

STAFF REPORT



MEETING DATE:	April 27, 2021
SUBJECT:	Correspondence
AGENDA ITEM:	5-4
STAFF CONTACT:	Amy Lindsey, Administrative Associate

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
3/16/21	Antonio Johnson, Federal Highway Administration, Team Leader, Planning and Air Quality	Letter of approval for Fiscal Year (FY) 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 14.
4/9/21	Request for Member Designated Project (MDP)	Letters of support for Interstate 5 Fix 5 Cascade Gateway Project Support.
4/9/21	Patrick Minturn, Shasta County Department of Public Works, Director	
4/12/21	Susie Baugh, City of Anderson, Mayor	
4/12/21	Mike Woodman, North State Super Region, Executive Director	
4/13/21	Mary Machado, Shasta Voices, Executive Director	
4/15/21	Chuck Aukland, P. E., Department of Public Works, Director	
4/16/21	Jessaca Lugo, City of Shasta Lake, Assistant City Manager	
4/16/21	Dave Moore, California Department of Transportation, District 2 Director	
4/20/21	The Honorable Doug LaMalfa	
4/13/21	Dashiell Waterbury, Redding resident and member of Sunrise Redding	Email of support for the 273 Corridor Plan.

4/16/21	Vincent Paul Mammano, Federal Highway Administration, California Division Office, Division Manager; and Raymond S. Tellis, Federal Transit Administration, Region IX Office, Regional Administrator	Letter of approval for 2021 Federal Statewide Transportation Improvement Program (FSTIP).
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OUTGOING CORRESPONDENCE

Date	To	Subject
3/16/21	Hilary Norton, California Transportation Commission (CTC), Chair	Letter of support for CTC staff's Active Transportation Program (ATP) Cycle 5 recommendations for ATP funding.
3/18/21	Hilary Norton, California Transportation Commission (CTC), Chair	Letter of support for 100% STIP distribution option under the Coronavirus Response and Relief Supplemental Appropriates Act of 2021.
4/1/21	The Honorable Phil Ting, Assembly Budget Committee, Chair; and The Honorable Richard Bloom, Assembly Budget Subcommittee on Resources & Transportation, Chair	Letter of support for Assembly Member Friedman's requested amendments to Assembly Bill AB 1147.
4/2/21	Debbie Pedersen, Modoc Transportation Agency/Sage State, Executive Director	Letter of support for Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program.
4/13/21	Kathy Pongratz, FTA Section 5311 and Intercity Bus Branch	Letter of support for Trinity County Transportation Commission's FTA 5311 (f) Intercity Bus Program Grant Application.



Daniel S. Little, AICP, Executive Director

Attachment: SRTA Correspondence Letters



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

March 16, 2021

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

In Reply Refer To:
HDA-CA

Mr. James R. Anderson
Chief, Division of Transportation Programming
California Department of Transportation, MS 82
1120 N Street
Sacramento, CA 95814

SUBJECT: Shasta Regional Transportation Agency (SRTA) FY 2019 FTIP Amendment #14

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of Amendment #14 to the Shasta Regional Transportation Agency's (SRTA) FY 2019 Transportation Improvement Program (FTIP), that was submitted by your letter dated January 28, 2021. SRTA adopted Amendment #14 on December 10, 2020. This amendment to SRTA's FTIP:

- Modifies and adds projects that include funding from the Highway Safety Improvement Program, Highway Bridge Program, and the State Highway Operation and Protection Program.

Pursuant to the February 14, 2018, Memorandum of Agreement between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX, we accept the modifications to the FY 2019 Federal Statewide Transportation Improvement Program (FSTIP) for the MCTC region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning published in the May 27, 2016 Federal Register.

We find that the SRTA's FTIP, through Amendment # 14, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act.

We have determined that this program modification is exempt from the regional emissions analysis requirements pursuant to the transportation conformity provisions found in 40 CFR Part 93. This finding has been coordinated with Region 9 of the Environmental Protection Agency (EPA) in accordance with the procedures outlined in the *National Memorandum of Understanding between DOT and EPA on Transportation Conformity*, dated April 25, 2000.

Therefore, we find that the FTIP continues to conform to the applicable State Implementation Plan (SIP).

This approval is provided with the understanding that the FTA funding approval on the individual projects contained in the FSTIP are subject to grantees meeting all necessary FTA administrative requirements, and that approval of this programming action does not provide a federal eligibility determination for CMAQ projects or any other project funding source included in this amendment.

If you have questions or need additional information concerning our approval for this SRTA FTIP amendment, please contact Ted Matley of the FTA Region IX at (415) 734-9468, or Ted.Matley@dot.gov, or Antonio Johnson of the FHWA California Division office at (916) 498-5889 or Antonio.Johnson@dot.gov.

