

STAFF REPORT



MEETING DATE:	April 26, 2016
SUBJECT:	Approve the Transit and Intercity Rail Capital Program Grant Application for Bus Service Between Redding and Sacramento
AGENDA ITEM:	8
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

In February, the board of directors authorized staff to prepare and submit a Transit and Intercity Rail Capital Program (TIRCP) grant application for capital funding to implement I-5 express bus service between Redding and Sacramento. The completed application is now presented for review and approval by the board of directors. Grant award announcements are anticipated in August 2016.

STAFF RECOMMENDATION:

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

DISCUSSION:

Background - TIRCP is a new program (2015) funded by auction proceeds from the California Air Resources Board Cap-and-Trade Program. 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 greenhouse gas emissions (GHG), vehicle miles traveled, and congestion. Approximately \$440 million is available in this cycle. The attached applications summary table shows that 36 agencies submitted applications for 41 projects, totaling over \$3 billion in funding requests.

In February 2016, the board of directors authorized staff to prepare a TIRCP grant application for capital funding needed to implement I-5 express bus service between Redding and Sacramento. SRTA, in collaboration with the North State Super Region, submitted the attached grant application for the North State Express Connect: Redding to Sacramento (NS Express Connect for short) on April 5, 2016, in the amount of \$19,520,470. The concept of an improved connection between Redding and Sacramento is the subject of the *Shasta Intercity Transportation to Sacramento and the Bay Area* feasibility study and action plan that will be presented at the October 2016 board of directors meeting.

TIRCP Grant - The TIRCP grant application proposes to develop a new intercity transit express route with 45-foot coaches along I-5 connecting to Sacramento's airport, Amtrak station and downtown. This will form the backbone of an integrated rural transit network between Redding and Sacramento with feeder routes linking the counties of Modoc, Siskiyou, Humboldt, Lassen, Butte, Trinity, Tehama, Glenn, Lake and Colusa.

The initial scope has been broadened since conceptual review by the board in February due to new information that shows electric buses may be feasible; parking and maintenance facility

improvements; and, interest from other agencies to run feeder services. The scope of work includes capital funding for the following items.

- **Detailed Business Plan and Technology Implementation (\$1,047,400)** – Covers all aspects related to the development, initiation, and ongoing operations of the service, including but not limited to: a draft bus lease/purchase agreement; interagency agreements; ticketing integration and software; ridership demand analysis; schedule coordination; and dispatching and software.
- **Electric Buses (\$4,793,500)** – TIRCP funding is from cap-and-trade funds and must legally be used to offset greenhouse gas emissions. The state has encouraged use of electric buses (E-buses). Since the February meeting, staff learned of the availability of 45-foot motor coaches with a 200-mile range. Although E-buses are more expensive and two additional buses (total of five) are needed due to out-of-service time required for vehicle charging, it is believed that this technology represents the “transformational” technology and GHG reductions required to obtain funding. As an additional benefit, operation and maintenance cost for E-buses is lower, which will minimize ongoing costs. The grant has a fallback, stating that the electric buses must be proven and warrantied to perform as advertised under real-world usage, or other types of power platforms can be used.
- **Charging Stations (\$412,500)** – Each bus comes with a charging station. Funds were added to install charging infrastructure (including stations and increased electric distribution requirements) in Redding and Sacramento, as well as secure overnight bus parking in Sacramento.
- **Secure Passenger Parking (\$2,219,800)** – The full block to the north of the Redding Downtown Transit Center is anticipated to provide the Redding Area Bus Authority (RABA) with expanded parking for passengers of the fixed-route service, Amtrak, Greyhound and other interregional public transportation providers. Funds were included for security improvements for NS Express Connect riders embarking from Redding. Due to interest from other regions regarding park-and-ride stops, funds were included for secure passenger parking improvements for possible sites in Tehama, Colusa, and Sacramento counties. Those regions would be responsible for contracting the work.
- **Feeder Buses (\$2,274,000)** – In addition to park-and-ride stops, some regions expressed interest in feeder buses. Five smaller electric feeder buses were added, to be owned and operated by other regions that want to connect to the service. Humboldt, Trinity, Siskiyou, Tehama, Butte, Glenn, Lake and Colusa are possible candidates.
- **RABA Improvements (\$1,669,800)** – Grant funds for planned improvements to the RABA maintenance facility, including vehicle shade structures with solar panels, were included. If the project proceeds with a contracted maintenance provider other than RABA, then these funds will be used for that contract.
- **Capitalized Maintenance (\$5,608,400)** – Many of the costs typically associated with operations (e.g. maintenance, cleaning, and WiFi) were included for the 12 year operational lifespan of the bus batteries. Much like purchasing free oil changes for several years with the purchase of a car, the bus lease/purchase agreements would be constructed the same way.
- **Marketing (\$301,000)** – A marketing program was included to develop and disseminate information to customers and encourage mode shift to reduce single-occupancy vehicles along I-5 between Redding and Sacramento.

