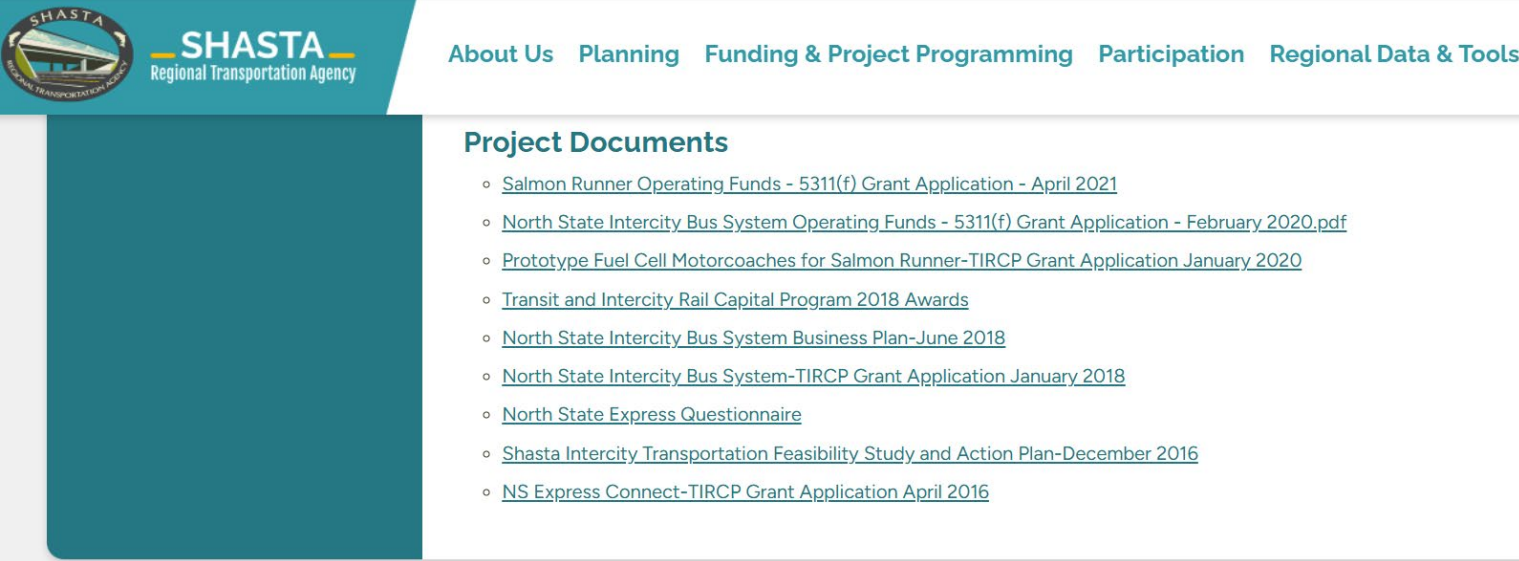


North State Intercity Bus to Rail Plan

Shasta Regional Transportation Agency
Board of Directors Meeting
Wednesday, February 26, 2025



Project Background



The screenshot shows the SHASTA Regional Transportation Agency website. The header includes the SHASTA logo and navigation links: About Us, Planning, Funding & Project Programming, Participation, and Regional Data & Tools. The main content area is titled "Project Documents" and lists several links to grant applications and reports, including Salmon Runner Operating Funds, North State Intercity Bus System Operating Funds, Prototype Fuel Cell Motorcoaches, Transit and Intercity Rail Capital Program Awards, North State Intercity Bus System Business Plan, North State Intercity Bus System-TIRCP Grant Application, North State Express Questionnaire, Shasta Intercity Transportation Feasibility Study, and NS Express Connect-TIRCP Grant Application.