Sincerely,

ANTONIO
JOHNSON

Digitally signed by
ANTONIO JOHNSON
Date: 2021.03.16
14:24:55 -07'00'

Antonio Johnson
Team Leader, Planning and Air Quality
Federal Highway Administration

Request for Member Designated Project (MDP)

- 1) **Project Type:** Highway
- 2) **Project Name:** Fix 5 Cascade Gateway
- 3) **Project Sponsor:** Shasta Regional Transportation Agency (MPO)
- 4) **Sponsor Point of Contact:**
 Daniel Little, Executive Director, Shasta Regional Transportation Agency
 530-262-6190
dlittle@srta.ca.gov

1)	Project Type:	Highway															
2)	Project Name:	Fix 5 Cascade Gateway															
3)	Project Sponsor:	Shasta Regional Transportation Agency (MPO)															
4)	Point of Contact:	Daniel Little, Executive Director Shasta Regional Transportation Agency 530-262-6190 dlittle@srta.ca.gov															
5)	Project Description: (max 1,000 characters)	The Fix 5 Cascade Gateway (F5CG) Project will provide continuous auxiliary lanes on Interstate 5 in Shasta County, California, for approximately 5.2 miles between the State Route (SR) 273 and 44/299 interchanges. In addition to enhancing traffic operations and safety on the north/south Interstate 5 (I-5) corridor and SR 299 East and SR 299/44 West corridors, the F5CG Project will help mitigate the impacts of frequent I-5 closures as a result of snow, collisions, wildfires, and other events, which routinely back up I-5 for over 10 miles through the region’s three-city urbanized area. The project will provide additional vehicle storage during events, enhance access to designated alternate routes for freight and vehicles, and improve first responder access in the event of emergency.															
6)	Funding Amount Requested:	\$15,000,000															
7)	Total Project Cost:	\$80,235,000															
8)	Sources of Funding:	<table><tr><td>\$15,000,000</td><td>Member Designated Project Funding</td></tr><tr><td>\$ 1,600,000</td><td>Previously spent regional funds</td></tr><tr><td>\$ 2,908,000</td><td>Current regional funds (RIP shares of the STIP)</td></tr><tr><td>\$ 5,000,000</td><td>Future regional shares</td></tr><tr><td>\$24,346,000</td><td>Additional state funding</td></tr><tr><td><u>\$31,381,000</u></td><td><u>State of California program award</u></td></tr><tr><td>\$80,235,000</td><td>Total Project Cost</td></tr></table>		\$15,000,000	Member Designated Project Funding	\$ 1,600,000	Previously spent regional funds	\$ 2,908,000	Current regional funds (RIP shares of the STIP)	\$ 5,000,000	Future regional shares	\$24,346,000	Additional state funding	<u>\$31,381,000</u>	<u>State of California program award</u>	\$80,235,000	Total Project Cost
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\$80,235,000	Total Project Cost																
9)	Project Phase:	Construction															
10)	NEPA Category of Action:	Categorical Exclusion															
11)	Status of Environmental Review:	NEPA 23 U.S.C. 327 Categorical Exclusion approved July 2020.															

12)	Process for Public Comment:	The project has been publicly reviewed and commented upon through the metropolitan transportation planning process and the State Transportation Improvement Program (PPNO #3597).
13)	Past Federal Funding Received:	No.
14)	Past USDOT Grant Applications:	BUILD (2019) – Attached and available online: https://www.srta.ca.gov/DocumentCenter/View/4720/2019-BUILD-Application-for-I-5-North-Redding-Six-Lane-Project INFRA (2020) - Attached and available online: https://www.srta.ca.gov/DocumentCenter/View/5031/2020-INFRA-Application-for-Fix-5-Cascade-Gateway-Project
15)	Sponsor Letter of Support:	Yes, see attached.
16)	STIP ID:	PPNO #3597, 2020 State Transportation Improvement Program: https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf Project #22, 2018 Regional Transportation Plan: https://www.srta.ca.gov/DocumentCenter/View/4285/2018-Regional-Transportation-Plan--Sustainable-Communities-Strategy-adopted-Oct-9-2018?bidId=
17)	MTIP:	Shasta Metropolitan Improvement Program https://www.srta.ca.gov/DocumentCenter/View/80/Shasta-Metro-Improvement-Program-MIP-PDF?bidId= Federal Statewide Transportation Improvement Program https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/201812-ct-2019-fstip-a11y.pdf
18)	Requests Submitted to Other Members of Congress:	None



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
ALFRED V. CATHEY, DEPUTY
KEN D. CRISTOBAL, DEPUTY

April 9, 2021

FSH 090003

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

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

Shasta County is pleased to support the Fix 5 Cascade Gateway Project. The project will improve safety, freight, and interregional mobility along Interstate 5 (I-5) northerly from State Route 44. The project will add auxiliary lanes and incorporate Intelligent Transportation System (ITS) to mitigate frequent snow, collision, and wildfire closures in this strategic corridor. Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements will improve an essential corridor that lacks alternate routes.

Key project benefits include:

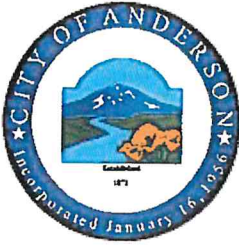
- Mitigate closure impacts to national freight movement and interregional traffic;
- Reduce heavy trucks taking refuge on local streets;
- Preserve traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduce weave-related collisions by providing additional space to accelerate and merge.