- **Performance Monitoring (\$110,000)** – Funds for SRTA and public agencies that provide transit stops were included in the budget to monitor the performance of the NS Express Connect service.
- **Environmental Review (\$55,500)** – Funds were included to complete environmental review pursuant to CEQA and NEPA.
- **Project Management (\$1,028,570)** – Approximately 5% of the budget is set aside to manage the project, including day-to-day project oversight, submittal of quarterly reports, invoicing, and preparation of a final report.

The project provides many benefits to Shasta County and the rest of the North State. It would provide a lower cost, convenient alternative to meet interregional travel needs. Also it creates an economic connection between North State residents, the capital, and direct rail and air service to state, national and international markets. The project would implement the 2015 Regional Transportation Plan, including: Goal #3: Provide an integrated, context-appropriate range of practical transportation choices; and Objective #3.2: Facilitate multi-modal connectivity and service schedule alignment between local and interregional modes, including passenger rail, air, and intercity bus transportation. In addition, the NS Express Connect will be key to meeting the region's GHG emission reduction target assigned by the California Air Resources Board pursuant to Senate Bill 375.

Timing – The grant application was due April 5 and the California State Transportation Agency (CalSTA) will adopt a two-year program of projects covering fiscal year 2016/17 and 2017/18 in August 2016. The next opportunity for funding will not occur for two years. If the grant application is approved for funding in August by CalSTA and if new information reveals the project is not feasible, the board of directors may decline the award.

Operating Costs – The feasibility study currently underway by SRTA will include an analysis of ridership and operational revenue. Operational grants would be approved before any bus purchase. No local Transportation Development Act funds are proposed to be used for operations. The application includes development of a business plan that will provide the board of directors with more information prior to entering into a bus lease/purchase agreement.

An estimated \$650,000-\$870,000 in annual operating expenses is needed for three to four daily round trips, running seven days a week. Most or potentially all of this could be offset in the long-term by fares, particularly if many of the operational aspects of the service are covered by the grant as proposed. For example, an average of 10 riders per coach at \$30 each way is estimated to cover 100% of the operating costs. The fare amounts and subsidy targets would be the subject of the feasibility study and further policy decisions.

SRTA, RABA, and the North State Super Region will use the feasibility study and initial business plan recommendations to coordinate applications for operational funding for the intercity bus service through the FTA Section 5311(f) Intercity Bus Program. Given broad regional and state interest, there is a high likelihood that 5311(f) would provide 100% of the needed subsidy, and there are no limits to continued annual funding. 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.

ALTERNATIVES:

The board of directors may choose to rescind the application, eliminating any chance of starting a service until sometime between 2021 and 2026. Similarly, in October, the board of directors will receive a presentation on the feasibility study and will have an opportunity to accept or deny an award – if selected by CalSTA.

