Region Chair, Phillip Dow to Nicole Longoria, California Department of Transportation, regarding Priority Infrastructure Projects
- January 12, 2017, letter from Shasta Regional Transportation Agency (SRTA) to Jerome Wiggins, Federal Transit Administration, Region 9, regarding Letter of Concurrence for FTA 5307 Application Number CA-2016-078-00
- January 30, 2017, letter from Shasta Regional Transportation Agency (SRTA) to Jerome Wiggins, Federal Transit Administration, Region 9, regarding Letter of Concurrence for FTA 5339 Application Number CA-2016-110-00



Daniel S. Little, AICP, Executive Director



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

December 6, 2016

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Foxx:

Shasta County strongly supports the USDOT FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program application to improve Interstate 5 (I-5) through our community.

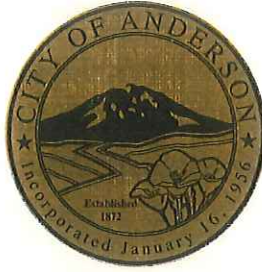
Local jurisdictions have been working with the Shasta Regional Transportation Agency (SRTA) and Caltrans District 2 to widen I-5 to six lanes in southern Shasta County. Improvements are necessary to move freight along the West Coast. They will also enhance access to regional employment and educational opportunities. The Anderson Union Pacific Railroad (UPRR) overcrossing is a particular bottleneck for both the freeway and the railroad. The current overcrossing does not meet vertical and horizontal clearance standards. A new overcrossing would greatly improve multimodal freight movement and mobility. Such corridor investments will ensure that I-5 and the UPRR continue to serve their critical functions locally and throughout the West Coast for decades and centuries to come and enjoy our full support.

Sincerely,

Patrick J. Minturn, Director

PJM/ldr

c: Jeff Kiser, City Manager, Anderson
Dan Little, Executive Director, Shasta Regional Transportation Agency
Dave Moore, Director, Caltrans District 2



CITY OF OPPORTUNITY

Jeffrey D. Kiser

City Manager

December 7, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

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

Dear Secretary Foxx:

The Mayor and the City Council strongly support the City of Anderson's application to US Department of Transportation's (DOT) FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the I-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. Additionally, 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 are both 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.

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. Much of this property will serve as a transportation hub for both vehicular and rail traffic. 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 FASTLANE 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 FASTLANE grant and is excited for the opportunities that lie ahead.

Sincerely,

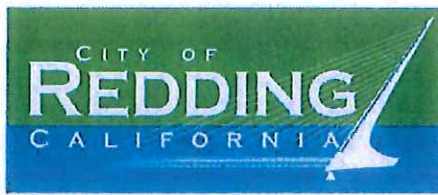


Jeff Kiser

City Manager

City of Anderson

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



CITY OF 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

December 7, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

SUBJECT: Interstate 5 Redding to Anderson Six-Lane Project (I-5 RASL)

Dear Secretary Foxx:

The City of Redding (City) strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The City is a co-applicant of the FASTLANE application, joined by the other local jurisdictions in Shasta County, and Caltrans District 2.

The City has worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans to advance six-lane I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities—Ladders of Opportunity. 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.

Our specific interest in the project is ensuring the short-term and long-term viability of I-5 and the railroad to and through Redding is met. Interstate 5 bisects the City of Redding and the community relies on efficient goods movement on I-5 to support the economy. In addition, Redding's rich history and ongoing reliance on the railroad makes the UPRR improvements critical to ensuring the north-south freight and passenger rail service needs to and through Redding are met. Further, as an economically depressed area the project construction and related labor and materials support needed from Redding and the surrounding area will be a significant shot in the arm for our City as it continues to struggle to recover from the global recession.

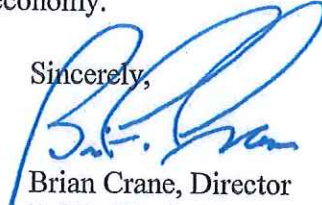
Mr. Anthony Foxx, Secretary

Page 2

December 7, 2016

The City of Redding, in partnership with the City of Anderson, Shasta County, City of Shasta Lake, Caltrans-District 2, and the Shasta Regional Transportation Agency, looks forward to this project making a difference to west coast goods movement, on safe and efficient travel for two critical north-south transportation facilities, and with our local economy.

Sincerely,



Brian Crane, Director
Public Works Department

BC:sm

L:\Correspondence\Brian\120716L-AF-USDOT-I-5_6-Lane_AndersonSupport.wpd

c: Jeff Kiser, City Manager, Anderson
Dave Moore, Director, Caltrans District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency



December 7, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

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

Dear Secretary Foxx:

Roseburg Forest Products strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the widening of Interstate 5 (I-5) and the replacement of the Anderson Union Pacific Railroad (UPRR) overcrossing. The city is the lead applicant of the FASTLANE application, joined by the other local jurisdictions in Shasta County, and Caltrans District 2 as co-applicants.

The local jurisdictions have worked for years with the Shasta Regional Transportation Agency (SRTA) and Caltrans to advance six-laning I-5 to meet expected freight and goods movement growth, as well as access to regional employment and educational opportunities—Ladders of Opportunity. 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.

In addition to large mill complex along I-5 in Weed, California, Roseburg own over 300-acres in this area that would greatly benefit from this infrastructure improvement and could be the deciding factor in adding more manufacturing to our California operations. We have provided support in the past for expanding I-5 in the southern part of Shasta County and look forward to your favorable consideration. If I can provide further information, I am available at 541-430-8623.

Sincerely,

A handwritten signature in blue ink, reading 'W. E. Arne Hultgren'.

W. E. Arne Hultgren
California Resource Manager

C: Jeff Kiser, City Manager, Anderson
Dave Moore, Director, Caltrans District 2
Dan Little, Executive Director, Shasta Regional Transportation Agency

City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: www.cityofshastalake.org



December 8, 2016

Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

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

Dear Secretary Foxx,

City of Shasta Lake strongly supports the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program 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 including the County of Shasta County, City of Anderson and City of Redding, 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. 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.

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.

We support the USDOT's FASTLANE grant funding application for this project as no other Federal funding source is available for this project such as the Federal Highway Bridge Program, Federal Highway Safety Improvement Program, Federal Railroad Grade Separation Program, State Highway Operation and Protection Program as well as the FEMA Hazard Mitigation Program.

If you have any questions or need further information, please don't hesitate to contact me at 530-275-7427 or at jduckett@cityofshastalake.org.

Sincerely,

John N. Duckett, Jr.
City Manager



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 14, 2016

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

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

Dear Secretary Foxx:

The Shasta Regional Transportation Agency (SRTA) emphatically endorses the City of Anderson's application to USDOT's FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) program for the:

- widening of Interstate 5 (I-5); and
- replacement of the substandard Anderson Union Pacific Railroad (UPRR) overcrossing.

Anderson, joined by co-applicants Caltrans, the county of Shasta, and the cities of Redding and Shasta Lake, has worked for years with SRTA and Caltrans to advance six-laning I-5 to meet expected freight and goods movement growth, as well as provide access to regional employment and educational opportunities—Ladders of Opportunity. Additionally, 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.

FASTLANE holds the key to mitigate a major transportation catastrophe while allowing us to move forward with plans to both maintain and expand the transportation system and economy. The interstate and railroad have been the life-blood of our economy for over a century—as well as the lifeblood for the entire west coast. We look forward to your genuine consideration of this pivotal project proposal, and respectfully request FASTLANE funding.

Please do not hesitate to contact me if you have questions.