During the winter season, I-5 closures frequently impact County snow removal operations. The Fix 5 Cascade Gateway Project will thus improve our snow removal efforts. Shasta County lends its full support.

Sincerely,


Patrick J. Minturn, Director

PJM/ldr



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

April 9, 2021

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

The City of Anderson is pleased to support the Fix 5 Cascade Gateway Project. The project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for ten miles. The project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes, and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements are focused on corridor management for which a north-south safe and feasible detour does not exist.

The project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral West Coast Trade Corridor.

Key project benefits include:

- Less severe I-5 closure impacts to national freight movement and interregional traffic from frequent inclement weather and wildfire events;
- Reduction of heavy trucks using local streets, illegally parking and dividing the community by blockages at freeway interchanges;
- Preservation of traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduction of lane weave-related collisions by providing freight trucks additional time to accelerate and merge with through traffic between State Routes 44 and 299.

Sincerely,

Susie Baugh
Mayor, City of Anderson



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 265-3202 nssr16@gmail.com

www.superregion.org

Mike Woodman, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Cole Grube

Glenn County Transportation Comm.

Beth Burks

Humboldt Co Assn of Governments

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

John Clerici

Lassen County Transportation Comm.

Nephele Barrett

Mendocino County Council of Govts

Debbie Pedersen

Modoc County Transportation Comm.

Mike Woodman

Nevada County Transportation Comm.

Daniel S. Little

Shasta County SRTA/MPO

Tim Beals

Sierra County Transportation Comm.

Jeff Schwein

Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

John Mannle

Plumas County Transportation Comm.

April 12, 2021

Dan Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

The North State Super Region (NSSR) is a partnership representing the sixteen Northern Regional Transportation Planning Agencies in California and was formed to provide a unified voice when addressing state and federal transportation funding and policy decisions and establish coordination of transportation planning efforts in the mega region. The NSSR has a unified goal to support transportation investments within this megaregion that improve the economy, the efficiency of movement of people and goods, and safety.

The NSSR is pleased to support the Fix 5 Cascade Gateway Project. The project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for ten miles. The project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes, and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements are focused on corridor management for which a north-south safe and feasible detour does not exist.

The project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral West Coast Trade Corridor.

Key project benefits include:

- Less severe I-5 closure impacts to national freight movement and interregional traffic from frequent inclement weather and wildfire events;
- Reduction of heavy trucks using local streets, illegally parking and dividing the community by blockages at freeway interchanges;
- Preservation of traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduction of lane weave-related collisions by providing freight trucks additional time to accelerate and merge with through traffic between State Routes 44 and 299.

The proposed improvements align with the unified goal of the NSSR to support transportation investments that improve the economy of the region, the efficiency of the movement of goods and people, and safety. Investment in this segment of I-5 will also enhance operations, connections for emergency response, and aid resiliency for the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Woodman", with a long horizontal flourish extending to the right.

Mike Woodman, Executive Director
Nevada County Transportation Commission
Chair, North State Super Region



P.O. Box 492794, Redding, CA 96049
(530) 222-5251

April 12, 2021

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

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

Our organization, Shasta VOICES, is a strong private-sector business group with 1,300 members and supporters who live and work in the Shasta County area, advocating for a stable and sustainable economic future in our community. We are pleased to support the Fix 5 Cascade Gateway Project.

The project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for ten miles. The project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes, and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements are focused on corridor management for which a north-south safe and feasible detour does not exist.

The project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral West Coast Trade Corridor.

Key project benefits include:

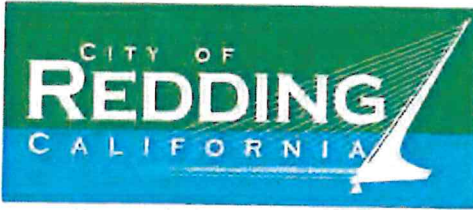
- Less severe I-5 closure impacts to national freight movement and interregional traffic from frequent inclement weather and wildfire events;
- Reduction of heavy trucks using local streets, illegally parking and dividing the community by blockages at freeway interchanges;
- Preservation of traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduction of lane weave-related collisions by providing freight trucks additional time to accelerate and merge with through traffic between State Routes 44 and 299.

This project would create a long-term, significant benefit to our community and those who travel through it on Interstate 5. There is support for this project locally and regionally by all sectors of construction, real estate, service and retail business, and especially people who need stable employment.

Please do not hesitate to contact us if we can do anything to further support this effort.

Sincerely,

Mary B. Machado
Executive Director, Shasta VOICES
(530) 222-5251; mary@shastavoices.com



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. Box 496071, REDDING, CA 96049-6071

PUBLIC WORKS
ENGINEERING DIVISION

April 13, 2021

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

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

The City of Redding is pleased to support the Fix 5 Cascade Gateway Project. The project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for ten miles. The project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes, and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Closures on I-5 have created gridlock conditions that spill back thru the entire City limits of Redding and beyond, with traffic turning around on local streets and overwhelming signalized interchanges. This project compliments and aligns with projects constructed to date as well as continued development in the City of Redding's northern limits, such as the Oasis Interchange area and in the and sphere of influence.

Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement as well as reversible travel lanes to flexibly adapt to closures in the Sacramento River Canyon. The improvements proposed are focused on corridor management where a feasible and safe north-south detour does not exist.

The project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral West Coast Trade Corridor.

Key project benefits will include:

- Less severe I-5 closure impacts to national freight movement and interregional traffic from frequent inclement weather and wildfire events;
- Reduction of heavy trucks using local streets, illegally parking and dividing the community by blockages at freeway interchanges;
- Preservation of traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduction of lane weave-related collisions by providing freight trucks additional time to accelerate and merge with through traffic between State Routes 44 and 299.

Sincerely,

Chuck Aukland, P.E.
Director of Public Works

April 16, 2021

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

Subject: Interstate 5 Fix 5 Cascade Gateway Project Support

Dear Mr. Little:

The City of Shasta Lake is pleased to support the Fix 5 Cascade Gateway Project. The project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for ten miles. The project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Concurrent with these improvements, SRTA is developing hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements are focused on corridor management for which a north-south safe and feasible detour does not exist.

The project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral West Coast Trade Corridor.

Key project benefits include:

- Less severe I-5 closure impacts to national freight movement and interregional traffic from frequent inclement weather and wildfire events;
- Reduction of heavy trucks using local streets, illegally parking and dividing the community by blockages at freeway interchanges;
- Preservation of traffic operations to support economic growth, including enhanced access to designated Opportunity Zones, industrial parks, and three institutions of higher education; and
- Reduction of lane weave-related collisions by providing freight trucks additional time to accelerate and merge with through traffic between State Routes 44 and 299.

The City of Shasta Lake is a key project stakeholder. Our community comprises of approximately 73% low-moderate income households, improving public transportation and infrastructure is critical for school, work, and healthcare needs. We believe this project will have a positive impact on the community and region. If you require anything further, please contact me at (530) 275-7464.

Sincerely,



Jessaca Lugo
Assistant City Manager

California Department of Transportation

OFFICE OF THE DISTRICT 2 DIRECTOR
1657 RIVERSIDE DRIVE | REDDING, CA 96001
(530) 225-3477 | FAX (530) 225-2459 TTY 711
www.dot.ca.gov



April 16, 2021

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

Dear Executive Director Little:

This letter is regarding the Shasta Regional Transportation Agency (SRTA) Member Designated Project submittal to Representative Doug LaMalfa for the Fix 5 Cascade Gateway Project. This request would partially fund the construction phase of the project. Once additional funding is secured to fully fund construction, the California Department of Transportation (Caltrans), as the implementing agency, confirms it would be willing and able to deliver this project. Caltrans is currently working on pre-construction activities, which are fully funded. The environmental phase has already been completed.

Caltrans and SRTA, as well as the local jurisdictions, have seamlessly worked together over the last two decades to systematically plan, design and construct projects on mainline Interstate 5 (I-5) through Northern California and the Shasta Region. These improvements include the Cottonwood Hills Climbing Lanes, the I-5 Redding to Anderson Six-Lane Project (currently under construction), as well as off-system improvements on interchanges, parallel corridors and east-west connections.

Should there be questions or if you would like to discuss the Fix 5 Cascade Gateway Project further, please contact me at (530) 225-3477 or via email at <Dave.Moore@dot.ca.gov>.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dave Moore'.

DAVE MOORE
District 2 Director



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

April 20, 2021

The Honorable Doug LaMalfa
408 Cannon House Office Building
Washington, DC 20515

Re: Member Designated Project Request for the Fix 5 Cascade Gateway Project

Dear Congressman LaMalfa:

The Shasta Regional Transportation Agency (SRTA) is grateful for the opportunity to submit a Member Designated Project request for the Fix 5 Cascade Gateway Project, located in Shasta County on the Interstate 5 Corridor.

In conjunction with Caltrans District 2, SRTA is fully able and committed to carrying out this critical project. Over the last two decades, SRTA and Caltrans District 2 have worked together with state and local partners to systematically plan, design, and construct 17.2 new lane miles on mainline I-5 in the Shasta Region. Improvements include the Cottonwood Hills Climbing Lanes, the I-5 Redding to Anderson Six-Lane Project, and off-system improvements on interchanges, parallel corridors, and east-west connections. In total, \$254 million has been invested along this critical North State corridor. The Fix 5 Cascade Gateway Project will fill the final six-lane gap on I-5 through the Redding Metropolitan Area to alleviate the frequent congestion bottlenecks on this West Coast Trade Corridor, particularly during increasingly frequent snow, collision, and wildfire events.

If the Fix 5 Cascade Gateway Project is selected, the Member Designated Project (MDP) award would be the capstone in receiving final funding. Together with state and regional funding, the MDP award would bring the project to fruition. With environmental complete, and design and right of way fully funded and underway, the project can easily move to construction and funding obligated within the time frame needed for an award of this type. The attached request is for \$15 million, which we understand could be a limit under the program. While we can certainly make that work, \$19 million would be optimal in light of limited availability of state funding sources, should additional MDP funds become available.

SRTA greatly appreciates your request for MDP submissions and looks forward to the Federal Reauthorization as an opportunity to complete this integral freeway corridor for this, as well as future, generations.

