



**Transit and Intercity Rail Capital Program
(TIRCP) grant application for
North State Intercity Bus System**

January 12, 2018



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In Association with:



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Daniel S. Little, Executive Director

January 11, 2018

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

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

Dear Secretary Kelley:

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

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

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

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

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

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

Sincerely,

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

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

January 11, 2018

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

Subject: North State Intercity Bus System – Cost Estimates

Dear Secretary Kelley:

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

Sincerely,

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

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

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Introduction

The North State Intercity Bus System provides transportation between California's North State and Sacramento using battery electric transit buses.

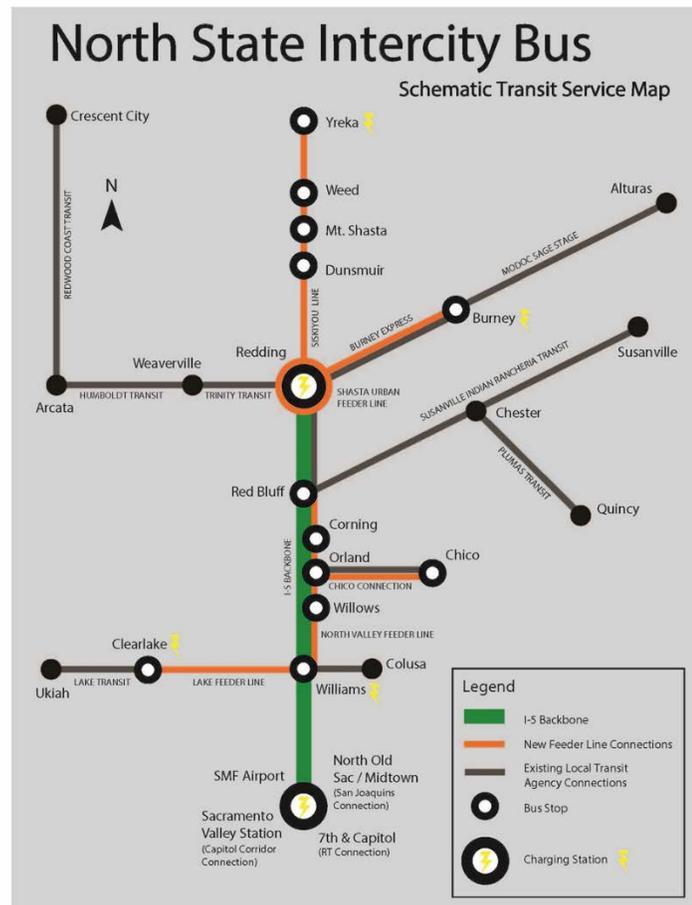
The Shasta Regional Transportation Agency in cooperation with the North State Super Region is submitting one application for TIRCP funding in the 2018 Call for Projects: The North State Intercity Bus System. This project is the highest priority intercity connectivity project in the entire north state and is supported by the North State Super Region (16 northern California county alliance). Additionally, the project was developed in cooperation with the San Joaquin Joint Powers Authority due to the important symbiotic benefits of the North State Intercity Bus System project and rail connectivity in Sacramento.

Project Purpose and Need.

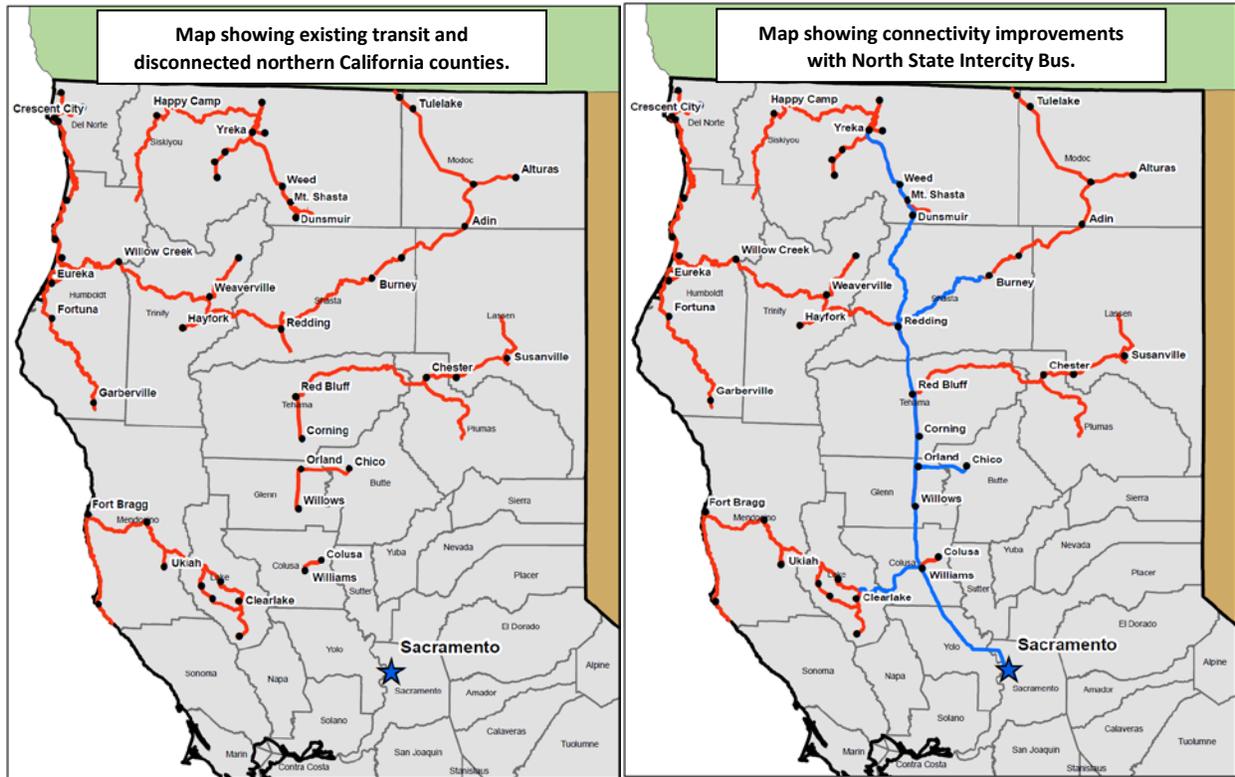
This North State Intercity Bus project will address I-5 corridor congestion by moving people in single-plus occupancy vehicles onto modernized electric buses, utilizing solar power and integrated ticketing. This project will allow state employees to lead by example with the state employee bulk ticket purchase program. The project will connect to intercity rail and future high speed rail which likely will only reach as far north as Sacramento. This will reduce greenhouse gas (GHG) emissions per California goals with the use of these battery electric vehicles and solar power.

The State of California is in a constant battle against roadway congestion, poor air quality and climate change. Fortunately, the human mobility model is changing. People are demanding easy access to destinations with a choice of mobility options and the transportation industry is stepping up with environmentally correct transportation infrastructure. The proposed North State Intercity Bus System will meet the necessary goals of transferring low occupancy automobile trips between northern California and Sacramento to battery electric transit buses. The project helps the State reduce greenhouse gas emissions, but importantly connects rural northern California to rail services in the Sacramento urban area and other modal connections.

Rural Northern California faces a lack of public transportation connectivity. Residents and visitors of regions north of Sacramento, which comprise some one-third of the land area of California and approximately 45,000 square miles, have very limited access to the resources and services of nearby urban areas. The figure below shows the opportunity for connectivity with the North State Intercity Bus System.



The figure below shows the opportunity for connectivity with the North State Intercity Bus System.



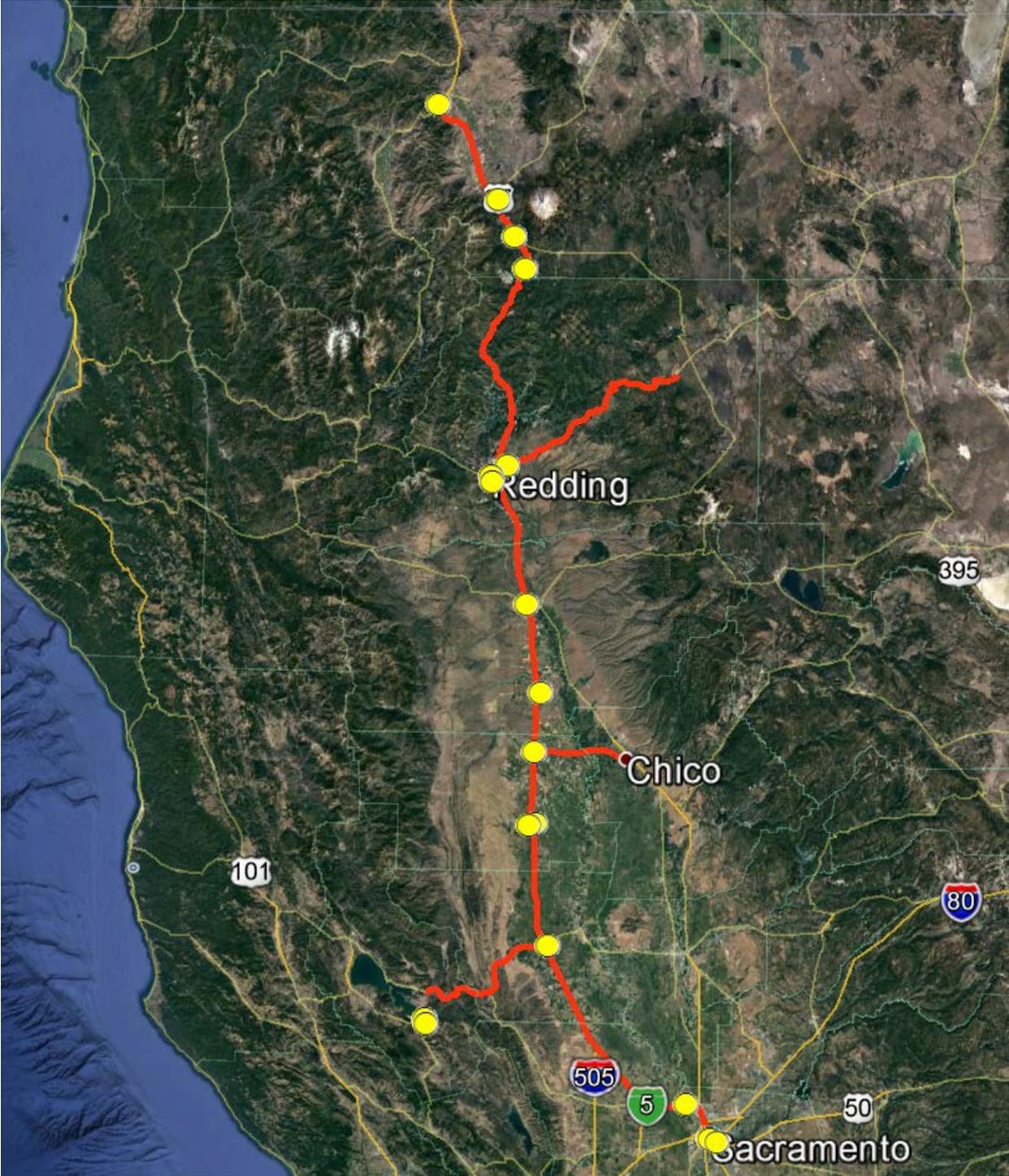
For most of the North State, Sacramento is the most convenient urbanized area for business, commerce, high level health care, social and employment services, recreation, and importantly, connections to points beyond. According to over 1,000 North State residents surveyed and annual unmet transit needs studies, important connections in Sacramento include the San Joaquin’s train service, Capitol Corridor train service, and the Sacramento International Airport.

Project Location and Modes

The North State Intercity Bus project’s mode is a combination commuter bus and feeder bus associated with intercity rail.

This project will finally connect the rural North State to existing intercity services and the California High Speed Rail. The project will bridge this gap with an intercity electric bus system serving the Interstate 5 (I-5) corridor between Redding and Sacramento, supplemented by electric feeder bus connections from Siskiyou, Lake, Shasta, Tehama, Glenn, Colusa and Butte counties. This will include connections to existing traditional local public transportation routes from rural northern California counties. The North State Intercity Bus System includes charging stations, bus storage locations, bus maintenance locations, passenger parking and transit stops.

Two KML files for the North State Intercity Bus System are provided as an attachment and are shown in the screen shot below.



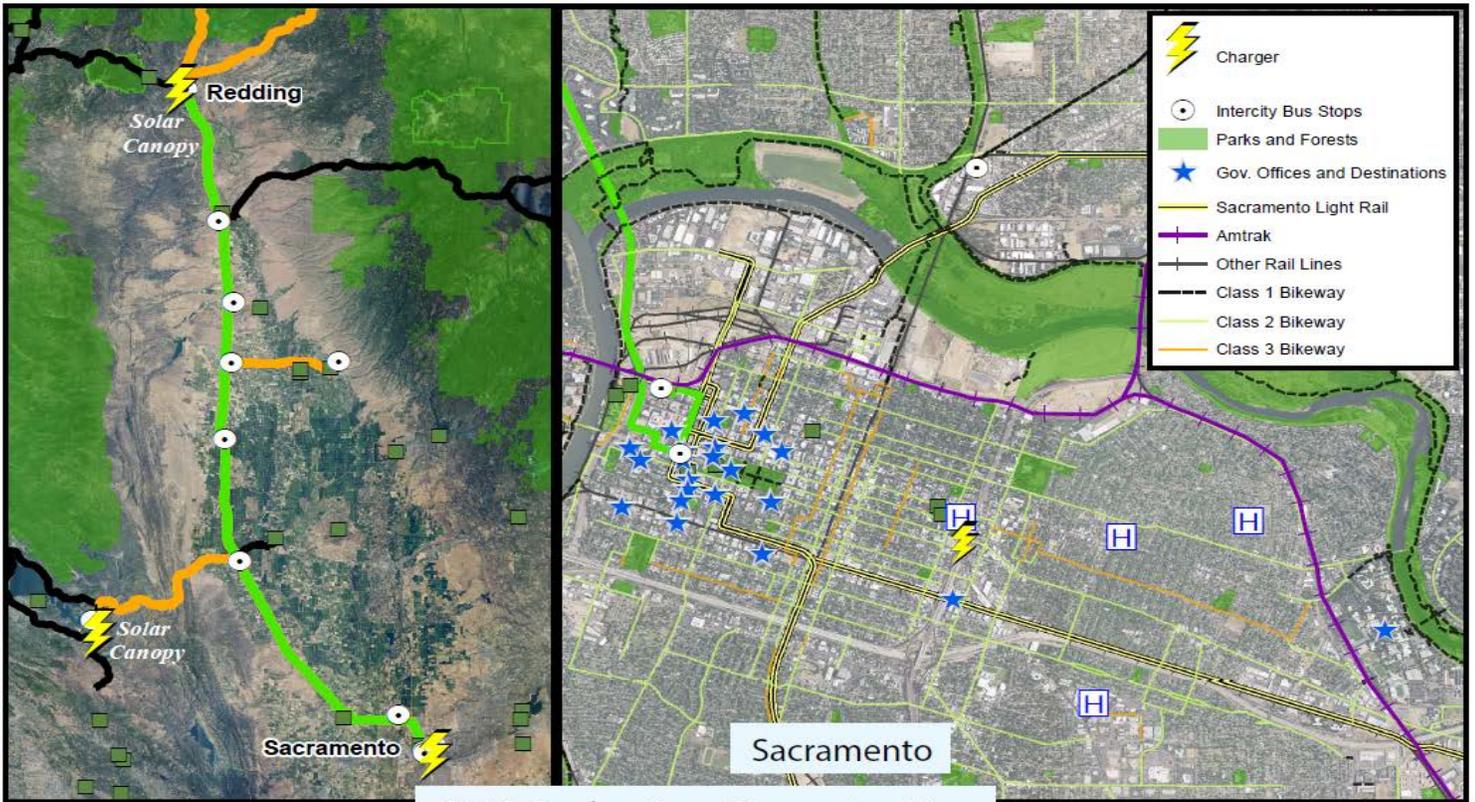
Of the fourteen northern California counties located within the service area of the proposed bus line, 75% of the census tracts have a median household income 80% or lower than the California median household income of \$63,783. These census tracts contain approximately 75% of the population within the service area.

Populations Served			
Low-Income Communities			
Communities Served	Population	Low-Income Population	
		Number	Percent
Existing Connections	461,211	339,785	73.7%
Feeder	226,922	181,934	80.2%
Backbone	264,139	181,072	68.6%
Total Served	952,272	702,791	73.8%

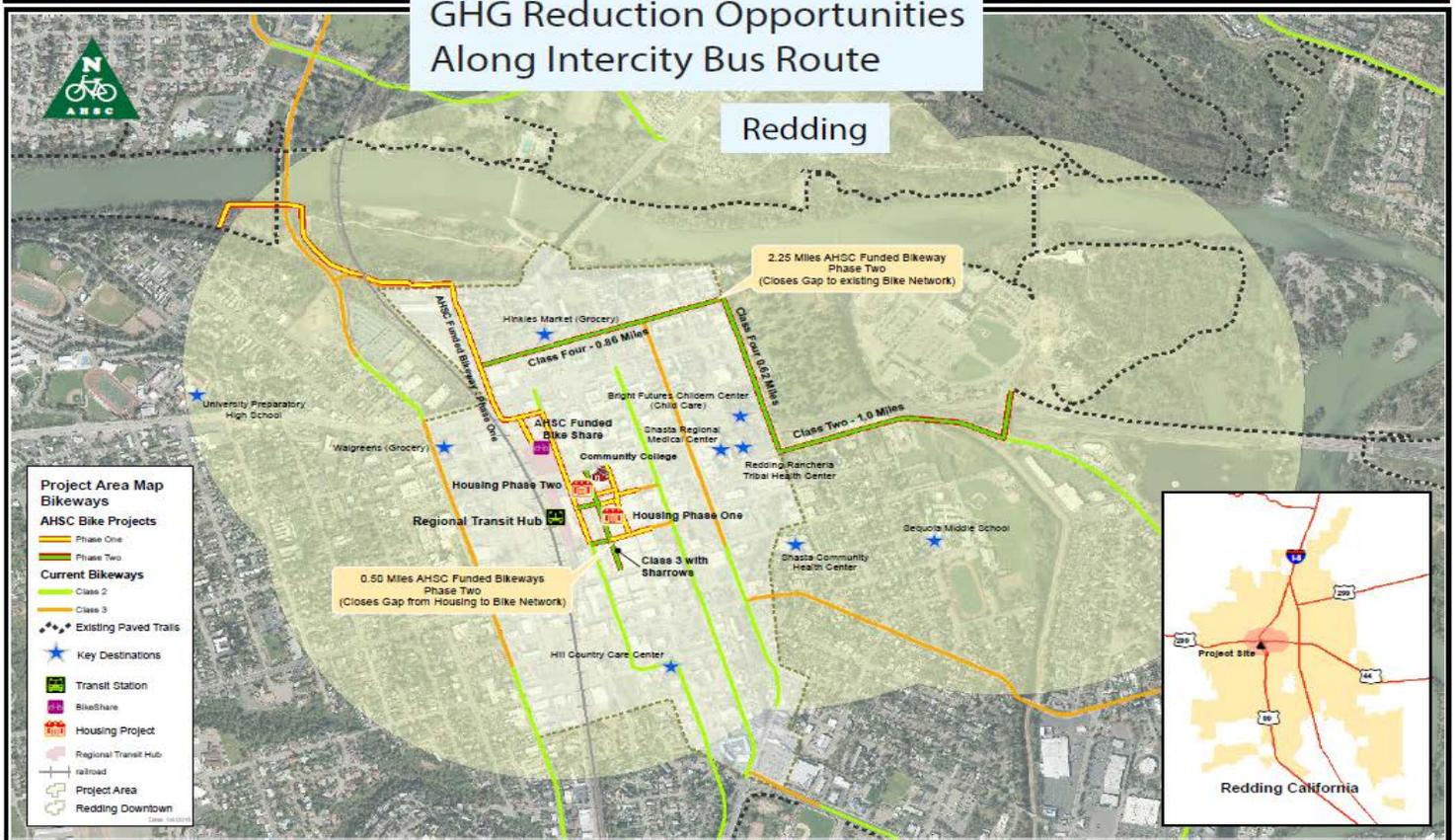
Populations Served			
Low-Income Communities			
Communities Served	Total Census Tracts	Low-Income Census Tracts	Percent Low Income Census Tracts
Existing Connections	113	86	76.11%
Feeder	55	47	85.45%
Backbone	64	42	65.63%
Total Served	232	175	75.43%

Green House Gas (GHG) Feature Map

A major goal of the North State Intercity Bus Project is to reduce greenhouse gas emissions by providing a comprehensive transit system between Sacramento and rural Northern California. This service will reduce the number of single-occupancy vehicle trips on the I-5 corridor north of Sacramento, thereby reducing GHG emissions and improving air quality for surrounding communities. The North State Intercity Bus will connect residents of the North State to Sacramento’s resources for employment, health, education, and leisure, while allowing people to travel from Sacramento to the State and National parks, forests, and other destinations of Northern California. Sacramento features rail and flight connections, and both Redding and Sacramento contain significant bike routes and trails. Redding is undergoing a downtown revitalization project incorporating two low-income transit-oriented development housing projects. Each housing project is located approximately two blocks from Redding’s Downtown Transit Center, the northern terminus of the North State Intercity Bus system’s I-5 Backbone route.



