

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Check One Grant Program:

- Strategic Partnerships
 Sustainable Communities

PROJECT TITLE			
PROJECT LOCATION (city and county)			
	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address			
Contact Person and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION
Use the Match Calculator to complete this section.
[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$	\$	\$	\$

Specific Source of Local Cash Match (i.e. local transportation funds, local sales tax, special bond measures, etc.)

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LEGISLATIVE INFORMATION			
Information in this section must directly be tied to the applicant's address.			
All legislative members in the project area do not need to be listed.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District

***Use the following link to determine the legislators.**
<http://findyourrep.legislature.ca.gov/> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes State and Federal Transportation Planning Goals. Select all that apply.

STATE TRANSPORTATION PLANNING GOALS

- Improve Multimodal Mobility and Accessibility for All People: Expand the system and enhance modal choices and connectivity to meet the state's future transportation demands.

Please explain how:

- Preserve the Multimodal Transportation System: Maintain, manage, and efficiently utilize California's existing transportation system.

Please explain how:

-
- Support a Vibrant Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.

Please explain how:

- Improve Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.

Please explain how:

- Foster Livable and Healthy Communities and Promote Social Equity: Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.

Please explain how:

- Practice Environmental Stewardship: Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

Please explain how:

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FEDERAL TRANSPORTATION PLANNING GOALS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Please explain how:

- Increase the safety of the transportation system for motorized and non-motorized users.

Please explain how:

- Increase the security of the transportation system for motorized and non-motorized users.

Please explain how:

- Increase accessibility and mobility of people and freight.

Please explain how:

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Please explain how:

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- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Please explain how:

- Promote efficient system management and operation.

Please explain how:

- Emphasize the preservation of the existing transportation system.

Please explain how:

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1. Project Description (100 words maximum) (25 points): Briefly summarize project.

A good project description is one that can summarize the project in a clear and concise manner, including any connections to state or regional planning efforts.

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2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

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3. Project Management (50 points)

- A. Scope of Work in required Microsoft Word format (25 points)
- B. Project Timeline in required Microsoft Excel format (25 points)

See Scope of Work and Project Timeline samples and checklists for requirements.

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Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)

Executive Director

Title

Daniel S. Little, AICP

Print Name

November 4, 2016

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

SCOPE OF WORK CHECKLIST

The scope of work is the official description of the work that is to be completed during the contract. **The scope of work must be consistent with the project timeline.**

The scope of work must:

- Be completed using the Fiscal Year 2017-18 template provided and in Microsoft Word format.
- List all tasks and sub-tasks using the same title as stated in the project timeline.
- Have task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline.
- List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant).
- Have a thorough Introduction to describe the project and project area demographics.
- Have a thorough and accurate narrative description of each task and sub-task.
- Include a task for a kick-off meeting with Caltrans at the start of the grant.
- Include a task for procurement of consultants, if consultants are needed.
- Include a task for invoicing.
- Include a task for quarterly reporting to Caltrans.
- Include public participation and services to diverse communities.
- Include project implementation/next steps.
- NOT include environmental, complex design, or engineering work and other ineligible activities.
- List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.

NOTE: Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your scope of work is complete.

SCOPE OF WORK:

North State Express Connect Business Plan

INTRODUCTION:

The North State (NS) Express Connect is an innovative new program that will utilize electric buses to meaningfully connect the northern third of the state to California's intercity public transportation system.

When it comes to state-managed intercity services in California, the North Stater Super Region counties have been relegated to the sidelines. Air service is down 75%; Greyhound has pulled back to a couple routes with run times not tailored to the region; and Amtrak service is inconvenient and has not changed in decades. It is time for all this to change. This service can operate on schedules tailored to the North State, often at a lower cost than the single occupant vehicle option -- all with cutting-edge, zero-emission bus technology. The Transit and Intercity Rail Capital Program offers the first chance for an intercity service truly designed and collaborated for the needs of the North State.

Development of the NS Express Connect service can be divided into a feasibility study, business plan, construction, and operations. The feasibility study is currently underway and funded by the Federal Transit Administration, called the *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan*; SRTA is wrapping up the intercity feasibility study and action plan that will spring-board into the proposed business plan. This grant application is for the business plan phase – the critical step of examining the most cost effective routes and schedules; capital needs; and developing agreements with participating agencies. The construction phase (not in this application) will occur after the business plan is completed and is the procurement of vehicles and construction of infrastructure at identified transit stop and maintenance locations described in the business plan. Finally, the operations phase (not in this application) will occur after the business plan and construction phases. The operations phase is the transit service that will provide North State residents improved intercity access to Sacramento and beyond.

BUSINESS PLAN

The proposed project – the North State Express Connect Business Plan – will develop the partnerships and describe the details for the brand new intercity transit express service that will form the backbone of an integrated rural transit network between Redding and Sacramento with feeder routes linking the counties of Shasta, Modoc, Siskiyou, Humboldt, Lassen, Butte, Trinity, Tehama, Glenn, Lake and Colusa.

SRTA plans to implement a service that combines the latest transit-related technologies with the greenest vehicles. To that end, the proposed development of a business plan is needed. The business plan will describe an environmentally friendly intercity service that utilizes technology enabled systems such as smartphone mobile ticketing and on-board high speed internet access. The service will be developed to include feeder bus connections and secure passenger parking areas at termini and strategic locations between Redding and Sacramento while also reaching out to rural and disadvantaged communities along Interstate 5 (I-5) and its feeder services. Working with state and rail partners, the plan will describe current travelers and estimate potential riders that could use the service to access the Sacramento International Airport, Sacramento Regional

Transit (Sac RT light rail) and the Sacramento Amtrak Station for connections to the Capital Corridor, Coast Starlight, San Joaquin and eventual California High Speed Rail lines. Furthermore the business plan will provide the details for electric bus capital needs – including infrastructure and amenities – that will lead to improved air quality by reducing the overall number of automobile trips taken by regular travelers between the identified locations and provide a zero emission transportation option to commuters and recreational travelers.

The development of a thoughtful and thorough business plan will help SRTA create an innovative new route that truly serves the needs of North State commuters and travelers, while also ensuring that state funding will be spent in the most cost-effective way possible. The business plan will identify the details and critical elements that make up a successful transit operation. These elements include:

- Technology-centric electronic ticketing, service coordination and dispatch/operations system;
- Transfer agreements with Capital Corridor Joint Powers Authority, San Joaquin Joint Powers Authority and Sacramento Regional Transit;
- Transfer agreements with North State rural transit providers;
- Development of bus lease/purchase agreements for the main route electric zero emission buses and the feeder route electric zero emission buses and associated charging infrastructure;
- Determination of the most effective stop locations along I-5 in Colusa County, Tehama County, and/or Glenn County with the purchase and analysis of a ‘big data’ travel pattern data dump;
- Secure passenger parking locations (options are currently identified);
- Determination of the most effective feeder routes and connectivity options from participating counties; and
- Proposed agreements with project partners.

The project timeline for the proposed business plan is expedited to make the North State Express Connect vision a reality for North State residents in the near future. Specifically, SRTA is accelerating the capital infrastructure cost analysis to assist in the next Transit and Intercity Rail Capital Program call for projects.

PROJECT AREA

The NS Express Connect Business Plan will benefit the counties of Shasta, Modoc, Siskiyou, Lassen, Butte, Trinity, Tehama, Glenn, Lake, Colusa, and Sacramento by meaningfully connecting them to California's intercity public transportation system (see Project Area Maps).