- **Purpose:** To coordinate and plan for better intercity bus options in the short- and mid-term and improved passenger rail transportation in the long-term between the Shasta Region and the large metropolitan areas of Greater Sacramento, the Bay Area, and north into Oregon as well as improve connections across the North State.
- **Funding:** This project is funded by a Caltrans Sustainable Transportation Planning Grant (Strategic Partnership Grant (FTA 5304)) and Local Transportation Funds (LTF). Work on the North State Intercity Bus to Rail Plan is expected to be complete by April 2025.
- **Website Link:** <https://srta.ca.gov/373/North-State-Intercity-Bus-to-Rail-Plan>

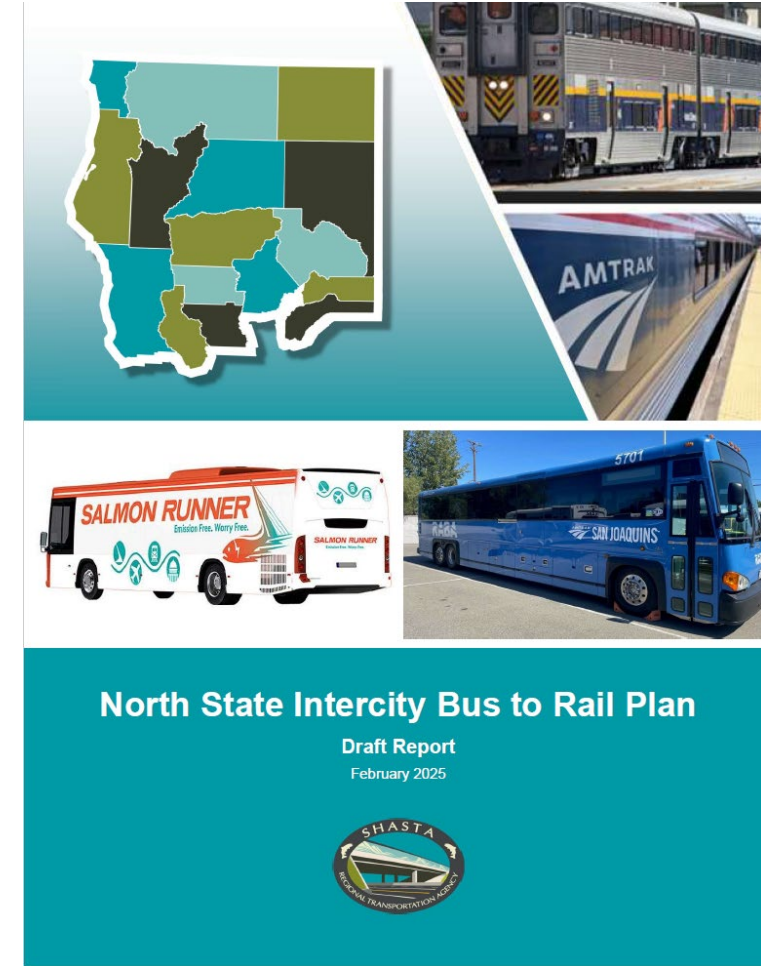
Partners



Overview of the North State Intercity Bus to Rail Plan

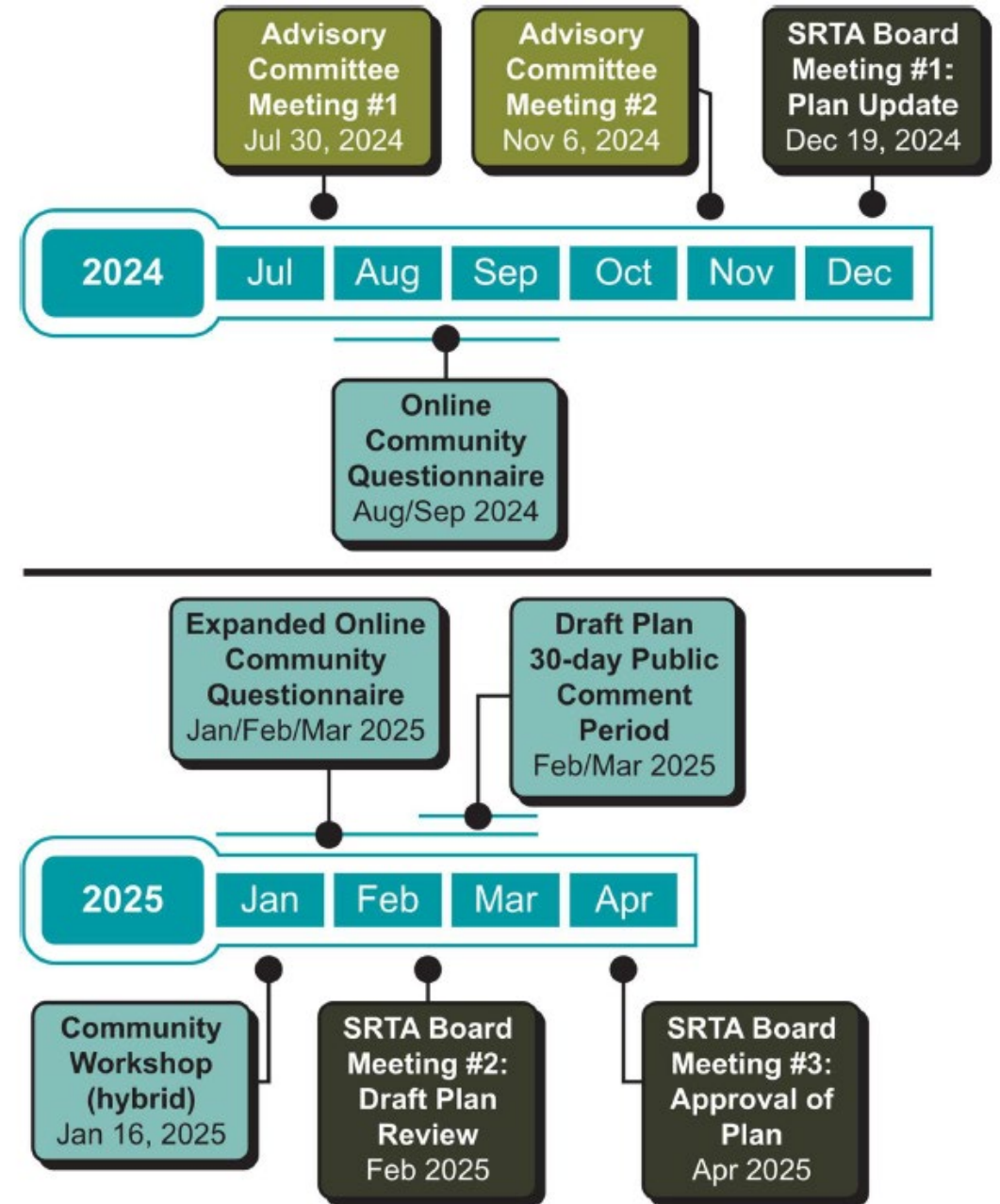
Overview of the Plan

- **Introduction** – sets the background and context for the plan, including overarching goals and objectives
- **Community and Stakeholder Engagement** – describes the outreach effort conducted as a part of the development of the plan
- **Background Data** – compiles information from a wide range of reference materials and prior studies to support the development of the plan
- **Hub/Route Identification and Service Concepts** – describes the set of hubs/routes and service concepts (bus and rail) analyzed in the plan
- **Demand/Feasibility Analysis** – evaluates the identified service concepts in terms of potential demand and feasibility
- **Governance** – explores potential governance options for implementation of the identified service concepts, drawing from existing examples