Please do not hesitate to contact me or SRTA Executive Director Dan Little if you have questions.

Sincerely,

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

Daniel S. Little, Executive Director

Cc: Dave Moore, Caltrans District 2 Director
SRTA Board of Directors

From: Dashiell Waterbury <dashwaterbury@gmail.com>
Date: April 13, 2021 at 8:56:03 PM PDT
To: Dan Little <dlittle@srta.ca.gov>
Subject: Support for the 273 Corridor plan

Hello Mr. Little,

As a Redding resident and member of Sunrise Redding, I support SRTA's application for the Caltrans Strategic Partnerships Planning Grant funding for the SR-273 Comprehensive Corridor Plan. This project will make a significant difference for people and transportation in the communities throughout our region.

The 273 corridor is a connector for many low-income people to job and shopping needs, and many of those people can't afford vehicles of their own. A multi-modal corridor could improve and even save lives.

Funding for this project will result in:

- Improved safety for both motorized and non-motorized users
- Improved movement of people and goods by enhancing the connectivity, integration, and accessibility of travel modes
- Improved resiliency and reliability of the regional transportation system
- Protection of the environment while improving quality of life
- Enhanced economic vitality of the entire metropolitan area

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.

Sincerely,

Dashiell Waterbury
www.dashwaterbury.com
530-209-2964

*I understand that you may have different working hours than I do. Please feel free to respond during your working hours.



Federal Highway Administration
California Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708
(916) 498-5001



Federal Transit Administration
Region IX Office
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701
(415) 734-9490

April 16, 2021

ELECTRONIC CORRESPONDENCE ONLY

Mr. Toks Omishakin, Director
Office of the Director, M.S. 49
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2021 FSTIP Approval

Dear Mr. Omishakin:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the 2021 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated April 1, 2021. As detailed in your letter enclosed, the 2021 FSTIP incorporates by reference the following metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SCRTPA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)

- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs, were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act.

The United States Environmental Protection Agency (EPA) has designated the following planning areas as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPOs Policy Boards have made an initial conformity determination on the above FTIPs and associated Regional Transportation Plan (RTP) amendments, as applicable, before your letter dated April 1, 2021. The FHWA and FTA have reviewed the conformity determinations and find that the FTIPs, the associated RTP amendments, and associated conformity determinations conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region IX of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, the FHWA and FTA are approving the 2021 FSTIP. This approval is effective April 16, 2021. This approval is given with the understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure the satisfaction of all administrative and statutory requirements.

Included with this approval is FHWA and FTA's Federal Planning Finding (FPF). FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Antonio Johnson of the FHWA California Division at (916) 498-5889, or by email at antonio.johnson@dot.gov, or Mr. Ted Matley of the FTA Region 9 Office at (415) 734-9468, or by email at ted.matley@dot.gov.

Sincerely,

VINCENT PAUL MAMMANO
Digitally signed by VINCENT
PAUL MAMMANO
Date: 2021.04.15 08:41:42
+07'00'

Vince Mammano
Division Administrator

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Regional Administrator



U.S. Department
of Transportation

**Federal Highway
Administration**

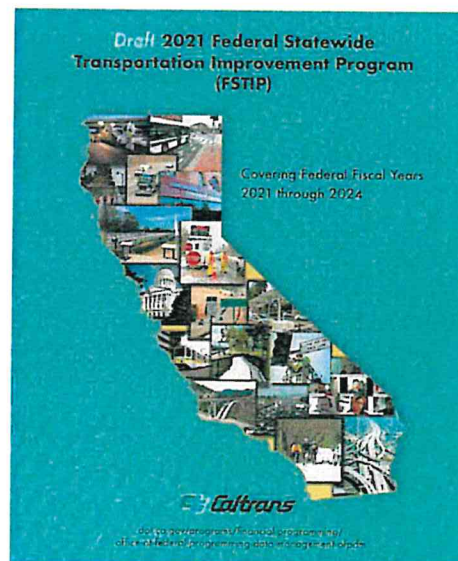
FHWA, California
Division
FTA, Region IX

Federal Planning Finding



2021 Federal State Transportation Improvement Program

April 15, 2021



FINAL REPORT



The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required under 23 CFR 450.220(b) to document and issue a Federal Planning Finding in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP). The Federal Planning Finding verifies, at a minimum, that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements of 23 U.S.C. 134, 135; 49 U.S.C. 5303-5305; 23 CFR parts 450 and 500, and 49 CFR part 613. This report substantiates the issuance of the FHWA/FTA Federal Planning Finding (FPF) to support FHWA/FTA approval of the FSTIP based on the review of FSTIP and FTIP documents, statewide and metropolitan planning self-certification statements (23 CFR 450.220; 23 CFR 450.336), and related supporting documentation.

The FPF is one part of the risk-based stewardship and oversight the FHWA and FTA conduct for Caltrans, the Metropolitan Planning Organizations (MPOs), and planning partners. The FPF serves as a "tool" for FHWA and FTA to support improvements to the planning process and ensure that Caltrans, the MPOs, and planning partners comply with Federal laws and regulations. The FPF ties the statewide, metropolitan, and non-metropolitan planning processes together into one formal risk-based action.