DEMOGRAPHICS

The NS Express Connect Business Plan will address many of the challenges that the North State has with intercity public transportation. The developed bus schedule will cater to the needs of its passengers, who will be long-range passengers to the Sacramento Area (and beyond), short-range commuters wishing to travel from city to city, and commuters within disadvantaged communities. According to the California Environmental Protection Agency (CalEPA) disadvantaged communities list, the project will serve three disadvantaged communities within Sacramento County and two disadvantaged communities within Tehama County, totaling over 21,000 people. It will provide clean, efficient transportation to the Tehama County disadvantaged communities. It will also reduce vehicle emissions along I-5 as it enters Sacramento, where J Street exits from I-5

through to the Sacramento terminus, thus reducing vehicle emissions as it travels through the three disadvantaged communities in Sacramento. With this clean, reliable, and safe way to travel within the North State, disadvantaged community members will be able to gain affordable access and mobility to destinations providing healthcare, employment opportunities, goods and services. In addition to disadvantaged communities, the NS Express Connect will serve specific counties that have outlined unmet transit needs for out of county travel, including Siskiyou, Glenn, Colusa, and Lake Counties

In addition to the CalEPA designated disadvantaged communities in the project area, the North State is severely economically disadvantaged. See the table below that shows US Census QuickFacts data for the ten counties that will most benefit from implementation of improved intercity service.

	Persons in Poverty	Median Household Income (MHI)	% of State MHI
Butte	21.9%	\$43,165	70.2%
Colusa	14.3%	\$50,503	82.1%
Glenn	17.1%	\$40,106	65.2%
Lake	24.3%	\$35,997	58.5%
Lassen	19.4%	\$53,351	86.8%
Modoc	20.2%	\$38,560	62.7%
Shasta	14.7%	\$44,556	72.5%
Siskiyou	21.1%	\$37,495	61.0%
Tehama	18.2%	\$42,369	68.9%
Trinity	19.9%	\$36,862	59.9%
California		\$61,489	

RESPONSIBLE PARTIES:

SRTA will be the primary responsible party, as denoted in the tasks below. Additional Partners (see Letters of Support) on the project are:

- **Amtrak and Amtrak Thruway**
 - **San Joaquin Joint Powers Authority**
 - **Capitol Corridor Joint Powers Authority**
- **Butte County Association of Governments & Butte Regional Transit**
 - **B-Line**
- **Caltrans District 1**
- **Caltrans District 2**
- **Caltrans District 3**
- **Caltrans Division of Rail and Mass Transportation**
- **California State Transportation Agency**
- **Colusa County Transit Agency**
- **First Class Shuttle**
- **Glenn County Regional Transit Committee**
 - **Glenn Ride**
- **Greyhound**
- **Humboldt Transit Authority**
- **Lake Transit Authority**
- **Lassen Transit Service Agency (LTSA)**
 - **Lassen Rural Bus**
- **Modoc County Transportation Commission & Modoc Transportation Agency**
 - **Sage Stage**
- **North State Super Region (NSSR) and member MPOs & RTPAs**
- **Redding Area Bus Authority (RABA)**
- **Sacramento Regional Transit (SAC RT)**
- **Siskiyou County Local Transportation Commission**
 - **Siskiyou Transit and General Express (STAGE)**
- **Susanville Indian Rancheria Public Transportation Program (SIR Bus)**
- **Tehama County Transit Agency**
 - **Tehama Rural Area eXpress (TRAX)**
- **Trinity County Transportation Commission and Trinity County Board**
 - **Trinity Transit**

OVERALL PROJECT OBJECTIVES:

The objective of the business plan is to describe the details of enhanced bus transit that provides meaningful connections for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport. The planning details are needed to optimize the intercity service for users and to meet state and federal funding programs. The planning details will be developed in coordination with North State residents and stakeholders in counties along the backbone of the service route and in the feeder service counties.

The following scope of work is the result of consultation with the partner agencies. No environmental, complex design, nor engineering plans and design specification work will be completed under the grant funding.

1. Procurement and Reporting

Task 1.1 – Invoicing and reporting

SRTA will submit quarterly reports documenting progress on the project and invoices corresponding to those reports.

- **Responsible Party:** SRTA

Task 1.2 – Conduct consultant solicitation

SRTA will prepare request for proposal(s), administer procurement processes, and manage consultant contracting.

- **Responsible Party:** SRTA

Task 1.3 – Kick-off meeting between SRTA, consultant and Caltrans.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
1.1	<i>Quarterly reports and invoices</i>
1.2	<i>Procurement package(s) including request for proposals, proposals and selection documents</i>
1.3	<i>Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule</i>

2. State, Rail, and Super Region Coordination

Task 2.1 – State Partnership Coordination

SRTA and consultant will initially meet with Caltrans District 1, 2, and 3; Division of Rail and Mass Transit; and the California State Transportation Agency to introduce the business plan contracted scope and schedule. Six to eight additional meetings or conference calls will be conducted to maintain a cohesive and focused approach meeting State goals.

- **Responsible Party:** SRTA, consultant

Task 2.2 – Rail and Private Partnership Coordination

SRTA and consultant will initially meet with San Joaquin Joint Powers Authority to introduce the business plan contracted scope and schedule. Similarly SRTA and consultant will initially meet locally with First Class Shuttle and have a conference call with Greyhound. Six to eight additional meetings or conference calls will be conducted to maintain a cohesive and focused approach meeting state rail and intercity goals and objectives. As appropriate, Capital Corridor Joint Powers Authority will be asked to participate in meetings and conference calls.

- **Responsible Party:** SRTA, consultant

Task 2.3 – Super Region Transit Partnership Coordination

SRTA and consultant will introduce the business plan contracted scope and schedule at a scheduled North State Super Region meeting. Individual agency conference calls will be conducted to develop partnership agreements, schedule public outreach, develop integrated ticketing, and maintain a cohesive and focused approach meeting Super Region goals.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
2.1	<i>Meeting notes from initial meeting, six-eight follow up meetings or conference calls</i>
2.2	<i>Meeting notes from initial meetings, six-eight follow up meetings or conference calls</i>
2.3	<i>Meeting notes from scheduled Super Region meeting(s) and individual agency conference calls</i>

3. Site and energy analysis for E-bus charging stations and downtime parking

Task 3.1 – Site analysis and recommendation

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* recommended locations for service beginning, service ending, charging, and overnight bus parking. Consultants and SRTA will coordinate with local agencies and private property owners to develop a detailed suitability analysis for those locations. The suitability analysis will build on the strengths, weaknesses, opportunities, and threats (SWOT) analysis completed in the feasibility study and action plan, for example specifying the number and availability of bus parking spots, security improvements, existing utilities, etc. If a location is not suitable, alternative locations will be suggested and analyzed.

- **Responsible Party:** SRTA, consultant

Task 3.2 – Cost analysis of utility requirements for proposed E-bus charging locations

Based on a refined list from Task 3.1, consultants and SRTA will coordinate with local agencies, private property owners, and energy providers to develop capacity and cost analyses for charging locations.

- **Responsible Party:** SRTA, consultant

Task 3.3 – Cost analysis of infrastructure needs for proposed E-bus downtime parking locations

Based on a refined list from Task 3.1, consultants and SRTA will coordinate with local agencies and private property owners to develop cost analyses for E-bus overnight and other downtime parking infrastructure needs (e.g. security, shade structures, etc.).

