

# STAFF REPORT



|                       |                                         |
|-----------------------|-----------------------------------------|
| <b>MEETING DATE:</b>  | <b>December 13, 2016</b>                |
| <b>SUBJECT:</b>       | <b>Correspondence</b>                   |
| <b>AGENDA ITEM:</b>   | <b>5-5</b>                              |
| <b>STAFF CONTACT:</b> | <b>Amy Lindsey, Executive Assistant</b> |

Attached is correspondence determined to be of interest to the board of directors:

- September 30, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Bruce De Terra, Department of Transportation, regarding Formal Amendment No. 1 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)
- September 30, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Erin Thompson, Chief, Office of Regional Planning, regarding comments on planning and programming memorandum of understanding template
- October 7, 2016, letter from California Department of Transportation (Caltrans), to SRTA, regarding approval of the SRTA FY 2016/17 Overall Work Program (OWP), Formal Amendment No. 1
- October 18, 2016, letter from California Department of Transportation (Caltrans), to SRTA, regarding approval of the SRTA Strategic Partnership Planning Grant Formal Amendment No. 1
- Caltrans Sustainable Transportation Planning Grant Application for New Generation Non-motorized Facilities and Services Support Letters: (*Full Grant Application Web Link* <http://www.srta.ca.gov/DocumentCenter/View/3235>)
  - Turtle Bay
  - City of Anderson
  - Healthy Shasta
  - Shasta County Department of Public Works
  - City of Shasta Lake
  - City of Redding
  - Shasta Living Streets
- Caltrans Sustainable Transportation Planning Grant Application for North State Express Connect Business Plan Support Letters: (*Full Grant Application Web Link* <http://www.srta.ca.gov/DocumentCenter/View/3234>)
  - Shasta Living Streets
  - Trinity County Transportation Commission
  - Lake Transit Authority
  - First Class Shuttle
  - City of Anderson
  - Humboldt County Association of Governments Regional Transportation Agency
  - Modoc County Transportation Commission

- County of Tehama Department of Public Works
- State of California Department of Transportation
- City of Shasta Lake
- Capitol Corridor Joint Powers Authority
- Lake County/City Area Planning Council
- Greyhound
- North State Super Region
- City of Redding Public Works
- Butte County Association of Governments
- Regional Transit Committee
- San Joaquin Joint Powers Authority

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**Daniel S. Little, AICP, Executive Director**



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**Daniel S. Little, Executive Director**

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September 30, 2016

Mr. Bruce De Terra, Chief  
Department of Transportation  
Division of Transportation Programming, MS 82  
P.O. Box 942874  
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 1 to the Shasta 2017 Federal Transportation Improvement Program (FTIP)

Dear Mr. De Terra:

With the delegation authority provided me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 1 to the Shasta 2017 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2017 FTIP is financially constrained and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2015 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted Public Participation Plan. The public review period ran from September 15, 2016 through September 29, 2016, meeting the requisite 14-day review period.

This amendment updates one grouped project listing revised since preparation of the 2017 FTIP. Formal Amendment No. 1 adds the following project as an active grouped project listing in the FTIP:

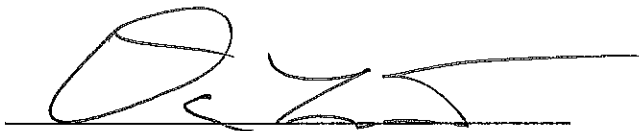
**Grouped Projects for Safety Improvements – Safe Routes to School Program (SRTS) (CTIPS ID No. 211-0000-0095)** – This amendment adds a continuing Safe Routes to School award to the city of Redding for the Bidwell Road between Bonnyview ES and North Bonnyview Road, as well as North side of North Bonnyview Road from Bidwell Road to East Bonnyview Road location. The project is for

constructing sidewalks and curb ramps, and installing bike lanes. Project construction (\$463,400) was originally programmed in FY 2014/15, but has been postponed to 2016/17.

With this transmittal, Shasta 2017 FTIP Formal Amendment No. 1 is being provided directly to Caltrans. An electronic copy will be transmitted by email to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or [kurlie@srta.ca.gov](mailto:kurlie@srta.ca.gov), if you have questions.

Sincerely,

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

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

DSL/KKU/jac

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments  
Summary of Changes Table  
Financial Tables (Tables 1-3)  
Amended and Original Programming Pages for FTIP Projects  
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division  
Hymie Luden – FTA, Region 9  
SRTA Board of Directors  
Chuck Aukland – City of Redding  
Rick Somers – Caltrans, District 2  
Tamy Quigley – Caltrans, District 2

# RESOLUTION



|                           |                                                                                                                                     |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>RESOLUTION NUMBER:</b> | <b>13-14</b>                                                                                                                        |
| <b>SUBJECT:</b>           | <b>Delegation of Authority to Executive Director to Approve Federal Transportation Improvement Program (FTIP) Formal Amendments</b> |

**WHEREAS**, the Shasta Regional Transportation Agency (SRTA) has been designated as the Metropolitan Planning Organization (MPO) for Shasta County pursuant to U.S.C. Section 134(a) and (g); and

**WHEREAS**, Title 23 Code of Federal Regulations, Part 450 requires the preparation and adoption of a four-year Federal Transportation Improvement Program (FTIP) by the MPO to become part of the Federal-Statewide Transportation Improvement Program (FSTIP); and

**WHEREAS**, in order to be consistent with the State Transportation Improvement Program (STIP), the FTIP must be updated every two years; and

**WHEREAS**, SRTA is responsible for preparing and processing administrative modifications and formal amendments to the FTIP; and

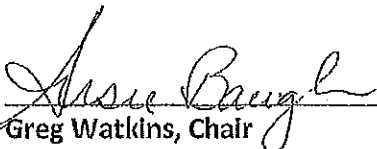
**WHEREAS**, SRTA's governing board of directors may delegate approval of formal amendments to the FTIP to the executive director of SRTA; and

**WHEREAS**, the meeting schedule of the SRTA Board of Directors can make it difficult to bring forward formal FTIP amendments in a timely manner.

**NOW, THEREFORE, BE IT RESOLVED** that the Shasta Regional Transportation Agency delegates authority from the SRTA Board of Directors to the executive director to approve formal amendments to the FTIP under the following criteria:

1. Programming revisions will be consistent with federal and state allocations, and prior SRTA actions;
2. Federal and state FTIP requirements would continue to be followed, as well as SRTA's public participation process; and
3. The executive director will postpone and refer to the SRTA Board of Directors any amendment where such a request is made during the public participation process.

**PASSED AND ADOPTED** this 10th day of December, 2013, by the Shasta Regional Transportation Agency.

  
For Greg Watkins, Chair  
Shasta Regional Transportation Agency

# hasta 2017 FTIP Summary of Changes hasta RTA Formal Amendment No. 1

| isting<br>New | CTIPS ID      | PROJECT TITLE                                                                       | DESCRIPTION OF CHANGE                                                                                                                                                                                                                                                                                                                                  | Phase | PRIOR<br>CTIPS Amt. | CURRENT<br>CTIPS Amt. | FFY   | Financial Table<br>Fund Source | Net<br>Increase/<br>Decrease | Total<br>Project<br>Cost<br>Change | %    | Comments                                                                                                          |
|---------------|---------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------|-----------------------|-------|--------------------------------|------------------------------|------------------------------------|------|-------------------------------------------------------------------------------------------------------------------|
| New           | 211-0000-0095 | Grouped Projects for Safety<br>Improvements Safe Routes to<br>School Program (SRTS) | Continued Safe Routes to<br>School (SRTS) award to City<br>of Redding for: Bidwell<br>Road between Bonnyview<br>ES and North Bonnyview<br>Road; & North side of<br>North Bonnyview Rd from<br>Bidwell Road to East<br>Bonnyview Rd. Project<br>delayed from FY 2014/15<br>to FY 2016/17. Construct<br>sidewalks and curb ramps.<br>Install bike lanes. | CON   | \$0                 | \$ 463,400            | 16/17 | SRTS                           | \$463,400                    | \$463,400                          | 100% | Project was<br>originally in 2015<br>FTIP for FY 2014/15<br>and was not<br>brought forward<br>into the 2017 FTIP. |

| Sum of Net<br>Row Labels | Column Labels<br>16/17 | Grand Total |
|--------------------------|------------------------|-------------|
| SRTS                     | \$463,400              | \$463,400   |
| (blank)                  |                        |             |
| Grand Total              | \$463,400              | \$463,400   |