Sincerely,

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

Daniel S. Little, AICP, Executive Director

C: Jeff Kiser, City Manager, Anderson
Dave Moore, Director, Caltrans District 2



December 15, 2016

The Honorable Anthony Foxx
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

The city of Anderson, the California Department of Transportation (Caltrans), the cities of Redding and Shasta Lake, and the county of Shasta appreciate the funding opportunity provided by the United States Department of Transportation's (USDOT) Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies 2017 (FASTLANE2017) grant program and are pleased to jointly submit the Interstate (I) 5 Redding to Anderson Six-Lane Project (Project) for funding consideration. Due to the national and regional significance of this project, we encourage the USDOT to award the \$58.76 million in requested funds to support the completion of the corridor, and the critical replacement of the South Anderson Overhead.

The \$102.60 million Project will replace a substandard railroad grade separation, as well as increase from 4- to 6-lanes I-5 for 8.9 miles. The region has already invested in, and upgraded the interstate on the project bookends. The Project will significantly improve the efficiency and reliability of both truck and rail access on the primary commerce corridor in California. The Project brings \$43.84 million to the table, a compendium of local (\$17.74) and State (\$26.10) funding. For a rural area, it is a significant investment.

Additionally, the Project is anticipated to create over 1,300 jobs over the three-year construction period, with an anticipated employment benefit of \$102.600 million. In an economically-depressed region, benefits like this investment are rarely seen. The Project will actively promote your Ladders of Opportunity, as well as stabilize west coast freight movement for decades to come.

The city of Anderson will serve as the lead applicant. As a co-applicant, Caltrans will be the implementing and delivering agency. The county of Shasta and the cities of Redding and Shasta Lake are also co-applicants. Each jurisdiction has a vested interest in the I-5 corridor as it bisects or runs adjacent to each. Both the city of Anderson and the county of Shasta bring funds to the table to help complete this significant project.

The Project is of great national and regional importance and we respectfully request your favorable FASTLANE 2017 grant funding consideration.

Sincerely,

JEFF KISER
City Manager, Anderson

MALCOLM DOUGHERTY
Director, Caltrans

for PATRICK J. MINTURN
Director, Shasta County Public Works

BRIAN CRANE
Director, City of Redding Public Works

JOHN DUCKETT
City Manager, Shasta Lake

United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553
<http://boxer.senate.gov>

December 21, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Foxx:

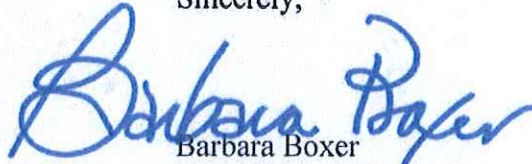
I am writing in support of the application submitted by the City of Anderson to the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program.

Interstate 5 (I-5) is the West Coast's major goods movement corridor, a portion of which runs through Shasta County in northern California. Each day, more than 7,800 heavy trucks and 20,000 light vehicles use a segment of I-5 between the cities of Redding and Anderson, which is in need of widening to more efficiently move freight and improve traffic safety. In addition, 1,500 rail freight cars and two Amtrak trains run daily on a Union Pacific Railroad (UPRR) overcrossing near Anderson that does not meet vertical or horizontal clearance standards. Traffic at the I-5/UPRR segment is projected to increase across all travel modes by approximately 50 percent over the next 20 years.

If awarded this grant in the amount of \$58,760,000, the City of Anderson will partner with the cities of Redding and Shasta Lake; the County of Shasta; the Shasta Regional Transportation Agency; and Caltrans, District 2 to widen the 7.9-mile segment of I-5 between the cities of Redding and Anderson from four to six lanes, and will replace the UPRR overcrossing. In addition to improving freight/goods movement and traffic safety, these modifications will also provide better access to regional job and education opportunities for the residents of Shasta County.

Thank you in advance for your consideration of this application. Should your staff have any questions, please feel free to contact Stacey Smith in my Sacramento office at (916) 448-2787.

Sincerely,



Barbara Boxer
United States Senator

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director

Tamera@DNLTC.org

Desk: (707) 465-3878

Cell: (707) 218-6424

January 10, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Del Norte Local Transportation Commission is eager and pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

The project will help us address our Air Quality and Environment goals as defined in our 2016 Regional Transportation Plan. We are committed to pursuing regional efforts to reduce greenhouse gas emissions including support for this Electric Vehicle network. The North State is vast and beautiful because we protect our environment and we need assistance to continue these efforts. The North State Super Region is often the playground for the State – Del Norte is the gateway to the Redwood National and State Park – and we need an electric vehicle-charging network on US Highway 101. Such a network on Highway 101 will increase electric vehicle purchases, eliminate range anxiety for electric vehicle owners and potential owners and will increase tourism from electric vehicle owners.

The Del Norte Local Transportation Commission looks forward to working with SRTA to complete an EV charging network in the North State and we would consider contributing necessary resources to help address the goals of Electrify America that align with the goals in our Regional Transportation Plan.

Good luck on the grant application. I appreciate your diligence and efforts on our behalf.

Cordially,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton, Executive Director
Del Norte Local 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

Jim Wills
Commissioner
County Supervisor IV

David Allan
Vice Chairman
County Supervisor I

Danny Parker
Commissioner
City at Large Citizen

Bobby Ray
Commissioner
City Councilmember

Mark Moriarty
Commissioner
County at Large Citizen

Kathie Rhoads
Alternate-Commissioner
County Supervisor III

Cheryl Nelson
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Witherspoon
Chief Fiscal Officer

Cindy Imbach
Senior Transportation Planner

Tiffany Gwinn
Executive Assistant Secretary

January 10, 2017

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

Subject: North State "Super Charge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Modoc County Transportation Commission (MCTC) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to [Electrify America](#) by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by promoting economic activity and encouraging EV owners to visit our North state communities, by providing and expanding the cross-country network and availability of chargers to promote an increase in EV purchases. The MCTC supports the North State "Super Charge" project as it has potential to reduce air pollution and greenhouse gas emissions.

The MCTC looks forward to working with SRTA to complete an EV charging network in the North State. We have support staff and would be interested in coordinating potential charging site locations in and around the North State.

Good luck on the grant application.

Sincerely,

Debbie Pedersen
Executive Director
Modoc County Transportation Commission

City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: www.cityofshastalake.org



January 10, 2017

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

Subject: North State "Super Charge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Shasta Lake is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe that the project will be of great value to our region by providing sustainable transportation planning, help reducing transportation related greenhouse gases, adding to the multimodal transportation system in the North State, and by way of:

1. Volkswagen mission; Developing a high-speed, cross-country network consisting of several hundred stations (DC Fast Chargers) to increase availability of chargers, with locations that could include:
 - a. Multi-family homes
 - b. Workplaces
 - c. Retail
 - d. Communities
2. Numerous county and regional specific benefits:
 - a. An increase in Electric Vehicle purchases
 - b. Adding potential for Electric Vehicle car-share
 - c. Eliminating range anxiety for Electric Vehicle owners/potential owners
 - d. Increased tourism from Electric Vehicle owners

The City of Shasta Lake looks forward to working with SRTA to complete an EV charging network in the North State. We have resources available to help the project by streamlining pertinent permits for the charging station, if any, within our municipality.

Sincerely,

John Duckett
City Manager, City of Shasta Lake



Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Richard W. Simon, AICP
Director

Dale J. Fletcher, CBO
Assistant Director

January 10, 2017

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

Subject: North State "SuperCharge" Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

The Shasta County Air Quality Management District is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing a high-speed, cross-country network consisting of DC Fast Chargers to increase the availability of chargers, with locations that could include multi-family homes, workplaces, retail, & community centers.