- **Recommendations** – summarizes the draft key findings and next steps, focusing on potential strategies for improving intercity bus and rail service for the North State Region



Community and Stakeholder Engagement

- **Advisory Committee**
 - Consisting of agency technical staff
 - Advisory Committee Meeting #1: July 30th, 2024
 - Advisory Committee Meeting #2: November 6th, 2024
- **Community Workshop**
 - January 16, 2025
- **Community Questionnaire:**
 - 258+ responses (as of February 20th, 2025)
 - Original Shasta County-Focused Questionnaire
 - Initial run: August/September 2024
 - SRTA Board requested staff seek more responses (at the December 19, 2024 Meeting)
 - Questionnaire was extended through March 24, 2025
 - Variations of the Questionnaire for Other North State Counties
 - At the request of North State stakeholders, variations of Questionnaire were created
 - These questionnaires are running from December 2024 – March 24, 2025



Potential Bus/Rail Hubs and Routes Evaluated

- ① **Redding – Eugene Hub**
1A (Bus) : via I-5 route
Ashland, Medford, Grants Pass, Roseburg
1B (Rail): via Amtrak Coast Starlight route
Klamath Falls, Chemult
- ② **Redding – Chico Hub (Rail):** paralleling I-5 and SR 99
- ③ **Redding – Sacramento Hub (Bus):** via I-5 corridor
- ④ **Redding – Reno Hub (Bus):** via Susanville
- ⑤ **Redding – Eureka/Arcata Hub (Bus):** via SR 299 corridor
- ⑥ **Ukiah/Clearlake – Williams** (via SR 20 corridor)
(identified only based on initial input for future study)