TABLE 1: REVENUE

**Shasta Regional Transportation Agency - Formal Amendment No. 1**  
**2017 Federal Transportation Improvement Program Adoption**  
(\$'s in 1,000)

|                            | Funding Source/Program                                                                              | NOTES | 4 YEAR (FTIP Cycle) |           |          |          |           |
|----------------------------|-----------------------------------------------------------------------------------------------------|-------|---------------------|-----------|----------|----------|-----------|
|                            |                                                                                                     |       | 2016/17             | 2017/18   | 2018/19  | 2019/20  | TOTAL     |
| LOCAL                      | Sales Tax                                                                                           |       |                     |           |          |          |           |
|                            | City                                                                                                |       |                     |           |          |          |           |
|                            | County                                                                                              |       |                     |           |          |          |           |
|                            | Gas Tax                                                                                             |       | \$7,146             | \$7,146   | \$7,146  | \$7,146  | \$28,584  |
|                            | Gas Tax (Subventions to Cities)                                                                     |       | \$2,305             | \$2,305   | \$2,305  | \$2,305  | \$8,220   |
|                            | Gas Tax (Subventions to Counties)                                                                   |       | \$4,841             | \$4,841   | \$4,841  | \$4,841  | \$19,364  |
|                            | Other Local Funds                                                                                   |       | \$4,087             | \$4,142   | \$4,199  | \$4,257  | \$16,685  |
|                            | County General Funds                                                                                |       |                     |           |          |          |           |
|                            | City General Funds                                                                                  |       |                     |           |          |          |           |
|                            | Street Taxes and Developer Fees                                                                     |       | \$2,221             | \$2,277   | \$2,334  | \$2,392  | \$8,223   |
|                            | RSTP Exchange funds                                                                                 |       | \$1,865             | \$1,865   | \$1,865  | \$1,865  | \$7,462   |
|                            | Transit                                                                                             |       | \$888               | \$914     | \$942    | \$971    | \$3,715   |
| REGIONAL                   | Transit Fares                                                                                       |       | \$888               | \$914     | \$942    | \$971    | \$3,715   |
|                            | Other (See Appendix 1)                                                                              |       | \$6,822             | \$6,788   | \$7,027  | \$7,131  | \$27,568  |
|                            | Local Total                                                                                         |       | \$18,743            | \$18,990  | \$19,314 | \$19,505 | \$76,552  |
|                            | Tolls                                                                                               |       |                     |           |          |          |           |
|                            | Bridge                                                                                              |       |                     |           |          |          |           |
|                            | Corridor                                                                                            |       |                     |           |          |          |           |
|                            | Regional Sales Tax                                                                                  |       |                     |           |          |          |           |
|                            | Regional Gas Tax/Measure                                                                            |       |                     |           |          |          |           |
|                            | Other (See Appendix 2)                                                                              |       |                     |           |          |          |           |
|                            | Regional Total                                                                                      |       |                     |           |          |          |           |
| STATE                      | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |       | \$7,960             | \$77,894  |          | \$31,877 | \$117,731 |
|                            | SHOPP                                                                                               |       | \$7,960             | \$77,894  |          | \$31,877 | \$117,731 |
|                            | SHOPP Prior                                                                                         |       |                     |           |          |          |           |
|                            | State Minor Program                                                                                 |       |                     |           |          |          |           |
|                            | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |       |                     |           |          | \$12,522 | \$12,522  |
|                            | STIP                                                                                                |       |                     |           |          | \$12,522 | \$12,522  |
|                            | STIP Prior                                                                                          |       |                     |           |          |          |           |
|                            | State Bond                                                                                          |       | \$199               | \$887     | \$100    |          | \$1,166   |
|                            | Proposition 1A (High Speed Passenger Train Bond Program)                                            |       |                     |           |          |          |           |
|                            | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2008) |       | \$199               | \$887     | \$100    |          | \$1,166   |
|                            | Active Transportation Program <sup>1</sup>                                                          |       | \$3,484             | \$505     | \$2,462  |          | \$6,451   |
|                            | Highway Maintenance (HM) Program <sup>1</sup>                                                       |       |                     |           |          |          |           |
| FEDERAL TRANSIT            | Highway Bridge Program (HBP) <sup>1</sup>                                                           |       | \$1,647             | \$3,683   | \$5,322  |          | \$10,652  |
|                            | Traffic Congestion Relief Program (TCRP)                                                            |       |                     |           |          |          |           |
|                            | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |       |                     |           |          |          |           |
|                            | Other (See Appendix 3)                                                                              |       |                     |           |          | \$15,743 | \$15,743  |
|                            | State Total                                                                                         |       | \$13,290            | \$82,949  | \$7,894  | \$60,142 | \$164,265 |
|                            | 5307/5340 - Urbanized Area Formula Grants                                                           |       | \$1,204             | \$1,255   | \$1,030  | \$2,003  | \$5,492   |
|                            | 5309 - Fixed Guideway Capital Investment Grants                                                     |       |                     |           |          |          |           |
|                            | 5309b - New and Small Starts (Capital Investment Grants)                                            |       |                     |           |          |          |           |
|                            | 5309c - Bus and Bus Related Grants                                                                  |       |                     |           |          |          |           |
|                            | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |       |                     |           |          |          |           |
|                            | 5311 - Formula Grants for Rural Areas                                                               |       | \$318               | \$335     | \$335    | \$335    | \$1,323   |
|                            | 5311f - Intercity Bus                                                                               |       | \$176               |           |          |          | \$176     |
| FEDERAL HIGHWAY            | 5337 - State of Good Repair Grants                                                                  |       |                     |           |          |          |           |
|                            | 5339 - Bus and Bus Facilities Formula Grants                                                        |       | \$326               |           |          |          | \$326     |
|                            | FTA Transfer from Prior FTIP                                                                        |       |                     |           |          |          |           |
|                            | Other (See Appendix 4)                                                                              |       |                     |           |          |          |           |
|                            | Federal Transit Total                                                                               |       | \$2,824             | \$1,590   | \$1,365  | \$2,338  | \$7,317   |
|                            | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |       |                     |           |          |          |           |
|                            | Construction of Ferry Boats and Ferry Terminal Facilities                                           |       |                     |           |          |          |           |
|                            | Coordinated Border Infrastructure                                                                   |       |                     |           |          |          |           |
|                            | Corridor Infrastructure Improvement Program                                                         |       |                     |           |          |          |           |
|                            | Federal Lands Access Program                                                                        |       |                     |           |          |          |           |
|                            | Federal Lands Transportation Program                                                                |       |                     |           |          |          |           |
|                            | High Priority Projects (HPP) and Demo                                                               |       | \$4,000             |           |          |          | \$4,000   |
| FEDERAL RAIL               | Highway Safety Improvement Program (HSIP)                                                           |       | \$5,813             | \$2,342   |          |          | \$8,155   |
|                            | GARVEE Bonds Debt Service Payments                                                                  |       |                     |           |          |          |           |
|                            | National Highway Freight Program                                                                    |       |                     |           |          |          |           |
|                            | Nationally Significant Freight and Highway Projects                                                 |       |                     |           |          |          |           |
|                            | Projects of National/Regional Significance                                                          |       |                     |           |          |          |           |
|                            | Public Lands Highway                                                                                |       |                     |           |          |          |           |
|                            | Railway-Highway Crossings                                                                           |       |                     |           |          |          |           |
|                            | Recreational Trails Program                                                                         |       |                     |           |          |          |           |
|                            | SAFETEA-LU Safe Routes to School (SRTS)                                                             |       | \$463               |           |          |          | \$463     |
|                            | Surface Transportation Block Grant Program (STBGP/RSTP)                                             |       |                     |           |          |          |           |
|                            | Other (see Appendix 6)                                                                              |       |                     |           |          |          |           |
|                            | Federal Highway Total                                                                               |       | \$10,276            | \$2,342   |          |          | \$12,618  |
| FEDERAL RAIL               | Other Federal Railroad Administration (see Appendix 6)                                              |       |                     |           |          |          |           |
|                            | Federal Railroad Administration Total                                                               |       |                     |           |          |          |           |
| Federal Total              |                                                                                                     |       | \$12,900            | \$3,932   | \$1,365  | \$2,338  | \$19,935  |
| INNOVATIVE FINANCE         | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |       |                     |           |          |          |           |
|                            | Other (See Appendix 7)                                                                              |       |                     |           |          |          |           |
| Innovative Financing Total |                                                                                                     |       |                     |           |          |          |           |
| REVENUE TOTAL              |                                                                                                     |       | \$44,333            | \$105,871 | \$28,563 | \$81,985 | \$260,752 |