OTHER AGENCY INVOLVEMENT:

Caltrans, in collaboration with CalSTA, administers the TIRCP. The North State Super Region is sponsoring the grant. RABA worked with SRTA to identify NS Express Connect service needs. Numerous agencies and organizations have provided letters of support for the project and are attached separately or included in the attached grant application. The Technical Advisory Committee recommends approval of the grant submission, while acknowledging that many outstanding questions need to be answered in the feasibility study and in the business plan, if awarded. The grant application was presented to the North State Super Region and the California Transportation Commission April 13 and 14 respectively.

FINANCING:

The \$19,520,470 grant request requires no local match. The grant application includes funding for staff and consultant time to manage the project. SRTA staff time to develop the grant application is funded entirely through Overall Work Program WE 702.03 – Grant Writing and Technical Assistance.



Daniel S. Little, AICP, Executive Director

Attachment: TIRCP Applications Summary Table

Transit and Intercity Rail Capital Program Grant Application available at:

<http://www.srta.ca.gov/DocumentCenter/View/2823>

Additional letters of support provided after grant submittal

**2016 Transit and Intercity Rail Capital Program – Applications Received
April 13, 2016**

Agency	Project Title	TIRCP Funding Request	Total Project Cost
Alameda-Contra Costa Transit District	Purchase of Forty-two Buses to Support AC Transit's New Service Expansion Plan and Transbay Service	\$36,205,600	\$36,205,600
Anaheim Transportation Network	Anaheim Transportation Network Zero Emission Bus Pilot Project	\$7,180,447	\$9,101,580
Antelope Valley Air Quality Management District	Southern California Regional Zero Emission Consortium - Zero Emission Bus Transit and Commuter Vanpool Expansion Project	\$10,531,000	\$16,346,000
Capitol Corridor Joint Powers Authority	Sacramento to Roseville Third Mainline Track Project, Phase I and Northern California Passenger Rail Schedule, Fleet Maintenance Optimization and Capital Projects Program	\$49,220,000	\$105,781,000
City of Duarte	City of Duarte Clean Bus Replacement Project	\$2,056,081	\$2,602,633
City of Fairfield/Solano Transportation Authority	Fairfield/Vacaville Intermodal Station	\$12,001,739	\$53,968,000
City of Fresno	Fresno Metropolitan Rapid Transit and Rail Connectivity Project	\$222,389,577	\$376,397,977
City of Los Angeles Department of Transportation	DASH Program Service Improvements and Expansion to Increase Ridership	\$34,281,000	\$38,090,000
City of Modesto	Final Design and Engineering for Modesto Downtown Passenger Rail Station	\$1,000,000	\$1,000,000
City of Santa Clarita	Veta Canyon Multimodal Center	\$10,619,039	\$22,529,265
City of Santa Monica	Big Blue Bus Zero Emission Deployment Project	\$6,390,000	\$7,100,000
Contra Costa Transportation Authority	Bay Area Fair Value Commuting Pilot Project	\$685,125	\$880,125
Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	\$32,975,000	\$65,950,000
Gold Coast Transit District	Gold Coast Transit District Administration and Operations Facility/Transit Capacity Expansion: New Facility, Zero Emission Infrastructure & Service Expansion	\$24,000,000	\$54,400,000
Golden Gate Bridge Highway and Transportation District	Purchase Seventy (70) 40-foot Diesel-Electric Hybrid Buses	\$10,000,000	\$57,550,500
Livermore Amador Valley Transit Authority	Zero Emission Battery Electric Commuter Bus Lines Project	\$5,542,247	\$14,391,689
Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96th Street Transit Station / Metro Green Line Extension to LAX Project	\$150,000,000	\$535,000,000