Routes/hubs were selected for analysis based initial analysis done as part of data collection:

- Demand (Highway traffic levels; visitor data)
- Population and employment
- Hub connectivity (bus, rail, and air)
- Key destinations (Major colleges and universities; major hospitals; major sports and entertainment venues)
- Key markets (tourism; recreation; business trips)



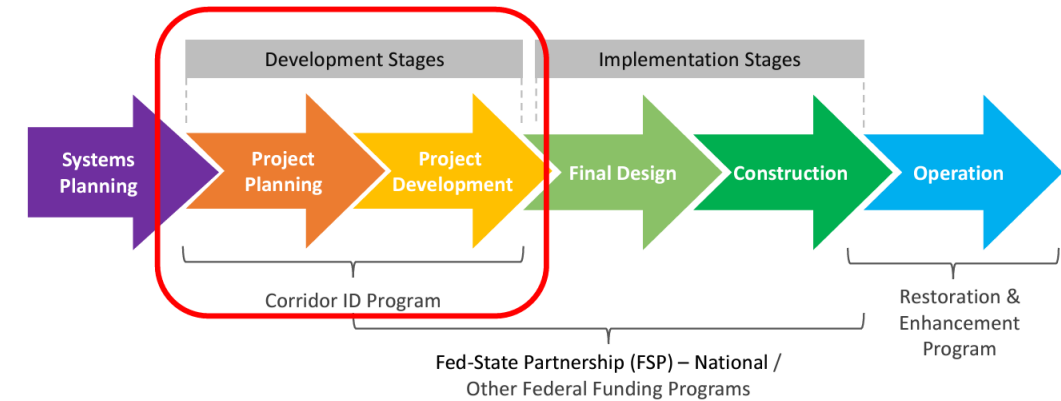
Prioritization of Hubs/Routes

Hub/route	Ranking by criterion 6 = Highest 1 = Lowest						Sum	Overall ranking 6 = Highest 1 = Lowest
	Demand analysis			Feasibility analysis				
	Connect-ivity	Travel market	User experience	Cost v. benefit	Geographic factors	Ease of implemen-tation		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	5 (tie)	4 (tie)	1	5 (tie)	3 (tie)	4	22	4 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	5 (tie)	1	3 (tie)	1	3 (tie)	1	14	1
Redding – Chico Hub (Rail)	2 (tie)	5	6	3 (tie)	5	2	23	5
Redding – Sacramento Hub (Bus)	6	6	5	6	6	6	35	6
Redding – Reno Hub (Bus)	3	2	4	3 (tie)	3 (tie)	3	18	2
Redding – Eureka–Arcata Hub (Bus)	2 (tie)	4 (tie)	3 (tie)	5 (tie)	3 (tie)	5	22	4 (tie)

Recommendations

Draft General Recommendations

1. Support the Federal Railroad Administration (FRA) **Corridor ID** effort for the San Joaquin Valley Corridor, which is being conducted by Caltrans Division of Rail.
2. Encourage Caltrans to increase their role in supporting the planning, funding, and operating of intercity transit service, including a connected and reliable statewide intercity bus service.
3. Conduct or support initial planning to designate and strengthen **Redding as the central hub** for all existing and proposed North State intercity bus and rail services.
4. Engage Amtrak (national) to determine if there is any way to improve capacity, seat availability, or reliability for the Coast Starlight long-distance service to address local and regional passenger rail transportation needs.



Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan (pages 156-159)

Specific Recommendations – Hubs/Routes

Redding – Chico Hub (bus and rail)

- Work with RABA to continue operating the current bus service between Redding and Chico utilizing existing funding and service agreements.
- Coordinate with Caltrans on San Joaquin Valley Corridor ID planning efforts and advocate for exploration of a future rail extension to Redding.
- Work with RABA, SJJPA and other partners to support Caltrans in the Corridor ID process.