## Financial Summary Notes:

<sup>1</sup> State Programs that include both state and federal funds.

**TABLE 2: PROGRAMMED**

**Shasta Regional Transportation Agency - Formal Amendment No. 1  
2017 Federal Transportation Improvement Program Adoption  
(\$'s in 1,000)**

| Funding Source/Program |                                                                                                     | NOTES | 4 YEAR (FTIP Cycle) |          |          |          |           |
|------------------------|-----------------------------------------------------------------------------------------------------|-------|---------------------|----------|----------|----------|-----------|
|                        |                                                                                                     |       | 2016/17             | 2017/18  | 2018/19  | 2019/20  | TOTAL     |
| LOCAL                  | Local Total                                                                                         |       | \$4,583             | \$4,601  | \$5,127  | \$5,394  | \$19,705  |
| REGIONAL               | Tolls                                                                                               |       |                     |          |          |          |           |
|                        | Bridge                                                                                              |       |                     |          |          |          |           |
|                        | Corridor                                                                                            |       |                     |          |          |          |           |
|                        | Regional Sales Tax                                                                                  |       |                     |          |          |          |           |
|                        | Regional Gas Tax/Measure                                                                            |       |                     |          |          |          |           |
|                        | Other (See Appendix A)                                                                              |       |                     |          |          |          |           |
|                        | Regional Total                                                                                      |       |                     |          |          |          |           |
| STATE                  | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |       | \$7,960             | \$77,894 |          | \$31,877 | \$117,731 |
|                        | SHOPP                                                                                               |       | \$7,960             | \$77,894 |          | \$31,877 | \$117,731 |
|                        | SHOPP Prior                                                                                         |       |                     |          |          |          |           |
|                        | State Minor Program                                                                                 |       |                     |          |          |          |           |
|                        | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |       |                     |          |          | \$12,522 | \$12,522  |
|                        | STIP                                                                                                |       |                     |          |          | \$12,522 | \$12,522  |
|                        | STIP Prior                                                                                          |       |                     |          |          |          |           |
|                        | State Bond                                                                                          |       | \$199               | \$867    | \$100    |          | \$1,166   |
|                        | Proposition 1A (High Speed Passenger Train Bond Program)                                            |       |                     |          |          |          |           |
|                        | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |       | \$199               | \$867    | \$100    |          | \$1,166   |
|                        | Active Transportation Program <sup>1</sup>                                                          |       | \$3,484             | \$505    | \$2,462  |          | \$6,451   |
|                        | Highway Maintenance (HMA) Program <sup>1</sup>                                                      |       |                     |          |          |          |           |
|                        | Highway Bridge Program (HBP) <sup>1</sup>                                                           |       | \$1,647             | \$3,683  | \$5,322  |          | \$10,652  |
|                        | Traffic Congestion Relief Program (TCRP)                                                            |       |                     |          |          |          |           |
|                        | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |       |                     |          |          |          |           |
|                        | Other (See Appendix B)                                                                              |       |                     |          |          | \$15,743 | \$15,743  |
|                        | State Total                                                                                         |       | \$13,290            | \$82,949 | \$7,884  | \$60,142 | \$164,265 |
| FEDERAL TRANSIT        | 5307/5340 - Urbanized Area Formula Grants                                                           |       | \$1,204             | \$1,255  | \$1,030  | \$2,003  | \$5,492   |
|                        | 5309 - Fixed Guideway Capital Investment Grants                                                     |       |                     |          |          |          |           |
|                        | 5309b - New and Small Starts (Capital Investment Grants)                                            |       |                     |          |          |          |           |
|                        | 5309c - Bus and Bus Related Grants                                                                  |       |                     |          |          |          |           |
|                        | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |       |                     |          |          |          |           |
|                        | 5311 - Formula Grants for Rural Areas                                                               |       |                     |          |          |          |           |
|                        | 6311f - Intercity Bus                                                                               |       | \$318               | \$335    | \$335    | \$335    | \$1,323   |
|                        | 6337 - State of Good Repair Grants                                                                  |       | \$176               |          |          |          | \$176     |
|                        | 5339 - Bus and Bus Facilities Formula Grants                                                        |       |                     |          |          |          |           |
|                        | FTA Transfer from Prior FTIP                                                                        |       | \$326               |          |          |          | \$326     |
|                        | Other (See Appendix C)                                                                              |       |                     |          |          |          |           |
|                        | Federal Transit Total                                                                               |       | \$2,024             | \$1,590  | \$1,365  | \$2,338  | \$7,317   |
| FEDERAL HIGHWAY        | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |       |                     |          |          |          |           |
|                        | Construction of Ferry Boats and Ferry Terminal Facilities                                           |       |                     |          |          |          |           |
|                        | Coordinated Border Infrastructure                                                                   |       |                     |          |          |          |           |
|                        | Corridor Infrastructure Improvement Program                                                         |       |                     |          |          |          |           |
|                        | Federal Lands Access Program                                                                        |       |                     |          |          |          |           |
|                        | Federal Lands Transportation Program                                                                |       |                     |          |          |          |           |
|                        | High Priority Projects (HPP) and Demo                                                               |       | \$4,000             |          |          |          | \$4,000   |
|                        | Highway Safety Improvement Program (HSIP)                                                           |       | \$5,813             | \$2,342  |          |          | \$8,155   |
|                        | GARVEE Bonds Debt Service Payments                                                                  |       |                     |          |          |          |           |
|                        | National Highway Freight Program                                                                    |       |                     |          |          |          |           |
|                        | Nationally Significant Freight and Highway Projects                                                 |       |                     |          |          |          |           |
|                        | Projects of National/Regional Significance                                                          |       |                     |          |          |          |           |
|                        | Public Lands Highway                                                                                |       |                     |          |          |          |           |
|                        | Railway-Highway Crossings                                                                           |       |                     |          |          |          |           |
|                        | Recreational Trails Program                                                                         |       |                     |          |          |          |           |
|                        | SAFETEA-LU Safe Routes to School (SRTS)                                                             |       | \$463               |          |          |          | \$463     |
|                        | Surface Transportation Block Grant Program (STBGP/RSTP)                                             |       |                     |          |          |          |           |
|                        | Other (see Appendix D)                                                                              |       |                     |          |          |          |           |
|                        | Federal Highway Total                                                                               |       | \$10,276            | \$2,342  |          |          | \$12,618  |
| FEDERAL RAIL           | Other Federal Railroad Administration (see Appendix E)                                              |       |                     |          |          |          |           |
|                        | Federal Railroad Administration Total                                                               |       |                     |          |          |          |           |
|                        | Federal Total                                                                                       |       | \$12,300            | \$3,932  | \$1,365  | \$2,338  | \$19,935  |
| INNOVATIVE FINANCE     | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |       |                     |          |          |          |           |
|                        | Other (See Appendix F)                                                                              |       |                     |          |          |          |           |
|                        | Innovative Financing Total                                                                          |       |                     |          |          |          |           |
| PROGRAMMED TOTAL       |                                                                                                     |       | \$30,173            | \$91,482 | \$14,376 | \$67,874 | \$203,905 |

Financial Summary Notes:

<sup>1</sup> State Programs that include both state and federal funds.