Los Angeles County Metropolitan Transportation Authority	Metro Gold Line Foothill Extension - Azusa to Montclair Project	\$150,000,000	\$1,383,000,000
Los Angeles County Metropolitan Transportation Authority	Metro Red Line and Purple Line Core Capacity Improvements Project	\$110,000,000	\$162,000,000
Los Angeles County Metropolitan Transportation Authority	Los Angeles Metro Orange Line Bus Rapid Transit Zero Emission Modernization Project	\$25,000,000	\$46,735,000
Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	All Aboard: Transforming Southern California Rail Travel	\$150,400,000	\$465,000,000
North County Transit District	Reducing Emissions with a Top Tier Commuter Rail Fleet: Procuring 9 New Tier 4 Emissions Commuter Locomotives for North San Diego County	\$57,866,506	\$68,183,500
Orange County Transportation Authority	OC Streetcar Santa Ana/Garden Grove Project	\$50,700,000	\$288,700,000
Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Project	\$225,000,000	\$2,183,647,000
Riverside County Transportation Commission	Riverside County Metrolink and Amtrak Grade Separations Project	\$123,259,880	\$152,739,880
Sacramento Regional Transit District	Downtown/Riverfront Sacramento-West Sacramento Streetcar and Sacramento Valley Station Light Rail Phase 1 Loop	\$58,000,000	\$228,000,000
San Bernardino Associated Governments	Redlands Passenger Rail Car Project	\$33,871,496	\$280,862,496
San Diego Metropolitan Transit System	Blue Line Curve Straightening Project	\$4,268,418	\$5,336,773
San Diego Metropolitan Transit System	Fare Collection System Enhancements Project	\$27,882,500	\$34,882,500
San Francisco Bay Area Rapid Transit	Trolley Capacity Improvements Project (8th LRV)	\$4,671,816	\$4,671,816
San Francisco Municipal Transportation Agency	Expanding BART Peak Period Trains via Construction of a Vehicle Overhaul and Heavy Repair Shop	\$50,000,000	\$432,933,000
San Joaquin Joint Powers Authority	Light Rail Modernization and Expansion Program	\$155,846,000	\$1,369,976,000
San Joaquin Regional Rail Commission	8th Daily Round Trip: Improvements, Equipment, and Operations Optimization	\$201,775,000	\$307,675,000
Santa Barbara County Association of Governments	ACE Near-Term Capacity Improvement Program	\$102,697,000	\$106,197,000
Santa Clara Valley Transportation Authority	Clean Air Express Preservation, Modernization and GHG Emissions Reduction Project	\$8,380,000	\$14,660,000
Shasta Regional Transportation Agency	BART Silicon Valley Phase II Extension	\$750,000,000	\$4,925,200,000
Sonoma-Marin Area Rail Transit	North State Express Connect - Redding to Sacramento	\$19,520,470	\$51,345,970
Southern California Regional Rail Authority	Rail Extension to North Windsor Project	\$38,319,070	\$38,319,070
Transbay Joint Powers Authority	Metrolink Strategic Capacity Improvements, Phase 1	\$126,110,000	\$143,135,000
Western Contra Costa Transit Authority	Bus Storage Facility at the Transbay Transit Center	\$10,000,000	\$20,080,263
	Addition of Three Double-Decker Buses to WestCAT's LYNX Route	\$2,550,000	\$2,550,000
	TOTAL	\$3,100,975,061	\$14,113,922,647

The list above contains project titles, requested amounts, and total project costs from applications received by the deadline of April 5, 2016. Many applicants submitted projects with separable elements, and all information contained on this document is subject to review and revision. The current round of applications utilizes currently appropriated funds estimated to total \$449 million and encompassing FY15-16, FY16-17 and FY17-18 budget years. This amount is subject to revision based on auction proceeds received through June 30, 2016, as well as based on any additional funding provided through the current legislative budget process or through the transportation special session. CalSTA anticipates announcing project selections on August 1, 2016.