- **Responsible Party:** SRTA, consultant

Task	Deliverable
3.1	<i>E-bus charging and parking site suitability analysis</i>
3.2	<i>E-bus charging locations capacity and cost analysis</i>
3.3	<i>E-bus parking infrastructure cost analysis</i>

4. Facilities access process and cost analysis

Task 4.1 – Documenting facility access process

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* recommended locations for beginning service, ending service and intermediate rural and urban stops. Some locations will likely require access agreements, inspections or something similar to use their facilities. Consultants and SRTA will coordinate with local agencies and private property owners to determine facility access requirements for the different stop locations. If a location is not suitable, alternative locations will be suggested and analyzed.

- **Responsible Party:** SRTA, consultant

Task 4.2 – Cost analysis for facility access

Based on a refined list from Task 4.1, consultants and SRTA will coordinate with local agencies and private property owners to develop facility access cost analyses – both initial and ongoing – for each location.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
4.1	<i>Facilities access process documentation</i>
4.2	<i>Facilities access initial and on-going cost analysis</i>

5. Ticketing structures audit and integration recommendation

Task 5.1 – Ticketing structures audit

Many of the stop locations identified in the *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* are multi-modal facilities that serve other existing public transportation services. Consultants and SRTA will coordinate with local agencies and public transportation providers to determine existing ticketing structures and to identify opportunities to implement integrated ticketing and transfer agreements.

- **Responsible Party:** SRTA, consultant

Task 5.2 – On-demand and smart mobile ticketing

SRTA envisions the service to be technology-enabled with smart phone ticketing that addresses users and their access requirements, e.g. luggage, wheel chair, service animal, bicycle, stroller, child's seat, etc. As well, certain stop locations were identified as on-demand stops, i.e. the proposed NS Express Connect would only stop at some locations if someone is already ticketed to embark or disembark. Consultant and SRTA will provide a current review of smart ticketing options and describe in detail those options that are already in use in the North State. Consultant and SRTA will provide a path forward for on-demand, smart ticketing, and integration.

- **Responsible Party:** SRTA, consultant

Task 5.3 – Cost analysis for ticketing integration

Based on findings and recommendations in Tasks 5.1 and 5.2, consultants and SRTA will develop a cost analysis for smart ticketing integration for the NS Express Connect and integration with other public transportation providers (e.g. Amtrak, Capital Corridor, Altamont Corridor Express, Yolobus, BART, etc).

- **Responsible Party:** SRTA, consultant

Task	Deliverable
5.1	<i>Ticketing structure audit</i>
5.2	<i>Smart ticketing report and integration path forward</i>
5.3	<i>Smart ticketing and integration cost analysis</i>

6. Ridership demand analysis (includes data purchase)

Task 6.1 – Big data to pinpoint current rider habits

SRTA will coordinate with consultant to purchase a data dump to better analyze ridership habits and needs. For example, the data dump could focus on North State travel to the Sacramento airport and train station.

- **Responsible Party:** SRTA, consultant

Task 6.2 – Ridership demand analysis

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* developed NS Express Connect ridership projections for a ten-county area. Consultant and SRTA will coordinate with local agencies and private or non-profit stakeholders in those counties to better project ridership demand.

- **Responsible Party:** SRTA, consultant

Task 6.3 – Public outreach

Consultant and SRTA will coordinate with local agencies and public transportation providers to present project concept to potential users in the North State at meetings open to the public such as agency meetings and chamber of commerce meetings. As well, consultant and SRTA will coordinate with local agencies and public transportation providers to present and receive public input at existing, well-attended events in rural areas, e.g. county fairs. Consultant will describe the outreach effort including relevant input in an outreach report.

SRTA will work with local North State agencies to review their Title VI, Limited English Proficiency, and Public Outreach Plans and policies. SRTA will make every effort to reach out to disadvantaged and underserved populations in the project area, as described in the 2016 Shasta Participation and partnership Plan (Title VI) – The Public Outreach Toolbox section specifically (page 46).

- **Responsible Party:** SRTA, consultant

Task	Deliverable
6.1	<i>Big data purchase</i>
6.2	<i>Ridership demand analysis and stakeholder buy-in</i>
6.3	<i>Outreach report</i>

7. Scheduling coordination

Task 7.1 – Analyze existing schedules and identify potential for scheduling coordination

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* developed an initial coordinated schedule with the other multi-modal facility stop locations. Consultant and SRTA will coordinate with rural, small urban, and large urban public transportation providers to fine tune the initial coordinated schedule, considering things such as timing needs, ridership identified in Task 5.2, and facilities' bus bay availability.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
7.1	<i>Coordinated schedule and two alternatives</i>

8. Secure passenger parking

Task 8.1 – Passenger parking infrastructure improvements

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* identified passenger parking locations for beginning service, ending service and intermediate stops for the backbone of the NS Express Connect bus route. Consultant and SRTA will coordinate with local agencies and private property owners regarding secure parking infrastructure needs.

- **Responsible Party:** SRTA, consultant

Task 8.2 – Cost analysis for secure parking infrastructure improvements

Based on findings and recommendations in Tasks 8.1, consultants and SRTA will develop cost analyses – both initial and ongoing – for infrastructure improvements needed at each passenger parking location.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
8.1	<i>Mockups and descriptions of parking infrastructure improvements</i>
8.2	<i>Secure passenger parking facilities cost analysis</i>

9. Maintenance facility contract or site improvements analysis

Task 9.1 – Redding maintenance facility for buses, including overnight bus storage
Consultant will coordinate with SRTA, RABA, and Veolia to analyze infrastructure and administrative requirements for the NS Express Connect buses to be maintained and parked at RABA’s maintenance yard. The consultant will coordinate with SRTA to develop an optional maintenance and bus storage location if the RABA yard has administrative or capacity limitations.

- **Responsible Party:** SRTA, consultant

Task 9.2 – Cost analysis for RABA improvements and optional independent contractor
Based on findings and recommendations in Tasks 3 and 9.1, consultants and SRTA will develop a cost analyses for infrastructure improvements needed at RABA’s maintenance yard and contractor costs to maintain the E-buses. Consultant and SRTA will also develop a second cost analysis for an independent contractor to maintain the E-buses at another location.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
9.1	<i>RABA maintenance yard infrastructure, administrative and contractor needs report, as well as an optional maintenance and bus storage location needs report</i>
9.2	<i>Maintenance yard and bus storage cost analysis for RABA maintenance yard and for independent contractor</i>

10. Fare structure and operating budget

Task 10.1 – Fare structure

The *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* described that longer intercity trips are to be encouraged in developing the NS Express Connect. Based on ridership demand projections in Task 5.2, consultants and SRTA will coordinate with local agencies to develop a fare structure that should prioritize longer range trips over short trips close to urban centers and describe demand pricing options to prioritize longer trips.

- **Responsible Party:** SRTA, consultant

Task 10.2 – Operating budget

Using details in the *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan* and costs analyses provided in prior tasks, consultant will develop an operating budget for the NS Express Connect service.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
10.1	<i>Fare structure that encourages longer trips and includes demand pricing</i>
10.2	<i>Operating budget for NS Express Connect</i>

11. E- bus needs and costs analysis

Task 11.1 – E-bus needs

SRTA’s 2016/17 Transit and Intercity Rail Capital Program grant application made inroads on capital costs needed for E-bus purchase or lease. Consultants and SRTA will coordinate with backbone and feeder service stakeholders, private E-bus manufactures, and existing E-bus public transportation providers to identify initial (e.g., bus build design with restrooms, wheelchair spots, bicycle racks, bus purchase or lease agreement, etc.) and ongoing capital needs (e.g. WiFi, service needs warranty).