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following:

- 2018 California FSTIP FPF;
- 2019 and 2020 Transportation Management Area Certification Reviews Reports;
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, and 2021;
- And additional guidance received from the FHWA Office of Planning.

Based on the above, FHWA and FTA find that California's statewide and metropolitan planning process substantially meets the Federal requirements. FHWA and FTA also finds that some improvements are warranted to ensure continued compliance with the Federal requirements and therefore are issuing the following Corrective Actions and recommendations:

Corrective Action - CMAQ and STBG programs administration and oversight

During the calendar year 2020, FHWA and FTA conducted three TMA Certification Reviews (Reviews). Two of the three Reviews found that the MPOs were sub-allocating the urbanized areas apportionments of STBG based on population and/or mode. On April 4, 2016, FHWA published "Sub-allocation of Apportioned Funds Questions and Answers." Question five asks, "In developing an FTIP, can an MPO sub-allocate its STBG to individual jurisdictions or a specific transportation mode?" Answer five states, "As a general matter, no. Procedures or agreements that distribute sub-allocated STBG funds to individual jurisdictions or modes *within the Metropolitan Planning Area* by pre-determined percentages or formulas are inconsistent with



the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP."

The reviews also found that two MPOs had delegated CMAQ project selection authority to county transportation agencies. Per the Interim Program Guidance Section IX(A) Project Selection (https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/), only the State DOT and the MPO have project selection authority. Due to the county transportation agencies' CMAQ project selection processes, the Reviews found that projects were being selected before the required assessments of proposed projects' expected emission reduction benefits. Furthermore, a review of the proposed FTIPs found that another MPO was similarly sub-allocating STBG funds.

Caltrans is the primary recipient of the STBG and CMAQ programs apportionments. As such, Caltrans is required to ensure that Caltrans's sub-recipients are administering CMAQ and STBG funds per the applicable federal-aid program requirements. Caltrans shall review the DOT's CMAQ and STBG administrative policies, update the policies and procedures if warranted, and ensure and/or develop a process for ensuring the sub-recipients are administering the programs in compliance with Federal program guidance and regulations.

Recommendation - Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Several Divisions within Caltrans are responsible for documenting damages to the NHS caused by emergency events and the associated repairs and sustainability activities including conducting an evaluation. However, the evaluation and supporting documentation was not included in the 2018 California FSTIP and associated FTIPs and was not included in the 2021 California FSTIP and associated FTIPs. Failure to include the evaluation in the 2023 California FSTIP is likely to result in the issuing of a Corrective Action and/or non-approval of the FSTIP. Caltrans and the MPOs are encouraged to include consideration of the evaluations during the development of transportation plans and programs, including the 2023 California FSTIP and FTIPs.

Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation

Caltrans, in coordination with the MPOs, has implemented a performance-based planning and programming process as required by 23 CFR 450. Also, Caltrans, in coordination with the MPOs, have established performance targets, reported the established targets, and continues to



monitor and report on progress toward achieving the performance targets. Despite completing the requirements, challenges persist in the coordination of data. Caltrans and the MPOs have established agreements that reference PBPP and TPMs; however, the agreements do not define the type of data needed for the California asset management plan and the information needed to satisfy the TPM reporting requirements.

FHWA and FTA recommend that Caltrans and the MPOs jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS. This agreement shall be documented either as part of the metropolitan planning agreements, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by Caltrans and the MPOs.

Recommendation – Regional Transportation Conformity

FHWA/FTA makes conformity determinations. MPO policy boards make initial conformity determinations for the Regional Transportation Plan - Sustainable Communities Strategies (RTP-SCSs) and FTIPs in areas that either does not meet or previously have not met national ambient air quality standards (NAAQS) for ozone (O₃), carbon monoxide (CO), particulate matter (PM₁₀ and PM_{2.5}), or nitrogen dioxide (NO₂). These areas are known as “nonattainment areas” and “maintenance areas,” respectively. The State DOT, through the Self-Certification, certifies that the statewide and metropolitan transportation planning process is being carried out in accordance with sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93. The Caltrans Air Quality, Environment, and Health Branch reviews the MPOs' transportation conformity analyses and supporting documentation and provided comments for improvements when necessary. Caltrans Office of Federal Programming and Data Management is responsible for developing and managing the FSTIP, including providing the Self-Certification to FHWA and FTA.

Historically, the regional transportation conformity process for the FTIPs and FSTIP and the review and approval of the FTIPs and FSTIP have been conducted as two separate processes. Conducting two different reviews for each FTIP and FSTIP update and amendment has caused delays in approval, inefficient communication, and a lack of documentation to justify FSTIP/FTIP amendments' approval. FHWA and FTA recommend that Caltrans develop a process to integrate the Air Quality, Environment, and Health Branch into the FSTIP/FTIP review process before Caltrans requests FHWA/FTA FSTIP or associated amendments approvals. FHWA and FTA also recommend that the updated process includes Caltrans providing the conformity analysis and their concurrence as part of the request for approval. Failure to integrate the Air Quality, Environment, and Health Branch into the process may result in FHWA and FTA determination that Caltrans has not satisfied the Self-Certification requirements.