The Shasta County Air Quality Management District is eager to work with SRTA in completing an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

Richard W. Simon, APCO
Shasta County Air Pollution Control Officer



☒ Suite 101 AIR QUALITY MANAGEMENT DISTRICT 530 225-5674 Fax 530 225-5237	☐ Suite 102 BUILDING DIVISION 530 225-5761 Fax 530 245-6468	☐ Suite 103 PLANNING DIVISION 530 225-5532 Fax 530 245-6468	☐ Suite 201 ENVIRONMENTAL HEALTH DIVISION 530 225-5787 Fax 530 225-5413	☐ Suite 200 ADMINISTRATION & COMMUNITY EDUCATION 530 225-5789 Fax 530 225-5807
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January 10, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Anderson is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to [Electrify America](#) by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing high-speed DC charging stations in the North State, as part of a cross-country network, which will increase availability of chargers for travelers on Interstate 5, as well as local workers and residents. More charging stations will assist in eliminating range anxiety for current electric vehicle owners and potential owners as well. It will also provide an opportunity for increased sales of electric vehicles for the same reason.

The City of Anderson looks forward to working with SRTA to complete an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

Baron Browning
Mayor



Dignity Health

Shasta Senior Nutrition Program

January 11, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

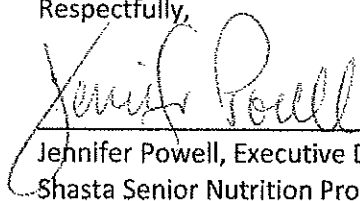
Shasta Senior Nutrition Program is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by:

1. Developing local access to a statewide network of stations. This effort coincides with Shasta Senior Nutrition Program's desire to build a charging station onsite to serve employees, clients and the community
2. Capitalizing on the growing need in far northern California:
 - a) Improving air quality, referencing the link between charging station locations & EV purchases
 - b) Energy supply shifting
 - c) Eliminating range anxiety for Electric Vehicle owners/potential owners, which is of considerable concern for rural north-state residents

Shasta Senior Nutrition Program is eager to work with SRTA in completing an EV charging network in the North State. Enabling clients, patients and their family's access to charging stations is a priority of Dignity Health and Shasta Senior Nutrition Program and we are delighted SRTA has identified this as a priority, as well.

Respectfully,



Jennifer Powell, Executive Director
Shasta Senior Nutrition Program

January 10, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Oregon Department of Transportation is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to deploy a network of electric vehicle charging stations to fill a critical gap between existing networks in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to [Electrify America](#) by investing in electric vehicle infrastructure that connects to a wider nationwide network of convenient and reliable DC fast chargers, including the charging network in Oregon.

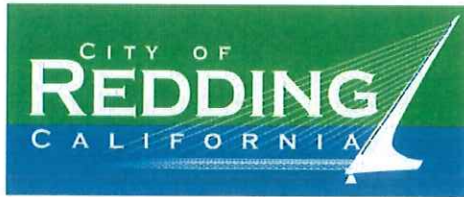
The states of California, Oregon, and Washington have an ongoing regional partnership through the Pacific Coast Collaborative (PCC) to develop an integrated West Coast Electric Highway, a charging network that allows long-distance EV travel "from BC to BC" – from British Columbia to Baja California. As part of the West Coast Electric Highway effort, ODOT has deployed a network of 44 DC fast chargers throughout the state, including locations near the California border on important north-south travel corridors like US 101 and I-5. As part of ODOT's own proposal to Volkswagen, we proposed upgrades and expansion to our system that will provide even more support for EV travel in Oregon.

The North State EV Fast Charger Network will add essential DC fast charging infrastructure along highways in Northern California, expanding the reach of the fast charging network and furthering our mission of an interconnected charging system along the entire West Coast. ODOT looks forward to working with SRTA to complete an EV charging network in the North State. We are happy to share information about our own charging network and our ongoing efforts to facilitate EV travel between our two states.

Sincerely,



Andrew Dick
Connected, Automated, and Electric Vehicle Advisor
Oregon Department of Transportation
355 Capitol St. MS 31
Salem, OR 97301



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 12, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Redding Public Works Department is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to [Electrify America](#) by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

I believe the project will be of great value to the City of Redding and our region by improving critical electric vehicle charging infrastructure in a rural area of the State that is underserved by this technology yet in great need to meet interregional and regional travel demands. It is noted that Redding, at a population of 90,000 is the largest City north of Sacramento and by far the largest population center within 100 miles. It is further noted that heavily traveled Interstate 5 bisects the region and the associated large interregional travel associated does not have readily available electric charging infrastructure to meet a West Coast growing demand. In addition, there is a web of interregional and regional State highways and local roads that are spread across the region bringing out of area travelers to the Redwoods, Trinity Alps, Lassen National Park, Mount Shasta and other tourist destinations without the benefit of an acceptable electric vehicle charging network. This area needs the economic support and related vision for a electric vehicle charging network that Volkswagen has included in their generous Electrify America program.

The City of Redding Public Works Department looks forward to working with SRTA to complete an EV charging network in the North State. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian F. Crane", is written over a faint, larger blue ink signature.

Brian F. Crane, Director
Public Works Department

BC:sm

L:\Correspondence\Brian\011217L-DL-SuperChargeProject.wpd



REDWOOD COAST Energy Authority

County of Humboldt • Arcata • Blue Lake • Eureka • Ferndale • Fortuna • Rio Dell • Trinidad • Humboldt Bay Municipal Water District

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

January 12, 2017

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Redwood Coast Energy Authority (RCEA) is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to [Electrify America](#) by investing in EVs throughout California and building a nationwide network of convenient and reliable highway chargers.

California has led the way in the deployment of fast charging networks, yet some of its most vital transportation corridors are still plagued by gaps in coverage, which increases range anxiety. The deployment of a comprehensive DC fast charging network in the North State region will complement investments Volkswagen has already made in charging infrastructure here and will give existing and prospective electric vehicle owners assurance that they can recharge when driving long distances along a freeway or highway.

RCEA is a leading supporter of alternative transportation for the North Coast region, supporting EV charging infrastructure and EV readiness planning, as well as alternative fuels and zero-emission vehicles, through advanced planning, research, and infrastructure deployment. With CEC funding, RCEA has recently installed 20 Level 2 EV public charging ports at nine sites in Humboldt County, with the goal to increase PEV travel in the North Coast Region by establishing the first phase of a locally-controlled and economically sustainable network of EV chargers in the region. RCEA is exceptionally qualified to support SRTA's proposal, thanks to its existing network of business and interest group relationships and significant strides already made in EV charging siting.

RCEA looks forward to being SRTA's project partner for the North Coast region and will assist in the siting and planning for fast charging infrastructure here.

Sincerely,

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

Matthew Marshall, Executive Director
Redwood Coast Energy 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 13, 2017

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

RE: North State "SuperCharge" Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

In 1998 Mendocino Council of Governments became the first agency in the nation to research and test electric vehicle practicality in a rural environment. In August 2013, we completed Phase I of the Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plan. Phase II of this effort, the feasibility component of the plan, was completed in November, 2015. We are very pleased that our North State Super Region partner, the Shasta Regional Planning Agency, is leading the "charge" to establish DC fast-charging stations along major highways in our vast and very rural region.

Two of the major highways proposed for 50-mile interval fast charging sites bisect our region. US 101 is known throughout northwestern California as "the lifeline of the North Coast". It links Mendocino County with the San Francisco Bay Area as well as our neighbors in Humboldt and Del Norte counties. It is vital to regional commerce and a major route for recreational travel. State Route 20 is a Principal Arterial that links our region with the Sacramento Valley and the Interstate 5 Corridor. Placement of fast chargers along both routes will go a long way toward preventing "range anxiety" to flourish and discourage ZEV travel through remote areas.