- **Responsible Party:** SRTA, consultant

Task 11.2 – Capital cost analyses

Using details in Task 10.1, consultants and SRTA will develop costs analyses for E-bus purchase and optional E-bus lease programs that capitalize many of the ongoing costs

- **Responsible Party:** SRTA, consultant

Task	Deliverable
10.1	<i>E-bus capital needs inventory</i>
10.2	<i>E-bus purchase and optional lease cost analysis</i>

12. Final Business Plan

Task 12.1 – Compilation of prior tasks into a final business plan

- **Responsible Party:** SRTA, consultant

Task	Deliverable
12.1	<i>North State Express Connect Business Plan</i>

**California Department of Transportation
Sustainable Transportation Planning Grants
Fiscal Year 2017-18**

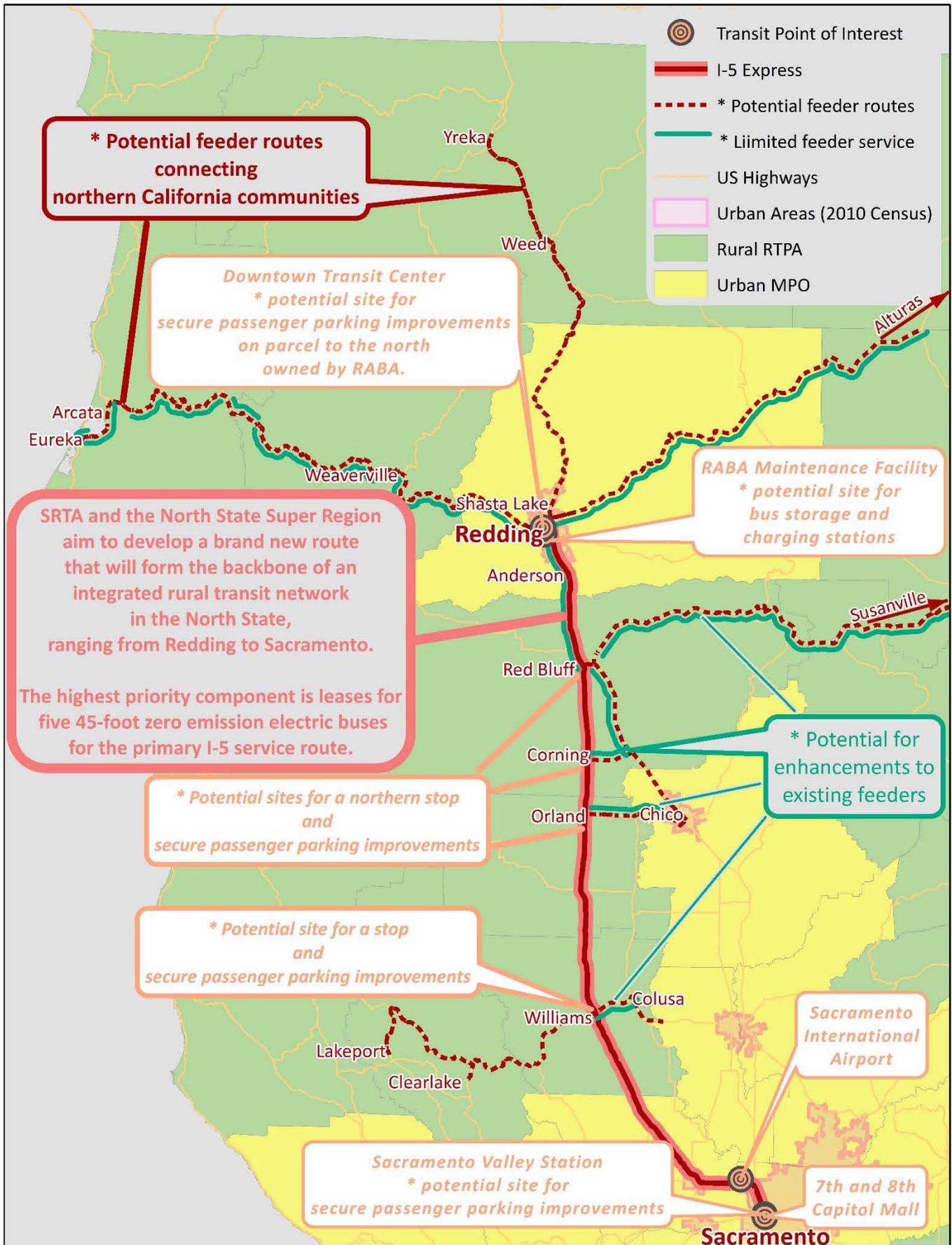
PROJECT TIMELINE

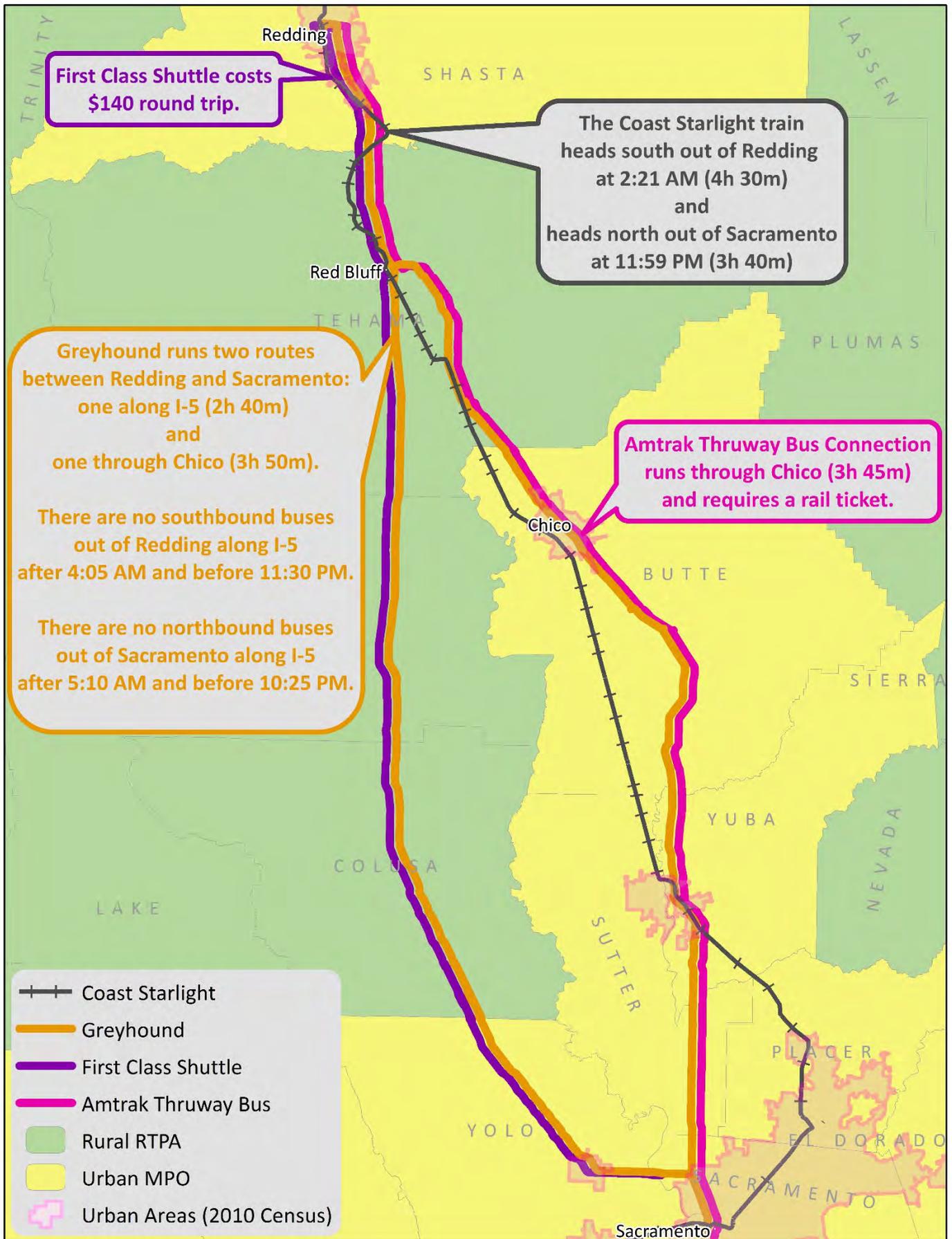
Project Title		NS Express Connect Business Plan						Grantee Shasta Regional Transportation Agency																						
Task Number	Responsible Party	Fund Source			Fiscal Year 2017/18			FY 2018/19				FY 2019/20				Deliverable														
		Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	Over Match	J	A	S	O	N	D	J	F	M		A	M	J	J	A	S	O	N	D	J	F	M	A	M
1 Procurement and Reporting																														
1.1	Invoicing and reporting	SRTA	\$8,353	\$0	\$1,671	\$0	\$6,682																							Quarterly reports, invoices, and final report
1.2	Conduct consultant solicitation	SRTA	\$4,090	\$1,811	\$818	\$0	\$1,461																							Procurement package(s) including request for proposals, proposals and selection documents
1.3	Kick-off meeting between SRTA, consultant and Caltrans.	SRTA, consultant	\$609	\$0	\$122	\$0	\$487																							Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule
2 State, Rail, and Super Region Coordination																														
2.1	State Partnership Coordination	SRTA, consultant	\$36,204	\$24,400	\$7,241	\$0	\$4,563																							Meeting notes from initial meeting, six-eight follow up meetings or conference calls
2.2	Rail and Private Partnership Coordination	SRTA, consultant	\$48,454	\$36,650	\$9,691	\$0	\$2,113																							Meeting notes from initial meetings, six-eight follow up meetings or conference calls
2.3	Super Region Transit Partnership Coordination	SRTA, consultant	\$29,451	\$23,550	\$5,890	\$0	\$11																							Meeting notes from scheduled Super Region meeting(s) and individual agency conference calls
3 Site and energy analysis for E-bus charging stations and downtime parking																														
3.1	Site analysis and recommendation	SRTA, consultant	\$5,635	\$4,508	\$1,127	\$0	\$0																							E-bus charging and parking site suitability analysis
3.2	Cost analysis of utility requirements for proposed E-bus charging locations	SRTA, consultant	\$5,034	\$4,027	\$1,007	\$0	\$0																							E-bus charging locations capacity and cost analysis
3.3	Cost analysis of infrastructure needs for proposed E-bus downtime parking locations	SRTA, consultant	\$4,930	\$3,944	\$986	\$0	\$0																							E-bus parking infrastructure cost analysis
4 Facilities access process and cost analysis																														
4.1	Documenting facility access process	SRTA, consultant	\$5,100	\$4,080	\$1,020	\$0	\$0																							Facilities access process documentation
4.2	Cost analysis for facility access	SRTA, consultant	\$5,300	\$4,240	\$1,060	\$0	\$0																							Facilities access initial and on-going cost analysis
5 Ticketing structures audit and integration recommendation																														