GHG Reduction Opportunities Along Intercity Bus Route



Funding

Amount of TIRCP funding requested: =\$16,745,256

Proposed non-TIRCP matching funds: =\$1,625,000

Total Project Budget=\$18,370,256

Point of Contact

The point of contact for this grant application and project is: Jennifer Pollom, MS, AICP, GISP, Senior Transportation Planner, Shasta Regional Transportation Agency (SRTA), 1255 East Street, Suite 202, Redding, CA 96001, 530-262-6195, jpollom@srta.ca.gov.

Project Costs

The total capital costs for the North State Intercity Bus System is \$18,370,256 based on 2018/2019 implementation, with program launch planned in November 2019. This includes the following capital costs:

Budget Item	CAPITAL COSTS						Total
	I-5 Backbone	Siskiyou Feeder	Shasta Urban Feeder	North Valley Feeder	Lake Feeder		
45' Battery Electric Coaches (2)	\$ 3,750,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$	8,550,000
Depot Charging	\$ 160,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 80,000	\$	360,000
Opportunity Charging Station (en-route)	\$ 50,000	\$ -	\$ 25,000	\$ 25,000	\$ 40,000	\$	140,000
Transformer Install	\$ 325,000	\$ 200,000	\$ 75,000	\$ 200,000	\$ -	\$	800,000
Bringing Power to Site	\$ 20,000	\$ -	\$ 10,000	\$ -	\$ 120,000	\$	150,000
Solar Installation	\$ 978,000	\$ 560,000	\$ 800,000	\$ -	\$ 300,000	\$	2,638,000
Vehicle Amenities (2.5)	\$ 550,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$	1,430,000
Energy Costs	\$ -	\$ -	\$ 59,696	\$ 62,254	\$ 42,640	\$	164,590
Bus Maintenance Warranty	\$ 290,832	\$ 93,600	\$ 122,640	\$ 91,104	\$ 62,400	\$	660,576
Ticketing Equipment Costs	\$ 84,500	\$ 89,300	\$ 89,300	\$ 89,300	\$ 89,300	\$	441,700
Land Lease	\$ 26,400	\$ 2,000	\$ -	\$ -	\$ -	\$	28,400
Site Maintenance Cost	\$ 48,000	\$ -	\$ -	\$ -	\$ -	\$	48,000
Performance Monitoring (5)	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$	50,000
Launch Marketing	\$ 218,400	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$	338,400
Signage/Wayfinding	\$ 50,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$	150,000
Discounted Rider Passes	\$ 58,400	\$ 41,600	\$ 58,400	\$ 41,600	\$ 41,600	\$	241,600
Passenger Parking	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$	2,500
Land Lease	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$	5,000
Transit Shelters	\$ -	\$ 15,000	\$ 12,500	\$ 10,000	\$ -	\$	37,500
Project Planning	\$ 31,050	\$ 36,450	\$ 36,450	\$ 36,450	\$ 36,450	\$	176,850
Environmental Review	\$ 8,280	\$ 9,720	\$ 9,720	\$ 9,720	\$ 9,720	\$	47,160
Consultant Selection	\$ 4,600	\$ 5,400	\$ 5,400	\$ 5,400	\$ 5,400	\$	26,200
Partnership Agreements	\$ 44,160	\$ 51,840	\$ 51,840	\$ 51,840	\$ 51,840	\$	251,520
Program Administration	\$ 286,580	\$ 336,420	\$ 336,420	\$ 336,420	\$ 336,420	\$	1,632,260
Total Capital Costs	\$ 7,034,202	\$ 2,956,330	\$ 3,207,366	\$ 2,481,588	\$ 2,690,770	\$	18,370,256

Annual operating costs are projected to be \$2,144,496 annually. See the following operating cost summary:

OPERATING COSTS						
Budget Item	I-5 Backbone	Siskiyou Feeder	Shasta Urban Feeder	North Valley Feeder	Lake Feeder	Total
Operating Costs	\$ 675,077	\$ 379,731	\$ 337,538	\$ 337,538	\$ 187,521	\$ 1,917,406
Energy Cost (vehicle charging)			\$ 59,696	\$ 62,254	\$ 42,640	\$ 164,590
Ticketing Admin (annual license fee)	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 12,500
Ongoing Marketing	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000
	\$ 687,577	\$ 392,231	\$ 409,734	\$ 412,293	\$ 242,661	\$ 2,144,496

The project will operate using funding resources shown in the attached NS Intercity Bus Budget v2.xlsx. The project recognizes a fully funded annual operations budget (\$2,144,496) based on the I-5 Backbone system and all feeder lines being implemented and adding riders to the system. The system functions best as a whole for budgetary purposes and for GHG reduction efficiencies. Any reduction in these projections will be compensated with a Transportation Development Act (TDA) Loan Fund held by the Shasta Regional Transportation Agency and local (TDA) funds (or other) for the feeder services.

A portion of the capital revenue needs for the project will come from the Hybrid and Zero Emission Truck and Bus Voucher Incentive Program in the amount of \$1,625,000 based on vouchers for 13 vehicles at approximately \$125,000 per vehicle. This leaves a capital purchase need of \$16,745,256. The Shasta Regional Transportation Agency requests a total of \$16,745,256 for the North State Intercity Bus System. The budget summary below includes a constrained operating budget.

Capital Budget Summary				
Item	Total Costs	Revenue (HVIP) CCI	Difference in Cost vs Revenue	Total TIRCP Request
I-5 Backbone	\$ 7,034,202	\$ 625,000	\$ 6,409,202	\$ 6,409,202
Siskiyou Feeder	\$ 2,956,330	\$ 250,000	\$ 2,706,330	\$ 2,706,330
Shasta Urban Feeder	\$ 3,207,366	\$ 250,000	\$ 2,957,366	\$ 2,957,366
North Valley Feeder	\$ 2,481,588	\$ 250,000	\$ 2,231,588	\$ 2,231,588
Lake Feeder	\$ 2,690,770	\$ 250,000	\$ 2,440,770	\$ 2,440,770
	\$ 18,370,256	\$ 1,625,000	\$ 16,745,256	\$ 16,745,256

Operating Budget Summary				
Item	Total Costs	Revenue	Difference in Cost vs Revenue	Total Operating Need
Operating Committed (Year 1)	\$ 2,144,496	\$ 2,144,497	\$ 0	\$ 0
Operating Committed (Year 2)	\$ 2,144,496	\$ 2,144,496	\$ 0	\$ 0

Budget Justification

The project budget was developed using current cost estimates for equipment and operations. Backup material is included in the attached NS Intercity Bus Budget v2.xlsx. The budget includes side notes explaining and justifying each line item.

Eligibility

The Shasta Regional Transportation Agency (SRTA) is a Metropolitan Planning Organization (MPO) and is an eligible applicant for this TIRCP grant opportunity.

Project Benefits

The North State Intercity Bus System proposes to connect northern California to the urbanized Sacramento region and beyond with a battery electric system of transit buses, linking 15 rural counties together with public transit. This transformative project promises to give travelers a sustainable energy option to driving an automobile. Additionally, the system will have low fares providing travel options for low income and disadvantaged communities mobility choices. When implemented, the project is projected to remove 5,206,196 vehicle miles travelled from the network, effectively reducing greenhouse gas emissions by 33,904 metric tons a year.

Transformative Improvements

There are relatively few operating battery electric bus systems in operation in California and none that operate 45-foot coach style buses proposed by the I-5 Backbone route in this project. The North State Intercity Bus System promises to be one of, if not the first, battery electric systems in California. The 45-foot, high-floor coach style buses are a relatively new endeavor for electric bus manufacturing companies. However, over the last two years, these high capacity, comfortable vehicles have been in development and testing and are ready to handle the application and distances demanded for this project. In addition to the coach buses, the North State Intercity Bus System includes 8 battery electric (35 foot) “feeder” buses that connect the outlying rural counties in northern California to the I-5 Backbone route and to the urbanized Sacramento region and beyond.

This project will be a catalyst for electric transit systems in the North State with every transit agency being interested, but apprehensive about the viability of electric bus operations in rural applications. Our research shows that the technology is ready and tested for mountainous, long distance operating conditions. There is a better understanding of the infrastructure requirements for charging battery electric buses. This infrastructure has been proven effective throughout the country and this application will prove the effectiveness to local transit agencies who are considering a transition to sustainable fleets. The Sacramento Metropolitan Air Quality Management District is committed to commercial fleet electrification as seen in their most recent partnership deployment of 29 battery electric school bus fleet. The region, including Sacramento Regional Transit, is likely to embrace the North State Intercity Bus System and other sustainable examples as catalysts toward region-wide sustainable mobility.

With the addition of the all-electric feeder bus systems to the overall project, this project will transform connectivity and access in northern California like never before. The current public transportation systems and, to some extent, private systems lack continuity and connectivity. The North State Intercity Bus System will eliminate all the gaps in transportation. The project will boost ridership of existing transit services, encourage collaboration between counties, and demonstrate the merits of electric buses in rural counties that have been reluctant to take the first step. Implementation of this project promises to change the mobility options and human movement patterns in the State.

The North State Intercity System is also expected to improve quality of life for rural Northern California by increasing access to health services, colleges, universities, and travel. Many residents can only access medical specialists at facilities in Sacramento and the Bay Area, and thus the North State Intercity project would make medical services more accessible for those without access to cars. The North State Intercity project will provide affordable connections to flights from the Sacramento International Airport and Amtrak from Sacramento Valley Station. Colleges, Universities, and other educational centers in Sacramento and the Bay Area will be easily accessible from the North State Intercity project and connecting transit services.

Reduce Congestion

The North State Intercity project will reduce traffic congestion by replacing automobile trips on I-5 and the roadways feeding the I-5 Backbone Line. As congestion increases on I-5, the potential for accidents and associated delays increases. This can negatively affect the travelers and goods movement up and down the I-5 corridor between central and southern California and north into Oregon and Washington.

Some 90.14% of survey participants answered yes to the question: “Are you interested in riding transit to Sacramento?” This indicates a strong interest and demand for the North State Intercity project. Also, 93% of survey participants stated that they own or have regular access to a vehicle, showing that a high percentage of those with access to cars would consider using the North State Intercity Bus instead of driving.

Please see the section Benefits to Freight Movement to read how the North State Intercity Bus System fits into a holistic approach to I-5 Corridor management.

Service Integrations

The North State Intercity System was designed to integrate with two Amtrak intercity passenger rail lines – the San Joaquins, serving the San Joaquin Valley from Sacramento to Bakersfield and the Capitol Corridor, serving the San Francisco Bay Area from Sacramento. These major train corridors utilize the Sacramento Valley Station, where the North State I-5 Backbone will connect with coordinated schedules connection times. Additionally, the North State Intercity Bus System will connect to the future California High Speed Rail in Sacramento at Sacramento Valley Station as identified in the High-Speed Rail Plan. Should the future Sacramento High Speed Rail station location be in an alternative location, the North State I-5 Backbone will connect through existing, planned, or new methods. The following schedule demonstrates the integration of the North State Intercity Bus System into existing and future transportation systems.

Please see list of interconnected transit systems resulting from the North State Intercity Bus System in the “Expansion Section”.

North State Intercity Bus Schedule

All New Routes

Departure times Based on Approved SJJPA Schedule

Southbound Bus Stop Locations					Trip 1	Trip 2	Trip 3	Trip 4
To Sacramento								
Siskiyou Feeder Line								
Redding	Downtown Transit Center	5:30 AM	9:05 AM	2:20 PM	3:40 PM			
Lake Feeder Line								
Red Bluff	Hampton Inn & Suites/Holiday Inn	6:00 AM	9:35 AM	2:50 PM	4:10 PM			
I-5 Feeder Line								
Williams	SR 20 or E Street Site	7:10 AM	10:45 AM	4:00 PM	5:20 PM			
Sacramento								
	Sacramento International Airport	8:00 AM	11:35 AM	4:50 PM	6:10 PM			
	Sacramento Valley Station	8:20 AM	11:55 AM	5:10 PM	6:30 PM			
	7th & Capitol Stop	8:30 AM	12:05 PM	5:20 PM	6:40 PM			
San Joaquin								
	Southbound	-	12:41 PM	5:30 PM				
	Northbound	7:41 AM	11:15 AM	-				
Capitol Corridor								
	Southbound	4:30 AM	10:10 AM	4:45 PM	6:55 PM			
		5:30 AM	12:10 PM	5:55 PM	9:10 PM			
		6:20 AM	2:10 PM		10:30 PM			
		7:05 AM	3:35 PM					
		7:33 AM						
	Northbound	8:45 AM						
		7:20 AM	12:32 PM	4:50 PM	7:29 PM			
		8:25 AM	2:15 PM	5:17 PM	8:10 PM			
		9:49 AM	3:29 PM	6:24 PM	8:59 PM			
				6:50 PM	10:29 PM			
				12:09 AM				
Northbound Bus Stop Locations								
From Sacramento								
I-5 Feeder Line								
Williams	SR 20 or E Street Site	9:10 AM	12:40 PM	6:15 PM	8:55 PM			
Lake Feeder Line								
Red Bluff	Hampton Inn & Suites/Holiday Inn	10:20 AM	1:50 PM	7:25 PM	10:05 PM			
Siskiyou Feeder Line								
Redding	Downtown Transit Center	10:50 AM	2:20 PM	7:55 PM	10:35 PM			
Williams (departs)					9:10 AM	12:40 PM	6:15 PM	8:55 PM
Willows					9:40 AM	1:10 PM	6:45 PM	9:25 PM
Orland					10:00 AM	1:30 PM	7:05 PM	9:45 PM
Corning					10:20 AM	1:50 PM	7:25 PM	10:05 PM
Red Bluff					10:45 AM	2:15 PM	7:50 PM	10:30 PM
Williams (departs)					9:10 AM	12:40 PM	6:15 PM	8:55 PM
Clearlake (arrives)					10:00 AM	1:30 PM	7:05 PM	9:45 PM
Dunsmuir					11:50 AM	3:20 PM	8:55 PM	-
Mt Shasta					12:10 PM	3:40 PM	9:15 PM	-
Weed					12:30 PM	4:00 PM	9:35 PM	-
Yreka					1:05 PM	4:35 PM	10:10 PM	-
[Green Box]	Connection to Southbound Amtrak							
[Red Box]	Connection to Northbound Amtrak							

Increased Ridership

Using multiple source data, including mobile source data, ridership estimates are 63,955 annual riders for the entire system.

Ridership estimation is a challenge in areas with limited existing transit service. Therefore, a multi-pronged approach was used to access potential ridership and determine transit service feasibility using socioeconomic adjustments (e.g. household income, population and job density, and vehicle ownership) to understand transit ridership propensity. The methodology memo and Ridership Estimation spreadsheet provides more detailed information.

The figure below shows the estimated ridership at full implementation of the North State Intercity Bus System is 60,020 riders in the first year.

Intercity Bus Service	Year 1 Ridership	Year 12 Ridership
I-5 Backbone	31,218	31,402
Siskiyou Feeder	760	764
Shasta Urban Feeder	125	126
North Valley Feeder	27,288	27,450
Lake Feeder	167	168
Full System	60,020	60,375

Improved Safety

Traveler Safety.

As previously noted, single occupancy vehicles on I-5 is a predominant cause for traffic congestion that contributes to accidents and associated delays. For the I-5 corridor within the North State Intercity Bus System region (excluding Sacramento County), the following table notes the number of injuries and fatal collisions during calendar years 2011 to 2016.

County	Injury Accidents	Fatalities
Shasta	463	12
Tehama	339	14
Glen	235	18
Colusa	300	12
Yolo	434	19

2011-2016 data from the Transportation Injury Mapping System, SafeTREC/UC Berkeley. <https://tims.berkeley.edu/>

The North State Intercity project will reduce traffic congestion on I-5 by replacing single-occupancy vehicles with transit buses thereby improving safety for transit users and nonusers.

Access Safety.

Although the project will often times use existing infrastructure, all new charging stations, bus stops and bus storage facilities will be designed with circulation patterns and improvements that are compliant with Americans with Disabilities Act (ADA) regulations including intersections of access lanes with adjoining roadways, parking areas, pedestrian crossings, and sidewalks. Circulation design of all facilities will require review and compliance of appropriate site distance criteria as implemented by the local

planning and building permit authorities prior to issuance of building permits to insure safe turning movements that reduce the potential for vehicle collisions and provide safe pedestrian crossings.