As our region, like most in the Super Region, has been severely impacted by the decline in the timber industry, recreation travel and tourism is an increasing component of the local economy. Providing a safe and reliable network of DC fast charging stations throughout the entire North State Super Region will be a benefit locally as well as regionally.

Although we can likely offer few financial resources for this endeavor, we do have local expertise in charging station development. We are highly supportive of this project and will lend assistance as needed.

Sincerely,

Phillip J. Dow, P.E.
Executive Director

RECEIVED

JAN 20 2017

SHASTA REGIONAL
TRANSPORTATION AGENCY

707 L Street, Eureka, CA 95501
Telephone (707) 443-3093 FAX (707) 443-3099
<http://www.ncuagmd.org>



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

Dear Mr. Little:

The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

By supporting ongoing outreach activities and increasing promotion efforts in the North Coast, Volkswagen has the opportunity to catalyze ZEV adoption in a region of proven early adopters. Consumer's lack of awareness about ZEV options remains a central barrier to mass market ZEV adoption. Overcoming this barrier should be a top priority for Volkswagen during their initial investment cycle, especially in rural, destination communities like the North Coast. Preserving the health and beauty of the region relies on reimagining our transportation systems and we believe ZEVs are a critical part of this transformation.

As a member of the North Coast Plug-In Electric Vehicle Coordinating Council (PEVCC), we are committed to promoting and accelerating the local adoption of PEV technology as a key strategy for linking various parts of the west coast and state of

California with PEV infrastructure. We believe that coordinating with entities like the SRTA represent Volkswagen's best opportunity to spend ZEV funds in an effective, regionally appropriate way. We encourage Volkswagen to coordinate their ZEV investments with the SRTA and other projects in our area to ensure investments are made in projects that align with PEVCC priorities.

Sincerely,

/ S / Brian M. Wilson

Air Pollution Control Officer

North Coast Unified Air Quality Management District



Tehama County Transportation Commission and Regional Transportation Planning Agency

9380 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

January 13, 2017

T 17-18

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Tehama County Transportation Commission is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to **Electrify America** by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of value to our region by providing expanded charging service in communities along major highways in Northern California. The North State EV Fast Charger Network will facilitate interregional travel within Northern California and nearby states, providing an opportunity for Electric Vehicle travelers to visit regions outside of the I-5 Corridor. Rural economies will benefit from travelers utilizing local amenities, from restaurants and shopping to hotels depending on the charging location.

Northern California residents will benefit from reduced greenhouse gas emissions and fuel consumption as electric vehicle ownership becomes more convenient in rural communities with the installation of chargers at retail locations, multifamily housing units, and workplaces.

Good luck on the grant application.

Sincerely,

Barbara O'Keeffe
Deputy Director, Transportation

By:

Nichole Bethurem, Administrative Assistant



TURTLE BAY
EXPLORATION PARK.

Wonder-Full

January 12, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

Turtle Bay Exploration Park is happy to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. This project will play a central role in Volkswagen's mission to [Electrify America](#) by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers. The project's purpose is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This organization stands for sustainability and so our goals are the same.

We believe the project will be of great value to our region and our residents to have a charging station on our property. In fact we have wired the area and specific parking spaces for this eventuality. We cater to tourism and we are just finishing the area's first four star hotel. As mentioned earlier, Turtle Bay supports and encourages sustainability and that is why we have planned to have charging stations on site.

Turtle Bay Exploration Park is eager to work with SRTA in completing an EV charging network in the North State. We have resources available to help make this idea a reality by assigning a staff person to work with you, advertising the station, wiring in place, and on site personnel 24/7 to assist users. We will also have lighting and security on site. In fact I believe that if you polled this region there would be a consensus that Turtle Bay is the best and most logical place to put a charging station.

Good luck on the grant application.

Sincerely,

Michael Warren
CEO/President

RECEIVED

JAN 20 2017

**SHASTA REGIONAL
TRANSPORTATION AGENCY**

DEPARTMENT OF TRANSPORTATION

1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530) 225-2564
FAX (530) 225-2459
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

January 13, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The California Department of Transportation (Caltrans), District 1, District 2 and District 3 (Districts), are pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to establish a network of electric vehicle charging stations and fill gaps between existing networks established in surrounding states and regions. This project would support the State's goal of advancing the successful commercialization of ZEVS through partnering with Volkswagen in their Electrify America initiative.

We believe the project will be of great value toward achieving state greenhouse gas (GHG) emissions reductions targets as identified in AB 32 and subsequent legislation. In 2012, the governor issued Executive Order B-16-12, calling for 1.5 million zero-emission vehicles (ZEVs) on California roadways by 2025. To achieve this goal, the governor's office released a ZEV action plan in 2013 and a more ambitious version in October 2016.

One ZEV action plan strategy assigned to Caltrans is to install DC fast charging stations at 30 Safety Roadside Rest Areas (SRRAs) statewide by the end of 2018. Caltrans selected the Collier SRRRA, located 10 miles south of the Oregon border along the I-5 corridor, to be one of the first SRRAs in the state that will have public DC fast charging.

To date, many of the charging station investments within the region have been along the US 101, SR 99 and I-5 corridors, which are the most heavily traveled north-south routes in northern California. The region has not benefitted from the same level of investment along its east-west corridors, even though they are of national importance for goods movement, recreational travel, and business travel.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

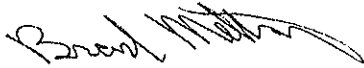
Mr. Daniel S. Little, AICP
January 13, 2017
Page 2

The 2015 Interregional Transportation Strategic Plan and the 2014 California Freight Mobility Plan identify the SR 299/SR 44/SR 36/US 395 and the SR 20 corridors as east-west Strategic Interregional Corridors and critical east-west connections in the California State Highway Freight Network in northern California. Investment in these corridors will provide a complete PEV network for travel within northern California as well as to the neighboring states of Oregon and Nevada.

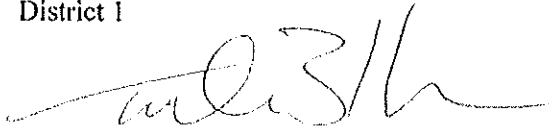
The Districts are ready to partner with SRTA to move forward with implementation of the proposal should it be funded. Given the magnitude and urgency of California's climate goals, it is prudent to seize partnership opportunities such as this when they arise.

Good luck on the grant application.

Sincerely,



BRAD METTAM
Deputy District Director
Planning & Local Assistance
District 1



TOM BALKOW
Deputy District Director
Planning & Local Assistance
District 2



MARLON A. FLOURNOY
Deputy District Director
Planning, Local Assistance & Sustainability
District 3



January 13, 2017

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

Subject: North State “SuperCharge” Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

Redding Electric Utility is gladly supporting the Shasta Regional Transportation Agency’s (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle (EV) networks instituted in surrounding regions and states by connecting a network of EV charging stations in the North State region. This project correlates directly with Volkswagen’s mission to [Electrify America](#) by investing in EVs throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing the necessary additional infrastructure to reach a sustainable EV charging network in the North State region. There are some efforts already underway by other entities to meet some of this area’s electrification needs; however, with this project Volkswagen will see a tremendous return on its investment by helping reach critical utilization levels based on the number of DC Fast Chargers proposed in this project.

There should also be many desired outcomes from this project that reach beyond the direct electrification of the major highways of the region. These include a noticeable contribution to statewide greenhouse gas reduction goals and facilitate an increase in the availability of chargers in areas such as multi-family homes, workplaces, retail, and community centers.