5.1	Ticketing structures audit and integration recommendation	SRTA, consultant	\$7,704	\$6,163	\$1,541	\$0	\$0																							Ticketing structure audit
5.2	On-demand and smart mobile ticketing	SRTA, consultant	\$7,895	\$6,316	\$1,579	\$0	\$0																							Smart ticketing report and integration path forward
5.3	Cost analysis for ticketing integration	SRTA, consultant	\$5,200	\$4,160	\$1,040	\$0	\$0																							Smart ticketing and integration cost analysis
6 Ridership demand analysis (includes data)																														
6.1	Big data to pinpoint current rider habits	SRTA, consultant	\$41,541	\$1,055	\$8,308	\$0	\$32,178																							Big data purchase
6.2	Ridership demand analysis	SRTA, consultant	\$5,840	\$4,672	\$1,168	\$0	\$0																							Ridership demand analysis and stakeholder buy-in
6.3	Public outreach	SRTA, consultant	\$31,040	\$24,832	\$6,208	\$0	\$0																							Outreach report
7 Scheduling coordination																														
7.1	Analyze existing schedules and identify potential for scheduling coordination	SRTA, consultant	\$7,704	\$6,163	\$1,541	\$0	\$0																							Coordinated schedule and two alternatives
8 Secure passenger parking																														
8.1	Passenger parking infrastructure improvements	SRTA, consultant	\$3,450	\$2,760	\$690	\$0	\$0																							Mockups and descriptions of parking infrastructure improvements
8.2	Cost analysis for secure parking infrastructure improvements	SRTA, consultant	\$6,950	\$5,560	\$1,390	\$0	\$0																							Secure passenger parking facilities cost analysis
9 Maintenance facility contract or site improvements analysis																														
9.1	Redding maintenance facility for buses, including overnight bus storage	SRTA, consultant	\$10,504	\$8,403	\$2,101	\$0	\$0																							RABA maintenance yard infrastructure, administrative and contractor needs report as well as an optional maintenance and bus storage location needs report
9.2	Cost analysis for RABA improvements and optional independent contractor	SRTA, consultant	\$5,200	\$4,160	\$1,040	\$0	\$0																							Maintenance yard and bus storage cost analysis for RABA maintenance yard and for independent contractor
10 Fare structure and operating budget																														
10.1	Fare structure	SRTA, consultant	\$5,850	\$4,520	\$1,130	\$0	\$0																							Fare structure that encourages longer trips and includes demand pricing
10.2	Operating budget	SRTA, consultant	\$10,244	\$8,195	\$2,049	\$0	\$0																							Operating budget for NS Express Connect
11 E-bus needs and costs analysis																														
11.1	E-bus needs	SRTA, consultant	\$10,694	\$8,555	\$2,139	\$0	\$0																							E-bus capital needs inventory
11.2	Capital cost analyses	SRTA, consultant	\$18,085	\$14,468	\$3,617	\$0	\$0																							E-bus purchase and optional lease cost analysis
12 Final Business Plan																														
12.1	Compilation of prior tasks into a final business plan	SRTA, consultant	\$7,514	\$6,011	\$1,503	\$0	\$0																							North State Express Connect Business Plan
TOTALS			\$338,375	\$223,203	\$67,677	\$0	\$47,495																							

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____%

SRTA's 2015-16 rate was 63.33%. SRTA has submitted a plan with a rate of 104.77% for 2016-17. By grant application submittal it had not been approved. SRTA personnel time budgeted to the project under local match and over match used an indirect cost allocation rate of 104%.