Bus Stops

Parking lots and sidewalks will be illuminated with appropriate light fixtures for safety and security. Buses will be equipped with current safety features for riders, and accommodations for handicap users such as wheel chair lifts, designated seating sections, and bus drivers trained in serving disabled riders.

Charging Stations

Circulation design of all new facilities will require review and compliance of appropriate site distance criteria as implemented by the local planning and building permit authorities prior to issuance of building permits to insure safe turning movements that reduce the potential for vehicle collisions and safe pedestrian crossings. All charging stations will include appropriate lighting for security and circulation.

Bus Storage Stations

Similar to charging stations, facility design will require compliance of appropriate site distance criteria. All bus storage stations will include appropriate lighting for security and circulation.

Rider Safety

Overall passenger and employee safety will be achieved by implementation of the Federal Transit Administration Transit Bus Safety and Security Program. The program is a voluntary partnership between federal, state, and local governments, and industry to promote continuous improvement and safety, security, and emergency preparedness. Advantages to the program are particularly tailored to grant recipients of rural (5311) transit bus operators.

Geographic Equity

Geographic equity is a particularly positive benefit of this project because traditionally rural communities are underserved when it comes to public transportation. The area of California north of Sacramento is a vast, primarily rural area that comprises nearly one-third of the state's land area. Despite such large service areas, transit systems in the counties of rural northern California lack the resources to adequately provide equitable and thorough service to their residents. As of 2016, over 950,000 people live in the counties potentially served by the North State Intercity Bus System that lack meaningful connections to the state capitol. This large fragmented population currently has no alternative to driving a personal vehicle for business, personal, recreational, educational or health related trips served by the Sacramento area.

No TIRCP grants have been awarded in the North State.

In addition, another 1.5 million Sacramento County residents lack transit connection north and the many recreational destinations located in the region. Car ownership rates in cities of the Sacramento region and Bay Area are lower than in rural counties, according to the American Community Survey. Therefore, a significant population is inhibited from traveling to areas north of Sacramento and would benefit from an intercity bus service. Increased tourism from urbanized regions is a benefit to Northern California's economy and the state.

Co-Benefits that Support Implementation of Sustainable Communities strategies, including:

Significantly Reduce Vehicle Miles Traveled

The North State Intercity System will effectively displace 5,206,196 Annual Average Vehicle Miles Traveled by automobiles. Passenger miles at full project implementation are projected to be 6,496,867 annually on average, based on annual ridership projections. Annual VMT displacement was calculated by multiplying average annual passenger miles by the 81.28% of North State Express Questionnaire survey respondents who stated they do not already take transit methods besides cars to Sacramento, and removing the 1.41% who stated they never travel to Sacramento. All non-transit survey responses were assumed to be single-occupancy vehicle trips.

Promoting Housing Development

Downtown Redding is a Strategic Growth Area identified in SRTA's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It is currently undergoing a revitalization that includes housing developments within blocks of the Downtown Transit Center which is the northern terminus of the North State Intercity I-5 Backbone and the southern connection for the Siskiyou Feeder Line. Please see GHG Feature Map.

On October 11, 2016, the Strategic Growth Council formally awarded \$20,000,000 for the Redding Downtown Loop and Affordable Housing Project. It was the largest AHSC grant in California and the only one north of Sacramento and the Bay Area. K2 Development and city of Redding are investing an additional \$18,000,000.

The project features: a total of 79 housing units (59 affordable and 23 market rate); over 21,500 square feet of ground-floor commercial space; new and enhanced bicycle and pedestrian connections to the Downtown Transit Center; new complete streets on the Market Street Promenade, Yuba Street and Butte Street; and a portion of the new Downtown Redding Bicycle Loop that will ultimately connect Downtown Redding to the Sacramento River Trail at the Diestelhorst Bridge and Turtle Bay Exploration Park. Many of the designs created for this project are featured in the recently completed Downtown Redding Transportation Plan.

Architectural rendering of the 1551 Market Street redevelopment project (Yuba & Market Street, looking northeast), aka Redding Downtown Loop and Affordable Housing Project.



In addition to the awarded 2016 AHSC funding and concurrent with the development of this TIRCP grant application, another AHSC grant application is being developed within two blocks of the Downtown

Transit Center. This second affordable housing and active transportation project will feature 82 residential units; 15,000 square feet of commercial; and two miles of high-quality bicycle and pedestrian improvements connecting directly to the residential units.

Increasing Attractiveness for Jobs and Housing

People and businesses will be attracted to North State Intercity Bus System stop locations leading to increase transit oriented development. Access to high-quality transportation into the statewide transit network has largely been absent for much of the North State while surveys indicate a strong desire to be near these types of services.

Expansion

The North State Intercity Bus System expands the reach and access of existing public transit systems by connecting disparate local transit systems that do not extend beyond county boundaries. San Joaquin Joint Powers Authority (SJJPA) – as part of their intercity rail service – administers an intercity bus service between Stockton and Redding along California State Routes 70 and 99 for rail passengers only. SJJPA intends to stop their existing thruway bus service north of Chico, and the North State Intercity I-5 Backbone service will pick up the former Redding and Red Bluff stops. The expansion comes from added service along the I-5 corridor and the feeder lines that connect disparate local transit systems, including:

- Redding Area Bus Authority, with existing connections to
 - Trinity Transit, which itself has existing connections to Humboldt and Del Norte Counties
 - Sage Stage of Modoc County
 - Susanville Indian Rancheria Bus (SIR Bus) of Lassen and Plumas Counties
- Siskiyou Transit and General Express (STAGE)
- Tehama Rural Area eXpress (TRAX)
- Glenn Ride
- Colusa County Transit
- Lake Transit

Furthermore, the North State Intercity Bus System connects these Northern California local transit systems to the statewide intercity rail network and large urban transit network, including:

- The San Joaquins, including increased frequencies on the Sacramento Subdivision UPRR line
- The Capital Corridor, with existing connections to
 - Bay Area Rapid Transit (BART)
 - All other San Francisco Bay Area public transportation options
- Sacramento Regional Transit (SacRT)
- Yolobus
- Future California High Speed Rail

The North State Intercity Bus System is expected to bring attention to the value of improving connectivity to the North State and even explore future passenger rail service on an under-utilized rail line along I-5 running from Oakland to Tehama County.

This language also addresses the section below, “Interconnection and Intermodal Enhancement.”

Project Acceleration and Integration

Each of the nine county transit authorities participating in the North State Intercity project use different ticketing options presenting a disincentive or obstacle to ridership and creating the impetus for a coordinated single ticketing program (integrated ticketing) that is attractive to riders and easy to use. In order to assess integrated ticketing of the North State Intercity Bus System with other county transit authorities, including key origin and destination points in Sacramento, three tiers of ticketing and fare structures are being analyzed for the North State Intercity Bus System:

1. North State Intercity Feeder Services
2. North State Intercity I-5 Backbone
3. Sacramento region services

Integrating service with each entity will require the North State Intercity project to broker simple transfer agreements with the providers such as a memorandum of agreement (MOA).

Integrated ticketing is particularly attractive for rural communities since multiple ticket transactions and forms of payment become necessary due to transfers which increase over longer travel distances. Similarly, because many of the communities are rural and lower income, integrated ticketing can reduce costs per ride, and offer a monthly or annual billing system.

With the planned launch of California High Speed Rail (HSR) in the coming decade, the California State Transportation Agency and the Capitol Corridor Joint Powers Authority have initiated an integrated ticketing study with particular focus on understanding how European public transport operators treat travel and ticketing transfers across multiple services. The study's purpose is to develop a set of best practices for how California might successfully implement a state-wide travel pass using a single payment mechanism. The North State Intercity Bus System could benefit by resulting policy recommendations. SRTA will continue to keep apprised of these developments and looks forward to partnering in solutions.

The North State Intercity Bus System will further accelerate several other North State intercity transportation projects, including:

- The draft 2018 California State Rail Plan in the 2022 plan for proposed passenger improvements and investments, there is a stated short-term goal to expand integrated bus service to Redding.
- Butte County Associations of Governments commuter bus service between Chico and Sacramento (another TIRCP grant applicant with whom SRTA is coordinating)
- San Joaquins intercity passenger rail extension and expansion on the Sac Sub line north of Sacramento to Marysville/Yuba City and further on into Oroville, thereby replacing the Chico commuter bus service mentioned previously
- High ridership numbers on the North State Intercity I-5 Backbone line, will make the case to explore the use of an underused rail line that follows the I-5 corridor into Tehama County. There is an option if UPRR continues to prohibit passenger rail expansion on its rail line to Redding.

Interconnection and Intermodal Enhancement

The North State Intercity Feeder lines that reach into other North State Super Region counties create a complete transit system throughout rural Northern California and connect to an existing airport, Amtrak railroad, light rail and bus systems in the Sacramento region and beyond, enhancing those transportation systems, as well.

Please see list of interconnected transit systems resulting from the North State Intercity Bus System in the “Expansion” section above.

Clean Vehicle Technology

As provided by the United States Environmental Protection Agency (EPA), the goal of Clean Vehicle (Automotive) Technology is to increase fuel efficiency, reduce regulated criteria emissions such as nitrogen oxides (NOx) and particulate matter (PM), and cut greenhouse gas emissions by focusing on technologies that are clean, efficient and cost-effective for both the consumer and manufacturer. In concert with the same goals, the U.S. Department of Energy’s Vehicle Technologies Office, development of clean vehicle technologies will enable America to use less petroleum. These technologies include advanced batteries and electric drive systems, lightweight materials, advanced combustion engines, alternative fuels, as well as energy efficient mobility systems. As previously described, clean vehicle technology that will be employed by the North State Intercity project are five 45-foot battery electric coach buses on the I-5 Backbone and eight 35-foot battery electric feeder buses connecting the outlying counties.

Promotes Active Transportation

Transit projects inherently encourage active transportation by having stops located near urban cores, community centers and nearby transit connections. The North State Intercity Bus System is no exception. All the proposed stop locations are located near community cores such as Redding, Williams, and downtown Sacramento stops. These locations encourage people to take the bus and walk or bike to their destinations.

All of the vehicles included in this project are proposed to be equipped with interior bike racks (coach buses) and exterior bike racks (feeders) so users can make that first and last mile destination connection with an active transportation mode.

In addition to the awarded 2016 AHSC funding discussed previously, several other enhanced walking and bicycling facilities and services are being completed and designed for the Downtown Redding Strategic Growth Area. The construction projects are within one block of the Downtown Transit Center. Results to date of these efforts including the following:

- A \$2.4 million Active Transportation Program (ATP) grant was awarded to the city of Redding to connect the Sacramento River Trail to Downtown Redding. A SRTA commitment of \$400,000 was instrumental in obtaining the ATP grant. Upon completion, users of the Sacramento River Trail will be able to access Downtown Redding jobs, retail, and community activities.
- California Street/southbound State Route 273 through Downtown Redding was reduced by one vehicle travel lane in order to make room for a new bicycle facility separated from vehicle traffic as part of the awarded 2016 AHSC funding.
- Caltrans awarded grant funds to complete: The Downtown Redding Transportation Plan; the Downtown Redding Specific Plan Update; and SRTA’s Sustainable Shasta: A Bike and Walk Network for Downtowns.

Improve Public Health

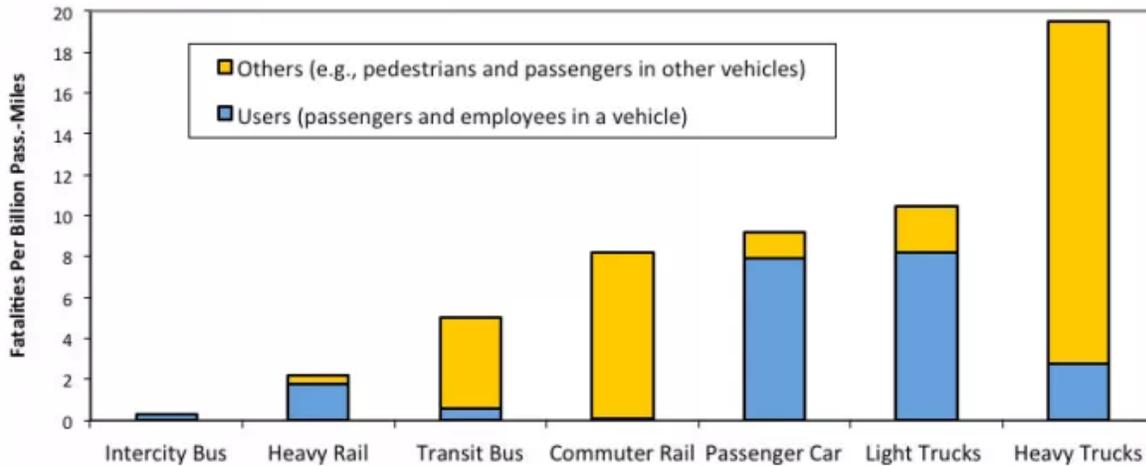
This project promises better health for residents and visitors to California. First, the reduction in emissions by utilizing renewable energy sources and electric vehicles has been proven to improve air quality. The by-product of improved air quality is a healthier society with reduced incidents of lung disease and other respiratory illnesses. Additionally, many low-income North State residents need affordable travel options to health care providers in Sacramento, UC Davis and the San Francisco Bay Area.

Exposure of particulate pollutants, especially PM2.5, has been linked to increased risk for adverse health effects including premature death in older adults with heart or lung diseases and reduced lung growth in Children. Short term exposure has been linked to premature death, cardiovascular disease and chronic obstructive disease and asthma. By reducing emissions sources such as automobiles, the incidents of these associated health problems is reduced. The impacts of reducing pollution levels to targets identified by the California Air Resources Board would include:

- 7,200 reduced premature deaths annually
- 1,900 reduced hospital visits annually
- 5,200 emergency room visits annually

Other public health concerns that will be addressed by the project include a reduction in obesity and diabetes rates amongst populations utilizing the bus system. The North State Intercity Bus System will provide transportation for recreational users to travel from the urban areas into the natural areas of northern California for hiking, mountain biking, and other healthy outdoor activities. Each vehicle is equipped with bicycle racks to encourage recreational travel as well as active transportation access to and from the transit service.

Intercity bus transportation is one of the safest methods of travel according to data from the Federal Highway Administration and American Public Transportation Association. In fact, as shown in the graphic below, intercity bus is the safest way to travel among on-road options. Reductions as much as 80% for automobile travelers and that number could be even higher factoring in the amount of heavy truck traffic on the majority of routes proposed by this project.



Source: Litman and Fitzroy 2012, based on FHWA and APTA data

Air Quality

The North State Intercity Bus System will effectively displace Annual Average Vehicle Miles Traveled by automobiles and reduce GHG emissions by 33,904 MTCO_{2e} over the 12-year life of the project. Pollutants effecting air quality that will be reduced from the project include reactive organic gas (ROG), Nitrogen Oxides (NO_x), particulate matter with diameters that are 2.5 micrometers and smaller (PM_{2.5}) and diesel particulate matter (DPM). Quantifiable components of these pollutant reductions for the North State Intercity Bus Service project are shown in the table below.

Project Component	ROG	NO _x	PM _{2.5}	DPM
North State Intercity Electric Bus System	3,114	32,790	319	1,469
I-5 Backbone Service	1,837	9,120	174	1,024
Lake/Mendocino Feeder	4	19	0	2
North Valley Feeder	619	3,073	59	345
Shasta Feeder	636	20,491	84	88
Siskiyou Feeder	18	87	2	10
Total	3,114	32,790	319	1,469

Benefits to Freight Movement

The North State Intercity project will reduce traffic congestion by replacing automobile trips on I-5. The freeway system has or will very shortly reach its capacity for lane expansion. As congestion increases on I-5, the potential for accidents and associated delays increases. This can negatively affect the movement of agricultural goods from the North State to distribution centers in urban areas.



SRTA, Caltrans District 2, and regional partners are using a holistic approach to manage the I-5 corridor. The North State Intercity project is one strategy. Other strategies include:

1. Strategies that maximize freight throughput on the I-5 corridor, including a more efficient means to aggregate and distribute commodities and moving to freight rail.
2. Strategies that reduce non-freight travel demand on the I-5 corridor, including the North State Intercity project and improving jobs-housing balance in the south-county area.
3. Strategies that optimize network operations and state-of-good-repair, including the application of transportation technology, including ITS elements, and use of design standards that minimize future maintenance and associated disruptions to traffic flow.
4. Strategies that strengthen communities, expand opportunity, and support public-private partnerships, including added job opportunities for disadvantaged and low-income populations in the south-county area, providing a suitable alternate location to Downtown Redding for freight rail switching, reducing the risk of hazardous materials release from a derailment, and remove obstacles to future development of an intermodal freight terminal.

As an example, according to the Tehama County Regional Transportation Plan, “Tehama farmers shipped products across the United States and to over 62 countries all over the world in 2014.” Tehama County relies heavily on trucking to transport its agricultural goods. Interstate 5, their critical corridor for trucking, was identified as “one of the six ‘Corridors of the Future’ identified by the U.S. Department of Transportation in need of multi-state congestion relief initiatives.” The North State Intercity project is another initiative to solve the congestion problem along the I-5 corridor. The table below highlights the regional commodities for Tehama County, in which most are transported using trucking and I-5.

Regional Commodities

Product	Value
Milk	\$16,420,200
Walnuts	\$169,375,600
Hay/Grains	\$1,924,700
Pasture and Range	\$13,223,300
Corn	\$711,200
Prunes	\$18,250,300
Livestock	\$40,694,800
Almonds	\$48,216,400
Alfalfa	\$1,867,500
Table Olives	\$30,117,200
Olives, Oil	\$6,298,400
Timber	\$10,406,000
Nursery Stock	\$9,779,100

Similarly, Glenn County emphasized the importance of I-5 and trucking in their Regional Transportation Plan. I-5 has the largest percentage of truck volumes of total traffic within the County. In total from the Colusa County Line to the Tehama County Line there were over 21,000 truck trips in the year 2007. The RTP also stated that “truck travel is anticipated to increase in future years” and with that increase comes congestion and safety challenges. By reducing the automobile trips along the I-5 corridor, good movement will be safer and more efficient.