REU is eager to work with SRTA in completing an EV charging network in the North State. We have resources available to help in the following ways:

- Participating in the SRTA effort, including designating a staff person to attend meetings throughout the project.
- Providing input and general feedback regarding the development of public charging infrastructure for EVs.
- Considering the addition of EVs to our fleet.

- Engaging in discussion about permitting requirements, codes, and procedures that encourage the installation of residential and commercial EV charging infrastructures.
- Providing input regarding the development of an education and outreach plan and/or promotional programs for EVs and EV infrastructure.

Good luck on the grant application.

Sincerely,


Barry Tippin

for Barry Tippin



County of Tehama

Air Pollution Control District

P.O. Box 1169 • Red Bluff, California 96080

Joseph H. Tona

Air Pollution Control Officer

Phone: (530) 527-3717

Fax: (530) 527-0959

E-mail: Jtona@tehcoapcd.net

January 13, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Tehama County Air Pollution Control District is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by developing charging infrastructure in the north state that will not only support Multi-family homes, workplaces, retail, and community areas but also by diminishing the gap in charging infrastructure on the I-5 corridor. The increased availability of high speed charging stations in the north state will have the added benefit of reducing range anxiety and facilitating the proliferation of electric vehicles.

The Tehama County Air Pollution Control District looks forward to working with SRTA to complete an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

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

Joseph H. Tona
Tehama County Air Pollution Control District



January 10, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Siskiyou Economic Development Council representing the Upstate Plug-in Electric Vehicle Coordinating Council is proud to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing investment and economic activity in many communities that have often—until now—not experienced many of the benefits of public and private investment in electric vehicle technology. Finally, this project installs locally and regionally critical infrastructure that will itself drive adoption of electric vehicles in our rural and disadvantaged communities.

Our mission is to facilitate business growth, retention, and attraction to promote community prosperity. Since 2011 we have used California Energy Commission grant funding for electric vehicle planning and implementation over five counties to address our mission. The North State "SuperCharge" Project addresses our region's needs and also Volkswagen's mission to develop a high-speed, cross-country network consisting of several hundred stations (DC Fast Chargers) to increase the availability of chargers. With future station locations including multi-family homes, workplaces, retail, and corridor communities, this project has the capacity to continue research into EV adoption, energy supply shifting, and eliminate range anxiety for electric vehicle owners.

The Siskiyou Economic Development Council representing the Upstate Plug-in Electric Vehicle Coordinating Council is eager to work with SRTA in completing an EV charging network in the North State. We have resources available and we will help this project by 1) using our California Energy Commission grant funding to leverage planning and implementation activities where appropriate, 2) contribute staff time to collaborate on EV charging network feasibility, and 3) provide existing data developed under two California Energy Commission PEV Readiness grants.

Good luck on the grant application.

Sincerely,

Logan B. Smith, PhD; Senior Program Manager and Upstate PEVCC Coordinator
Siskiyou Economic Development Council



January 12th, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Schatz Energy Research Center (SERC) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill gaps between existing and planned electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen Group of America's mission to [Electrify America](#) by investing in EV charging infrastructure that enables a nationwide network of convenient and reliable highway chargers.

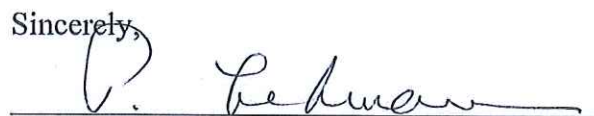
SERC's mission is to promote the use of clean and renewable energy, and considers electric vehicles to be a vital step towards this aim. As a member of both the North Coast Plug-In Electric Vehicle Coordinating Council (PEVCC) and Upstate PEVCC, we are committed to promoting and accelerating the local adoption of electric and fuel cell vehicles. We have been deeply involved in modeling the optimal distribution and siting of EV chargers over the last five years for the North Coast and Upstate regions. We have developed and implemented detailed approaches to EV charger siting, and have contributed to approaches implemented by other local government agencies and a utility.

We believe this project will be of great value to our region by providing critical infrastructure along major travel corridors that compliments existing and planned infrastructure. Electrified vehicles present a primary pathway for the penetration of clean and renewable energy into the transportation sector; this project supports this aim.

SERC is eager to work with SRTA in completing an EV charging network in the North State. Through an existing publically funded project we have resources available to provide:

- Guidance on EV charger siting best practices, and
- Technical information related to existing planning efforts in the region.

Sincerely,

A handwritten signature in cursive script, reading "P. Lehman", written over a horizontal line.

Peter Lehman, Ph. D.
Founding Director, Schatz Energy Research Center



HCAOG

*Regional Transportation
Planning Agency*

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

January 13, 2017

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

Subject: North State "SuperCharge" Project – Supercharging highways
in the North State Super Region

Dear Mr. Little:

The Humboldt County Association of Governments (HCAOG) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The North State "SuperCharge" project is in line with HCAOG's goal to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions.

Hybrid vehicle ownership in the Humboldt and Redding areas is well established. As cited in Forbes Magazine (January, 2013), the Eureka area was ranked 6th and the Redding area was ranked 8th as top "hybrid happy" markets, nationwide. The proposed project will link these two geographical areas that have proven dedication to the Plug-In Electric Vehicle (PEV) way of life. With high hybrid ownership established, the proposed project will play a significant role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

HCAOG participated in a collaboration lead by the Redwood Coast Energy Authority in developing the North Coast Plug-in Electric Vehicle Plan, funded by the California Energy Commission. The plan resulted in a number of charging station throughout the region. The North Coast of California is a dedicated assemblage of rural communities that have become a rural model for successful Plug-in Electric Vehicle market

development. With assistance from the Electrify America project, electric vehicle ownership, car sharing, and increased tourism to one of the most beautiful parts of America is guaranteed to increase and thrive.

HCAOG looks forward to working with SRTA to complete an EV charging network in the North State, with clear potential to link and expand PEV ownership and use. HCAOG is thankful for your leadership and is willing to assist in any way possible. Good luck to all of the North Coast on the grant application.

Sincerely,

A handwritten signature in blue ink, consisting of several fluid, connected loops and a long horizontal stroke at the end.

Marcella Clem
Executive Director



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

California Division

December 16, 2016

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

In Reply Refer To:
HAD-CA

Mr. Malcolm Dougherty
Director, California Department of Transportation
1120 N Street
Sacramento, CA 95814

**SUBJECT: APPROVAL OF THE 2017 FEDERAL STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM**

Dear Mr. Dougherty:

We have completed our review of California's proposed 2016/17 - 2019/20 Federal Statewide Transportation Improvement Program (2017 FSTIP) and Statewide and Metropolitan Planning Certifications and supporting documentation submitted by the California Department of Transportation (Caltrans) on November 16, 2016. The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the 2017 FSTIP and this approval supersedes California's 2015 FSTIP and all subsequent amendments to the 2015 FSTIP that were approved by the FHWA and FTA on or after December 15, 2014.

Section 450.218 of Title 23, Code of Federal Regulations, requires the State to submit the updated FSTIP concurrently to the FTA and the FHWA at least every four years for joint approval. California's proposed 2017 FSTIP includes the project and project phase listings for proposed transportation projects located outside the planning area boundaries of the State's designated Metropolitan Planning Organizations (MPOs). California's proposed 2017 FSTIP also incorporates, by reference, those projects included in 2017 Federal Transportation Improvements Programs (FTIPs) that were adopted in 2016 by the eighteen designated MPOs in California.

