

STAFF REPORT



MEETING DATE:	June 19, 2018
SUBJECT:	Approve the North State Intercity Bus System Business Plan and Authorize the Executive Director to Perform Related Administrative Actions
AGENDA ITEM:	12
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

SRTA was awarded more than \$8.6 million in capital funding through the state's Transit and Intercity Rail Capital Program (TIRCP) to develop a new intercity public transportation connection between Redding and Sacramento, with rural feeder service from surrounding counties. The *North State Intercity Bus System Business Plan* (attached as link) is now complete and staff recommends approval.

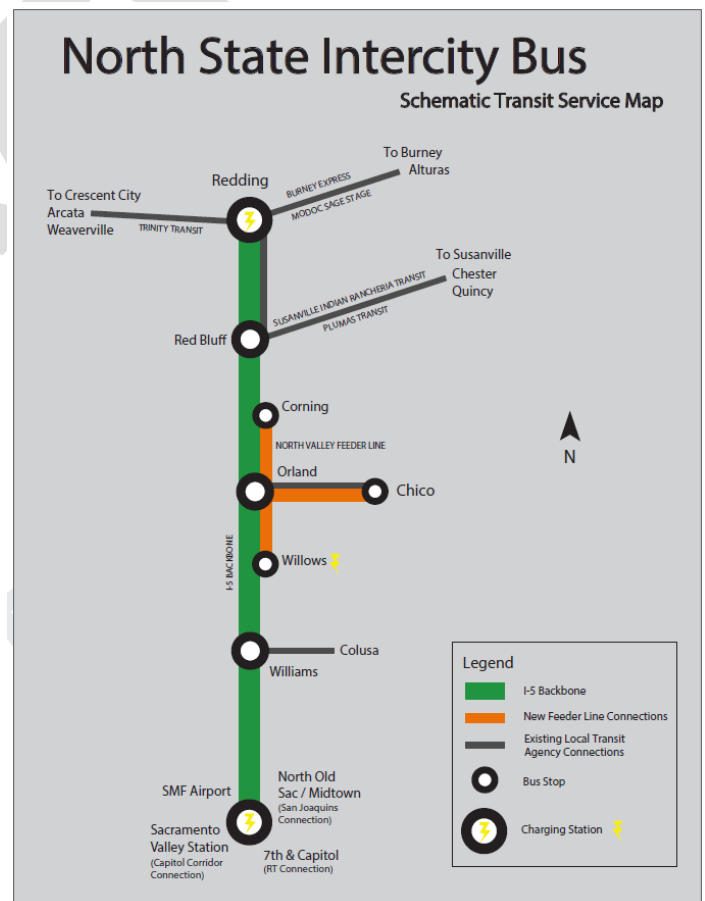
STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve the *North State Intercity Bus System Business Plan*;
2. Adopt Resolution #18-11 authorizing the executive director to perform all administrative actions necessary to obtain Transit and Intercity Rail Capital Program (TIRCP) funds, including agreements with Caltrans and other project partners of the North State Intercity Bus System.

DISCUSSION:

SRTA was awarded over \$8.6 million in capital funding through the TIRCP to develop a new intercity public transportation system between Redding and Sacramento, with a valley feeder service. The service will offer four inter-connected round trip services per day. With an additional \$875,000 in vouchers from the state's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the TIRCP award will fully fund capital needs for the I-5 Backbone and the North Valley Feeder, as shown in the schematic to the right. A breakdown of capital costs awarded is provided in the following table.



Budget Item	I-5 Backbone	North Valley Feeder	Total
Battery Electric Buses	\$ 3,750,000	\$ 1,200,000	\$ 4,950,000
Depot Charging	\$ 160,000	\$ 40,000	\$ 200,000
Opportunity Charging Station (en-route)	\$ 50,000	\$ 25,000	\$ 75,000
Transformer Install	\$ 325,000	\$ 200,000	\$ 525,000
Bringing Power to Site	\$ 20,000	\$ -	\$ 20,000
Solar Installation	\$ 978,000	\$ -	\$ 978,000
Vehicle Amenities (2.5)	\$ 550,000	\$ 220,000	\$ 770,000
Energy Costs		\$ 59,696	\$ 59,696
Bus Maintenance Warranty	\$ 290,832	\$ 87,360	\$ 378,192
Ticketing Equipment Costs	\$ 84,500	\$ 89,300	\$ 173,800
Land Lease	\$ 26,400	\$ -	\$ 26,400
Site Maintenance Cost	\$ 48,000	\$ -	\$ 48,000
Performance Monitoring (5)	\$ 50,000	\$ -	\$ 50,000
Launch Marketing	\$ 218,400	\$ 30,000	\$ 248,400
Signage/Wayfinding	\$ 50,000	\$ 25,000	\$ 75,000
Discounted Rider Passes	\$ 58,400	\$ 41,600	\$ 100,000
Passenger Parking	\$ -	\$ 2,500	\$ 2,500
Land Lease	\$ -	\$ 5,000	\$ 5,000
Transit Shelters	\$ -	\$ 10,000	\$ 10,000
Project Planning	\$ 31,050	\$ 36,450	\$ 67,500
Environmental Review	\$ 8,280	\$ 9,720	\$ 18,000
Consultant Selection	\$ 4,600	\$ 5,400	\$ 10,000
Partnership Agreements	\$ 44,160	\$ 51,840	\$ 96,000
Program Administration	\$ 286,580	\$ 336,420	\$ 623,000
Total Capital Costs	\$ 7,034,202	\$ 2,475,286	\$ 9,509,488