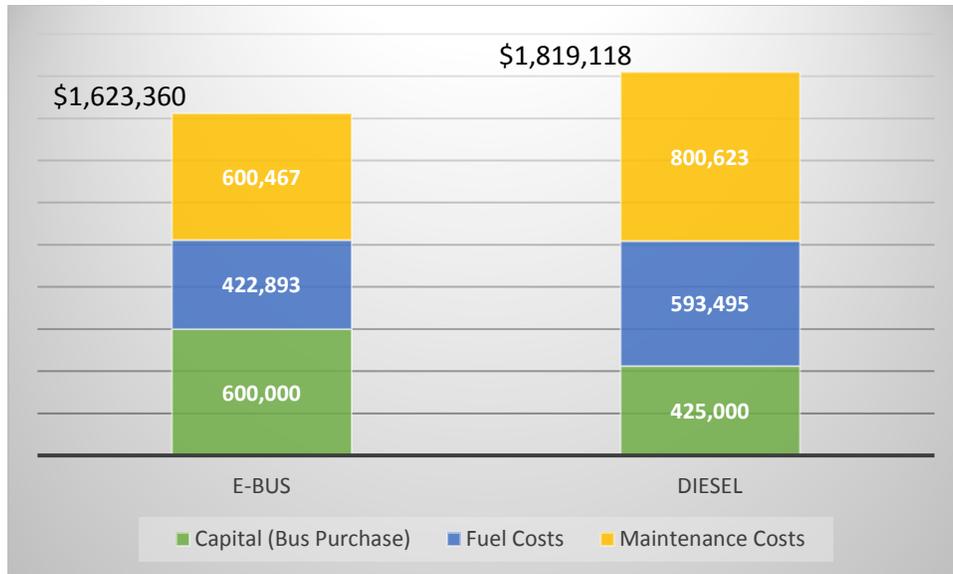
Expected Benefits and Metrics

The final North State Intercity Bus Service Business Plan (expected completion in March) will establish the performance monitoring procedures. Following a TIRCP program award, a performance monitoring database will be developed to help track and foster efficient report generation. Most of the items below will have specific metrics established for performance monitoring on a quarterly basis. However, monthly monitoring may be required for certain transit metrics. The administering agency and all associated feeder route operators will prepare monthly progress reports. The performance monitoring database will be designed so that reports can be easily generated and included in the monthly progress reports.

In addition to count and budget data as a measurement of the system, annual surveys will be distributed for feedback on the convenience of the system and changes in travel behavior.

Useful Life of Project

The useful life of the proposed buses is 12 years and the most vulnerable component is getting better through technological advances. The battery is also easy to replace, and manufacturers offer an array of battery and leasing options to ensure vehicles utilize all of their useful life. Below is a cost comparison of the electric bus lifetime costs compared to regular diesel fueled buses



Public Benefit Commensurate with Public Investment

The North State Intercity Bus project does not propose to invest in private infrastructure.

Separately Funded Elements

SRTA and other North State Super Region partners anticipate using Low Carbon Transit Operations Program funding to offset first and possibly second year operating costs. Since the low carbon transit operations program funding will be used for operating costs there will be no change to the benefits of this project if the funding from that source is not awarded to the project. Low carbon transit program is a regional non-competitive allocation.

Studies and Planning Documents

- SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND BAY AREA FEASIBILITY STUDY AND ACTION PLAN <https://www.srta.ca.gov/285/Shasta-Intercity-Study>
- 2015 Regional Transportation Plan for Shasta County, including Sustainable Communities Strategy (RTP/SCS) <https://www.srta.ca.gov/142/Regional-Transportation-Plan>

Project Impact

The North State Express Intercity Bus System will connect transit services throughout Northern California, including Amtrak, High Speed Rail, and various rural bus transit systems. Because the North State Intercity Bus System is anticipated to bring more commuters and destination travelers into Sacramento and surrounding regions, ridership of these connecting services is expected to increase.

Bringing riders to the Sacramento Valley Station is anticipated to increase ridership on the Capitol Corridor and San Joaquins Amtrak Lines. Mobile Source Data indicates a majority of persons traveling by individual cars through the Vacaville and San Joaquin Gateways can find traveling on the Capitol Corridor and San Joaquins Lines as an attractive alternative. The Capitol Corridor provides residents of Northern California access to the Bay Area and Silicon Valley without driving in traffic, and the North State

Intercity project would allow residents of the Bay Area a way to reach rural Northern California for recreation. The San Joaquins connect Sacramento to the San Joaquin Valley and recreational opportunities in the Sierra Nevada, such as Yosemite, Sequoia, and Kings Canyon National Parks. Amtrak offers connecting thruway buses directly to Yosemite National Park from the San Joaquins route at the Amtrak station in Merced.

The North State Intercity project will allow for a future connection to High Speed Rail (HSR) in Sacramento. Phase 1 of HSR will connect San Francisco to Los Angeles by 2029, followed by a Phase 2 connection to Sacramento. When Phase 1 is complete, North State Intercity project travelers can connect to HSR in Merced by taking the San Joaquins train from Sacramento. HSR opens the possibility for fast connections from the North State to Los Angeles and the rest of Southern California.

The North State Express Project is coordinated with local transit agencies throughout Northern California to ensure efficient connections with existing transit systems. New North State Intercity project routes that are established will provide support connections within the North State Intercity project network (such as the North Valley Feeder Line between Red Bluff and Williams to serve the I-5 Backbone Line) or new routes to new destinations (such as to the Sacramento Airport). Negative impacts on existing transit systems are not anticipated. On the contrary, the North State Intercity project is anticipated to improve connecting transit systems by attracting new riders and related revenue. Any potential burdens on transit systems using smaller buses generated by increased ridership should be offset by increased revenues.

Sacramento Regional Transit (RT) serves 418 square-miles with a network of buses, light rail, and shuttle vans. The North State Express will connect directly to RT's 7th & Capitol stop, where riders can easily transfer to several bus and light rail lines.

Trinity Transit

Trinity Transit's Redding Line connects Weaverville to Redding, allowing passengers from Humboldt and Trinity counties to access the North State Intercity project. The Redding Line makes two round trips daily, Monday through Friday.

A rider travelling from Weaverville to Sacramento would be able to board either eastbound bus from Weaverville and reach the Redding Downtown Transit Center in time to board the North State Intercity I-5 Backbone Trip 1 of the Redding Line reaches the Transit Center at 8:24 am, allowing 26 minutes to board the North State Intercity I-5 Backbone Trip 2. The Redding Line's second trip arrives at 12:09 pm, which leaves nearly two hours before the North State Intercity project's 2:05 pm departure.

Riders travelling from Sacramento to Weaverville would take the North State Intercity Trip 2, arrive in Redding at 2:30 pm, depart on the Redding Line at 3:45 pm, and arrive in Weaverville at 4:42 pm.

Humboldt Transit Authority

Riders departing from Arcata board Humboldt Transit Authority's Willow Creek - Arcata Route at the Arcata Transit Center on a weekday. From Willow Creek, passengers ride Trinity Transit's Willow Creek Line to Weaverville, where they connect to Trinity Transit's Redding Line. It is possible to travel from Arcata to Sacramento in one day by leaving Arcata at 8:20 am or Willow Creek at 9:15 am, arriving in Redding at 12:09 pm, and boarding the North State Intercity project at 2:05 pm.

A trip from Sacramento to Arcata would have to be split up into two days, as the only through trip from Redding to Arcata leaves Redding at 10:30 am, before the first North State Intercity project bus arrives from Sacramento.

Del Norte: Redwood Coast Transit Authority

Passengers from Del Norte County would first ride the Smith River / Arcata Bus operated by Redwood Coast Transit Authority to Arcata, transfer to Humboldt Transit Authority's Willow Creek - Arcata Route, travel to Weaverville on Trinity Transit's Willow Creek Line, and then connect to Trinity Transit's Redding Line. It is not currently possible to complete the entire trip from Del Norte County to Redding in one day. A rider would have to spend a night in Arcata, Willow Creek, or Weaverville if they intend to connect to the North State Intercity project from Del Norte County.

Although travelling from Del Norte to Redding is not possible in one day, riders can reach all connections in one weekday on a trip from Redding to Del Norte County. However, under the current North State Intercity project schedule, riders would have to spend a night in Redding before boarding the following day's Trinity Transit trip 1.

Ridership between Del Norte County and Sacramento is projected to be very low, but the North State Intercity project will open this possibility.

Mendocino-Lake

The new Lake Line of the North State Intercity Bus System would connect passengers with Lake and Mendocino Counties. Riders who wish to travel to Mendocino County from Sacramento will arrive at Clearlake Walmart, then take Lake Transit route 4 to Lakeport, where they can connect to Route 7. Route 7 travels between Lakeport in Lake County and Ukiah in Mendocino County.

Burney Express

Redding Area Bus Authority operates the Burney Express, which serves rural Shasta County between Redding and Burney. The Burney Express runs three round trips each weekday, and no weekend or holiday service is available. A fare from Redding to Burney is \$5.

A rider travelling from Burney to Sacramento would need to take either the first or second trip on a weekday to connect to the North State Intercity I-5 Backbone. The first trip of the Burney Express leaves Burney Sporting Goods at 5:50 a.m. and arrives at the Redding Downtown Transit Center at 7:15 am, allowing over 1.5 hours before the North State Intercity I-5 Backbone's 8:50 departure. The second Burney express trip arrives in Redding at 1:15 pm, 50 minutes before the North State Intercity I-5 Backbone's 2:05 pm departure.

Riders returning to or visiting Burney from Sacramento would take the first or second North State Intercity I-5 Backbone trip and then board the Burney Express at 2:25 pm or 5:35 pm.

Modoc County

Modoc County operates the Sage Stage, connecting Alturas and Redding once each Tuesday. A passenger travelling to Sacramento from Alturas would depart at 7:30 am, arrive at the Redding Downtown Transit Center at 10:30 am, and take the third North State Intercity I-5 Backbone trip at 2:05 pm.

A trip from Sacramento to Alturas would require boarding the first North State Intercity I-5 Backbone bus from Sacramento on a Tuesday, arriving in Redding at 11:00 am. The Sage Stage departs Redding at 12:45 pm.

Lassen County

Susanville Indian Rancheria offers transportation services for the general public six days per week Monday through Saturday (excluding Holidays) to Red Bluff. One round trip connecting Susanville and Chester to Red Bluff is completed each day of operation.

The bus stops at the Red Bluff Transit Center downtown, which requires a 1.4 mile walk to the proposed North State Intercity I-5 Backbone project site, or a 0.8-mile bus ride followed by a 0.6-mile walk. A new or extended regional bus line could fill this gap, or Susanville Indian Rancheria could divert its route to drop North State Intercity I-5 Backbone passengers off as needed.

Plumas County

Plumas Transit offers a bus from Quincy and rural Plumas County to Chester, where passengers can connect to Susanville Indian Rancheria's bus to Red Bluff.

Butte County

Glenn Ride operates a bus between Chico and Orland with several daily routes. Passengers on the Glenn Ride will transfer to and from the North Valley Feeder Line at Stony Creek Mall in Orland.

Colusa

Colusa County provides bus service from the city of Colusa to Williams several times each day, allowing residents of Colusa County to easily connect with the North State Intercity I-5 Backbone or North Valley Feeder.

Sacramento Regional Transit

The North State Intercity I-5 Backbone will stop at Sacramento's 7th & Capitol Station, providing riders with access to regional transit options in Sacramento including light rail and buses.

Benefits to DAC and / or LIC Communities

The North State Intercity project will serve 49,909 residents of 14 disadvantaged communities in Butte County and Sacramento County, as determined by CalEnviroScreen 3.0. All disadvantaged census tracts counted are located in counties with existing or proposed bus connections to the North State Intercity project. Sacramento County contains 43 disadvantaged census tracts, but only 12 contain or are adjacent to proposed North State Intercity bus stops.

Access to North State Intercity bus service will allow residents of disadvantaged communities greater access to resources outside of their county of residence. Access to Sacramento's health services and travel connections is essential for residents of Butte County, and the North State Intercity project would increase options especially for residents who don't have access to cars. The project will connect residents of roughly 1/3 of California, a region which contains very few disadvantaged communities by CalEPA's standards, but has a high concentration of low income communities.

Financial Plan

All operating funds are currently guaranteed; however, alternate discretionary funding sources will be pursued as appropriate for an intercity bus service of this magnitude. Appropriate funds to the service include Federal Transit Administration Section 5311(f) and State support for feeder buses associated with intercity rail.

Fare revenue, combined with the low operation costs associated with electric buses, would support the vast majority of operating needs as shown in in the tables in this section. The North State Intercity Bus System would not be possible without the capital support for start-up costs provided by the TIRCP program.

Amtrak Thruway Bus Route Truncated/Expanded I-5 Backbone Service Provided: The project would reconfigure and expand the Amtrak thruway bus service to Red Bluff and Redding by replacing the current SJJPA service with a new backbone service along the I-5 corridor that serves additional communities in the corridor and provides shorter and faster headways.

Background. The SJJPA maintains a financial plan and receives state operating assistance to contract with Amtrak to run the thruway buses (through another subcontractor). The SJJPA currently spends \$1.482 million for the bus service to Redding. The SJJPA would no longer need to provide 219,000 service miles annually. SJJPA has agreed that the savings could be transferred to SRTA for operation of the new service under terms yet to be negotiated. The actual negotiated amount will likely be higher depending on actual saving when the truncated Amtrak thruway bus service is rebid.

Year 1 I-5 Backbone Funding. First year funding is guaranteed as shown in the table below. Local TDA and LCTOP funds can guarantee operations if other revenues such as fares fall short. However, SRTA is showing several other funding sources in the table as “Preferred Operating Under Development” that are more appropriate for intercity bus services but not yet guaranteed. To the extent these funds under development become committed, local TDA funds and LCTOP funds will shift to complementary transit needs and capital needs not in the TIRCP project scope.

Funding	I-5 Backbone	Feeder Fare Integration #1 (Siskiyou)	Feeder Fare Integration #1 (Shasta)	Feeder Fare Integration #1 (North Valley)	Feeder Fare Integration #1 (Lake)	System Wide Total
OPERATING REVENUE-COMMITTED (Year 1)						
TDA --> Loan Fund	\$ 206,972					\$ 206,972
TDA --> Local			\$ 150,000			\$ 150,000
Fare Revenue (based on \$20 for Backbone and \$30 for other routes)	\$ 624,360	\$ 22,800	\$ 3,750	\$ 818,640	\$ 5,010	\$ 1,474,560
LCTOP-Shasta			\$ 200,000			\$ 200,000
LCTOP-Modoc (Backbone)			\$ 8,000			\$ 8,000
LCTOP-NV Feeder (provided from Glenn)				\$ 10,000		\$ 10,000
Low Carbon Fuel Standard Electricity Program	\$ 36,256	\$ 16,381	\$ 15,289	\$ 16,119	\$ 10,920	\$ 94,965
Total Operating Revenue - Committed (Year 1)	\$ 867,588	\$ 39,181	\$ 377,039	\$ 844,759	\$ 15,930	\$ 2,144,497
PREFERRED OPERATING REVENUE-UNDER DEVELOPMENT - NOT YET COMMITTED (Year 1)						
Rail Provider Reimbursements	\$ 182,500					\$ 182,500
Block Ticket Sales (govt., social services, and business)	\$ 85,000					\$ 85,000
Advertising	\$ 170,000					\$ 170,000
5311 (f)		\$ 200,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 600,000
CMAQ Contribution to North Valley Feeder Line				\$ 100,000		\$ 100,000
Total Operating Revenue - Uncommitted (Year 1)	\$ 437,500	\$ 200,000	\$ 100,000	\$ 200,000	\$ 200,000	\$ 1,137,500
Projected Operating Revenue-Committed	\$ 867,588	\$ 39,181	\$ 377,039	\$ 844,759	\$ 15,930	\$ 2,144,497
Annual Operating Cost	\$ 687,577	\$ 392,231	\$ 409,734	\$ 412,293	\$ 242,661	\$ 2,144,496
Difference in Cost vs Revenue	\$ (180,011)	\$ 353,050	\$ 32,696	\$ (432,466)	\$ 226,731	\$ (0)

The Perata Law limitations makes SJPA support unlikely in the first year, leaving the North State in need of multiple funding sources that are currently in development as shown in the table. In any event, the table shows that SRTA has the resources through the TDA loan fund to ensure that any remaining operational needs are funded once the fund resources in development are exhausted. Any funds needed from the loan fund would be repaid in subsequent years with fare revenue.

Year 2 and Beyond I-5 Backbone Funding. Second year funding will improve when SJPA support kicks in as shown in the table below. A minimum of \$200,000 has been committed starting in the second year of operations. These revenues combined with projected fare revenue and various smaller committed sources will fund the second year of I-5 Backbone service as shown in the table. Local TDA and LCTOP funds can guarantee operations if other revenues such as fares fall short. However, SRTA is showing several other funding sources in the table as “Preferred Operating Under Development” that are more appropriate for intercity bus services but not yet guaranteed. To the extent these funds under development become committed, local TDA funds and LCTOP funds will shift to complementary transit needs and capital needs not in the TIRCP project scope.

Funding	I-5 Backbone	Feeder Fare Integration #1 (Siskiyou)	Feeder Fare Integration #1 (Shasta)	Feeder Fare Integration #1 (North Valley)	Feeder Fare Integration #1 (Lake)	System Wide Total
OPERATING REVENUE-COMMITTED (Year 2)						
TDA --> Local			\$ 150,000		\$ 7,023	\$ 157,023
Fare Revenue (based on \$20 for Backbone and \$30 for other routes)	\$ 674,309	\$ 22,800	\$ 3,750	\$ 818,640	\$ 5,010	\$ 1,524,509
State Intercity Rail Funding	\$ 200,000					\$ 200,000
LCTOP-Shasta	\$ 100,000		\$ 50,000			\$ 150,000
LCTOP-Modoc	\$ 8,000					\$ 8,000
LCTOP-Glenn				\$ 10,000		\$ 10,000
Low Carbon Fuel Standard Electricity Program	\$ 36,256	\$ 16,381	\$ 15,289	\$ 16,119	\$ 10,920	\$ 94,965
Total Operating Revenue - Committed (Year 2)	\$ 1,018,565	\$ 39,181	\$ 219,039	\$ 844,759	\$ 22,953	\$ 2,144,496
PREFERRED OPERATING REVENUE-UNDER DEVELOPMENT - NOT YET COMMITTED (Year 2)						
Block Ticket Sales (govt., social services, and business)	\$ 85,000					\$ 85,000
Advertising	\$ 170,000					\$ 170,000
5311 (f)		\$ 200,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 600,000
LCTOP-Other NSSR	\$ 10,000					\$ 10,000
Rail Provider Reimbursements	\$ 182,500					\$ 182,500
Total Operating Revenue - Uncommitted (Year 2)	\$ 447,500	\$ 278,361	\$ 538,077	\$ 1,789,517	\$ 245,907	\$ 3,299,363
Projected Operating Revenue-Committed	\$ 1,018,565	\$ 39,181	\$ 219,039	\$ 844,759	\$ 22,953	\$ 2,144,496
Annual Operating Cost	\$ 687,577	\$ 392,231	\$ 409,734	\$ 412,293	\$ 242,661	\$ 2,144,496
Difference in Cost vs Revenue	\$ (330,988)	\$ 353,050	\$ 190,696	\$ (432,466)	\$ 219,708	\$

Longer term, SRTA hopes to work with state for a more direct and efficient state support funding mechanism for the North State Intercity Bus System. Direct funding would better encourage North State coordination with all intercity public transportation providers, not just the SJPA. If the state can implement coordinating ticketing, a direct funding relationship maybe more likely.