With the exception of the eastern San Luis Obispo County ozone non-attainment area, FHWA and the FTA have completed the air quality conformity determinations required by 23 CFR 450.218(b) for the MPO FTIPs in areas of the State designated as nonattainment or maintenance for national ambient air quality standards (NAAQS). Further, our review indicated that no projects subject to regional modeling and air quality conformity are proposed in the SLOCOG 2017 FTIP for the ozone non-attainment area in eastern San Luis Obispo County.

Based on our review of the information submitted with the State's proposed 2017 FSTIP, including revenue and proposed project funding information required to demonstrate financial

constraint, and documentation for statewide and metropolitan planning process in support of California's Statewide Planning Certification, we are approving the 2017 FSTIP as proposed. Any project or project phase listed in a MPO FTIP that is not included in the MPO's Regional Transportation Plan, is not approved for inclusion in the FSTIP pursuant to 23 CFR §§450.218(k) and 450.326(i).

Our FSTIP approval action includes project listings that indicate no funds are proposed for obligation during the four-year program period from 2016/17 to 2019/20. These projects and project phases cannot be advanced to implementation without an action by the FHWA and the FTA on the FSTIP pursuant to 23 CFR 450.218(l) and 450.330(e). Further, project or project phase funding included in the 2017 FSTIP that is listed/proposed for obligation outside the four year program cycle is accepted by the FHWA and the FTA as 'informational' in accord with 23 CFR §§450.218(a) and 450.326(a).

We are approving the 2017 FSTIP 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. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects.

If you have questions or need additional information concerning our approval of the 2017 FSTIP, please contact Wade Hobbs in the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov; or Ted Matley in the FTA Region IX office at (415) 744-2590, or by email at Ted.Matley@dot.gov.

Sincerely,


For Leslie T. Rogers
Regional Administrator
Federal Transit Administration


For
Vincent P. Mammano
Division Administrator
Federal Highway Administration

cc: (email)

Ray Sukys, FTA Region IX

Ted Matley, FTA Region IX

Karina O'Connor, EPA Region IX (OConnor.Karina@epa.gov)

Cari Anderson, CARB (Cari.Anderson@arb.ca.gov)

Muhaned Aljabiry, Caltrans OFTMP (Muhaned.Aljabiry@dot.ca.gov)

Fardad Falakfarsa, Federal Resources Office (Fardad.Falakfarsa@dot.ca.gov)

Erin Thompson, Caltrans ORP (Garth.Hopkins@dot.ca.gov)

Bureau of Indian Affairs, Pacific Region Roads Engineer

All California MPOs (18)

Wade Hobbs, FHWA CADO

Tashia Clemons, FHWA CADO

Christina Leach, FHWA NVDO

FHWA:

LA Metro Office

CFLHD

NVDO

cc:

2017 FSTIP Binder

WEH/



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

California Division

December 16, 2016

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 MS 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: PLANNING FINDING - 2016/17 – 2019/20 FSTIP

Dear Mr. De Terra:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have determined that the State of California's 2016/17-2019/20 Federal Statewide Transportation Improvement Program (2017 FSTIP) and all incorporated Federal Transportation Improvement Programs (FTIPs) for the following metropolitan planning organization (MPO) planning areas are based on a continuing, cooperative and comprehensive transportation planning process in accord with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304. The approval of the FSTIP includes the following metropolitan FTIPs that have been incorporated by reference.

1. Association of Monterey Bay Area Governments,
2. Butte County Association of Governments,
3. Fresno Council of Governments,
4. Kern Council of Governments,
5. Kings County Association of Governments,
6. Madera County Transportation Commission,
7. Merced County Association of Governments,
8. Metropolitan Transportation Commission,
9. Sacramento Area Council of Governments,
10. San Diego Association of Governments,
11. San Joaquin Council of Governments,
12. San Luis Obispo Council of Governments,
13. Santa Barbara County Association of Governments,
14. Shasta Regional Transportation Agency,
15. Southern California Association of Governments,
16. Stanislaus Council of Governments,
17. Tahoe Regional Planning Agency, and
18. Tulare County Association of Governments.

The following are recommendations for improvement that remain outstanding from the December 15, 2014, or earlier Statewide Planning Findings that warrant continued attention in both the statewide and metropolitan planning processes in the State of California:

- I. Carryover of Unexpended Consolidated Planning Grant (CPG) Funds, including FHWA Metropolitan Planning (PL) and FTA §5303 Programs: The Caltrans 2015 Regional Planning Handbook describes the roles and responsibilities of the MPO and Caltrans planning program staff concerning the programming and use of unexpended apportionments of Federal CPG Funds. Within California, CPG funds do not need to be fully expended during the fiscal year in which they are appropriated and allocated or awarded, and as a result, the recipient may carryover unexpended amounts to the next or subsequent fiscal year(s). Beginning in 2015/16, Caltrans allowed MPOs to apply toll credits in lieu of local match to CPG carryover funds.

The use of toll credits beginning in 2015/16 should enable MPOs to spend a larger portion of their Federal planning funds. However, observations by FHWA and FTA during the annual review of planning work programs indicated a small number of MPOs in California continue to carry a large amount of CPG carryover funding relative to their annual allocation. MPOs with a large balance of carryover CPG funds should address the planned use of these carryover funds as part of the annual planning work program development. The FHWA and the FTA recommend that Caltrans consider updating the Regional Planning Handbook prior to the next FSTIP approval to address those instances where an excessive balance of CPG funding has been accumulated by MPOs, and to ensure the timely use of apportioned CPG funds. Caltrans should consider altering the CPG funds allocation formula to a more needs based approach. This may allow for funds to be directed to needed planning efforts more expeditiously and reduce carryover balances.

- II. Core MPO Planning Functions: The MPO Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include: Overall Work Program; Public Participation and Education; Metropolitan Transportation Plan; Federal Transportation Improvement Program; Congestion Management Process (required for TMAs); and the Annual Listing of Projects.
- III. Implementation of Performance-Based Transportation Planning Requirements: Sections 1201 & 1202 of MAP-21 require that the metropolitan and statewide transportation planning processes provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 USC 150(b) and 49 USC 5301(c). Each State and each MPO is required to establish performance targets that address the performance measures described in 23 USC 150(c) [MAP-21 section 1203] in accord with the following schedule:
 - i. Pursuant to 23 USC 150(c), the U.S. DOT Secretary, in consultation with the State DOTs, MPOs and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.

- ii. Not later than 1 year after the U.S. DOT Secretary has promulgated the final rulemaking, each State shall set performance targets that reflect the measures identified in 23 USC 150(d)(3), (4), (5), and (6).
 - iii. Pursuant to 23 USC 134(h)(2)(C), not later than 180 days after the State or provider of public transportation establishes the performance targets, each MPO shall establish performance targets.
- IV. Consultation with Indian Tribal governments and Federal Land Management Agencies: MPOs are required to develop a documented procedure that outlines the roles, responsibilities, and key decision points for consulting with Indian Tribal governments (ITGs) and Federal land management agencies (FLMAs) pursuant to 23 CFR 450.316(e). The need for the MPOs to develop documented procedures for consulting with Indian Tribal governments and Federal land management agencies continues to be a Federal emphasis area for the MPOs within California. Compliance with the requirement for documented consultation procedures will be evaluated by FHWA/FTA as part of the certification reviews in designated Transportation Management Areas to ensure documented procedures are established in accordance with the Federal regulations.
- V. Outstanding Corrective Actions from TMA Certification Reviews: There is one outstanding corrective action identified through the MPO/TMA certification reviews in the State of California since the December 15, 2014, FSTIP Planning Finding. Specifically, the TMA certification review for one MPO/TMA cited the need to develop an integrated congestion management process, including: Definition of the CMP network, measures of congestion, collection of data, and the development of a continuous monitoring process to maintain the CMP and to ensure that the output of the CMP is used in the MPO decision-making.