Tehama County Transportation Commission and Regional Transportation Planning Agency

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

March 9, 2016

T-16-29

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

Subject: TIRCP I-5 Express Service

Dear Mr. Moty:

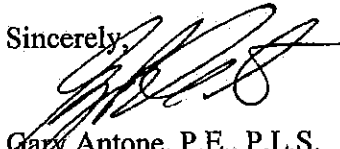
On behalf of the Tehama County Transportation Commission (TCTC) support is extended to the Shasta Regional Transportation Agency's (SRTA) capital funding request for an intercity public transportation connection along the I-5 corridor between Redding and Sacramento through the Transit and Intercity Rail Capital Program (TIRCP).

The proposed I-5 Express Service:

- Improves connectivity for residents in Tehama County going both north and south;
- Passes through the middle of Tehama County and more specifically, through Census Tract #6103000800, Gerber – a designated Disadvantaged Community by Cal Enviro Screen;
- Achieves CalSTA objectives to reduce emissions of greenhouse gases, increase transit ridership, integrate with rail service, including with the high-speed rail system, and improve transit safety;
- Is consistent with the Tehama County adopted Coordinated Public Transit—Human Services Transportation Plan.
- Achieves secondary evaluation criteria related to VMT, housing, employment, expanding rail/transit, accelerating rail/transit projects, transit integration/connectivity, low/no emission vehicles, active transportation, public health, and air quality;
- Multiple locations in Tehama County can be considered for a potential stop that meets express service criteria;
- LCTOP funds can be used for Transit Fare Subsidies to help facilitate ridership during startup;

The Tehama County Transportation Commission looks forward to working with SRTA on intercity service. We are in the process of identifying appropriate funding sources to support and partner with SRTA and to offset operating costs. SRTA's leadership to improve mobility of the north state is appreciated, as we look forward to a positive outcome. Good luck on the grant application.

Sincerely,



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

LASSEN COUNTY TRANSPORTATION COMMISSION

REGIONAL TRANSPORTATION PLANNING AGENCY



LARRY MILLAR, *Executive Secretary*
CYNTHIA RASCHEIN, *Transportation Project Manager*
KELLY MUMPER, *Transportation Planner*
T-10 (a)
2016/159

707 Nevada Street, Suite 4
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April 14, 2016

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

RE: North State Express Connect: Redding to Sacramento (NS Express Connect)

Dear Mr. Moty:

Please accept this letter in support of Shasta Regional Transportation Agency's (SRTA) Transit and Intercity Rail Capital Program (TIRCP) application to provide express transit service from the Redding area to the Sacramento area.

Lassen County residents have the opportunity to reach Redding and Red Bluff via Susanville Indian Rancheria's Public Transportation Program, which provides transit service to Redding and Red Bluff six days per week, Monday through Saturday. With this added service, travelers will have better access to services south of Redding, including the Sacramento International Airport, job opportunities that may not otherwise be available, and access to medical and other services that are not available in Lassen County.

Increasing public transit ridership will reduce greenhouse gas emissions, increase transit ridership and allow travelers access to other transportation services and will improve transit safety.

Lassen County Transportation Commission looks forward to working with SRTA on this important transportation effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry D. Millar", is written over a horizontal line.

Larry D. Millar
Executive Secretary

City of Shasta Lake

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



April 19, 2016

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

Subject: TIRCP I-5 Express Service

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) capital funding request for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Transit and Intercity Rail Capital Program (TIRCP).

We appreciate the SRTA board for taking the lead on this important capital funding request. It is an important step in meeting CalSTA's objectives to reduce emissions of greenhouse gases, increase transit ridership, integrate with rail service including high-speed rail, and improve transit safety. The funding would also move the region forward in achieving secondary evaluation criteria related to VMT, housing, employment, expanding rail/transit, accelerating rail/transit projects in addition to the integration/connectivity and low/no emission vehicles.

The North State Region is underserved with limited public transportation options readily available to our residents for travel on the I-5 corridor between Redding and Sacramento. The TIRCP I-5 Express Service would be a great option in meeting the goals outlined above.