Also, longer term, SRTA is also working with the Butte County Association of Governments (BCAG) to run all Sacramento Valley Thruway Bus Service which could likely be done for much less that current \$1.482 million cost to the state. SSJPA has expressed an interest in relinquishing this responsibility to local regions.

Rural Bus Services Expanded with Feeder Bus Service: The project would also reconfigure and expand existing FTA 5311(f) and TDA funded services, by connecting the existing services to each other and to the I-5 backbone line shown in the following map.

Background. Regions in the project service area currently receive about \$1.3 million in FTA 5311(f) funds. Each region has their own financial plans. These existing services provide critical rural lifeline services but are not connected.

Year 1 Funding and Beyond. The project would seek to realign 5311(f) funds to still meet certain critical needs but also support the project’s rural feeder routes that would connect all current 5311(f) routes to each other and the I-5 backbone creating a single unified watershed system. To the extent 5311(f) funds are approved as part of the state’s program realignment, local TDA funds and LCTOP funds will shift to complementary transit needs and capital needs not in the TIRCP project scope.



Operating and Maintenance Costs for Project Lifespan.

FUND SOURCES
TDA --> Loan Fund
TDA --> Local
Fare Revenue (based on \$20 for Backbone and \$30 for other routes)
LCTOP
Low Carbon Fuel Standard Electricity Program
State Support for Feeder Buses Associated with Intercity Rail
Rail Provider Reimbursements
Block Ticket Sales (govt., social services, and business)
Advertising
5311 (f)
CMAQ Contribution to North Valley Feeder Line
Additional State Support for Rail Connections

This table shows all fund sources. It’s important to note that North State Super Region agencies can guarantee operational funding without state or federal operational support through discretionary programs. However, such support is appropriate and desirable. The project would not be possible without TIRCP funding of the start-up costs and the use of zero emission buses and solar support which minimizes operation costs. Guaranteed fund sources noted in the table are described as follows:

TDA Loan Fund. SRTA maintains a Transportation Development Act (TDA) Loan Fund which has been pledged as a fail-safe source for the I-5 Backbone should any other funding sources, such as fare revenue, fall short. This source will also help bridge the gap in the first year when the rail support dollars cannot be used. This funding source would need to be paid back in future years with fare revenue.

TDA Local. Local Transportation Development Act funds will be used as needed for feeder services. Again, this is a backstop funding measure should other more appropriate funds sources for intercity bus service not materialize. To the extent certain existing feeder services already use TDA funds, they will continue to do so at the same levels.

Fare Revenue. Fare revenue is based on ridership estimates and an average one-way fare of \$20 for riders using the I-5 Backbone line only, and \$30 for riders with origins or destinations on the feeder services. Fare revenue is the most unpredictable funding source which is why the Transportation Development Act backstops are in place.

LCTOP. Low Carbon Transit Operation Program funds are available by formula in small amounts to each of the regions served by the project. For ease of administration, the regions will work with the state to pool shares into a single application. Over time and particularly after the first year of operations, LCTOP funds will be tapered back to the extent other resources become available and re-allocated to complementary services and the capital needs.

Low Carbon Fuel Standard (LCFS) Electricity Program. By opting into the LCFS program and providing electricity as transportation fuel, the electricity providers can earn an LCFS credit for each metric ton of CO₂ equivalent emissions avoided through the use of electricity. The credits will have a monetary value and may be sold to regulated parties who must offset deficits created by their supply of fuels with Carbon Intensity scores that exceed the LCFS standards. It is anticipated that these funds will be available in small amounts to help offset operational costs of the North State Intercity Bus System.

State Support for Feeder Buses Associated with Intercity Rail. Because the proposed project is primarily intended to support intercity rail services, associated funding programs through the SJJPA will be available to help offset operating cost starting in the second year of operations. \$200,000 annually is currently pledged. This is a minimum and the actual amounts will be established through agreements. There is also an effort to partner directly with the state or other rail providers for support funding.

Although these sources alone could support the service if required in the long-term, this would max out local capabilities making it difficult to address other transit needs. Several other operational revenue sources will be pursued. To the extent these are successful, local resources can provide for other import support and expansion needs. These are as follows.

Rail Provider Reimbursements. Another form of real support in development could be fare revenue sharing agreements either directly with rail providers or brokered by the state through a seamless universal integrated ticketing system.

Block Ticket Sales. SRTA intends to work with major trip generators to sell discounted or guaranteed blocks of tickets or passes to incentivize ridership. Target groups will be large employers such as public agencies — including state agencies, medical providers, educational institutions, and social service agencies.

Advertising. Limited revenue may be derived from advertising. This will not be a major focus area, particularly on the outside of buses which represent a strong potential to market and brand the service itself.

FTA 5311(f). Federal Transit Administration 5311(f) funds are particularly well-suited for this service because they are designed for rural intercity connections. However, funds are limited and currently committed to other rural needs. Caltrans and FTA are interested in realigning the program to encourage a better coordination and efficiency with the limited funds available. The project aligns well with these goals and the North State Super Region agencies intend to work with the state and FTA to improve the funding program.

CMAQ. Tehama County is the only region along the I-5 Backbone service that receives Congestion Mitigation Air Quality funds. SRTA is working with Tehama County to determine if these funds can help with operational needs within the first year when state support for rail connections will not be available.

Additional State Support for Rail Connections. The state is desirous of realigning the old mechanisms for intercity bus service support to rail. Promising new delivery methods include broader partnerships and universal ticketing and revenue sharing. Due to the geographic scale of the proposed project, the North State Super Region is desirous of developing a direct partnership with the state as it makes little sense to pin the new service to a single JPA rail provider that does not represent or include members of the North State. The potential for rail partnerships in the North State extend far beyond the San Joaquin trains.

Reduce GHG emissions

Total GHG emissions reduction for the North State Intercity Bus System is projected to be 41,626 MTCO_{2e} over the 12-year lifespan of the project.

GHG emission reductions from all system routes are projected to be 33,202 MTCO_{2e}, with 29,870 MTCO_{2e} of these GHG reductions attributable to TIRCP funding. TIRCP cost per MTCO_{2e} is projected to be \$561. Cost per ton for the I-5 Backbone Service route is \$328/MTCO_{2e}, followed by the North Valley Feeder at \$342/ MTCO_{2e}, Shasta Urban Feeder at \$575/MTCO_{2e}, Lake Feeder at \$3,698/MTCO_{2e}, and Siskiyou feeder at \$4,192/MTCO_{2e}. Solar energy will be used to offset GHG efficiency losses from the Lake and Siskiyou Feeders. The total emissions reductions are shown in the following table format.

Project Component	GHG Emissions Reduced (MT CO ₂ e/year)	TIRCP Funds Requested	Emissions Reduced/TIRCP Funds Requested (MT CO ₂ e/\$)	TIRCP Funds Requested/TIRCP GHG Emissions Reductions (\$/MT CO ₂ e)
North State Intercity Electric Bus System	33,202	\$16,745,256		561
I-5 Backbone Service	21,415	\$6,409,202	0.0030	328
Lake/Mendocino Feeder	(728)	\$2,440,770	(0.0003)	(3,698)
North Valley Feeder	7,276	\$2,231,588	0.0029	342
Shasta Feeder	5,944	\$2,957,366	0.002	575
Siskiyou Feeder	(705)	\$2,706,330	(0.0002)	(4,192)
Amtrak Bus Route Change	392.23	Included	N/A	N/A
Solar Canopies at RABA Maintenance Yard and Lake Transit Station	310.24	Included	N/A	N/A
Total Greenhouse Gas Emissions Reduced	33,904	\$16,745,256	0.002	493.9

Solar charging stations and replacement of the Stockton to Redding Amtrak Thruway Bus are considered off-model components, and will reduce GHG emissions by 702 MTCO₂e annually, totaling 8,424 MTCO₂e over the project lifespan. TIRCP cost per MTCO₂e for off-model components is projected to be \$494/MTCO₂e.

Due to its rural location, the North State Intercity Bus System will not achieve the same level of GHG reductions as projects serving large urban areas. Feeder routes are estimated to have low ridership over large distances, resulting in negative GHG emissions reductions for these routes. However, the socioeconomic benefits of providing these transit connections to urbanized areas must be considered as well.

Match Funding / Leverage Funding

SRTA will be using the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) to match the capital costs of the zero emissions, battery electric bus fleet. This amount equals approximately \$125,000 available for each bus purchase for a total revenue match of \$1,625,000 for the purchase of 13 zero emissions buses.

The Shasta region has been aggressively implementing the Sustainable Communities Strategy for the last 3 years, specifically projects that reduce greenhouse gas emissions and improve/promote opportunities for active transportation as an alternative to driving. Below is a list of the projects we are using as leveraged funding.

Capital Projects

Project	Source	Amount	Match	Year
Redding to Anderson Six Lane (RASL)	Transportation Corridor Enhancement Program	\$24,000,000 (TCEP Corridor) \$41,700,000 (TCEP State)	\$17,000,003 (STIP) \$61,322,000 (SHOPP)	In development
Turtle Bay to Downtown	Active Transportation Program	\$5,600,000	\$1,400,000 (STIP)	In development
Block 7 Net Zero Housing & Downtown Activation Project	Affordable Housing and Sustainable Communities	\$20,000,000	\$19,000,000	In development
West Street Area School Safety Improvements	Active Transportation Program	\$2,538,000	\$658,000	2017 (augmented award)
Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	Active Transportation Program	\$6,740,000	\$1,681,000	2017 (augmented award)
Redding Downtown Loop and Affordable Housing Project	Affordable Housing and Sustainable Communities	\$20,000,000	\$18,000,000	2016 (award)
Diestelhorst (Sacramento River Trail) to Downtown Non-mortorized Improvement Project	Active Transportation Program	\$2,138,000	\$400,000 (STIP) \$100,000 (local)	2016 (award)
Quartz Hill Road Active Transportation Project	Active Transportation Program	\$3,177,000	\$351,000	2016 (award)
Redding Area Bus Authority Zero-Emission Bus Program – Phase 1	Federal Transit Administration Low/No Program	\$1,056,456	\$30,000 (vender) \$105,000 (HVIP vouchers) \$100,000 (local electric utility match) \$80,000 (Prop 1B)	2017 (award)
Crosstown Express	Low Carbon Transit Operations Program	\$270,105	N/A	2017 (in operation)

Beach Bus	Dignity Health and Redding Rancheria grants awarded to the National Park Service	\$19,300	\$9,700	Summers-2016 & 2017 (in operation)
Placer Street Improvement Project	Active Transportation Program	\$2,296,000	\$2,708,000	2017 (built)
California Street Road Diet	Caltrans District 2 Maintenance Project	\$3,860,000	N/A	2014 (built)

Planning Projects

North State Express Connect Business Plan	Caltrans Sustainable Transportation Planning Grant	\$223,203	\$115,172	2017 (award)
Sustainable Shasta: A Walk and Bike Network for Downtowns	Caltrans Sustainable Transportation Planning Grant	\$447,890	\$128,752	2017 (award)
GoShasta	Active Transportation Program	\$250,000	\$63,000	2016 (award)
Sunday Transit	Local Transportation Fund	101,619	N/A	2017
SRTA Sustainable Development Incentive Program (former Infill and Redevelopment)	Federal Highway Administration Planning Funds	\$75,000	N/A	2017 (programmed)
SRTA Infill and Redevelopment Pilot	Prop 84 Sustainable Communities Program	\$122,020	N/A	2015 (programmed)
Downtown Redding Specific Plan Update	Department of Conservation Sustainable Transportation Planning Grant	\$275,000	\$35,000	2015 (award)
Downtown Redding Transportation Plan	Caltrans Planning Grant	\$215,000	\$44,000	2013 (award)

Project Management

Project implementation will proceed upon receipt of TIRCP funding. SRTA will serve as the prime contractor, with collaborating agencies as subcontractors. A SRTA staff member will be assigned as the Project Lead who is responsible for the project's delivery and day to day management of the project. The Project Lead will serve as contact for Caltrans, will coordinate project partners, will be the contract

manager for consultants hired for the project and will manage budget, timelines and deliverables. It is SRTA's intent to work closely with:

- a transit consultant to assist with the bus procurement and development and implementation of the evaluation program for the project; and
- a marketing consultant for launch marketing of the North State Intercity Bus System.

The initial business plan for the North State Intercity Bus System is in development and will be adopted this spring. The business plan will include a written understanding of project roles and responsibilities SRTA and our collaborators. This document will be used for both development of memoranda of understanding and Subrecipient Cooperative Agreements between SRTA and the partners. Each subcontracting agency will identify a project lead to serve on a work team for the project. They will be responsible for the management of budget, timelines and deliverables. SRTA uses a subrecipient cooperative agreement template and it will be used to incorporate flow down provisions from SRTA's prime TIRCP contract, the tasks for which the partner agencies have responsibility, deliverables associated with that task, a timeline for completing the deliverables, budget and invoicing provisions and reporting requirements.

SRTA will use competitive procurement for the consulting services for transit, marketing and program evaluation. Procedures will follow the Shasta Regional Transportation Agency Financial and Accounting Policies and Procedures which defines the policies used for procurement.

SRTA and its collaborators will also develop a detailed work plan that identifies for each task the outcomes, deliverables, methods and participants. The SRTA Project Lead will establish a schedule for partner agency status meetings and will manage information flow between the partner agencies and Caltrans. The monthly status meetings will include updates on progress on deliverables, identification of potential schedule or scope issues and a check in on risk management parameters. Any potential deviations from scope, schedule or budget will require, at a minimum, written authorization from SRTA, and may trigger the need for subcontract amendments. The regular status meetings will include discussion of any potential issues that could rise to the level of contractual amendments.

SRTA will use Caltrans's Risk Management Plan template to guide development of a risk management plan for the North State Intercity Bus System. The template plan addresses roles and responsibilities; budgeting; timing; risk categories; definitions; stakeholder tolerances; reporting formats; and tracking. The plan will help SRTA, collaborators, consultants, and contractors to plan for, identify, analyze, communicate, manage, and respond to project risks.

Project Readiness

Planning for the North State Intercity Bus System has been on-going since 2014 born from an identified need. The Shasta Intercity Transportation To Sacramento and Bay Area Feasibility Study and Action Plan (link provided in Planning section) and the 2016 TIRCP grant application provided the foundation of the current project. We are currently in the process of preparing a comprehensive North State Intercity Bus Service Business Plan which will be adopted this spring. The business plan will establish draft agreements among project collaborators while Caltrans and CalSTA review TIRCP proposals and determine awards. Additionally, a project level environmental review will be performed in the early stages of

implementation. This project is expected to have environmental benefit. This preparedness will position the project for immediate implementation upon establishment of a TIRCP contract.

Scalability and Separability

Here are the scalable and separable components for the North State Intercity Bus System.

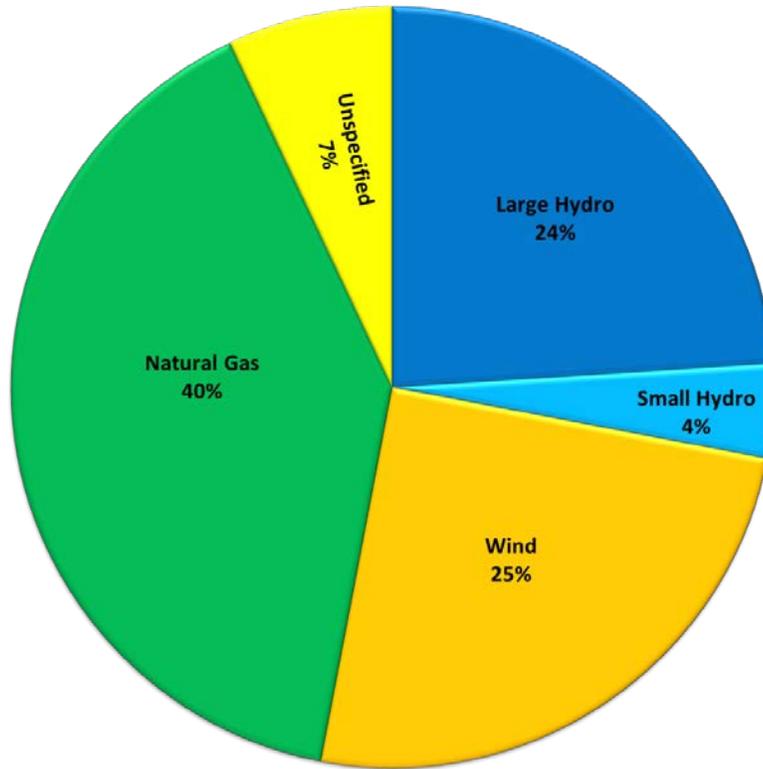
Highest priority	I-5 Backbone buses
Second priority	I-5 Backbone solar project
Mid-level priority	North Valley feeder buses
Mid-level priority	Siskiyou feeder buses
Mid-level priority	Lake/Mendocino feeder buses
Mid-level priority	Shasta Regional feeder buses
Lowest priority	Lake solar canopy

The North State Intercity Bus System functions best as an entire system that includes the I-5 Backbone, the four feeder lines (North Valley Feeder, Siskiyou, Shasta Urban, and Lake), as well as the existing transit service connections. However, identifying scalable components of the project is important. The foundation of the project is the I-5 Backbone bus service that connects Redding and Sacramento utilizing a battery electric 45-foot coach style bus. This critical part of the overall project will deliver southbound riders to Amtrak connections with the San Joaquins and Capitol Corridor trains. Additionally, the southbound I-5 Backbone service provides access to government business in and around the State’s Capitol, access to Sacramento’s Regional Transit system, and the well documented need for service to the Sacramento International Airport. The northbound I-5 Backbone direction serves to deliver business and recreation travelers to the Redding area and North State connections beyond.

The four feeder lines connecting to the I-5 Backbone provide service to outlying rural communities in northern California. Each feeder line will be administered and operated by a different local transit agency in a separate region of Northern California. Although each feeder line will connect to the main I-5 Backbone, they can be altered without inhibiting the effectiveness of each other.

The I-5 Backbone is the first priority of the North State Intercity project, as it connects Redding and all existing and proposed feeder lines to the Sacramento International Airport, Amtrak station, and other services in Sacramento. Charging infrastructure in Redding and Sacramento is also necessary to power the I-5 Backbone Line.

A second level priority and a goal of SRTA and the North State Super Region is to run the North State Intercity Bus System carbon-free. Many of the buses will be charged in Redding where Redding Electric Utility’s (REU) current resource mix is approximately 60% carbon-free, as shown in the pie chart below. In addition to REU’s resources, this project requests capital funding for solar arrays to be installed in Redding to offset remaining battery electric bus charging needs. Finally, in Sacramento, SRTA intends to buy into Sacramento Municipal Utility District’s (SMUD) SolarShares Program to offset charging needs in Sacramento.