TABLE 3: REVENUE-PROGRAMMED

Shasta Regional Transportation Agency - Formal Amendment No. 1  
2017 Federal Transportation Improvement Program Adoption  
(\$'s in 1,000)

| Funding Source/Program  |                                                                                                     | 4 YEAR (FTIP Cycle) |          |          |          |          |
|-------------------------|-----------------------------------------------------------------------------------------------------|---------------------|----------|----------|----------|----------|
|                         |                                                                                                     | 2016/17             | 2017/18  | 2018/19  | 2019/20  | TOTAL    |
| LOCAL                   | Local Total                                                                                         | \$14,160            | \$14,389 | \$14,187 | \$14,111 | \$56,847 |
| REGIONAL                | Tolls                                                                                               |                     |          |          |          |          |
|                         | Bridge                                                                                              |                     |          |          |          |          |
|                         | Corridor                                                                                            |                     |          |          |          |          |
|                         | Regional Sales Tax                                                                                  |                     |          |          |          |          |
|                         | Regional Gas Tax/Measure                                                                            |                     |          |          |          |          |
|                         | Other                                                                                               |                     |          |          |          |          |
|                         | Regional Total                                                                                      |                     |          |          |          |          |
| STATE                   | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |                     |          |          |          |          |
|                         | SHOPP                                                                                               |                     |          |          |          |          |
|                         | SHOPP Prior                                                                                         |                     |          |          |          |          |
|                         | State Minor Program                                                                                 |                     |          |          |          |          |
|                         | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |                     |          |          |          |          |
|                         | STIP                                                                                                |                     |          |          |          |          |
|                         | STIP Prior                                                                                          |                     |          |          |          |          |
|                         | State Bond                                                                                          |                     |          |          |          |          |
|                         | Proposition 1A (High Speed Passenger Train Bond Program)                                            |                     |          |          |          |          |
|                         | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |                     |          |          |          |          |
|                         | Active Transportation Program <sup>1</sup>                                                          |                     |          |          |          |          |
|                         | Highway Maintenance (HM) Program <sup>1</sup>                                                       |                     |          |          |          |          |
|                         | Highway Bridge Program (HBP) <sup>1</sup>                                                           |                     |          |          |          |          |
|                         | Traffic Congestion Relief Program (TCRP)                                                            |                     |          |          |          |          |
|                         | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |                     |          |          |          |          |
|                         | Other                                                                                               |                     |          |          |          |          |
|                         | State Total                                                                                         |                     |          |          |          |          |
| FEDERAL TRANSIT         | 5307/5340 - Urbanized Area Formula Grants                                                           |                     |          |          |          |          |
|                         | 5309 - Fixed Guideway Capital Investment Grants                                                     |                     |          |          |          |          |
|                         | 5309b - New and Small Starts (Capital Investment Grants)                                            |                     |          |          |          |          |
|                         | 5309c - Bus and Bus Related Grants                                                                  |                     |          |          |          |          |
|                         | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |                     |          |          |          |          |
|                         | 5311 - Formula Grants for Rural Areas                                                               |                     |          |          |          |          |
|                         | 5311f - Intercity Bus                                                                               |                     |          |          |          |          |
|                         | 5337 - State of Good Repair Grants                                                                  |                     |          |          |          |          |
|                         | 5339 - Bus and Bus Facilities Formula Grants                                                        |                     |          |          |          |          |
|                         | FTA Transfer from Prior FTIP                                                                        |                     |          |          |          |          |
|                         | Other                                                                                               |                     |          |          |          |          |
|                         | Federal Transit Total                                                                               |                     |          |          |          |          |
| FEDERAL HIGHWAY         | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |                     |          |          |          |          |
|                         | Construction of Ferry Boats and Ferry Terminal Facilities                                           |                     |          |          |          |          |
|                         | Coordinated Border Infrastructure                                                                   |                     |          |          |          |          |
|                         | Corridor Infrastructure Improvement Program                                                         |                     |          |          |          |          |
|                         | Federal Lands Access Program                                                                        |                     |          |          |          |          |
|                         | Federal Lands Transportation Program                                                                |                     |          |          |          |          |
|                         | High Priority Projects (HPP) and Demo                                                               |                     |          |          |          |          |
|                         | Highway Safety Improvement Program (HSIP)                                                           |                     |          |          |          |          |
|                         | GARVEE Bonds Debt Service Payments                                                                  |                     |          |          |          |          |
|                         | National Highway Freight Program                                                                    |                     |          |          |          |          |
|                         | Nationally Significant Freight and Highway Projects                                                 |                     |          |          |          |          |
|                         | Projects of National/Regional Significance                                                          |                     |          |          |          |          |
|                         | Public Lands Highway                                                                                |                     |          |          |          |          |
|                         | Railway-Highway Crossings                                                                           |                     |          |          |          |          |
|                         | Recreational Trails Program                                                                         |                     |          |          |          |          |
|                         | SAFETEA-LU Safe Routes to School (SRTS)                                                             |                     |          |          |          |          |
|                         | Surface Transportation Block Grant Program (STBGP/RSTP)                                             |                     |          |          |          |          |
|                         | Other                                                                                               |                     |          |          |          |          |
|                         | Federal Highway Total                                                                               |                     |          |          |          |          |
| FEDERAL RAIL            | Other Federal Railroad Administration                                                               |                     |          |          |          |          |
|                         | Federal Railroad Administration Total                                                               |                     |          |          |          |          |
|                         | Federal Total                                                                                       |                     |          |          |          |          |
| INNOVATIVE FINANCE      | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                     |          |          |          |          |
|                         | Other                                                                                               |                     |          |          |          |          |
|                         | Innovative Financing Total                                                                          |                     |          |          |          |          |
| REVENUE - PROGRAM TOTAL |                                                                                                     | \$14,160            | \$14,389 | \$14,187 | \$14,111 | \$56,847 |

**Shasta County RTPA - Federal Transportation Improvement Program**  
**(Dollars in Whole)**  
**Local Highway System**

|                          |                |     |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                           |
|--------------------------|----------------|-----|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| DIST:<br>02              | PPNO:          | EA: | CTIPS ID:<br>211-0000-0095 | TITLE (DESCRIPTION):<br>Grouped Projects for Safety Improvements Safe Routes to School Program (SRTS) (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers) | MPO Aprv: 09/30/2016<br>State Aprv:<br>Federal Aprv:<br>EPA TABLE II or III EXEMPT CATEGORY<br>Hazard Elimination Program |
| CT PROJECT ID:           |                |     | MPO ID.:<br>GP - SRTS      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                           |
| COUNTY:<br>Shasta County | ROUTE:         |     | PM:                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                           |
|                          | <u>Amended</u> |     |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                           |