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.





LETTERS OF SUPPORT



October 31, 2016

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

Subject: North State Express Connect Business Plan

Dear Mr. Little:

The City of Anderson strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The Intercity bus service project will be of great value to our region by providing a safe, reliable and cost effective method of reaching Sacramento for both residents of the City of Anderson and the surrounding community. Residents from our area travel to the Sacramento region for a variety of reasons including; work, medical care, recreation, and as a connection point to other modes of travel such as rail and air. The transit service would also cut down on the number of vehicles traveling I-5 in addition to lessening the amount of greenhouse gases emitted from numerous individual vehicles.

The City of Anderson looks forward to working with SRTA on intercity service. Good luck on the grant application.

Sincerely,

Jeff Kiser
City Manager

City Manager's Office
1887 Howard Street
Anderson, CA 96007

www.ci.anderson.ca.us

Phone: (530) 378-6646
Fax: (530) 378-6648

DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL AND MASS TRANSPORTATION
P.O. BOX 942873, MS-39
SACRAMENTO, CA 94273-0001
PHONE (916) 654-8811
FAX (916) 654-9366
TTY 711
www.dot.ca.gov



*Severe drought.
Help save water!*

November 2, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Caltrans Division of Rail and Mass Transportation (DRMT) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The project supports Caltrans' mission and the grant program objectives by providing a sustainable, integrated, and equitable mobility option for north state residents to access Sacramento and beyond. The project facilitates strong integration of local transit with the future Sacramento High Speed Rail station, connects northern rural areas to the Sacramento urban core to reduce vehicle miles traveled, and uses electric buses to reduce greenhouse gas emissions.

A detailed business plan as described in the grant application would set this project up for successful implementation and achievement of these benefits. DRMT looks forward to partnering with SRTA and working closely on developing a successful and enhanced intercity service that meets North State residents' transportation needs.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jila Priebe".

JILA PRIEBE
Chief, Office of Program Policy Management

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

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



November 2, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The City of Shasta Lake strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be of great value to our region by providing underserved solutions to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economic and livability aspects as well as meeting preservation, mobility (deficiencies), safety, innovation, economy and health regional grant objectives.

The City of Shasta Lake looks forward to working with SRTA regarding intercity service in the future. And we wish good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read 'John N. Duckett, Jr.', is written over a light blue horizontal line.

John N. Duckett, Jr.
City Manager

City of Shasta Lake

c: City File



HCAOG

*Regional Transportation
Planning Agency*

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

October 31, 2016

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

Dear Mr. Little:

North State Express Connect Business Plan

The Humboldt County Association of Governments (HCAOG) fully supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Program application to develop a business plan for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento. As a member of the North State Super Region, HCAOG looks forward to participating in the study to enhance bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Affordable public transportation from Humboldt to the economic centers in the state has been a long-term regional goal. While Greyhound and Amtrak provide affordable bus fares to Sacramento and the Bay Area, the cost associated with the long travel times (7.5 to 9 hours) prompt many travelers to drive vehicles instead. The proposed North State Express Connect will provide an attractive alternative for interregional travel from the Northwest Coast.

Thank you for taking lead on this important interregional project.

Sincerely,

Marcella Clem
Executive Director



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 Allen
Vice Chairman
County Supervisor I

Danny Parker
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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 Grimm
Executive Assistant Secretary

October 31, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Modoc County Transportation Commission (MCTC) strongly supports the Shasta Regional Transportation Agency's (SRTA's) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to refine the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The project will be of great value to our region by providing the public timely interregional connections to points south of Redding. Sage Stage currently connects passengers along the State Route 299 corridor from Alturas in Modoc County through parts of Lassen and Shasta County into Redding, CA; many of the communities are disadvantaged populations within these counties. The service would also provide a multitude of mobility options, currently unavailable, to these rural areas and enhance livability for these areas that have limited access to specialized medical services, options for timely travel, and services to support basic human needs.

The MCTC looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Debbie Pedersen
Executive Director



North State Super Region

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

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

DI Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Council

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta County Transportation Agency/MPO

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippett

Trinity County Transportation Comm.

November 3, 2016

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: North State Express Connect

Dear Mr. Little:

The North State Super Region (NSSR), is a partnership representing the sixteen northern Regional Transportation Planning Agencies in California, and represents 26% of total land area, and contains 37% of California's state and federal roads.

After discussion and consideration, the NSSR is pleased to sponsor the Shasta Regional Transportation Agency in their request for funding through the Caltrans Sustainable Transportation Planning Grant – Strategic Partnerships Program to develop a business plan for an intercity public transportation service on the I-5 corridor between Redding and Sacramento.

The NSSR understands the project would describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport. The proposed project would include stops along the I-5 corridor in the sixteen-county NSSR as well as more rural feeder routes, further connecting rural and small urban populations to Sacramento. It will directly benefit rural county intercity transit needs along the I-5 corridor for Siskiyou, Shasta, Tehama, Glenn, and Colusa counties. In addition, Sage Stage (Modoc County), Trinity Transit (Trinity County), and Lake Transit (Lake County) have expressed a desire to coordinate their services with an I-5 Express Service.

Partnering with Caltrans (District 1, District 2 and headquarters),

November 2, 2016

Page 2

SRTA and the NSSR will address an intercity transportation deficiency between the North State and the state capital. The project will strengthen relationships between Caltrans districts; Caltrans Division of Rail and Mass Transit; regional transportation planning agencies (RTPAs) and metropolitan planning organizations (MPOs); North State transit agencies; the California State Transportation Agency; and Sacramento transit and rail agencies. The solidified relationships and details of the business plan will lead to programming of capital and operating funds for enhanced I-5 express service using battery electric buses (E-buses) between North State counties and Sacramento.

Furthermore, with sections dedicated to secure passenger parking, e-buses, integrated ticketing, and coordinated services, the North State Express Connect exemplifies a project that will meet Caltrans's mission. The service will create reliable connections to state, national, and international markets to help grow North State local economies.

The NSSR recognizes the proposed project supports the 2015 Annual Report to the California Legislature by the California Transportation Commission to reexamine the issue of intercity rail and transit connectivity serving rural areas of the state, and a long-range goal of the 2013 California Rail Plan to have daytime passenger rail service between Redding and Sacramento.

The North State Super Region has collaborated on several projects of regional significance in the past, and, as a project sponsor, looks forward to working with Shasta Regional Transportation Agency on the intercity bus service from Redding to Sacramento on the I-5 Corridor.

Sincerely,

A handwritten signature in cursive script, appearing to read "Phillip J. Dow".

Phillip J. Dow, P.E., Chair
North State Super Region



**COUNTY OF TEHAMA
DEPARTMENT OF PUBLIC WORKS**

9380 San Benito Avenue
Gerber, CA 96035-9701
(530) 385-1462
(530) 385-1189 Fax

Road Commissioner
Surveyor
Engineer
Public Transit
Flood Control & Water
Conservation District
Sanitation District No. 1

November 1, 2016

T-17-7

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

Subject: North State Express Connect

Dear Mr. Little:

As Executive Director of the Tehama County Transit Agency Board, I support the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. SRTA's leadership role regarding improved mobility is appreciated. A business plan is a critical step forward to service implementation.