U.S. Department
of Transportation
**Federal Highway
Administration**

If you have questions or need additional information concerning the FPF, please contact Ted Matley of the FTA Region IX at (415) 734-9468, or Ted.Matley@dot.gov, or Antonio Johnson of the FHWA California Division office at (916) 498-5889 or Antonio.Johnson@dot.gov.



U.S. Department
of Transportation
**Federal Highway
Administration**



Report prepared by:

*FHWA California Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Phone: (916) 498-5001
FAX: (916) 498-5008*



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Daniel S. Little, Executive Director

March 16, 2021

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: SRTA Support for ATP Staff Recommendations

Dear Chair Norton,

Please extend my sincere thanks to California Transportation Commission (CTC) staff whose tireless efforts at Active Transportation Program (ATP) technical advisory committee meetings, project field reviews, and ongoing communication with agencies and organizations across the state are clearly fostering a transparent process and outstanding, community-based projects.

The Shasta Regional Transportation Agency supports the CTC staff's ATP Cycle 5 recommendations. Thank you for considering the Shasta Region's walking and biking projects below for ATP funding.

- City of Redding's Victor Avenue & Cypress Avenue Active Transportation Project
- City of Redding's Turtle Bay to Downtown Gap Completion Project
- Shasta County's Cottonwood Active Transportation Trunk Line Express (CATTLE) Network

These projects build upon many of our successful partnerships with the CTC, spanning decades of collaborative work among staff and commissioners alike. On behalf of our communities, thank you for your leadership in promoting transformative projects for our region.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little". The signature is written in a cursive, flowing style.

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

March 18, 2021

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS 52 Sacramento, CA 95814

Dear Chair Norton,

We would like to express our sincere appreciation to CTC and Caltrans staff for thoroughly vetting funding distribution alternatives under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Through various workshops and communications, all agencies have had ample opportunity to participate and comment. The Shasta Regional Transportation Agency (SRTA) supports the 100% STIP distribution option for reasons of equity as specified below:

1. **Population Centers Are Not Islands.** A pure population distribution obviously meets the needs within our major urban centers, but those areas cannot thrive without connections to other urban centers, to farmland, to timber, or to any other basic goods and resources. Many of our critical highways and bridges are far from any major population center. Road mileage needs to be a major factor for any equitable distribution formula if we are to maintain these urban connections.
2. **Relief Formulas Should Mirror Formulas of Programs Impacted.** Existing funding formulas applied year-to-year in California include strong weighting for road mileage such as the STIP, Highway Users Tax Account (HUTA), and the Road Maintenance and Rehabilitation Account (RMRA). Regions were impacted in these programs according to the formulas therein. It is not equitable to disburse relief funds by a substantially different formula.

The STIP program considers both population and highway miles. Small and mid-size regions would argue that a 25% weighting of highway mileage is not enough. Historical allocation distributions for purely needs-based programs such as the Highway Bridge Program, the ITIP and the SHOPP support the need for distributions more heavily weighted to road inventory. We support the 100% STIP distribution option for relief funds because it comes the closest to balancing rural and urban needs.

Equitable distribution of funds where no formula is specified is a reoccurring theme whenever there is a stimulus package or a new federal transportation authorization. We would welcome a conversation on equity and formulas — outside the strain of a crises — that could be applied to future funding each time this occurs. Over the past decade, I remain impressed with the CTC, Caltrans, and all regions — big and small — to have a professional and respectful dialogue that would achieve a reasonable compromise in future circumstances. This would allow more rapid deployment of relief funds.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little".

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

April 1, 2021

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee on Resources & Transportation
State Capitol, Room 2003
Sacramento, CA 95814

Re: Support for AB 1147 (Friedman)

Dear Chairs Ting and Bloom:

As the designated Metropolitan Planning Organization (MPO) for the Shasta Region, the Shasta Regional Transportation Agency (SRTA), strongly supports Assembly Member Friedman's requested amendments to AB 1147. These amendments support the development and implementation of large and transformative vehicle miles traveled (VMT) reduction projects at the Strategic Growth Council (SGC) as well as transformative active transportation projects at the Department of Transportation (Caltrans). SRTA is an experienced partner to both agencies and is committed to working together to help California meet its goals.

Across California, all regions have struggled to implement Sustainable Communities Strategies pursuant to SB 375. While some progress has been made and many noteworthy projects have been delivered, the primary obstacle to meeting regional and statewide performance targets continues to be the lack of dedicated funding for project development and implementation. Without additional financial support, it is unlikely that regions, including the Shasta Region, will be able to meet increasingly ambitious targets for the reduction of greenhouse gas emissions associated with SB 375.

In particular, SRTA supports the proposed SCS Block Grant Program and additional funding for the oversubscribed Active Transportation Program. If amendments to AB 1147 are included in the state budget, it will play an important role in helping regions plan and carry out transformative VMT reducing projects. Reducing VMT generates many benefits, including reduced greenhouse gas emissions, alleviating traffic congestion, reducing air pollution, promoting energy independence, improving public health through increased exercise and community interaction.