Accordingly, the Federal Highway Administration's California Division and the Federal Transit Administration Region IX offices, find that California's 2016/17 – 2019/20 Federal Statewide Transportation Improvement Program (FSTIP) is based on a transportation planning process that meets the requirements of 23 U.S.C. Sections 134 and 135 and 49 U.S.C. Sections 5303-5306.

Sincerely,


For Leslie T. Rogers
Regional Administrator
Federal Transit Administration


For
Vincent P. Mammano
Division Administrator
Federal Highway Administration

cc: (e-mail)

Ray Sukys, FTA Region IX

Ted Matley, FTA Region IX

Karina O'Connor, EPA Region IX

Christina Leach, FHWA NVDO

Morgan Malley, FHWA CFL

Fardad Falakfarsa, Federal Resources Office

Muhaned Aljabiry, Caltrans Programming

cc: (other)

2017 FSTIP Binder

WEH/

From: Phil Dow [<mailto:dowp@dow-associates.com>]

Sent: Thursday, January 26, 2017 5:18 PM

To: nicole.longoria@dot.ca.gov

Cc: 'Bob Perreault'; 'Bryan Davey'; Dan Landon; Dan Little; Debbie Pedersen; 'Di Aulabaugh'; Gary Antone; 'Jon Clark'; Lassen County Transportation Commission - Cynthia Raschein; Lisa; Marcella Clem; Melissa Cummins; Scott Lanphier; Tamera Leighton; Tim Beals; 'Trinity Co DOT - Rick Tippet'

Subject: Call for Projects

Nicole:

On behalf of the North State Super Region, I am submitting the attached priority improvement projects for consideration of funding. The North State Super Region is a coalition of 16 regional transportation planning agencies responsible for transportation in northern California. Our region encompasses over one-fourth of the land mass of California. Although our needs are much greater than these 3 projects may indicate, rural agencies rarely have shelf projects due to funding constraints. We just can't afford to spend funds on project development without some expectation that construction funding will somehow materialize. The majority of our member agencies do not have candidate projects that we could consider for this list.

All 3 projects submitted have advanced through the environmental process and await construction funding. This short list only contains projects that are capable of meeting the these constrained timelines.

Phillip J. Dow, P.E.

Chair, North State Super Region

707-453-1806

Priority Infrastructure Projects

Criteria

In order to be considered "priority infrastructure projects," they must align with the following criteria:

- A national security or public safety "emergency"
- Be on the path to "shovel-ready" - with at least 30 percent of initial design and engineering work already completed – such that they could be initiated in 2017

- Direct job creator
 - Project with the potential for increased U.S. manufacturing
- Please send a brief description of any infrastructure project ideas. Projects can include roads, bridges, rail, transit, ports, etc.

Contact Information: Sr. Lisa Davey-Bates at daveybates@dbcteam.net (707) 234-3314

MPO/RTPA	Project Title	Sector (examples below)	Total Project Cost	Funding Need	Revenue Stream	Project Description / Benefit (include above criteria where applicable)
		Mass Transit/Rail			Yes -Fares	
		Highways and Bridges			Yes -Tolls	
Lake C/CAPC	Lake 29 Expressway	Highways and Bridges	\$68 million	\$68 million	No	highway that links US 101 with Interstate 5. This initial 3 -mile segment will construct a four-lane facility on S.R 29. This segment experiences 2.5 times the statewide average fatality rate for similar facilities in California. The completed project will not only
		Ports			Yes - Fees	

Return by 6 pm Thursday, January 26th, to Nicole Longoria, Caltrans Office of Federal Liaison, at nicole.longoria@dot.ca.gov, (916) 654-8810

Priority Infrastructure Projects

Criteria

In order to be considered "priority infrastructure projects," they must align with the following criteria:

- A national security or public safety "emergency"
- Be on the path to "shovel-ready" - with at least 30 percent of initial design and engineering work already completed – such that they could be initiated in 2017

- Direct job creator
- Project with the potential for increased U.S. manufacturing

Please send a brief description of any infrastructure project ideas. Projects can include roads, bridges, rail, transit, ports, etc.

Contact Information: Submitted by Marcella Clem, marcella.clem@hcaog.net 707-444-8208

MPO/RTPA	Project Title	Sector (examples below)	Total Project Cost	Funding Need	Revenue Stream	Project Description / Benefit (include above criteria where applicable)
Humboldt County Association of Governments	Eureka-Arcata Route 101 Corridor Improvement Project	Highways and Bridges	\$55,358,000	\$15,000,000	No	Since May 2002, a Safety Corridor has been in place on Route 101 between Eureka and Arcata as an interim improvement until a more permanent solution could be designed and constructed. Caltrans and HCAOG have combined several projects including a half-signal at Airport Road, a grade separation at Indianola Road, median closures at all other uncontrolled intersections, acceleration/deceleration lanes, median barriers, bridge rail/bridge replacement and tide gates. The local business community has been active participants in this long planning process and have had their privately funded designs incorporated into the preferred alternative. Such a large transportation project in the region will be a huge secondary economic benefit. Highway 101 connects with Highway 299 which just recently qualified as the one and only STAA route to the northern California coast.

Priority Infrastructure Projects

Criteria

In order to be considered "priority infrastructure projects," they must align with the following criteria:

- A national security or public safety "emergency"
- Be on the path to "shovel-ready" - with at least 30 percent of initial design and engineering work already completed – such that they could be initiated in 2017

- Direct job creator
 - Project with the potential for increased U.S. manufacturing
- Please send a brief description of any infrastructure project ideas. Projects can include roads, bridges, rail, transit, ports, etc.

Contact Information: Submitted by Dan Little, Executive Director. Email: dlittle@scta.ca.gov. Phone: 530-262-2153

MPO/RTPA	Project Title	Sector (examples below)	Total Project Cost	Funding Need	Revenue Stream	Project Description / Benefit (include above criteria where applicable)
MPO - Shasta Regional Transportation Agency (SRTA)	Interstate 5 Redding to Anderson Six Lane Project (I-5 RASL)	Interstate/Goods/Rail	\$116,694,000	\$83,550,000		The project will replace the substandard UPRR/Interstate 5 railroad grade separation that does not meet minimum vertical and horizontal safety clearances. The project will increase the interstate from four to six lanes eliminating an 8.9 miles bottleneck that becomes routinely congested by heavy trucks during heavy snowfall events that often lead to shutting down the interstate and access to Oregon and Washington. I-5 RASL will significantly improve the efficiency and reliability of both truck and rail access on Interstate 5 and the UPRR line. These are the primary goods movement corridors supporting manufacturing throughout California and the Pacific Northwest. The project will directly create over 1,300 jobs with an anticipated employment benefit of \$102.600 million after the first three years alone. NEPA is clear. The design phase is 60% complete and the project can be initiated in 2017. <u>This project has been highly recommended by USDOT under both the TIGER and FASTLANE programs but was not funded. The project was also one of the three projects recommended statewide by Caltrans in the last TIGER cycle.</u>

Return by 6 pm Thursday, January 26th, to Nicole Longoria, Caltrans Office of Federal Liaison, at nicole.longoria@dot.ca.gov, (916)654-8810



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, 2017

Jerome Wiggins
Federal Transit Administration, Region 9
90 Seventh Street
Suite 15-300
San Francisco, CA 94103

Subject: Letter of Concurrence for FTA 5307 Application Number CA-2016-078-00

Dear Jerome:

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5307 Operating Assistance. The Redding Area Bus Authority serves the south-central urbanized area of Shasta County. The Shasta Regional Transportation Agency (SRTA) concurs with the programming amounts stated in the Redding Area Bus Authority's application (Application Number CA-2016-078-00). The grant requests \$750,000 appropriated in federal fiscal year 2015 for operating assistance from July 1, 2015 – June 30, 2016. The grant is for a total of \$5,478,698 with \$750,000 FTA 5307 funds from the Redding Urbanized Area. The projects listed in the following table are in this grant.