Operating funds are available through an intercity rail partnership with the San Joaquin Joint Powers Authority (SJJA), the Federal Transit Administration Section 5311(f) Intercity Bus Program, the Congestion Mitigation and Air Quality (CMAQ) from Tehama County, and anticipated fare revenue. The *North State Intercity Bus System Business Plan* (attached as link) provides the details of the intercity bus service between Redding and Sacramento, including:

- Ridership Projections – page 4
- Service Schedule – page 8
- Fare Structure – page 23
- Budget – page 26

To receive TIRCP funds several administrative actions will be required, including Allocation Request Packages; a Master Agreement with Caltrans; and Program Supplemental Agreements. Once an Allocation Request Package is submitted, Caltrans and the California Transportation Commission (CTC) require 60 days to review and seek approval at a CTC meeting. To expedite the project, staff recommends authorizing the executive director to perform all administrative actions necessary to obtain TIRCP program funds, including agreements with Caltrans and other project partners.

SRTA, project partners, and the consulting team are currently solidifying the following operational and infrastructure elements:

- Park and ride locations in Red Bluff, Orland, and Williams – Attachment D of Business Plan;
- Bus layover and charging locations in Sacramento – page 7 of Business Plan;
- Battery electric bus and charging infrastructure procurement management, including testing, monitoring, and reporting – in development; and
- Agreement with Glenn Ride to operate the valley feeder service.

ALTERNATIVES:

The board of directors may defer approval of the final business plan to request additional information from staff or provide other direction as staff moves forward with implementation.

OTHER AGENCY INVOLVEMENT:

Caltrans in collaboration with CalSTA administers the TIRCP. Business plan details were 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 – The \$8,641,000 award from the TIRCP provides full capital funding for the I-5 Backbone and the North Valley Feeder; no match is required. Staff and consultant time to implement the service is also funded through the grant, as shown in Budget Items in the table above: Project Planning, Environmental Review, Consultant Selection, Partnership Agreements, and Program Administration.

Operation – An estimated \$1,200,000 in annual operating expenses is needed for the I-5 Backbone and the North Valley Feeder. The majority of this could be offset by SJJPA financial support, Federal Transit Administration Section 5311(f) Intercity Bus Program awards, Congestion Mitigation and Air Quality (CMAQ) from Tehama County, and a projected 50-75% farebox recovery. 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.

Daniel S. Little, AICP, Executive Director

Attachments:

1. DRAFT North State Intercity Bus System Business Plan available online at <http://srta.ca.gov/DocumentCenter/View/4099/DRAFT-North-State-Intercity-Bus-System-Business-Plan>
2. Resolution #18-11 Authorizing the Executive Director to Perform All Administrative Actions Necessary to obtain TIRCP funds, including Agreements with Caltrans and Other Project Partners of the North State Intercity Bus System Between Redding and Sacramento



RESOLUTION

RESOLUTION NUMBER:	18-11
SUBJECT:	Authorize the Executive Director to Perform All Administrative Actions Necessary to obtain Transit and Intercity Rail Capital Program (TIRCP) funds, including Agreements with Caltrans and Other Project Partners of the North State Intercity Bus System Between Redding and Sacramento

WHEREAS, the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 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; and

WHEREAS, the California Department of Transportation (Caltrans), in collaboration with the California State Transportation Agency (CalSTA), are responsible for administering the TIRCP; and

WHEREAS, pursuant to SB 9 of 2015, CalSTA adopted a Transit and Intercity Rail Capital Program (TIRCP) multi-year program of projects covering 2018-19 through 2022-23; and

WHEREAS, TIRCP administrators have developed guidelines that describe the policy, standards, criteria, and procedures for the development, adoption and management of the program; and

WHEREAS, the Shasta Regional Transportation Agency (SRTA) was awarded TIRCP funding in the program of projects covering 2018-19 through 2022-23 for the North State Intercity Bus System; and

WHEREAS, the SRTA Board of Directors wishes to authorize the executive director to perform all administrative actions necessary to obtain TIRCP funds, including agreements with Caltrans and other project partners of the North State Intercity Bus System between Redding and Sacramento.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency:

1. Agrees to comply with all conditions and requirements set forth in the TIRCP guidelines; and
2. Authorizes the Executive Director to perform all administrative actions necessary to obtain TIRCP funds, including executing agreements with Caltrans and other project partners of the North State Intercity Bus System between Redding and Sacramento.

PASSED AND ADOPTED this 19th day of June 2018, by the Shasta Regional Transportation Agency.

Susie Baugh, Chair
Shasta Regional Transportation Agency