IMPLEMENTING AGENCY: Shasta County RTPA  
PROJECT MANAGER: KEITH WILLIAMS

PHONE: (530) 262-6196

EMAIL: kwilliams@scta.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

| Version | Status   | Date       | Updated By | Change Reason           | Amend No. | Prog Con  | Prog RW | PE |
|---------|----------|------------|------------|-------------------------|-----------|-----------|---------|----|
| 2       | Official | 09/30/2016 | KURLIE     | Amendment - New Project | 1         | 2,149,000 |         |    |
| 1       | Official | 09/13/2016 | KURLIE     | Adoption - Carry Over   |           | 2,150,000 |         |    |

| * Other Fed -                                     |        | PRIOR   | 16/17   | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | BEYOND | TOTAL     |
|---------------------------------------------------|--------|---------|---------|-------|-------|-------|-------|-------|--------|-----------|
| * Fund Source 1 of 3                              | PE     |         |         |       |       |       |       |       |        |           |
| * Fund Type: Safe Routes to School (SRTS) Program | RW     |         |         |       |       |       |       |       |        |           |
| * Funding Agency: Redding, City of                | CON    | 781,000 | 463,000 |       |       |       |       |       |        | 1,244,000 |
|                                                   | Total: | 781,000 | 463,000 |       |       |       |       |       |        | 1,244,000 |

| * Other Fed -                                     |        | PRIOR   | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | BEYOND | TOTAL   |
|---------------------------------------------------|--------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| * Fund Source 2 of 3                              | PE     |         |       |       |       |       |       |       |        |         |
| * Fund Type: Safe Routes to School (SRTS) Program | RW     |         |       |       |       |       |       |       |        |         |
| * Funding Agency: Shasta County                   | CON    | 405,000 |       |       |       |       |       |       |        | 405,000 |
|                                                   | Total: | 405,000 |       |       |       |       |       |       |        | 405,000 |

| * Other Fed -                                    |        | PRIOR   | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | BEYOND | TOTAL   |
|--------------------------------------------------|--------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| * Fund Source 3 of 3                             | PE     |         |       |       |       |       |       |       |        |         |
| * Fund Type: Active Transportation Program (ATP) | RW     |         |       |       |       |       |       |       |        |         |
| * Funding Agency: Shasta County RTPA             | CON    | 500,000 |       |       |       |       |       |       |        | 500,000 |
|                                                  | Total: | 500,000 |       |       |       |       |       |       |        | 500,000 |

| Project Total: |        | PRIOR     | 16/17   | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | BEYOND | TOTAL     |
|----------------|--------|-----------|---------|-------|-------|-------|-------|-------|--------|-----------|
|                | PE     |           |         |       |       |       |       |       |        |           |
|                | RW     |           |         |       |       |       |       |       |        |           |
|                | CON    | 1,686,000 | 463,000 |       |       |       |       |       |        | 2,149,000 |
|                | Total: | 1,686,000 | 463,000 |       |       |       |       |       |        | 2,149,000 |

**Comments:**

\*\*\*\*\* Version 2 - 09/14/2016 \*\*\*\*\*

Formal Amend 1 adds City of Redding Bidwell Road SRTS project for construction of sidewalks and curb ramps, and installation of bike lanes. Former 2014/15 project now 2016/17.

\*\*\*\*\* Version 1 - 05/03/16 \*\*\*\*\*

Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore included for information only.

\*\*\*\*\* Version 8 - 12/18/2014 \*\*\*\*\*

Amendment No. 2 adds SRTA / Shasta County HHSA August 2014 ATP award for SRTS project per ABagde 9-17-2014 programming email.

\*\*\*\*\* DFTIP Version 2 - 08/08/2014 \*\*\*\*\*

Amendment No. 1 to 2015 FTIP per RSomers 7-17-2014 email.

\*\*\*\*\* Version 1 - 06/12/14 \*\*\*\*\*

Project data transferred from 2012 FTIP. City of Redding has c/o SRTS in 14/15 (\$405K). Finalized 14/15 amount will be included in 2015 FTIP Amendment No. 1. CT D2 the liaison for the Redding project(s).

\*\*\*\*\* DFTIP Version 1 - 05/07/2012 \*\*\*\*\*

Adoption, per 3/30/12 SRTS project list

\*\*\*\*\* Version 3 - 11/01/2011 \*\*\*\*\*

new cycle 3 SRTS award via letter 10-13-11. 2 new projects added

NOTE: RTP ID = 5-49,51,54,55

**Shasta County RTPA - Federal Transportation Improvement Program  
(Dollars in Whole)  
Local Highway System**

|                          |        |     |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |
|--------------------------|--------|-----|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| DIST:<br>02              | PPNO:  | EA: | CTIPS ID:<br>211-0000-0095 | TITLE (DESCRIPTION):<br>Grouped Projects for Safety Improvements Safe Routes to School Program (SRTS) (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers) | MPO Aprv: 09/13/2016<br>State Aprv:<br>Federal Aprv:              |
| CT PROJECT ID:           |        |     | MPO ID.:<br>GP - SRTS      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |
| COUNTY:<br>Shasta County | ROUTE: |     | PM:                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | EPA TABLE II or III EXEMPT CATEGORY<br>Hazard Elimination Program |

Original

IMPLEMENTING AGENCY: Shasta County RTPA  
PROJECT MANAGER: KEITH WILLIAMS-D. WALLACE

PHONE: (530) 262-6196

EMAIL: kwilliams@scta.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

| Version | Status   | Date       | Updated By | Change Reason         | Amend No. | Prog Con  | Prog RW | PE |
|---------|----------|------------|------------|-----------------------|-----------|-----------|---------|----|
| 1       | Official | 09/13/2016 | KURLIE     | Adoption - Carry Over |           | 2,150,000 |         |    |

|                                                   |        |  |              |              |              |              |              |              |              |               |              |
|---------------------------------------------------|--------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                     |        |  | <u>PRIOR</u> | <u>16/17</u> | <u>17/18</u> | <u>18/19</u> | <u>19/20</u> | <u>20/21</u> | <u>21/22</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 1 of 3                              | PE     |  |              |              |              |              |              |              |              |               |              |
| * Fund Type: Safe Routes to School (SRTS) Program | RW     |  |              |              |              |              |              |              |              |               |              |
| * Funding Agency: Redding, City of                | CON    |  | 1,245,000    |              |              |              |              |              |              |               | 1,245,000    |
|                                                   | Total: |  | 1,245,000    |              |              |              |              |              |              |               | 1,245,000    |

|                                                   |        |  |              |              |              |              |              |              |              |               |              |
|---------------------------------------------------|--------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                     |        |  | <u>PRIOR</u> | <u>16/17</u> | <u>17/18</u> | <u>18/19</u> | <u>19/20</u> | <u>20/21</u> | <u>21/22</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 2 of 3                              | PE     |  |              |              |              |              |              |              |              |               |              |
| * Fund Type: Safe Routes to School (SRTS) Program | RW     |  |              |              |              |              |              |              |              |               |              |
| * Funding Agency: Shasta County                   | CON    |  | 405,000      |              |              |              |              |              |              |               | 405,000      |
|                                                   | Total: |  | 405,000      |              |              |              |              |              |              |               | 405,000      |

|                                                  |        |  |              |              |              |              |              |              |              |               |              |
|--------------------------------------------------|--------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| * Other Fed -                                    |        |  | <u>PRIOR</u> | <u>16/17</u> | <u>17/18</u> | <u>18/19</u> | <u>19/20</u> | <u>20/21</u> | <u>21/22</u> | <u>BEYOND</u> | <u>TOTAL</u> |
| * Fund Source 3 of 3                             | PE     |  |              |              |              |              |              |              |              |               |              |
| * Fund Type: Active Transportation Program (ATP) | RW     |  |              |              |              |              |              |              |              |               |              |
| * Funding Agency: Shasta County RTPA             | CON    |  | 500,000      |              |              |              |              |              |              |               | 500,000      |
|                                                  | Total: |  | 500,000      |              |              |              |              |              |              |               | 500,000      |

|                       |        |  |              |              |              |              |              |              |              |               |              |
|-----------------------|--------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <b>Project Total:</b> |        |  | <u>PRIOR</u> | <u>16/17</u> | <u>17/18</u> | <u>18/19</u> | <u>19/20</u> | <u>20/21</u> | <u>21/22</u> | <u>BEYOND</u> | <u>TOTAL</u> |
|                       | PE     |  |              |              |              |              |              |              |              |               |              |
|                       | RW     |  |              |              |              |              |              |              |              |               |              |
|                       | CON    |  | 2,150,000    |              |              |              |              |              |              |               | 2,150,000    |
|                       | Total: |  | 2,150,000    |              |              |              |              |              |              |               | 2,150,000    |

**Comments:**

\*\*\*\*\* Version 1 - 05/03/16 \*\*\*\*\*

Project data transferred from 2014 FTIP. No active years programming at time of draft 2017 FTIP; therefore included for information only.