I understand the objectives of the business plan and have listed below the benefits of future I-5 service to Tehama County:

- Improves connectivity for residents in Tehama County going both north and south;
- Passes through the middle of Tehama County and more specifically, through Census Tract #6103000800, Gerber – a designated Disadvantaged Community by Cal Enviro Screen;
- Is consistent with the Tehama County adopted Coordinated Public Transit—Human Services Transportation Plan.
- Multiple locations in Tehama County can be considered for a potential stop that meets express service criteria;

The Tehama County Transit Agency Board looks forward to working with SRTA on intercity service. We are willing to explore future funding sources to offset operating costs, and we are hopeful that SRTA's application is successful.

Sincerely,

Gary Antone, P.E., P.L.S.
Executive Director



Lake Transit Authority • P.O. Box 698 • Lower Lake, CA 95457 • (707) 263-7868
Email: laketransit@comcast.net

October 28, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Lake Transit Authority strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Lake Transit Authority believes that the North State Express Connect intercity express bus service will serve as the north-south backbone to which other agencies, such as Lake Transit Authority, can connect with east-west feeders that will enhance ridership by providing a practical, fast public transportation connection to the Sacramento area. Due to the many requests that Lake Transit Authority receives for service to Sacramento, we look upon the potential to connect to the North State Express as an efficient and cost-effective means to address an unmet need in Lake County. In addition, Lake Transit Authority's existing services from Mendocino and northern Napa County, would provide links for these areas to have improved access to Sacramento.

The Lake Transit Authority looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and will work to commit cash for operating an east/west feeder route from the FTA 5311(f) program and from Local Transportation Funds. Good luck on the grant application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mark Wall", is written over a horizontal line.

Mark Wall, General Manager
Lake Transit Authority

cc: Lisa Davey-Bates, Lake County/City Area Planning Council



326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

November 4, 2016

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

Subject: North State Express Connect

The Butte County Association of Governments (BCAG) supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection on the Interstate 5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Grant Program. BCAG recently completed a similar market based plan for commuter transit service between Chico and Sacramento and will be pursuing operating funds in the near future. We believe your approach to prepare a business plan with the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento is well thought out.

We believe north state transit service is consistent with the Governor's agenda it striving to reduce green house gasses and lower vehicles miles traveled. In addition, in the absence of any High Speed Rail north of Sacramento, having the north state served by reliable transit is warranted and needed.

BCAG looks forward to working with SRTA on intercity service in the north state and hope you receive a favorable response on your proposal.

If you have any questions, please give me a call directly or send me an email.

Sincerely,

Ivan Garcia
BCAG Programming Manager



TRINITY COUNTY TRANSPORTATION COMMISSION

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

October 28, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The Trinity County Transportation Commission strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Since Trinity Transit provides intercity service along the Highway 299 corridor between Arcata and Redding, we believe the North State Express Connect will be of great value to our region by providing a transportation service option that will meet local needs as well as the regional and national needs of our intercity riders. The transportation options between Redding and Sacramento would be greatly improved by the North State Express Connect as the existing connections are limited and often do not match up well with our arrival and departure times at the RABA Transit Center.

It is our goal to continue coordination with other transportation providers to provide a safe, sustainable, integrated and efficient transportation system that enhances California's economy and livability, especially here in the north state. In meeting that goal we look forward to continued coordination with stakeholders to ensure this goal is met.

The Trinity County Transportation Commission looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and we will continue operating intercity service on the Hwy 299 corridor with 5311F and Local Transportation Funds. Good luck on the grant application.

Sincerely,

Richard Tippett, Executive Secretary
Trinity County Transportation Commission



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

367 North State Street, Ukiah, CA 95482
Administration: Suite 204 ~ 707-234-3314
Planning: Suite 206 ~ 707-263-7799

November 3, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The Lake County/City Area Planning Council (APC) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

In 2014, the Lake APC completed its Coordinated Public Transit – Human Services Transportation Plan. The Plan's Priority Strategies List identified developing near and long-term non-emergency medical transportation (NEMT) alternatives to address NEMT trip needs both within Lake County and to out-of-county destinations, including *enhanced transit connections, special shuttle or life-line services*, brokered trip provision across multiple providers, use of targeted mileage reimbursement and other such initiatives as a "*critical priority*". If approved, this project will help to provide a basic, but much needed life-line transit shuttle service to Sacramento.

The Lake County/City Area Planning Council looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project. Thank you for your innovative efforts and desire to improve transportation services in rural northern California with this interregional project.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Davey-Bates".

Lisa Davey-Bates, Executive Director
Lake County/City Area Planning Council

/ldb



6008 60th Loop SE | Olympia, WA 98513 | Phone: (360) 456-6818 | Mobile: (206) 707-3896

November 3, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

Greyhound Lines strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state residents.

The project will be important to the region by providing additional safe, sustainable, integrated mobility to rural residents of Northern California through coordinating with existing transportation providers in the Interstate 5 corridor. Additionally, this proposed service would provide intermodal connectivity for rural residents with Greyhound, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Greyhound Lines looks forward to working with SRTA on coordinated intercity bus service. Greyhound Lines will strongly consider offering in-kind match so long as the proposed coordinated schedules of the proposed service makes meaningful scheduled connections with Greyhound at key connection points as outlined through Federal regulations. We wish SRTA success with the grant application.

Kindest Regards,

Stephen Abernathy
Senior Manager, Intermodal Alliances
Greyhound Lines



P.O. Box 7
Palo Cedro, CA 96073 530.605.0137
www.firstclassshuttle.net
firstclassshuttle@charter.net

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October 28, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

First Class Shuttle, Inc. strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be of great value to our region by providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. We believe the project will provide safe and innovative means for travelers to access the Northstate. First Class Shuttle, Inc. believes that providing this service will allow the Northstate residents, including certain disadvantaged communities such as Los Molinos to travel to urban areas, gaining access to healthcare, industry, other modes of adjoining travel and entertainment not available in their areas.

First Class Shuttle, Inc. looks forward to working with SRTA on intercity service. We have offered for our staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

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

Kim Nemchick
First Class Shuttle, Inc.



November 3, 2016

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

Subject: Support for North State Express Connect Business Plan Application

BOARD OF DIRECTORS

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TRANSPORTATION
PLANNING AGENCY

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**CAPITOL CORRIDOR
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300 LAKESIDE DRIVE

14TH FLOOR EAST

OAKLAND, CA 94612

(V) 510.464.6995

(F) 510.464.6901

www.capitolcorridor.org

Dear Mr. Little:

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am writing to express strong support for the Shasta Regional Transportation Agency's (SRTA) business plan grant application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Caltrans Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

As the management agency of an intercity passenger rail service, CCJPA understands the importance and value of providing quality intercity transportation options. The Amtrak Sacramento Valley Station is our busiest station, and providing connecting bus service that is more frequent and timed to connect with Amtrak trains, including Capitol Corridor and San Joaquin, would enhance the overall mobility and transportation mode options for residents of rural north state. We are also excited by SRTA's plans to study the feasibility of electric buses as part of the Business Plan. Electric buses fit well into the sustainability goals of Caltrans, and they will reduce the overall carbon footprint of passengers that continue their travels on intercity passenger rail.

The CCJPA looks forward to working with SRTA on the proposed intercity connecting bus service. CCJPA staff will offer assistance to SRTA on any matters related to this project as needed.