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

Sincerely,

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

JOHN N. DUCKETT, JR.
CITY MANAGER
CITY OF SHASTA LAKE



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

April 22, 2016

Mr. Leonard Moty, Chairman
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

RE: North State Express Connect

Lake Transit Authority (LTA) strongly supports the Shasta Regional Transit Agency's (SRTA) application to fund the North State Express Connect service along the I-5 Corridor from Redding to Sacramento. The North State Express Connect will provide a key backbone route that, together with coordination from other North State Super Region (NSSR) partners, will enable efficient connections along the I-5 corridor.

LTA expects to partner with SRTA to provide faster, more direct service to the Sacramento Valley with an east/west link along State Route 20 that will serve Lake County and much of the North Coast. LTA already provides service via State Route 20 to Ukiah on the US 101 corridor, and along State Route 29 to the Napa Valley. The LTA 2015 Transit Development Plan calls for extension of LTA intercity service to the Sacramento Valley. In addition to meeting demand for service from Lake County residents, this route would take advantage of existing connections with Mendocino Transit Authority (MTA), the Napa VINE service operated by Napa County Transportation Planning Agency (NCTPA), and the Greyhound and Amtrak Thruway bus services operating along US101. This east/west route extension would act as feeder to the North State Express Connect. The LTA east/west feeder together with the North State Express Connect would provide much faster and more direct service between the US101 and I-5 corridors.

SRTA continues to provide leadership, cooperation, and support for all of the 16 members of the NSSR Coalition. SRTA's efforts to implement a North State Express Connect service have been very inclusive and will thereby maximize the benefits of this service. An approach that features zero emissions technology will demonstrate the practical benefits of improving our environment and it will benefit us all. This SRTA initiative will benefit many. We wish you great success in this competitive process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Wall".

Mark Wall
General Manager

Copy: Bruce Richard, MTA
Kate Miller, NCTPA
Lisa Davey-Bates, Lake APC



HCAOG

*Regional Transportation
Planning Agency*

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April 21, 2016

Mr. Leonard Moty
Chair, County of Shasta, District 2
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Moty:

North State Express Connect: Redding to Sacramento

As members of the North State Super Region (NSSR), the Humboldt County Association of Governments (HCAOG) fully supports your application for the North State Express Connect: Redding to Sacramento (NS Express Connect) project under the Transit and Intercity Rail Capital Program.

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

HCAOG is particularly interested in participating in the development of the Business Plan as it pertains to possible feeder routes and connectivity options. Thank you for taking lead on this important project.

Sincerely,

Frank Jäger
Mayor, City of Eureka
Vice Chair, HCAOG

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Assembly California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR: ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
VICE CHAIR: NATURAL RESOURCES
PRIVACY AND CONSUMER PROTECTION
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

April 20, 2016

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

Subject: Transit and Intercity Rail Capital Program application — I-5 Express Service

Dear Secretary Kelly,

I write to share my strong support for the Shasta Regional Transportation Agency's application for funding through the Transit and Intercity Rail Capital Program to launch an express bus service from Sacramento to Redding and the surrounding rural communities.

California's rural northern counties have very few options for intercity transportation. Chico recently lost its commercial air service, leaving Redding Municipal Airport as the only airport between Sacramento and Medford, Ore., offering regularly scheduled flights. Passenger rail service is limited to Amtrak's Coast Starlight, whose trains normally stop once a day in Redding, around 3 a.m. The smaller North State communities have even fewer alternatives.

The SRTA's project would provide a vital option for rural families seeking medical care in larger communities and for tourists looking to visit the North State. Using electric buses would reduce emissions and offer a key investment in future transportation infrastructure for the rural region. The project enjoys the support of surrounding counties and the North State Superregion, reflecting widespread community demand.

Thank you for your consideration of this important project in allocating the TIRCP funds. If I can be of further assistance, please contact my District Director, Bruce Ross, at (530) 223-6300.

Sincerely,

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

BRIAN DAHLE
Assemblyman, 1st District