\*\*\*\*\* Version 8 - 12/18/2014 \*\*\*\*\*

Amendment No. 2 adds SRTA / Shasta County HHSA August 2014 ATP award for SRTS project per ABagde 9-17-2014 programming email.

\*\*\*\*\* DFTIP Version 2 - 08/08/2014 \*\*\*\*\*

Amendment No. 1 to 2015 FTIP per RSomers 7-17-2014 email.

\*\*\*\*\* Version 1 - 05/12/14 \*\*\*\*\*

Project data transferred from 2012 FTIP. City of Redding has c/o SRTS in 14/15 (\$405K). Finalized 14/15 amount will be included in 2015 FTIP Amendment No. 1. CT D2 the liaison for the Redding project(s).

\*\*\*\*\* DFTIP Version 1 - 05/07/2012 \*\*\*\*\*

Adoption, per 3/30/12 SRTS project list

\*\*\*\*\* Version 3 - 11/01/2011 \*\*\*\*\*

new cycle 3 SRTS award via letter 10-13-11. 2 new projects added

NOTE: RTP ID = 5-49,51,54,55

# Safe Routes To School Program (SRTS/SR2S) Shasta 2017 FTIP Back-Up List

CTIPS ID No. 211-0000-0095 per Formal Amendment No. 1

| Agency  | County | Project Title                                                                                                                  | Project Description                                    | Program Year |               | State/Local |       | Total by FFY |
|---------|--------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------|---------------|-------------|-------|--------------|
|         |        |                                                                                                                                |                                                        | (FFY)        | Federal Funds | Funds       | Funds |              |
| Redding | Shasta | Bidwell Road between Bonnyview ES and N. Bonnyview Rd; & North side of North Bonnyview Rd from Bidwell Rd to East Bonnyview Rd | Construct sidewalks and curb ramps, install bike lanes | 2016/17      | \$463,400     | \$0         |       | \$463,400    |



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189  
E-Mail [srta@srta.ca.gov](mailto:srta@srta.ca.gov) • HOME PAGE [www.srta.ca.gov](http://www.srta.ca.gov)

**Daniel S. Little, Executive Director**

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September 30, 2016

Ms. Erin Thompson, Chief  
Office of Regional Planning  
Division of Transportation Planning  
P.O. Box 942873  
Sacramento, CA 94273-0001

Subject: Comments on Planning and Programming Memorandum of Understanding Template

Dear Ms. Thomspen:

Thank you for the opportunity to comment on the template Memorandum of Understanding (MOU) for planning and programming between Caltrans and the state's Metropolitan Planning Organizations (MPOs). Per Ms. Benouar's September 16, 2016 directions, Shasta Regional Transportation Agency (SRTA) staff has provided the attached comments in the table format requested by Caltrans.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or [kurlie@srta.ca.gov](mailto:kurlie@srta.ca.gov), if you have questions.

Sincerely,

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

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

DSL/KKU/jac

Attachment: SRTA Comments on Planning and Programming MOU Template

## SRTA MOU Update Comments

Agency: Shasta Regional Transportation Agency

Reviewers: Kathy Urlie and Sean Tiedgen

| Citation (if applicable) | Subject (if applicable)                                                            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Action Plan              | Timing of MPO approval                                                             | Next meeting of SRTA BOD is 12-13-2016, which is after 12-1-2016 deadline for submittal to Caltrans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| MOU Title                | Revision                                                                           | Add "and Programming" after "...Transportation Planning"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1.4                      | Federal Transportation Act references (both in this section and subsequent ones)   | For ongoing continuity, might consider using "most current federal transportation authorization" instead of specific act references, like "FAST Act." If FAST is retained in this section, add "Act" after it.                                                                                                                                                                                                                                                                                                                                                                         |
| 1.7                      | Congestion Management Program Applicability of citations, as well as non-TMA areas | "...CMP shall be developed , adopted, and updated for every county that includes an urbanized area, and that includes every city within the county and the entire county area." The state citation has an opt-out provision which has been exercised in Shasta County. For the federal citation, the congestion management process applies to transportation management areas (TMAs). TMAs are urbanized areas with greater than 200K population, unlike Shasta. Therefore, this section should be modified to include an applicability caveat. It's not uniformly relevant statewide. |
| 2.5                      | Transportation Policy Committee                                                    | There is no such committee within SRTA of that specific membership composition, and no plans for one, either.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Chapter 3                | Formal Consultation                                                                | Add federal statute reference to support each of the subsections of this chapter.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.3                      | Documented Consultation Processes                                                  | Section too vague in references to documented processes with other governments and agencies. Spell out the entities with whom MPO is to have documented processes.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4.2                      | Number of Years within which RTP Updated                                           | Reference is to update "...at least every 4 years...". Please note that it's five years in air quality attainment areas, and four years for nonattainment/maintenance areas.                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4.3                      | FTIP Coordination Federal Citation                                                 | 23 CFR 450.300 requires a minimum three-year FTIP; it does not say "at least a four-year FTIP". Perhaps use state code reference instead.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4.3                      | Public Transportation Service Providers Priority Order                             | Cite statute for this requirement. If retained, add "public transportation" between "...priority order for..." and "...projects to be listed in a financially constrained TIP."                                                                                                                                                                                                                                                                                                                                                                                                        |

Attachment 4

|              |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.5          | SHOPP Coordination and Timing of Coordination                       | Provide more opportunity for meaningful coordination by specifying the timing for MPO receipt of draft from Caltrans for review, i.e. "...Department will make available to MPO, <b>at least 45 days prior to SHOPP submission</b> , a draft for review and comment."                                                                                                                                                            |
| 4.8          | Federal Clearinghouse                                               | Citation would be helpful. Please note that this sounds as if all MPOs are areawide clearinghouses designated by the state. That is not the case; SRTA is not a designated areawide clearinghouse. Please revise wording.                                                                                                                                                                                                        |
| 4.10         | Performance-Based Planning and Specific Transit Operators Reference | 23 CRF 490 is a broad-based reference for this MOU section that seems to specifically identify only public transit operators with whom the MPO and State will collaborate and share information. As this also applies to local jurisdictions, rail operators, etc. it might be better suited to be more general—not identify only one of the potential types of collaborators.                                                   |
| 4.12         | Annual Listing of Obligated Projects                                | Federal citation includes the timing by which the annual listing of obligated projects must be released; it would be good to include. With respect to matching FTIP programmed projects with obligated streets and roads projects provided by Caltrans, many times there's not a one-to-one match—as many of the obligated projects do not reference the FTIP ID number (CTIPS for SRTA's purposes) to use as a cross reference. |
| 5.1          | Conformity                                                          | Add ", as applicable" at the end of the first sentence. Otherwise, it sounds like MPO and Caltrans are mandated to make air quality conformity determinations—even in attainment areas.                                                                                                                                                                                                                                          |
| 5.1          | Conformity                                                          | Within last sentence of newly added wording on page 8, delete "in accordance with the rules of MPO's Air Pollution Control District and". Noting that AQ conformity determinations will be made consistent with the MOU among all involved parties is sufficient.                                                                                                                                                                |
| 7.2          | Certification Process                                               | Are the FHWA Certifications and Assurances referenced the "FHWA Metropolitan Transportation Planning Process Self Certification"?                                                                                                                                                                                                                                                                                                |
| 8.3          | Rescission of Prior Agreements                                      | Insert "and programming" between "transportation planning" and "relationship..."                                                                                                                                                                                                                                                                                                                                                 |
| 8.6          | No Third-Party Beneficiaries                                        | Please identify who the "Parties" are. Are they the signatory agencies at the bottom of the page?                                                                                                                                                                                                                                                                                                                                |
| Attachment A | Map                                                                 | SRTA became an independent agency in 2012 and is known as the "Shasta Regional Transportation Agency" vs. the prior "Shasta County Regional Transportation Planning Agency". Although the planning area boundary remains the same, is a new map needed to reflect the correct agency name?                                                                                                                                       |

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF COMMUNITY & REGIONAL PLANNING  
1657 RIVERSIDE DRIVE, MS-7  
REDDING, CA 96001-0536  
PHONE (530) 229-0517  
FAX (530) 225-3020



*Serious Drought.  
Serious drought.  
Help save water!*

October 7, 2016

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

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of our approval of the Shasta Regional Transportation Agency (SRTA) FY 2016/17 Overall Work Program, Formal Amendment No. 1. Enclosed is a copy of the executed Overall Work Program Agreement, Amendment No. 1 confirming this approval. The original documents will now be forwarded to Caltrans Office of Regional and Interagency Planning for activation in our accounting system.