Feeder lines rank as tertiary priorities. The North Valley Feeder line runs parallel to the I-5 backbone between Red Bluff and Williams, serving the small cities of Corning, Orland, and Willows without adding stops to the main I-5 Backbone route. The Orland connection is critical for connection Chico to the North State Intercity Bus System through Glenn Ride’s highly utilized Orland-Chico route. The North Valley Feeder would interline with the Orland-Chico route to provide a one-bus service between the small I-5 cities (Red Bluff, Corning, Orland, Willows, and Williams) and Chico – home of Chico State University. Removing the North State Feeder Line would require the I-5 Backbone bus to make more stops, increasing travel time between Redding and Sacramento and discouraging ridership.

The Lake, Siskiyou, and Shasta Urban feeder lines are equally important in connecting rural Northern California. However, each feeder line can offer a reduced number of trips each day if necessary, based on the needs of the rural communities. If resources are insufficient for full project funding, the number of daily trips operated by feeder lines will be reduced first. The Siskiyou, Lake, and Burney routes may each shed one or two round trips to reduce the number of necessary buses as well as reduce the cost of operations and maintenance.

The last scalable and separable element goes back to the goal to operate the North State Intercity Bus System carbon-free and requests capital funding for solar arrays to be installed in Lake County to offset battery electric bus charging needs for feeder buses.

Project Tracking and Reporting

SRTA will develop a detailed test plan to describe the data collection and technical analysis work. SRTA will monitor selected buses by utilizing preinstalled data collection hardware or installing as necessary electronic data collection devices on each vehicle. These devices will enable a detailed analysis of (at

minimum) miles traveled, usage patterns, charging patterns, and other factors. GHG emission data will be collected to gain a detailed understanding of the total GHG savings this project generates. The monitoring will continue on an ongoing basis for up to 12 months for each vehicle, starting with the deployment of vehicles into revenue service. All vehicles will be tracked electronically.

SRTA will prepare an annual Technical Evaluation Report that will capture all data collected, analysis conducted, and lessons learned from the testing period. The report will show the analysis result for each vehicle type and each route that was selected. This report will be shared with CalSTA, and the broader transit community. Deliverables:

- Test plan, monthly data summaries, annual reports, final technical report
- GHG emissions tracking/savings
- Operating costs
- Lifecycle costs
- Other metrics agreed upon

Project Collaboration

In the Agreements section below, are two important documents that demonstrate the depth of collaboration on this project. The North State Super Region Memorandum of Agreement is signed by sixteen Northern California Counties and fourteen of these counties are participating directly in this project. The Joint Letter of Intent between the Shasta Regional Transportation Agency and the San Joaquin Joint Powers Authority outlines the parameters of a partnership, coordination and cooperation that includes rail connections, cross marketing, and \$200,000 in annual funding from SJJPA to SRTA for this project if the TIRCP grant is awarded.

Consistency with Sustainable Communities Strategy

SRTA RTP/SCS

The northern terminus of the North State Express is located at the epicenter of coordinated efforts by SRTA, city of Redding, The McConnell Foundation (a philanthropic organization), private sector developers, and other community partners to implement the region's adopted SCS. The location is within the Downtown Redding Strategic Growth Area, which has ambitious goals for increasing housing and jobs supported by diverse multimodal transportation options. Recent major accomplishments, and their spatial relationship to the North State Express, are as follows:

1. Vacant department store currently being replaced by a four-story mixed-use project, featuring 79 residential units (3/4 of which are affordable) and over 20,000 of ground floor commercial space. This \$45 million project received a \$20 million Affordable Housing and Sustainable Communities (AHSC) grant.
2. An urban trail loop connecting Downtown Redding to the Sacramento River Trail and Turtle Bay Exploration Park is being developed. Two of three phases have been fully funded. The last phase is in the planning phase with funds committed to design and environmental.
3. Crosstown Express high frequency transit service was instituted, connecting the region's three main activity centers.

4. The historic transportation grid in the Downtown Redding Central Business District is being restored and recast as complete streets.
5. A new AHSC grant application has been submitted to redevelop the Downtown Redding parking structure into a mixed-use project. If selected for funding, the project will add 82 residential units, ground floor commercial/employment space, a bike share station, transit station bicycle lockers, and add two mile of Class IV cycletrack.

As shown on the map all such efforts are directly connected to the Downtown Redding Transit Center/North State Express northern terminus. If selected for funding, the North State Express would complement these efforts by enhancing mobility and reduce vehicle miles traveled for long distance trips.

SACOG MTP/SCS

The North State Intercity project is consistent the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region. Consistent with the MTP/SCS, the North State Intercity project supports land use, air quality, and transportation needs by providing residents of under-served regions of the North State connecting commuter and destination travel service to the Sacramento region, reducing air quality impacts and GHG emissions generated by individual vehicles, and serving the transportation needs of these residents, as well as creating similar travel opportunities from residents of the Sacramento region to rural areas of the North State.

Consistent with the purpose of the adopted 2016 MTP/SCS, to encourage and facilitate efficient development, operations, and management of the regional transportation system, the North State Intercity project is intended to specifically coordinate efficient travel connections with existing transit systems in the rural North State. Operations will similarly be coordinated with new support charging stations, bus stops, and bus storage facilities.

By providing new transit connections to rural regions of the North State, the North State Intercity Bus project is consistent with MTP/SCS Policy 7 which states:

“Implement the Rural-Urban Connection Strategy (RUCS) which ensures good rural-urban connections and promotes the economic viability of rural lands while also protecting open space resources to expand and support the implementation of the Blueprint growth strategy and the MTP/SCS.”

By utilizing new buses that are zero emission vehicles (ZEV), the North State Intercity Bus project is consistent with MTP/SCS Policy 8 which states:

“Support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help achieve and maintain clean air and better public health.”

Finally, the North State Intercity Bus project provides efficient connection schedules from existing rural transit systems to feeder lines and an I-5 backbone line with new bus equipment, secure fueling stations, bus stops, and bus storage facilities consistent with Policy 20 which provides:

“SACOG should work with transit operators to pursue improvements to transit access, security, comfort, schedules, and information whenever opportunities arise.”

The need for connectivity in rural northern California is documented by ongoing planning efforts as described in this section.

Trinity County:

Regional Transportation Plan:

Trinity County is located in rural Northern California, between the counties of Humboldt and Shasta. State Route 299 is the only state highway that connects Trinity County to urban areas such as Redding and Arcata. In 2010, Trinity Transit added two intercity routes to Redding. Approximately 90% of trips made to and from Redding are for medical purposes. The Roderick Senior Center operates one volunteer-based vehicle which runs round trips from Weaverville to Redding for \$35. The nearest commercial airport, Greyhound, and Amtrak stations are located in Redding (limited air service). Trinity's RTP Policy 2.3 states an objective to improve connectivity services between Trinity County and Redding.

2014 Coordinated Public Transit Human Services Transportation Plan:

Currently, many of Trinity County's transit gaps are filled by independent operators. The Veterans Administration Community Based Outpatient Clinic in Redding operates a shuttle twice per month between Weaverville and Redding. The Shascade Community Disability Services, as well as two senior centers, also operate transportation for clients. A service called Precious Cargo Care-a-van makes trips to Redding from Trinity Hospital. Stakeholders identified the need for public transit service on Saturdays, bus shelters throughout Trinity County, and better access to destinations in Redding.

Humboldt County:

2014 Regional Transportation Plan:

Humboldt County is in the northwest corner of California. Arcata, located near the junction of highways 299 and 101, is 280 miles north of San Francisco and 140 miles west of Redding. The City of Arcata plans to re-establish transit service to Redding. Policy PT-2 states that "HCAOG shall support transit providers in Humboldt County in coordinating local, intercity, and interregional transportation alternatives, including with regional providers in neighboring counties."

Coordinated Public Transit Human Services Transportation Plan 2016:

Humboldt's regional transit system connects to Redding via Trinity Transit. Service is limited to Monday-Friday and two Saturdays per month, and it is not possible to make a full round trip in one day. The Klamath-Trinity Non-emergency transportation connects communities surrounding Willow Creek to the rest of Trinity Transit Monday through Friday.

Siskiyou County:

Regional Transportation Plan:

Siskiyou County is 201 miles north of Sacramento and 60 miles north of Redding. The county wants to improve their inter-county transit services with Oregon, Redding and Sacramento. Currently, service to Redding or Sacramento is limited to Amtrak and Greyhound and requires starting at Dunsmuir or Weed,

respectively. Many Senior Citizens go to Redding or Oregon for medical appointments. These locations are the closest available commercial aviation as well.

Coordinated Public Transit Human Services Transportation Plan:

Siskiyou Transit operates the Shasta Shuttle which connects to Amtrak and to the airports in Redding and Sacramento. There is also a veterans shuttle service offered to Redding. Siskiyou County was granted Section 5311(f) Funds to connect public transit service to Redding. The county's needs include increased service outside of Yreka and connections to and from Mt. Shasta Ski Park, Montague/Grenada, Eureka, Redding, and Medford. Additionally, the county needs an Amtrak shuttle to Sacramento and volunteer medical transportation including non-emergency medical transportation.

Modoc County:

Regional Transportation Plan:

Modoc County is in the far northeast corner of California. The Burlington Northern Santa Fe Railroad connects to four ports, Sacramento being one of them. However, these trains carry no passengers. Shasta County and Modoc County are only connected by State Route 299. Modoc County provides the Sage Stage intercity bus service to Redding, overlapping with Redding Area Bus Authority's Burney Express between Burney and Redding. In Redding, Redding Area Bus Authority provides service to the Redding airport.

Coordinated Public Transit Human Services Transportation Plan 2015:

Modoc Transit operates a bus line Monday through Friday from Alturas to Redding. Since 2008, Modoc Transit has kept track of ridership on this route: 644(08/09), 432(09/10), 349(10/11), 312(11/12), 379(12/13), and 587(13/14) riders. Residents of Modoc County take public transit to Redding, Oregon, or Nevada for healthcare, airports, and employment. The county has stated a need for service to Sacramento, San Francisco, and Reno. Riders also want to see more qualified drivers and more frequent service, as well as weekend service.

Lassen County:

Regional Transportation Plan:

Lassen County is located approximately 110 miles east of Redding and 190 miles from Sacramento. The Susanville Indian Rancheria provides public transit from Susanville to Red Bluff and Redding. Lassen County's main need is for public transportation to serve to Redding and Sacramento for medical needs.

Coordinated Public Transit Human Services Transportation Plan 2015:

Lassen County residents travel to Redding, Chico, Red Bluff, and Sacramento for medical service and major purchases. Medical service is the highest transportation need. However, service related needs and issues should be addressed too. The out of town service (buses, taxis, etc.) is difficult for residents of Lassen County to access or afford. Lassen County would like to see additional service to major cities, towns and other transit hubs. In addition, there needs to be increased transit to Redding, Sacramento, Red Bluff, and Chico.

Mendocino County:

Coordination of Human Transportation Services:

Mendocino County is located 130 miles northwest of Sacramento and 180 miles southwest of Redding. There is no easy way to travel to Redding or Sacramento with Mendocino Transit Authority. It is possible to take Greyhound from Ukiah to the Bay Area, or to Eureka followed by Trinity Transit to Redding. There is also a door-to-door service to Sacramento called the Obar Enterprise, which costs \$620.

Plumas County:

Regional Transportation Plan:

Plumas County is located 150 miles from Redding, which is one of the largest cities in the surrounding area. Plumas Rural Services (PRS) operates Community Action Support Service (CASS) trips for local and regional medical trips to Chico, Redding, and Reno. The Plumas County Veterans Services runs a similar service but is not wheelchair-accessible and no longer goes to Reno or Chico. The best existing connections to surrounding areas are the Lassen Rural Bus to Susanville, Chester, or Quincy and the Susanville Indian Rancheria Transit Program's services to Redding and Red Bluff. Plumas County lacks connectivity to Sacramento's health services, shopping, recreation, and employment centers.

Coordinated Public Transit Human Services Transportation Plan:

Plumas County's needs include expansion of service, route modifications, infrastructure improvements, coordination and promotion, and system improvements. All these needs are results of lack of funding and the public's desire for increased safety and options when using public transit.

Del Norte County:

Regional Transportation Plan:

Del Norte County is approximately 374 miles northwest Sacramento. 2.9% of residents regularly travel to Sacramento, but there is no local transit service connecting the two areas.

Coordinated Public Transit Human Services Transportation Plan 2015:

Del Norte County has gaps in transit service that make it difficult or impossible to connect to other routes, especially to and from Sacramento. The Non-Emergency Medical Transportation (NEMT) to Redding and Sacramento is unreasonable for most residents to use due to mobility costs.

Statement of Work Document**Project Tasks, Deliverables, and Milestones**

The North State Intercity Bus System is a proposed intercity transportation system between Redding and Sacramento on the I-5 Backbone corridor, with two main charging stations, one in Redding and one in Sacramento; plus new battery electric feeder bus services connecting to the I-5 Backbone from Siskiyou, Lake, Tehama, Glenn, and Colusa Counties. This I-5 Backbone will utilize five (5) 45-foot battery electric coach buses and eight (8) 35-foot smaller battery electric feeder buses connecting the feeder counties. Additionally, a Shasta Urban feeder, 35-foot battery electric vehicle will service passengers throughout the Shasta Region, including trips to Burney in coordination with the existing Burney Express service. Schedules of existing transit service from other connecting counties will be coordinated to ensure passenger connections to the North State Intercity I-5 Backbone service. These include systems from Del

Norte, Humboldt, Trinity, Modoc, Lassen, Plumas, Mendocino and Butte Counties. Detailed connection schedules are found in Attachment B. Project tasks are outlined below and the Project Schedule shows these same tasks and anticipated time frame for completion.

Pre-Award Business Plan (July 2017-May 2018)

A comprehensive business plan is currently under development for the North State Intercity Bus project and will be completed this spring. Much of the project information in this TIRCP application will be further refined to ensure efficient project implementation.

1. Project management (June 2018-July 2021)

Project management will be performed throughout the project implementation with expected milestone completion in July 2021.

1.1. Administration of North State Intercity Project (TIRCP Grant funded items)

1.2. Quarterly progress reports

Quarterly progress reports will be submitted.

1.3. Invoicing

SRTA will invoice in accordance with all processes required by the program.

1.4. Project Delivery Report

This report will summarize the entire project and analyze the value received from the TIRCP program funding along with other summaries of performance metrics, ridership trends, connectivity analysis, and future operations.

1.5. Final report of expenditures and project closeout

2. Project Implementation (July 2018-February 2021)

2.1. Prepare agreements with project partners (July 2018-Oct. 2018)

Project agreements are predominantly use agreements for using stop location facilities. However, some agreements such as with the feeder agency operators will need to be more detailed. Agreements are planned with the following agencies with a milestone delivery on 10/30/2018.

2.1.1. San Joaquins Joint Powers Authority

2.1.2. Capital Corridor

2.1.3. Lake Transit Authority

2.1.4. Redding Area Bus Authority

2.1.5. Glenn County Transportation Commission

2.1.6. Siskiyou County Transportation Commission

2.1.7. Adobe Road transit stop location partner

2.1.8. Williams transit stop location partner

2.1.9. Sacramento International Airport

2.1.10. City of Sacramento

2.1.11. Sacramento Regional Transit

2.2. Construction (July 2018-September 2019)

2.2.1. Vehicles

Construction of vehicles includes the procurement, contracting, and building the 5 coach style transit buses. The following tasks are associated with that construction.

2.2.1.1. Procurement solicitation

2.2.1.2. Lease/buy contracting

2.2.1.3. Amenities and equipment

2.2.2. Backbone storage/maintenance/charging facilities

The project will construct charging facilities in Redding, Williams, and Sacramento and retrofit existing parking areas to store vehicles in Redding at the RABA maintenance facility and Sacramento at the N Street Sac RT location for the I-5 Backbone service.

Four charging locations are proposed for the I-5 Backbone 45-foot battery electric coach buses.

1. In Redding, buses will be charged overnight at the Redding Area Bus Authority maintenance yard with the installation of two (2) new charging stations, with four (4) bus capacity.
2. An additional 2 bus charger will be installed at the Downtown Redding Transit Center for opportunity charging of the I-5 Backbone buses and the Siskiyou and Shasta Urban Feeder Line buses.
3. Along the I-5 Backbone route in Williams, an opportunity charging station is proposed at the selected site as an emergency backup or top off location for the route. This location will also be used for charging the Lake County Feeder Line.
4. In Sacramento, a charger will be installed at the existing bus yard operated by Sacramento Regional Transit (RT) located at N and 29th Streets. Alternatively, as the Sacramento region proceeds with their own planning and the North State Intercity project is implemented, the charger could be installed at the "Potential Bus Layover Facility" identified in Sacramento GRID 3.0 – Planning the Future of Mobility in the Sacramento Central City under Highway 50 between 5th and 9th Streets.

Below are the tasks associated with improving the charging, storage and maintenance facilities for the I-5 Backbone service line.

- 2.2.2.1. RABA maintenance facility
- 2.2.2.2. Williams opportunity charging station
- 2.2.2.3. Sacramento under freeway location

2.2.3. Backbone System stop improvements

- 2.2.3.1. Downtown Redding Transit Center

Redding – Downtown Transit Center – 1620 Yuba Street, Redding, CA 96001 – Partnership opportunity with Redding Area Bus Authority, which offer secure site with ample parking, restrooms, access to I-5 and permit agreements for shared use of the location. Located in downtown Redding and with transit connections all Redding Area Bus Authority served routes and other regional and inter-regional bus services including, the proposed Shasta Urban Feeder Line, Shasta College, Burney Express, Trinity Transit and Sage Stage (Modoc County). Infrastructure needs include One (1) opportunity charging station for the I-5 Backbone vehicles and the Siskiyou County Feeder Line vehicle. Additional infrastructure includes installation of benches, shade structure extension and restroom improvements.

- 2.2.3.2. Adobe Road stop improvements

Red Bluff – Holiday Inn Express or Hampton Inn and Suites on Adobe Road – Partnership opportunity with the one of the hotels (same owner), which offers a secure site with ample parking, restrooms and an climate controlled lobby, with the potential to offer park and ride packages with transit connections to the North Valley Feeder Line and Tehama Rural Area Express (TRAX). This stop location would require sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

- 2.2.3.3. Williams stop improvements

Williams – 5th Street or Marguerite Avenue and E Street – Three opportunities include an upcoming development with Holiday Inn Express at Marguerite Street and State Route 20; partnership with the Colusa County Campus of Woodland Community College; or the Williams Unified School District at 499 Marguerite Street near E Street. These locations offer nearby existing gas stations, restaurants, and hotels within walking distance and excellent access to I-5. In addition to the aforementioned

battery electric bus charging station for the I-5 Backbone, these stop locations would require sign infrastructure costs and possible contribution to parking, lighting, security, and facility costs.