For these reasons, we urge you to support requested appropriations in this year's budget to begin the implementation of AB 1147.

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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Daniel S. Little, Executive Director

April 1, 2021

Debbie Pedersen, Executive Director
Modoc Transportation Agency/ Sage Stage
108 S. Main Street
Alturas, CA 96101

Subject: Supporting Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program

Dear Ms. Pedersen:

The Shasta Regional Transportation Agency (SRTA) endorses and supports continuing efforts by the Modoc Transportation Agency (MTA) and Sage Stage to provide public transportation that connects Modoc County with Reno, NV, Susanville, CA, Klamath Falls, OR, and Redding, CA. Sage Stage has provided these services the past 21 years and it effectively serves as a lifeline for community residents.

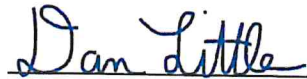
Additionally, starting later this year, SRTA's Salmon Runner bus service will begin to operate between Redding and Sacramento, offering frequent connections for travel across the North State. Access between the rural portions of the North State region and the larger urban centers of Northern California like Sacramento is especially difficult and existing public transit service on the Interstate 5 corridor operates on a very limited schedule—making transfers from Alturas and Modoc County even more difficult and inconvenient for travelers. The additional intercity bus service operated by Modoc Sage Stage and SRTA will provide a crucial missing link for traveling across California and the North State.

These connections will guarantee access to much needed services that are not available in the rural areas of the North State. The combination of intercity transportation options in our area will offer opportunities for travelers to stitch services together thus enabling travel across California, the entire U.S., and even internationally.

We are pleased to coordinate regularly with MTA to help people access needed transportation in nearby urbanized areas. Residents of the cities and towns of both Shasta and Modoc counties would be devastated to lose intercity public transportation. Many residents depend upon these transit services to access general and specialized medical services that are only available in certain areas. It is essential to continue to provide public transit service that connects across our region to allow our community members to get around.

The Shasta Regional Transportation Agency (SRTA) recognizes that Sage Stage intercity bus services are vital to our largely rural region, where intercity trips connect our community to services that are not locally available. SRTA wholeheartedly supports efforts to obtain critical funding to sustain intercity transportation bus services, and SRTA looks forward to working with Modoc Transportation Agency to coordinate intercity bus schedules in order to make the transportation network meet the needs of our residents, visitors, students, and businesses in the most effective way.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little". The signature is written in a cursive, flowing style. Below the signature is a horizontal line.

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

April 13, 2021

Kathy Pongratz
FTA Section 5311 and Intercity Bus Branch
P.O. Box 942874, MS-39
Sacramento, CA 94273-0001

Subject: Trinity County Transportation Commission's FTA 5311 (f) Intercity Bus Program Grant Application

Dear Ms. Pongratz:

Shasta Regional Transportation Agency (SRTA) endorses and supports continuing efforts by the Trinity County Transportation Commission (TCTC) and Trinity Transit to provide public transportation that connects Trinity County with other North State regions including Shasta County.

Additionally, starting later this year, SRTA's Salmon Runner bus service will begin to operate between Redding and Sacramento, offering frequent connections for travel across the North State. Access between the rural portions of the North State region and the larger urban centers of Northern California like Sacramento is especially difficult and existing public transit service on the Interstate 5 corridor operates on a very limited schedule—making transfers from Weaverville and other places in Trinity County even more difficult and inconvenient for travelers. The additional intercity bus service operated by Trinity Transit and SRTA will provide a crucial missing link for traveling across California and the North State.

These connections will guarantee access to much needed services that are not available in the rural areas of the North State. The combination of intercity transportation options in our area will offer opportunities for travelers to stitch services together thus enabling travel across California, the entire U.S., and even internationally.

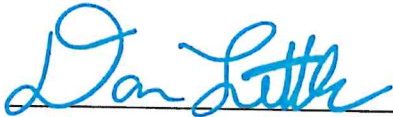
We are pleased to coordinate regularly with the TCTC and Trinity Transit to help people access needed transportation in nearby urbanized areas. Residents of the cities and towns of both Shasta and Trinity counties would be devastated to lose intercity public transportation. Many residents depend upon these transit services to access general and specialized medical services that are only available in certain areas, such as medical appointments as well as Social Security, Veterans Affairs and DMV services in Redding. Trinity Transit's ability to transport riders from Trinity County, Humboldt County, and

beyond allows those riders a vital connection in Redding to transfer to other transportation services for family visits or emergencies. It is essential to continue to provide public transit service that connects across our region to allow our community members to get around.

SRTA recognizes that Trinity Transit intercity bus services are vital to our largely rural region, where intercity trips connect our community to services that are not locally available. SRTA wholeheartedly supports efforts to obtain critical funding to sustain intercity transportation bus services, and SRTA looks forward to working with the TCTC and Trinity Transit to coordinate intercity bus schedules in order to make the transportation network meet the needs of our residents, visitors, students, and businesses in the most effective way.

SRTA supports efforts to obtain critical FTA 5311(f) funding to sustain these vital services for intercity travel.

Sincerely,

A handwritten signature in blue ink, reading "Dan Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director