We look forward to continued coordination with the SRTA Board and staff. If you have any questions or concerns, please contact your regional planning liaison, Mr. Aaron Casas at (530) 225-4732 or by email at [aaron.casas@dot.ca.gov](mailto:aaron.casas@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Kathy Grah".

Kathy Grah, CHIEF  
Office of Community and Regional Planning  
Caltrans District 2

Enclosure

c. Jacqueline Hodaly, Caltrans Regional Planning  
Aaron Casas, Caltrans D2

RECEIVED

OCT 20 2016

SHASTA REGIONAL  
TRANSPORTATION AGENCY



**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF COMMUNITY & REGIONAL PLANNING  
1657 RIVERSIDE DRIVE, MS-7  
REDDING, CA 96001-0536  
PHONE (530) 229-0517  
FAX (530) 225-3020



*Serious Drought.  
Serious drought.  
Help save water!*

October 18, 2016

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

Dear Mr. Little:

Caltrans District 2 is pleased to advise you of our approval of the Shasta Regional Transportation Agency (SRTA) Strategic Partnership Planning Grant Formal Amendment No. 1. The original documents will now be forwarded to Caltrans Office of Regional and Interagency Planning for activation in our accounting system.

We look forward to continued coordination with the SRTA Board and staff. If you have any questions or concerns, please contact your regional planning liaison, Mr. Aaron Casas at (530) 225-4732 or by email at [aaron.casas@dot.ca.gov](mailto:aaron.casas@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Kathy Grah".

Kathy Grah, CHIEF  
Office of Community and Regional Planning  
Caltrans District 2

Enclosure

c. Jacqueline Hodaly, Caltrans Regional Planning  
Tyler Monson, Caltrans Regional Planning  
Aaron Casas, Caltrans D2



**TURTLE BAY**  
EXPLORATION PARK.  
*Wonder-Full*

October 17, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Turtle Bay Exploration Park supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

We understand the Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. This mission matches what we want to do at Turtle Bay and at the new hotel and restaurant. Specifically, our goal is to rent bikes for a discounted rate to allow visitors to experience the best trail system in California and to exercise in the process. We would like to offer tours on the weekends for people staying at the hotel and allow them to see the downtown, river, and other parts of our city from a bicycle rather than drive by in a car. Our objective aligns well with the grant objectives in providing sustainability, preservation, mobility (deficiencies), safety, innovation, economy, health, and equity (disadvantaged communities and environmental justice), and stakeholder collaboration for non-motorized facilities and services in our area.

Turtle Bay Exploration Park looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



Michael Warren  
President & CEO



October 18, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

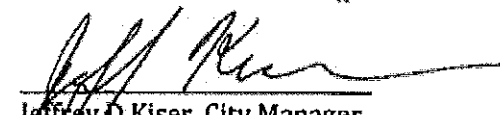
The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The City of Anderson is bisected by two major highways; Interstate 5 and State Highway 273. The proposed project would assist the City by creating a means of integrating its existing non-motorized infrastructure with the two highways to provide a safe and livable infrastructure within the City of Anderson.

The City of Anderson supports creating safe, innovative, and sustainable infrastructure that enhances the livability of our residents. The City, which is considered to be a disadvantaged community, has seen an increase in pedestrian and non-motorized transportation over the past few years and is working in collaboration of other stakeholders and community members to improve safety for its citizens by reducing mobility deficiencies and improving non-motorized transportation infrastructure.

The City of Anderson looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

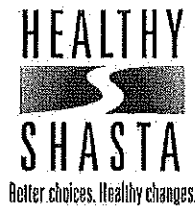
Sincerely,

  
Jeffrey D. Kiser, City Manager  
City of Anderson

RECEIVED

OCT 19 2016

SHASTA REGIONAL  
TRANSPORTATION AGENCY



Anderson Partnership for  
Healthy Children

City of Anderson

City of Redding

City of Shasta Lake

County of Shasta

First 5 Shasta

Good News Rescue  
Mission

Mercy Medical  
Center

Redding Rancheria

Redding School  
District

Shasta College

Shasta Community  
Health Center

Shasta County Office  
of Education

Shasta Regional  
Transportation Agency

Shasta Family  
YMCA

Shasta Head Start

Simpson University

The McConnell  
Foundation

Turtle Bay Exploration  
Park

University of California  
Cooperative Extension

Viva Downtown

Whiskeytown  
National  
Recreation Area

October 17, 2016

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

Having safe non-motorized transportation options and an amenities program is especially important to provide a safe, sustainable, integrated, and efficient system to our many residents who do not drive, including children, people with disabilities, and those who cannot afford a vehicle or fuel. Our community has high rates of poverty, particularly among single women with children, who will benefit from safer access to groceries, schools, jobs, and healthcare. Our community also has high rates of chronic disease; having opportunities to use active transportation to get to key destinations will help increase physical activity and consequently help prevent diseases.

Healthy Shasta is a partnership of multiple organizations formed to address the growing rates of obesity and chronic disease in our community. Our vision is to create a community where the healthy choice is the easy choice, especially around physical activity and nutrition. We have worked with SRTA in the past and look forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application. If you have any questions, please feel free to call me at (530) 225-3745.

Sincerely,

Beth Woodworth, M.S.

Healthy Shasta Coordinator

RECEIVED

OCT 19 2016

SHASTA REGIONAL  
TRANSPORTATION AGENCY

Phone 530.225.3745

2660 Breslauer Way, Redding, CA 96001

Fax 530.229.8460

[www.healthyshasta.org](http://www.healthyshasta.org)

Partnering with the community to promote healthy eating and physically active lifestyles through environmental, policy, and organizational changes.



# Shasta County

## DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET  
REDDING, CA 96001-1759

530.225.5661  
800.479.8022

530.225.5667 FAX  
California Relay Service at 700 or 800.735.2922

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

October 18, 2016

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

Subject: New Generation Non-motorized Facilities and Services.

*Dear*  
Dear Mr. Little:

The Shasta County Department of Public Works supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The grant objectives will help the region meet sustainability goals by encouraging active transportation – mode shifting. It will aid the region and County specifically in engaging stakeholders and disadvantaged communities to identify gaps in the non-motorized transportation system. Encouraging alternate modes of transportation will have net positive effect on health in the region.

The Shasta County Department of Public Works looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick J. Minturn", is written over a horizontal line.

Patrick J. Minturn, Director

PJM/ldr

## 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](http://www.cityofshastalake.org)



October 21, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

SRTA's application meets with the City of Shasta Lake's continued interest in providing non-motorized facilities including bicycle/pedestrian improvements within the central part of the City. As a disadvantaged small community, the City is constantly searching for funds to provide efficient transportation systems, correct mobility deficiencies as well as increasing safety while providing a healthy, livable and sustainable community for our residents. As part of this effort, the City has collaborated in the past with the California Department of Transportation to add/improve bicycle/pedestrian improvements along State Route 151 within the City. We believe that SRTA's application meets our interests both on a citywide basis as well as on a regional basis.