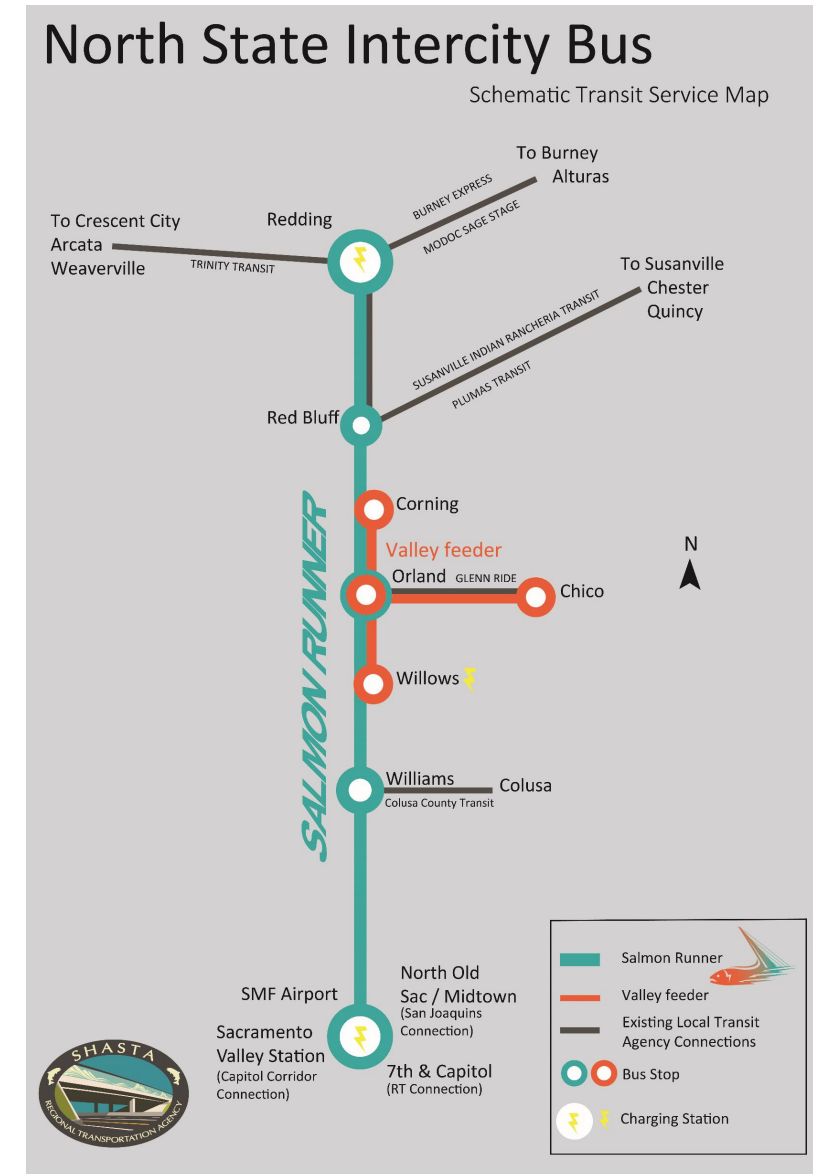
Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan

Draft Specific Recommendations – Hubs/Routes

Redding – Sacramento Hub (bus) – Salmon Runner

- Support RABA with the near-term funding and implementation of the proposed Salmon Runner service, and consider the possibility of utilizing RABA's Route 99X buses for this service initially.
- Facilitate or support interagency agreements between RABA, Glenn Ride, SJJPA, and Amtrak to fund and implement initial Salmon Runner service.