Description	FTIP ID # and Year	FTA 5307 Amount	Appropriation Funding Year
Operating Assistance for FY 2015/16	211-0000-0057 2017 FTIP	\$750,000	FFY 2015

The project funding is programmed in the 2017 FTIP which received federal approval on December 16, 2016. The FTIP underwent a public review process and no comments were received regarding this project funding.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer Pollom".

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0057	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to transit agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories)	MPO Aprv: 09/13/2016 State Aprv: Federal Aprv:
GT PROJECT ID:			MPO ID.: TRAN-OPS		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: KEITH WILLIAMS

PHONE: (530) 262-6196

EMAIL: kwilliams@srtc.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	09/13/2016	KURLJE	Adoption - Carry Over		81,789,000		

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 6	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	7,950,000	1,000,000	1,000,000	750,000	750,000				11,450,000
* Funding Agency: Redding Area Bus Authority	Total:	7,950,000	1,000,000	1,000,000	750,000	750,000				11,450,000

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 6	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
	CON	3,137,000	318,000	335,000	335,000	335,000				4,460,000
* Funding Agency: Various Agencies	Total:	3,137,000	318,000	335,000	335,000	335,000				4,460,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 6	PE									
* Fund Type: TDA	RW									
	CON	44,328,000	3,613,000	3,687,000	4,050,000	4,142,000				59,820,000
* Funding Agency: Shasta County RTPA	Total:	44,328,000	3,613,000	3,687,000	4,050,000	4,142,000				59,820,000

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 6	PE									
* Fund Type: FTA 6310 Elderly & Disabilities	RW									
	CON	119,000								119,000
* Funding Agency: Various Agencies	Total:	119,000								119,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 6	PE									
* Fund Type: Fare Revenues	RW									
	CON	1,872,000	888,000	914,000	942,000	971,000				5,587,000
* Funding Agency: Redding Area Bus Authority	Total:	1,872,000	888,000	914,000	942,000	971,000				5,587,000

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 6	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
	CON	177,000	176,000							353,000
* Funding Agency: Shasta County	Total:	177,000	176,000							353,000



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 30, 2017

Jerome Wiggins
Federal Transit Administration, Region 9
90 Seventh Street
Suite 15-300
San Francisco, CA 94103

Subject: **Letter of Concurrence for FTA 5339 Application Number CA-2016-110-00**

Dear Jerome:

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5339 funding to add a 35-foot fixed route bus to its fleet. The Redding Area Bus Authority serves the south-central urbanized area of Shasta County. The Shasta Regional Transportation Agency (SRTA) concurs with the programming amounts stated in the Redding Area Bus Authority's application (Application Number CA-2016-110-00). The grant requests \$166,621 appropriated for federal fiscal year 2013 and \$159,379 for federal fiscal year 2014. The grant is for a total of \$10,000 with \$326,000 FTA 5339 funds from the Redding Urbanized Area. The projects listed in the following table are in this grant.

Description	FTIP ID # and Year	FTA 5307 Amount	Appropriation Funding Year
RABA Capital Vehicles (35-foot bus)	211-0000-0059	\$166,621	FFY 2013
	2017 FTIP	\$159,379	FFY 2014

The project funding is programmed in the 2017 FTIP which received federal approval on December 16, 2016. The FTIP underwent a public review process and no comments were received regarding this project funding.

If you have any questions, please contact me.

Sincerely,

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

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

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

DIST: 02	PPNO:	EA:	CTIPS ID: 211-0000-0059	TITLE (DESCRIPTION): RABA Capital Vehicles (Purchase of new buses to replace existing fare revenue buses or for minor expansions to the fleet.)	MPO Aprv: 09/13/2016 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRAN-VEH		
COUNTY: Shasta County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Redding Area Bus Authority
PROJECT MANAGER: CHUCK AUKLAND

PHONE: (530) 245-7156

EMAIL: caukland@ci.redding.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	09/13/2016	KURLIE	Adoption - Carry Over		13,556,000		

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	8,395,000	204,000	209,000	240,000	1,103,000				10,151,000
* Funding Agency: Redding Area Bus Authority	Total:	8,395,000	204,000	209,000	240,000	1,103,000				10,151,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: TDA	RW									
	CON	1,664,000	82,000	55,000	271,000					2,072,000
* Funding Agency: Shasta County RTPA	Total:	1,664,000	82,000	55,000	271,000					2,072,000

* State Bond -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: Public Transportation Modernization, Improvement, a	RW									
	CON	398,000	46,000	227,000						671,000
* Funding Agency: Redding Area Bus Authority	Total:	398,000	46,000	227,000						671,000

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Bus and Bus Facilities Program	RW									
	CON	336,000	326,000							662,000
* Funding Agency: Redding Area Bus Authority	Total:	336,000	326,000							662,000

Project Total:		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	10,793,000	658,000	436,000	295,000	1,374,000				13,556,000
	Total:	10,793,000	658,000	436,000	295,000	1,374,000				13,556,000

Comments:

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

Project data transferred from 2014 FTIP. Amended with June 2016 RABA 5-year budget. Also adds FTA 5339 FY 2016/17 programming with assumed TDA 20% match. Each FY includes \$20K FTA 5307, no match, for grant administration. 2016-17 vehicle quantities and specs: 1) 1 replacement bus=low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans=gas-fueled, 20-25 foot cutaways with up to 16 seats. 2017/18 quantities and specs: 3 paratransit vans per above specs and 2 replacement Burney vans=gas-fueled, 23-foot cutaways, 16 seats. 2018-19 quantities and specs: 3 paratransit vans per above specs. 2019-20 quantities and specs: 4 paratransit vans per above specs and 2 replacement buses per above specs.

***** Version 8 - 04/02/2015 *****

Per RABA April 6, 2015 FTIP update per CAukland for FTA 5307 application submittal. Formal Amendment No. 3 advances capital programming into earlier yrs of FTIP. 2014-15 vehicle quantities and specs: 1) 3 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 2) 3 paratransit vans = gas-fueled, 20-25 foot cutaways with up to 16 seats. 2016/17 and 2017/18 quantities and specs: 3 paratransit vans each FY per above specs. 2017-18: 2 replacement Burney vans, gas-fueled, 23-foot cutaways, 16 seats. FTA 5339- and PTMISEA-funded FY 2014-15 replacement bus--same specs as above.

***** DFIP Version 2 - 09/04/2014 *****

Per 6-16-2014 RABA-approved CIP per CAukland. Vehicle quantities and specs: 1) 14-15: same 2 vans as below: 2) 15-16: 3 vans = gas-fueled, 20-25 foot cutaways with up to 16 seats; 3) 16-17: 3 vans, as per above and 2 replacement buses = low sulfur diesel, 35-foot, 32 seats with 3 ADA positions; and 4) 17-18: 1 replacement bus, same as above. 3 replacement vans, same as above. 2 replacement Burney vans, gas-fueled, 23-foot cutaways, 16 seats.

***** Version 1 - 05/12/14 *****

Project data transferred from 2012 FTIP. 14/15 estimate from RABA 14/15 estimated budget. 2 gas-fueled, 20-25 foot cutaways with up to 16 seat positions.

NOTE: RTP ID = 4-1,2,13