2.2.3.4. Sac Valley and SMF Station Improvements

Sacramento - 401 I Street – This is a partnership opportunity with Sacramento Valley Station which offers a secure site, parking, restrooms and a climate controlled lobby. This is the main hub location for transfers to Amtrak San Joaquins and Capitol Corridor trains serving the San Joaquin Valley and San Francisco Bay Area. The Sacramento Valley Station also serves longer-range Amtrak train routes including the California Zephyr; serving major destinations west and east such as the San Francisco Bay Area (west), Reno, Salt Lake City and Colorado (east); and the Amtrak Coast Starlight train that serves Los Angeles to Seattle. The North State Intercity Bus schedule will be coordinated with trains. Additional connections include the Sacramento Regional Transit Light Rail Gold Line with western terminus in Folsom and Amtrak Thruway Buses serving points off the passenger rail train routes, such as the State Route 101 corridor and South Lake Tahoe. Also, the Sacramento Valley Station is less than a half a mile to major municipal destinations for government business, including Sacramento County, Sacramento City, US District Federal Courthouse and other government offices on H, I, and J Streets. This stop location will require lease agreements and sign infrastructure costs.

Sacramento International Airport – two existing public transit stops – one at each terminal. This stop location would require sign infrastructure costs.

2.2.3.5. Capital Mall @7th Street improvements

Sacramento – 8th and Capitol Mall – Partnership opportunity with Sacramento Regional Transit with light rail connections to the Blue, Gold and Green Lines, Bus Routes 2, 3, 6, 7, 11, 15, 30, 34, 38, 62, 86, 88, 109, and Shuttle Service “Flyer” available on 9th Street. The stop is in immediate vicinity of government offices, downtown, and the Golden One Arena. This transit hub will also provide a connection to YoloBus which provides an important economic connection between Yolo County and Sacramento. This stop location would require lease agreements and sign infrastructure costs.

2.2.4. Feeder system vehicles

Construction of vehicles includes the procurement, contracting, and building 8 low floor style transit buses. The following tasks are associated with that construction.

2.2.4.1. Procurement solicitation

2.2.4.2. Lease/buy contracting

2.2.4.3. Amenities and equipment

2.2.5. Feeder system maintenance/storage/charging facilities

2.2.5.1. Siskiyou County maintenance/storage/charging facility

The Siskiyou Feeder Line will require two (2) charging stations. One is proposed for installation at the Siskiyou County Transit Center at 190 Greenhorn Road, Yreka, CA 96097, and the other will utilize the depot charging station in Redding at the Redding Area Bus Authority maintenance yard at 3333 S. Market Street, Redding, CA 96001.

2.2.5.2. Lake Transit maintenance/storage/charging facility

The Lake County Feeder Line will require two (2) depot style charging stations proposed to be installed at the Lake Transit Authority at 9240 State Route 53, Lower Lake, CA 95457.

2.2.5.3. Glenn County maintenance/storage/charging facility

The North Valley Feeder Line vehicles will require one (1) charging location where two (2) depot style chargers are recommended. The location for installation will be the current transit vehicle storage and maintenance yard at 777 N. Colusa Street in Willows, CA 95988.

2.2.5.4. Shasta Urban Feeder maintenance/storage/charging facility

The Shasta Urban Feeder Line will require one (1) charging location installation in Burney and will utilize the charging stations in Redding either at the Redding Area Bus Authority maintenance yard at 3333 S. Market Street, Redding, CA 96001 or at Dignity Health Care Services at 200 Mercy Oaks Dr., Redding, CA 96003, for overnight charging.

2.2.6. Feeder system stop improvements

2.2.6.1. Redding circulator stop improvements

Partnership with RABA to improve existing stop locations in Redding to include North State Intercity Bus signs.

2.2.6.2. Siskiyou County stop improvements

2.2.6.2.1. Yreka

Yreka (Siskiyou Feeder) – Partnership opportunity with Siskiyou County Transportation Commission at the Siskiyou County Transit Center, 190 Greenhorn Road; a secure site with parking, restrooms and a climate controlled lobby. No agreements or improvements will be needed at this stop location.

2.2.6.2.2. Weed

Weed (Siskiyou Feeder) – Partnership opportunity with Ray’s Market, 175 N. Weed Blvd, which offers ample parking, restrooms and a climate controlled lobby and connection to regular Sage Stage routes, close to exit 748. This stop will require installation of a transit shelter and sign infrastructure.

2.2.6.2.3. Mt. Shasta

Mount Shasta (Siskiyou Feeder) – Partnership opportunity with local businesses in the Shopping Center near Best Western at 134 Morgan Way with secure site, ample parking, restrooms and a climate controlled lobby with the potential to offer park and ride package and a transit connection to the Sage Stage with infrastructure needs for a Transit Shelter.

2.2.6.2.4. Dunsmuir

Dunsmuir (Siskiyou Feeder) – Partnership opportunity with Dunsmuir Inn & Suites which offers ample parking, restrooms and an air-conditioned lobby and is near the Dunsmuir Train Station, 5750 Sacramento Avenue with connections to the Sage Stage and no infrastructure needs.

2.2.6.3. North Valley feeder stop improvements

2.2.6.3.1. Willows

Willows (North Valley Feeder) – Partnership opportunity with Glenn Ride and Walmart at 470 Airport Avenue, which offers a secure site with ample parking, restrooms and a climate controlled waiting area with the potential to offer park and ride packages. This existing Glenn Ride transit stop offers connection to the Glenn Ride local transit system.

2.2.6.3.2. Orland

Orland (North Valley Feeder) – Partnership opportunity with CVS Pharmacy, 869 Newville Road, which offers a secure site, ample parking, restrooms and a climate controlled lobby with the potential to offer park and ride packages. This station has existing transit connections to Glenn Ride serving Glenn County and routes to Chico.

2.2.6.3.3. Corning

Corning (North Valley Feeder) – Partnership opportunity with Hometown Café co-located at the Corning Transportation Center, 1081 Solano Street, Suite A, Corning, California with a secure site, ample parking, restrooms and a climate controlled lobby with the potential to offer park and ride packages and transit connections to Tehama Rural Area eXpress.

2.2.6.4. Lake County feeder stop improvements

2.2.6.4.1. Transit hub in Clearlake

Clearlake (Lake Feeder) – Partnership opportunity with Lake Transit and Walmart, 15960 Dam Road in Clearlake, which offers a secure site with ample parking, restrooms, climate controlled waiting area and a transit shelter in the parking lot. No other improvements will be needed at this stop location.

2.2.6.4. Backbone

Redding – Downtown Transit Center – 1620 Yuba Street, Redding, CA 96001 – Partnership opportunity with Redding Area Bus Authority, which offer secure site with ample parking, restrooms, access to I-5 and permit agreements for shared use of the location. Located in downtown Redding and with transit connections all Redding Area Bus Authority served routes and other regional and inter-regional bus services including, the proposed Shasta Urban Feeder Line, Shasta College, Burney Express, Trinity Transit and Sage Stage (Modoc County). Infrastructure needs include One (1) opportunity charging station for the I-5 Backbone vehicles and the Siskiyou County Feeder Line vehicle. Additional infrastructure includes installation of benches, shade structure extension and restroom improvements.

2.2.7.Charging infrastructure (May 2018-April 2019)

Vehicle charging infrastructure will be developed in concert with the vehicle design and construction. The process will be coordinated with facility owners and has an expected delivery milestone of April 30, 2019 as defined in the Project Development Schedule.

2.2.7.1. Design

Milestone completion August 2018.

2.2.7.2. Environmental review

Expected CE with milestone completion August 2018.

2.2.7.3. Procurement

To run concurrently with vehicle design and procurement process.

Expected milestone completion December 2018.

2.2.7.4. Buy/Lease option analysis

This will be determined during design process.

2.2.7.5. Site prep

Working with facility owners, site prep will be part of construction activities and will be completed by September 2018.

2.2.7.6. Construction

Construction will begin in August 2018 and be completed by April 2019.

2.2.8.Ticketing infrastructure

2.2.8.1. Procurement process

2.2.8.2. Purchase equipment

2.2.8.3. Installation

2.2.8.4. Testing and launch

2.3. Launch Marketing (July 2018-March 2021)

Marketing for the I-5 Backbone service, feeder services and the project as a whole will include procurement of a marketing consultant and the following tasks. Milestones include preparation for project launch, October 2019, and ensuring launch marketing is successful through March 2021. The following sub-tasks are part of this task.

2.3.1.Marketing plan

Expected completion by 12/31/18.

2.3.2.Branding/Graphics

Expected completion by May 2019.

2.3.3.Marketing materials

Expected to begin 1/1/19 and finish October 2020.

2.3.4.Media

Expected to begin July 2019 and continue through October 2020.

3. Performance Monitoring (September 2019-November 2033)

Performance of the system will be monitored throughout the life of the project and in perpetuity beyond the capacity of the TIRCP capital funding.

3.1.1. Performance monitoring system development

The performance monitoring system as described in the Performance Monitoring and Tracking section will be developed starting in July 2019 and finish in October 2019.

3.1.2. Data collection

Data will be collected during testing and throughout the project from July 2019- June 2021.

3.1.3. Vehicle analysis

3.1.4. Monthly data summaries

3.1.5. Technical evaluation @ 3 mo., 6 mo., 1 yr., and then every 6 months

3.1.6. Final project performance evaluation

This deliverable will be completed by June 2021.

4. Begin North State Intercity Bus Service (Oct. 2019)

Project Schedule.

The requested implementation of TIRCP funding schedule is as follows and is also included as attachment to reduce duplication.

Agency: [Shasta Regional Transportation Agency](#)

Project: [North State Intercity Bus](#)

PROJECT DEVELOPMENT SCHEDULE

Activities	2018				2019				2020				2021													
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
1. Project management (June 2018-May 2021)																										
1.1. Administration of NS Express Project (TIRCP Grant funded items)																										
1.2. Quarterly progress reports																										
1.3. Invoicing																										
1.4. Project Delivery Report																										
1.5. Final report of expenditures and project closeout																										
2. Project Implementation (July 2018-February 2021)																										
2.1. Prepare agreements with project partners (July 2018-Oct. 2018)																										
2.1.1. San Joaquins Joint Powers Authority																										
2.1.2. Capital Corridor																										
2.1.3. Lake Transit Authority																										
2.1.4. Redding Area Bus Authority																										
2.1.5. Glenn County Transportation Commission																										
2.1.6. Siskiyou County Transportation Commission																										
2.1.7. Adobe Road transit stop location partner																										
2.1.8. Williams transit stop location partner																										
2.1.9. Sacramento International Airport																										
2.1.10. City of Sacramento																										
2.1.11. Sacramento Regional Transit																										
2.2. Construction (July 2018-September 2019)																										
2.2.1. Vehicles																										
2.2.1.1. Procurement solicitation																										
2.2.1.2. Lease/buy contracting																										
2.2.1.3. Amenities and equipment																										
2.2.2. Backbone storage/maintenance/charging facilities																										
2.2.2.1. RABA maintenance facility																										
2.2.2.2. Williams opportunity charging station																										
2.2.2.3. Sacramento under freeway location																										
2.2.3. Backbone System stop improvements																										
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2.2.3.3. Williams stop improvements																										
2.2.3.4. Sac Valley Station Improvements																										
2.2.3.5. Capital Mall @ 7 th Street improvements																										
2.2.4. Feeder system vehicles																										
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2.2.6.2. Siskiyou County stop improvements																										
2.2.6.2.1. Yreka																										
2.2.6.2.2. Weed																										
2.2.6.2.3. Mt. Shasta																										
2.2.6.2.4. Dunsmuir																										
2.2.6.3. North Valley feeder stop improvements																										
2.2.6.3.1. Willows																										
2.2.6.3.2. Orland																										
2.2.6.3.3. Corning																										
2.2.6.4. Lake County feeder stop improvements																										
2.2.6.4.1. Transit hub in Clearlake																										
2.2.7. Charging infrastructure																										
2.2.7.1. Design																										
2.2.7.2. Environmental review																										
2.2.7.3. Procurement																										
2.2.7.4. Buy/Lease option analysis																										
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2.3. Launch Marketing (September 2019-March 2021)																										
2.3.1. Marketing plan																										
2.3.2. Branding/Graphics																										
2.3.3. Marketing materials																										
2.3.4. Media																										
3. Performance Monitoring (September 2009-November 2033)																										
3.1.1. Performance monitoring system development																										
3.1.2. Data collection																										
3.1.3. Vehicle analysis																										
3.1.4. Monthly data summaries																										
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3.1.6. Final project performance evaluation																										
4. Begin North State Intercity Bus Service (Oct. 2019)																										

Amendment (Existing Project) Y/N					Date:	1/12/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
02						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Shasta Regional Transportation Agency		
				MPO	Element	
				Shasta		
Project Manager/Contact		Phone		E-mail Address		
Daniel Little		530-262-5190		dilittle@srta.ca.gov		
Project Title						
North State Intercity Bus Service						
Location (Project Limits), Description (Scope of Work)						
The North State Intercity Bus Service provides transportation between California's North State and Sacramento using battery electric transit buses. The Counties served include Del Norte, Siskiyou, Modoc, Humboldt, Trinity, Shasta, Lassen, Plumas, Butte, Tehema, Glenn, Colusa, Mendocino, and Lake. The project includes project development and capital purchase of battery electric transit buses, charging infrastructure, bus stop location improvements, solar installation, power upgrades, launch marketing, ticketing infrastructure, and performance monitoring.						
Component		Implementing Agency				
PA&ED		Shasta Regional Transportation Agency				
PS&E		Shasta Regional Transportation Agency				
Right of Way		Shasta Regional Transportation Agency				
Construction		Shasta Regional Transportation Agency				
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
The project will reduce greenhouse gas emissions by eliminating vehicle trips.						
Purpose and Need						
For most of the North State, Sacramento is the mosst convenient urbanized area for business, commerce, high level health care, social and employment services, recreation, and connections to points beyond. Over 1,000 North State residents surveyed identified important connections in Sacramento including San Joaquins, Capital Corridor, and Sac International Airport. The North State Intercity Bus project will finally connect the rural north state to these connections and eventually the northern terminus of the California High Speed Rail.						
Category		Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans		Rail cars/ transit vehicles			each	13
Intercity Rail/Mass Trans						
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						05/01/18
Circulate Draft Environmental Document				Document Type	CE	06/01/18
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						08/01/18
Begin Design (PS&E) Phase						06/01/18
End Design Phase (Ready to List for Advertisement Milestone)						10/30/18
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						11/15/18
End Construction Phase (Construction Contract Acceptance Milestone)						10/30/19
Begin Closeout Phase						03/01/21
End Closeout Phase (Closeout Report)						06/30/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/12/18

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					
Project Title: North State Intercity Bus Service						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Shasta Regional Transportation
PS&E									Shasta Regional Transportation
R/W SUP (CT)									Shasta Regional Transportation
CON SUP (CT)									Shasta Regional Transportation
R/W									Shasta Regional Transportation
CON									Shasta Regional Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		47,160						47,160	
PS&E		176,850						176,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		18,146,246						18,146,246	
TOTAL		18,370,256						18,370,256	

Fund No. 1:	TIRCP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)		47,160						47,160	
PS&E		176,850						176,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		16,521,246						16,521,246	
TOTAL		16,745,256						16,745,256	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,625,000						1,625,000	
TOTAL		1,625,000						1,625,000	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					
Project Title: North State Intercity Bus Service						

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					
Project Title: North State Intercity Bus Service						

R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 13:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 14:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Memorandum of Agreement North State Super Region

The sixteen California counties of Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Nevada, Plumas, Sierra, Siskiyou, Shasta, Tehama, and Trinity share similar planning issues of a rural nature which include: a shortfall in transportation infrastructure funding, hard hit economies, and population growth. This North State Super Region establishes a partnership of Regional Transportation Planning Agencies (RTPAs) for coordinated planning, to influence state and federal policy, and to support funding and grants for partner transportation agencies.

This document establishes a framework by which the group can operate effectively to achieve its goals.

GOALS

The goals of the North State Super Region are:

- To collaborate on endorsement of projects, share resources and information, and bring political attention to the needs of the area, including interregional roads, transit, and goods movement.
- To unite as a larger voice to influence state and federal policy and funding priorities.
- To coordinate compliance with state and federal requirements, including blueprint planning and air quality regulation.
- To share and generate innovative ideas for project delivery and funding, among others.

COMPOSITION

Members are the RTPA Executive Directors in the sixteen counties of the Super Region. Outside persons or groups, including federal agencies, Caltrans, California Transportation Commission and other state agencies, universities, and private and non-profit groups may be invited for the purpose of sharing expertise, leadership or information.

The North State has three basic geographic divisions: valley, mountain, and coastal areas. As these areas have similar issues that bind them together, subgroups may be formed to achieve a particular goal common to these geographic areas. This does not detract from the solidarity of the larger group, but rather makes collaboration of smaller groups more effective.

MUTUAL UNDERSTANDING

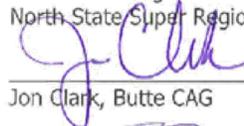
- a. Participation. The signatories designate the current participating Executive Directors, their designees or successors. Participation is voluntary. Neighboring counties that find they share similar interests are welcome to join this collaborative group.
- b. Activities. Regional transportation planning priorities are the focus of the group. Needs of the regions and priorities of the group should be central to the partnership's activities. Efforts include collaboration and support of mutual interests, research of current issues and trends, and their effect on the group's

interests, letters to federal and state representatives, and formation of subcommittees to address specific topics.

- c. Funding. No dues are required for this effort. Individual participation and effort are to be absorbed by the respective planning agencies. Grants and other funding sources may be explored by participants for concentrated efforts.
- d. Decision making. Consensus will be sought for the groups will.
- e. Meetings. Initial meetings will be held biannually, in the spring and fall, and located in areas convenient for the group at large. The agency sponsoring the meeting will be responsible for choosing a specific location, agenda and handout preparation, and invitations.

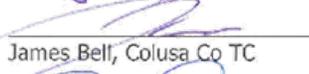
SIGNATORIES TO THE MEMORANDUM OF UNDERSTANDING

We acknowledge the above as our understanding of the foundation and basis of the North State Super Region.