Sincerely,

David B. Kutrosky
Managing Director



CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. BOX 436071, REDDING, CA 96049-8071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170
530.245.7024

November 4, 2016

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

Subject: North State Express Connect Letter of Support

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) business plan (Plan) application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The Plan's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the Plan will be of great value to our region by providing a comprehensive look at the transportation needs of Shasta County residents outside our region for business, medical needs and recreation. In particular, we are looking forward to answering the questions of demand and cost of the service, impacts on other modes, efficiencies and cost savings gained through new technology, and whether or not the project is sustainable. The Plan will also provide a model business framework for working with our partner agencies in the region should the project move forward.

The City of Redding looks forward to working with SRTA on intercity service and offer in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Crane", is written over the typed name.

Brian Crane, P.E.
Director of Public Works

BC:sm
110416L-DL-NS Express Support

REGIONAL TRANSIT COMMITTEE

Gary Hansen, City of Willows, Chairman
Dwight Foltz, County of Glenn, Vice-Chair
Jeff Williams, City of Willows
Salina Edwards, City of Orland
Keith Carum, County of Glenn
Bruce Roundy, City of Orland
Vince Minto, County of Glenn (Alternate)
Jim Yoder, City of Willows (Alternate)
Jim Paschall, City of Orland (Alternate)

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

(530) 934-6540
FAX (530) 934-6533

Di Aulabaugh,
Executive Director

November 4, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Regional Transit Committee (RTC) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The RTC believes that the North State Express Connect intercity express bus service will serve as the north-south backbone to which other agencies, such as GTS, can connect with east-west feeders that will enhance ridership by provide a practical, fast public transportation connection to the Sacramento and Redding areas. The RTC often receives requests for service to outside of Glenn County along the Interstate 5 corridor. Additionally, the RTC has an established service to the Chico area which can provide opportunities for residents in that area to have improved access to destinations north and south along Interstate 5. The RTC feels that this project will improve mobility options in the region to all economic segments of the populations.

The RTC looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and will work to commit cash for operating service from the Chico area from Local Transportation Funds as a feeder route. Good luck on the grant application.

Sincerely,



Mardy Thomas
Principal Planner

A Joint Powers Agency providing transit services to the communities of Glenn County

Supervisor **John Pedrozo**, Chair, Merced County
Supervisor **Henry Perea**, Vice-Chair, Fresno County
Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
Councilmember **Patrick Hume**, City of Elk Grove
Supervisor **Vito Chiesa**, Stanislaus County
Supervisor **Scott Haggerty**, Alameda County
Supervisor **Allen Ishida**, Tulare County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County



San Joaquin
Joint Powers Authority

Alternate **Rodrigo Espinoza**, City of Livingston
Alternate **Nathan Magsig**, City of Clovis
Alternate **Federal Glover**, Contra Costa County
Alternate **Don Nottoli**, Sacramento County
Alternate **Richard O'Brien**, City of Riverbank
Alternate **Tom Blalock**, BART
Alternate **Bob Link**, City of Visalia
Alternate **Mike Maciel**, City of Tracy
Alternate **Justin Mendes**, City of Hanford
Alternate **Andrew Medellin**, City of Madera

November 4, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

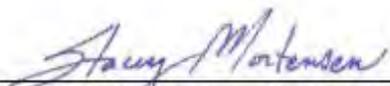
The San Joaquin Joint Powers Authority (SJPA) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be valuable by providing greater frequency of bus service to the rural communities in the north. This project fits within Caltrans mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. By serving the Sacramento Valley Station, this service can integrate with Amtrak San Joaquins and provide our riders with additional service options.

Increased bus service is a key component to continue to build a sustainable public transportation system for all Californians including citizens with disabilities and those from disadvantaged communities.

The SJPA looks forward to working with SRTA on intercity service.

Sincerely,


Stacey Mortensen, Executive Director
San Joaquin Joint Power Authority

MEMBER AGENCIES

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



Better bikeways, trails, walkable cities, transit and vibrant public places

October 15, 2016

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

Re: Enthusiastic support for TIRCP I-5 Express Service

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's capital funding request for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Transit and Intercity Rail Capital Program.

This project will make a significant difference for people and transportation in the communities throughout Shasta County.

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

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

Business owners and professionals

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

Parents and individuals

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

PHOTOGRAPHS

The following images are from a long range battery electric bus demonstration held on August 30, 2016, in Redding to show that technology to reduce transit related greenhouse gas emissions is here. Bus manufacturer BYD brought one of their C9 40-foot highway coaches up from the factory in Lancaster, CA.

Battery Electric Bus Demonstration

AUGUST 30, 2016

SEAT RESERVATIONS ENCOURAGED

- 9:30 Kickoff at Redding Civic Auditorium
- 10:00 Hwy 299 Hills to Whiskeytown
- 11:15 Turtle Bay Lightning Talk @ Civic
- 11:30 Hwy 273 Miracle Mile to SSNP
- 12:00 SSNP Lightning Talk @ SSNP
- 12:45 Wrap @ Civic

SHASTA
REGIONAL TRANSPORTATION AGENCY

Call 530-262-6190
to reserve a seat

The bus initiated its North State adventure like any through traveler with a sunrise photo op at the Sundial Bridge at Turtle Bay Exploration Park, adjacent to Redding Civic Auditorium.



Stakeholders and community members shared in the experience; put the bus through some tests (hills and heat); and were able to ask questions of BYD's service manager. Approximately 30 people participated in the event.



The demonstration drove State Route 299 – affectionately called Two Winding Wine –climbing the steep hills out of Redding, west to Whiskeytown National Recreation Area.



The images below show the services currently operating in nearby communities. These are feeder services, which are existing rural transportation providers that could potentially feed into the proposed intercity bus service.

Sage Stage is the public transit provider in Modoc County.



Trinity Transit is the public transit provider in Trinity County.



Siskiyou Transit and General Express (STAGE) is the public transit provider in Siskiyou County.



Susanville Indian Rancheria (SIR) bus is a public transit service operated by the Susanville Indian Rancheria.



Tehama Rural Area eXpress (TRAX) is the public transit provider in Tehama County.



Glen Ride is the public transit provider in Glenn County.



Colusa County Transit is the public transit provider in Colusa County.



Lake County Transit is the public transit provider in Lake County.



The following images show the possible intermediate stops between Redding and Sacramento, which are designed to operate on a reservation system. This means potential riders at intermediate stops such as Orland and Red Bluff will have to request the intercity bus service stop at these locations prior to the bus reaching them.

Redding’s Downtown Transit Center: Likely starting point of intercity service, it is the main multimodal facility in the North State on the I-5 corridor.



Turtle Bay Exploration Park: A non-profit, 300-acre park in Redding featuring the famous Sundial Bridge, a museum, a forestry and wildlife center, an arboretum, and botanical gardens.



Red Bluff Stop: Linking the intercity bus service to Tehama County, which is the most interconnected with Shasta County in terms of daily business travelers.



Corning Stop: Linking Shasta and Tehama Counties through two major visitor attractions – the Rolling Hills Casino and the Olive Pit.



Orland Stop: Linking the intercity bus service in both Glenn and Butte Counties via Glenn Ride's service to Chico.



Williams Stop: Linking the intercity bus service to both Colusa and Lake Counties via a bus route connecting Lake County with I-5.