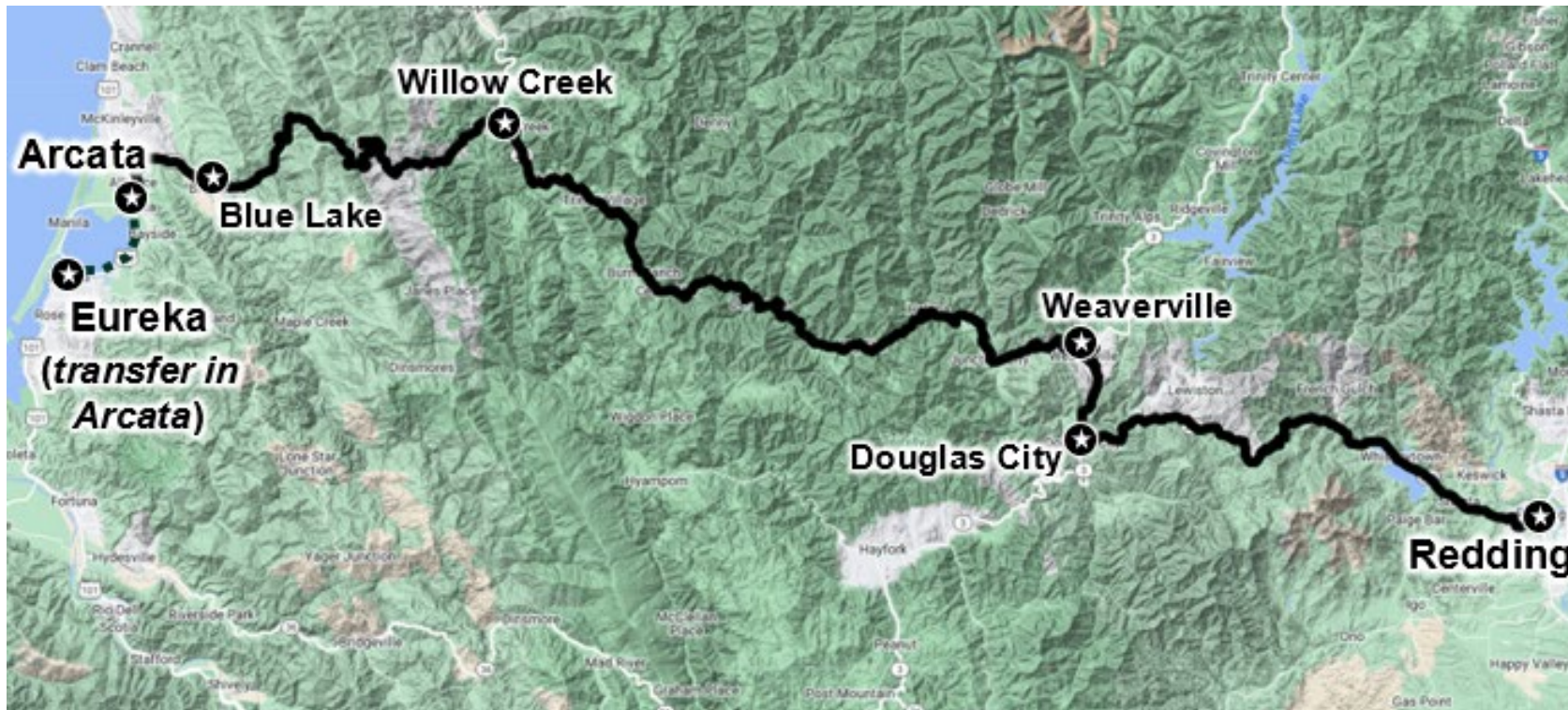
Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan



Draft Specific Recommendations – Hubs/Routes

Redding – Eureka–Arcata Hub (bus)

- Collaborate with partner agencies to confirm consensus on the elements of the North State Express proposal produced by Humboldt Transit Authority and support the near-term implementation of an initial service phase.
- Support establishing a Memorandum of Understanding (MOU) to implement elements of this proposal.



Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan

Draft Specific Recommendations – Hubs/Routes

Redding – Eugene Hub (bus and rail)

- Engage in discussions with regional partners and with Caltrans and Oregon DOT staff to explore in the near/mid-term a phased implementation of the proposed bus service along I-5.
- Continue to support Caltrans and Oregon DOT efforts to improve Amtrak service between Redding and Eugene.



Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan

Draft Specific Recommendations – Hubs/Routes

Redding – Reno Hub (bus)

- Support long-term efforts to develop intercity bus service between Redding and Reno, coordinating with Caltrans and Nevada DOT on future planning.



Note: Full draft recommendations can be found in the draft of the North State Intercity Bus to Rail Plan

Next Steps

Next Steps

Public Comment Period

- Comment period started on February 21st and will run through end of business day March 24, 2025; this is same day all questionnaires will close.
- Public comments can be provided by submitting an email to: jpollom@srta.ca.gov.
- Feedback will be taken into consideration for the final North State Intercity Bus to Rail Plan.

Consideration of Plan Approval at SRTA Board Meeting

- Final North State Intercity Bus to Rail Plan presented for approval at the SRTA Board Meeting – April 24, 2025 at 9:00am.

Staff Recommendation

It is recommended that the board of directors:

1. Receive a presentation on the Draft North State Intercity Bus to Rail Plan; and
2. Provide comments to staff.

Thank you