Jon Clark, Butte CAG

10/20/10
Date



James Bell, Colusa Co TC

10/20/2010
Date



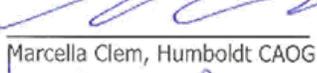
Tamera Leighton, Del Norte LTC

10/20/2010
Date



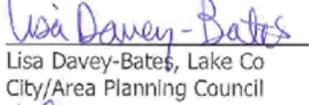
John Linhart, Glenn Co TC

10/20/10
Date



Marcella Clem, Humboldt CAOG

10/20/10
Date



Lisa Davey-Bates, Lake Co City/Area Planning Council

10/20/10
Date



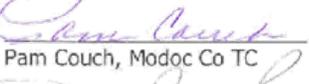
Larry Miller, Lassen Co TC

10/20/10
Date



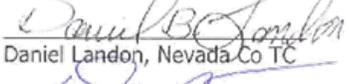
Phil Dow, Mendocino COG

10/20/10
Date



Pam Couch, Modoc Co TC

10/20/2010
Date



Daniel Landon, Nevada Co TC

10/20/10
Date



Dan Little, Shasta Co RTPA

10/20/10
Date


For Tim Beals, Sierra Co TC

10-20-2010
Date


For Tom Anderson, Siskiyou Co LTC

11/22/10
Date


Gary Antone, Tehama Co TC

10-20-10
Date


Richard Tippett, Trinity Co TC

10-20-10
Date


Maiky Byrne, Plumas Co TC

11-16-10
Date



January 10, 2018

Joint Letter of Intent

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



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



Stacey Mortensen, Executive Director
San Joaquin Joint Powers Authority

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

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

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

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

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

SJJPA RESOLUTION NO. 17/18 003

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

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

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

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

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

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

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

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

NOES: 0

ABSENT: 4 - Tatzin, Verboon, Johnson, Shuklian

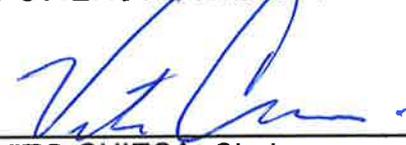
ABSTAIN: 0

ATTEST: 0

**SAN JOAQUIN JOINT
POWERS AUTHORITY**



STACEY MORTENSEN
Executive Director



VITO CHIESA, Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

July 28, 2017

STAFF REPORT

Item 7

ACTION

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

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

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

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

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

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

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

Sacramento Service Expansion Project Description

Overview

San Joaquins

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

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

Altamont Corridor Express

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

Additional Service

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

Operating Alignment

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

Figure 1



San Joaquins

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

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

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

Altamont Corridor Express

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

Additional Service (Shuttle)

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

Sacramento Service Expansion Stations

North of Stockton new stations unless noted otherwise:

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

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

Maintenance and Layover Facilities

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

Oakley Station Project

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

Madera Station Project

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

Morning Express Parking Improvement Projects

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

- Fresno
- Merced

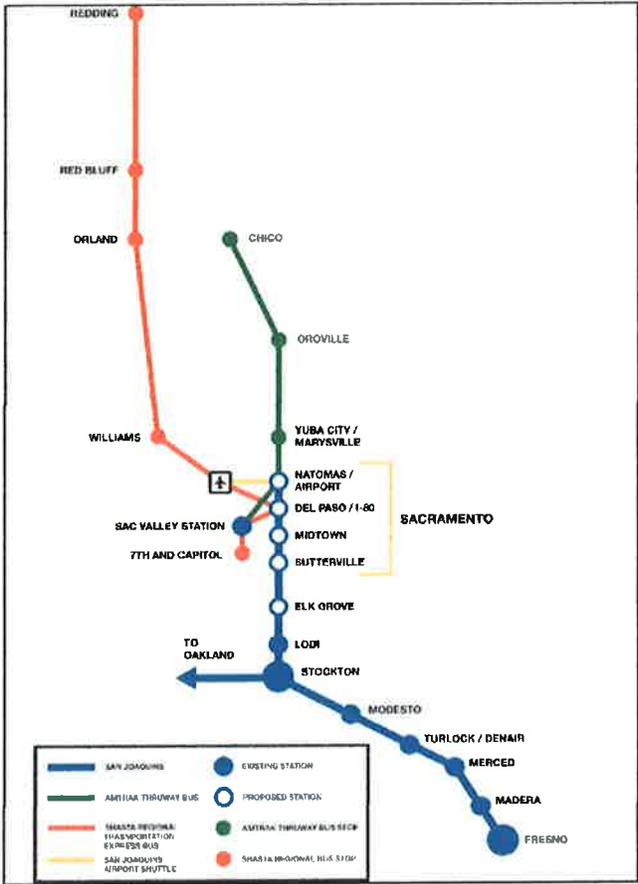
Thruway Bus Service

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

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

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

Figure 2.



Transit Transfer Program

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

Fiscal Impact:

There is no fiscal impact.

Recommendation:

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

STAFF REPORT



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

SUMMARY:

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

STAFF RECOMMENDATION:

It is recommended that the board of directors:

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

DISCUSSION:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

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

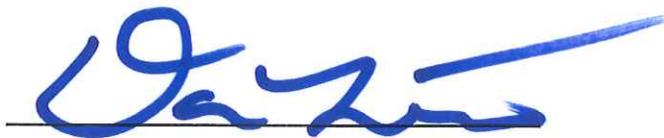
FINANCING:

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

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

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

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



Daniel S. Little, AICP, Executive Director

Attachments: History of Related SRTA Board of Directors Agenda Items

HISTORY OF RELATED SRTA BOARD OF DIRECTORS AGENDA ITEMS

2015

MEETING ON APRIL 28, 2015, AGENDA ITEM 11

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

It is recommended that the board of directors:

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

The staff recommendations passed unanimously.

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

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

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

The consent calendar was approved.

2016

MEETING ON FEBRUARY 23, 2016, AGENDA ITEM 21

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

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

The board gave no further direction to staff.

MEETING ON APRIL 26, 2016, AGENDA ITEM 8

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

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

The staff recommendation passed unanimously.

MEETING ON DECEMBER 13, 2016, AGENDA ITEM 9

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

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

The staff recommendation passed unanimously.

2017

MEETING ON APRIL 25, 2017, AGENDA ITEM 14

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

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

The staff recommendation passed unanimously.

MEETING ON JUNE 27, 2017, AGENDA ITEM 14

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

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

The staff recommendation passed unanimously.

SJJPA RESOLUTION NO. 17/18 - 008

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

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

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

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

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

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

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

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

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

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

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

NOES: 0

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

ABSTAIN: 0

ATTEST: 0

SAN JOAQUIN JOINT
POWERS AUTHORITY



STACEY MORTENSEN
Executive Director



DON TATZIN, Vice Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

November 17, 2017

STAFF REPORT

Item 7

ACTION

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

Background:

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

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

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

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

Fiscal Impact:

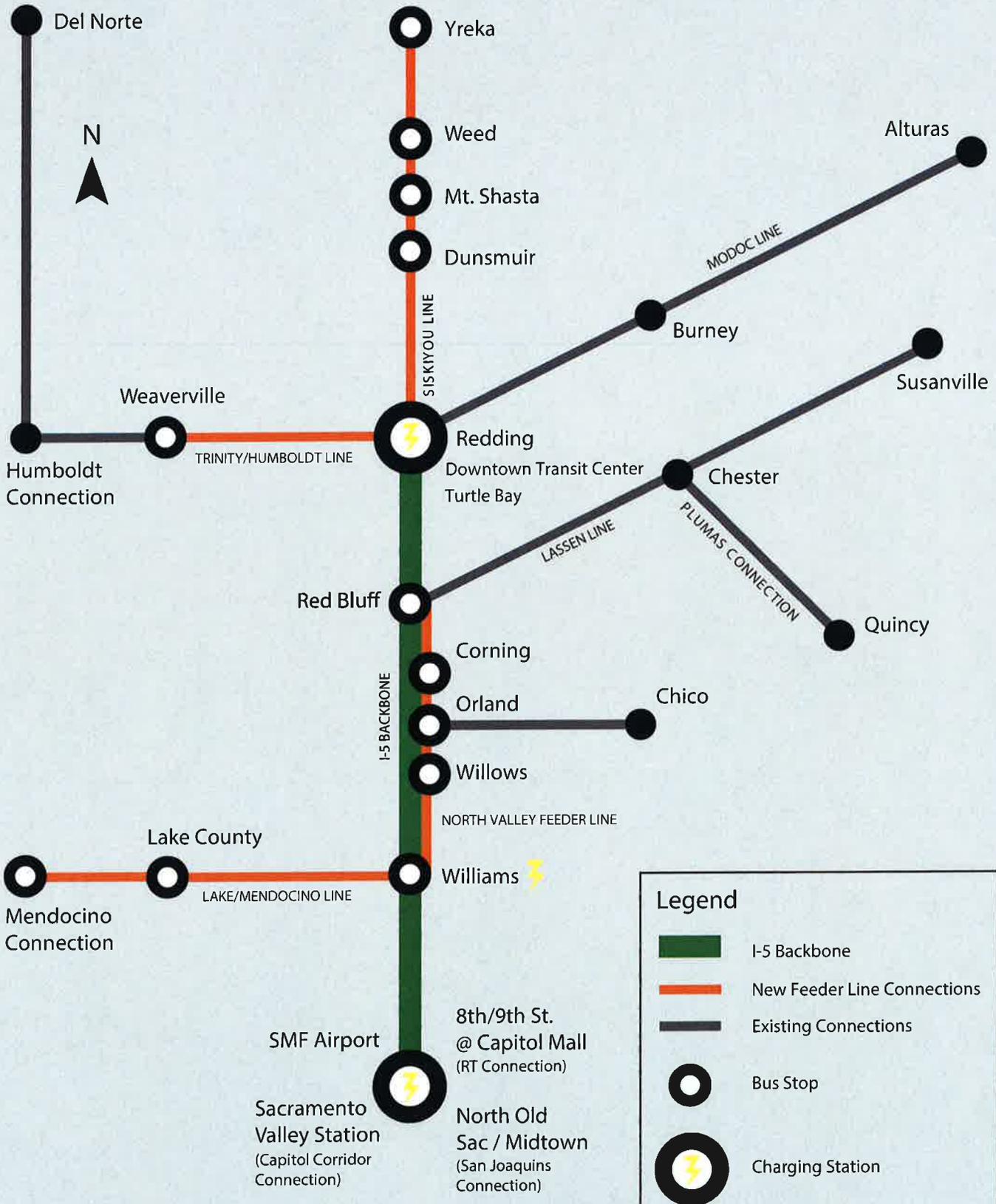
A portion of the operating saving from reducing the length of Thruway Bus Route 3 would be applied to operating support to SRTA's North State Express Bus Service. The amount of this support is still being determined.

Recommendation:

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

North State Intercity Bus

Schematic Transit Service Map



Letters of Support





736 F Street
Arcata, CA 95521

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

12/29/2017

Daniel S. Little

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

Good luck on your application.

RECEIVED
JAN 03 2017
SHASTA REGIONAL
TRANSPORTATION AGENCY

Sincerely,

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

LeAnn Schuetzle, Transit Manager

City of Arcata

736 F Street

Arcata, CA 95521



326 HUSS DRIVE, SUITE 150
CHICO, CALIFORNIA 95928
(530) 809-4616 FAX: (530) 879-2444
WWW.BCAG.ORG

December 22, 2017

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

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

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

Sincerely,

Jon Clark
Executive Director



January 9, 2018

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

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

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

Dear Secretary Kelly and Mr. Little:

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

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

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

Sincerely,

David Kutrosky
Managing Director

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Bridget Powers (Alt.)
Susan Rohan

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Jeff Harris
Rick Jennings (Alt.)
Steve Miller

SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
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Joel Keller (Alt.)
John McPartland (Alt.)
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Don Saylor

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Executive Director

David B. Kutrosky
Managing Director

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(F) 510.464.6901
www.capitolcorridor.org



Colusa County Transit Agency

715 D Street
Colusa, CA 95932

(530) 458-0287
www.countyofcolusa.org

01/04/18

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Simms'.

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

RECEIVED

JAN 08 2018

SHASTA REGIONAL
TRANSPORTATION AGENCY



1/11/2018

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

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

I am writing on behalf of Dignity Health Connected Living (DHCL) in support of the North State Intercity Bus project. Dignity Health Connected Living is a private non-profit agency, a subsidiary of Mercy Medical Center Redding and Dignity Health member. Animated by a spirit of compassion, caring and collaboration, we provide adult day care programs, case-management, social services, health-related services, in-home support services, financial management and assistance, representative payee services, transportation and supportive services that promote and enhance the physical, social and spiritual health of seniors and under-served families in five northern California counties.

As the designated Consolidated Transportation Services Agency (CTSA) for Shasta County, DHCL provides transportation services for senior populations and for people with a disability living in areas of the county not served by the Redding Area Bus Authority. There is potential that DHCL will be able to operate a line under the CTSA connecting senior residents and residents with a disability to the main service line provided by the North State Intercity Bus project in Redding.

In the event that Sunday bus service is incorporated into the CTSA transportation contract in the near future, the North State Intercity Bus project becomes even more attractive for those with weekend travel plans.

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

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

Dignity Health Connected Living is pleased to support the North State Express Intercity Bus project. DHCL has a long, positive working relationship with Shasta Regional Transportation Agency and appreciate their innovative approach on this and other projects of mutual interest, such as: promoting electric buses for public transport, expanding the electric charging station infrastructure in the north state and building solar capacity for working electric vehicles. This project focusing on intercity transport would benefit the residents and visitors of Shasta County, and will provide a critical service for mobilizing seniors and people with disabilities in Shasta County.

Sincerely,



Jennifer Powell, Executive Director
Dignity Health Connected Living
200 Mercy Oaks Drive
Redding, CA 96003
530.226.3064
Jennifer.Powell2@DignityHealth.org



Far Northern Regional Center

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

Laura Larson
Executive Director

January 8, 2018

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

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

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

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

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

Sincerely,

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

www.farnorthernrc.org

REDDING MAIN OFFICE: P. O. Box 492418 Redding, CA 96049-2418 1900 Churn Creek Rd, Suite 319 Redding, CA 96002-0277 (530) 222-4791 Fax (530) 222-8908

CHICO OFFICE: 1377 East Lassen Ave. Chico, CA 95973-7824 (530) 895-8633 FAX (530) 332-1497

REGIONAL OFFICES In: Lake Almanor, Mount Shasta and Yreka

GLENN COUNTY TRANSPORTATION COMMISSION

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

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

*Di Aulabaugh,
Executive Director*

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

January 10, 2018

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

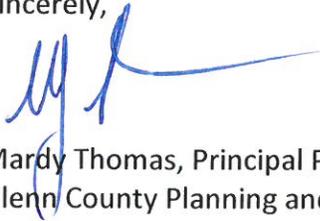
I am writing on behalf of the Glenn County Transportation Commission in support of the North State Intercity Bus project. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento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

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

GCTC-North State Express Connect

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

Sincerely,

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

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



HCAOG

*Regional Transportation
Planning Agency*

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

December 21, 2017

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

North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

Sincerely,

Marcella Clem
Executive Director



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

Email: laketransit@comcast.net

December 28, 2017

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

Subject: North State Express Connect - Redding to Sacramento

Dear Mr. Little,

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Mark Wall".

Mark Wall, General Manager
Lake Transit Authority



MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

January 10, 2018

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little:

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

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

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

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

Sincerely,

Phillip J. Dow, P.E.
Executive Director

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



MODOC COUNTY
TRANSPORTATION COMMISSION

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

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

Commissioners

John Dederick
Chairman
City of Alturas Mayor

Kathie Rhoads
Vice Chairman
County Supervisor III

Bobby Ray
Commissioner
City Councilmember

Patricia Cullins
Commissioner
County Supervisor II

Jim Wills
Commissioner
County at Large Member

Danny Parker
Commissioner
City at Large Member

Elizabeth Cavasso
Alternate Commissioner
County Supervisor IV

Cheryl Nelson
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Lemke
Chief Fiscal Officer

Cindy Imbach
Senior Transportation Planner

January 10, 2018

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

Sincerely,

Debbie Pedersen
Executive Director
dpedersen@modoctransportation.com



North State Super Region

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

Jon Clark

Butte County Assn. of Governments

Scott Lanhier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

January 2, 2018

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

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

January 2, 2018

Page 2

Sincerely,

A handwritten signature in black ink that reads "Ivan Garcia". The signature is written in a cursive style with a large, sweeping initial "I".

Ivan Garcia, Chair
North State Super Region



January 8, 2018

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

Subject: North State Express Intercity Bus System

Dear Mr. Little:

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

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

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

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

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

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

Sincerely,

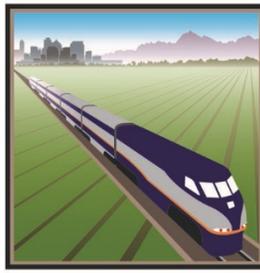
A handwritten signature in blue ink, appearing to read 'B. Crane', is written over a large, stylized blue scribble.

Brian Crane, P.E.
Executive Officer

REDDING AREA BUS AUTHORITY (www.RABAride.com)

777 CYPRESS AVENUE, REDDING, CALIFORNIA 96001-3396 • (530) 225-4171 • FAX (530) 245-7024

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



San Joaquin Joint Powers Authority

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

January 8, 2018

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

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

Dear Secretary Kelly:

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

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

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

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

Sincerely,

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

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

MEMBER AGENCIES

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



December 14, 2017

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

Subject: North State Express Intercity Bus Project

Dear Mr. Little,

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

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

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

Sincerely,

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

RECEIVED

DEC 20 2017

**SHASTA REGIONAL
TRANSPORTATION AGENCY**

Governing Board Members

Rhonda E. Nehr Dr. Rob Lydon Patrick W. Carr Kendall S. Pierson Rayola B. Pratt Robert M. Steinacher Scott J. Swendiman

Superintendent/President

Joe Wyse, Ed.D.



Shasta County

DEPARTMENT OF PUBLIC WORKS

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

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

January 4, 2018

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

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little:

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

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

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

Sincerely,

Patrick J. Minturn, Director

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

AVC/ldr

Shasta Living Streets

Better bikeways, walkable cities, transit and vibrant public places

January 3, 2018

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

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

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

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

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

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

Business owners and professionals

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

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

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

I wish we had a luxury style WiFi bus direct to sfo or smf...so I can work and/or sleep!
A pick up spot from Red bluff would make it nice for those in Chico too. Short drive for everyone!

Parents and individuals

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

Transit-dependent individuals

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

Out of area business contacts

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

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

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



Anne Wallach Thomas
Executive Director, Shasta Living Streets



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

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

Good luck on your application.

Sincerely,

Melissa Cummins
Executive Director

Michael Kobseff
Joan Smith Freeman
Lisa Nixon – Alternate

Commissioners
Ed Valenzuela
Timothy Stearns
Bryce Craig - Alternate

Brandon Criss
Tom McCulley



Tehama County Transportation Commission and Regional Transportation Planning Agency

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

12/11/2017

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

Subject: North State Express Connect – Redding to Sacramento

Dear Mr. Little,

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert Christison', is written over a faint blue circular stamp.

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

January 10, 2018

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

Subject: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

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

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

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

Sincerely,



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