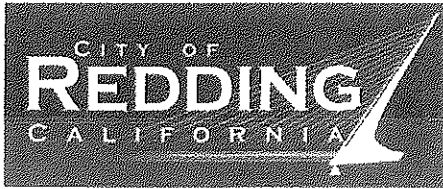
The City of Shasta Lake looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. We wish the best of luck on SRTA's grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "J. N. Duckett, Jr.", is placed below the word "Sincerely,".

John N. Duckett, Jr.  
City Manager

City of Shasta Lake



**CITY OF REDDING**

777 CYPRESS AVENUE, REDDING, CA 96001

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

**PUBLIC WORKS  
ENGINEERING DIVISION**

530.225.4170

530.245.7024

October 26, 2016

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

Subject: New Generation Non-Motorized Facilities and Services

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The project will assist the City of Redding with conceptual planning of a new generation of transportation facilities and while engaging neighborhoods and stakeholders in an active forum. The plan will lead to community supported projects that promote safer streets, and a more sustainable, integrated and efficient transportation system while enhancing the local economy and livability. We look forward to the opportunity to collaborate with Shasta Regional Transportation Agency to address multimodal deficiencies in and around the City of Redding's SGA region to meet the mobility needs of disadvantaged communities, promote healthy and active living by planning for a complete network of transportation options.

The City of Redding looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Brian Crane, P.E.  
Director of Public Works



*Better bikeways, trails, walkable cities and vibrant public places*

October 28, 2016

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

**Re: New Generation Non-motorized Facilities and Services**

Dear Mr. Little,

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's application for a new generation of non-motorized facilities and services within and connecting to the region's Strategic Growth Areas.

We believe our region has an exciting opportunity to build great cities and towns by providing access for all-day, all-purpose trips for people walking and bicycling. This is not about thinking bikes are cool and its not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling and walking safe, accessible and convenient for everyday transportation brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists.

Shasta Living Streets is developing a series of programs, products and services to provide the types of things people need to support active lifestyles in our region, including a Bike Station located at Turtle Bay. We are excited to be working with Shasta Regional Transportation Agency on this project that directly addresses what people tell us they want: connectivity, safety and convenience.

Shasta Living Streets looks forward to working with Shasta Regional Transportation Agency on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for these efforts that will bring a new generation of non-motorized facilities and services to our region.

A handwritten signature in black ink, appearing to read 'Anne', with a stylized flourish extending from the end.

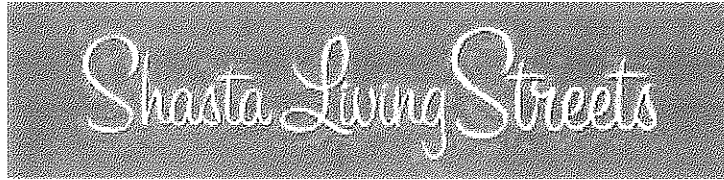
Anne Wallach Thomas  
Executive Director, Shasta Living Streets

**RECEIVED**

**OCT 31 2016**

SHASTA REGIONAL  
TRANSPORTATION AGENCY





*Better bikeways, trails, walkable cities, transit and vibrant public places*

October 15, 2016

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

**Re: Enthusiastic support for TIRCP I-5 Express Service**

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's 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.

This project will make a significant difference for people and transportation in the communities throughout Shasta County.

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

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

**Business owners and professionals**

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

**Parents and individuals**

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



## TRINITY COUNTY TRANSPORTATION COMMISSION

31301 State Highway 3  
P.O. BOX 2490  
WEAVERVILLE, CA 96093  
(530) 623-1365 FAX (530) 623-5312

October 28, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The Trinity County Transportation Commission strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Since Trinity Transit provides intercity service along the Highway 299 corridor between Arcata and Redding, we believe the North State Express Connect will be of great value to our region by providing a transportation service option that will meet local needs as well as the regional and national needs of our intercity riders. The transportation options between Redding and Sacramento would be greatly improved by the North State Express Connect as the existing connections are limited and often do not match up well with our arrival and departure times at the RABA Transit Center.

It is our goal to continue coordination with other transportation providers to provide a safe, sustainable, integrated and efficient transportation system that enhances California's economy and livability, especially here in the north state. In meeting that goal we look forward to continued coordination with stakeholders to ensure this goal is met.

The Trinity County Transportation Commission looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and we will continue operating intercity service on the Hwy 299 corridor with 5311F and Local Transportation Funds. Good luck on the grant application.

Sincerely,

---

Richard Tippett, Executive Secretary  
Trinity County Transportation Commission



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

October 28, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Lake Transit Authority strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Lake Transit Authority believes that the North State Express Connect intercity express bus service will serve as the north-south backbone to which other agencies, such as Lake Transit Authority, can connect with east-west feeders that will enhance ridership by providing a practical, fast public transportation connection to the Sacramento area. Due to the many requests that Lake Transit Authority receives for service to Sacramento, we look upon the potential to connect to the North State Express as an efficient and cost-effective means to address an unmet need in Lake County. In addition, Lake Transit Authority's existing services from Mendocino and northern Napa County, would provide links for these areas to have improved access to Sacramento.

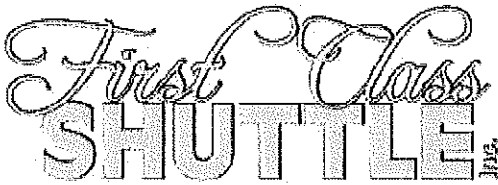
The Lake Transit Authority looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and will work to commit cash for operating an east/west feeder route from the FTA 5311(f) program and from Local Transportation Funds. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Wall", is written over a horizontal line.

Mark Wall, General Manager  
Lake Transit Authority

cc: Lisa Davey-Bates, Lake County/City Area Planning Council



P.O. Box 7  
Palo Cedro, CA 96073 530.605.0137  
[www.firstclassshuttle.net](http://www.firstclassshuttle.net)  
[firstclassshuttle@charter.net](mailto:firstclassshuttle@charter.net)

**Connecting the Northstate to the Sacramento Airport... This is Where Your Vacation Starts!**

Ground Shuttle from Airport to Airport • Fast and Friendly, Keeping You On Time • Large Vans for All Your Luggage & Cargo • Save on Gas, Parking and Stress!

October 28, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

First Class Shuttle, Inc. strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be of great value to our region by providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. We believe the project will provide safe and innovative means for travelers to access the Northstate. First Class Shuttle, Inc. believes that providing this service will allow the Northstate residents, including certain disadvantaged communities such as Los Molinos to travel to urban areas, gaining access to healthcare, industry, other modes of adjoining travel and entertainment not available in their areas.

First Class Shuttle, Inc. looks forward to working with SRTA on intercity service. We have offered for our staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Nemchick", is written over a horizontal line.

**Kim Nemchick**  
**First Class Shuttle, Inc.**

**LETTERS OF SUPPORT**



October 31, 2016

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

Subject: North State Express Connect Business Plan

Dear Mr. Little:

The City of Anderson strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The Intercity bus service project will be of great value to our region by providing a safe, reliable and cost effective method of reaching Sacramento for both residents of the City of Anderson and the surrounding community. Residents from our area travel to the Sacramento region for a variety of reasons including: work, medical care, recreation, and as a connection point to other modes of travel such as rail and air. The transit service would also cut down on the number of vehicles traveling I-5 in addition to lessening the amount of greenhouse gases emitted from numerous individual vehicles.

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

Sincerely,

Jeff Kiser  
City Manager

---

City Manager's Office  
1887 Howard Street  
Anderson, CA 96007

[www.ci.anderson.ca.us](http://www.ci.anderson.ca.us)

Phone: (530) 378-6646  
Fax: (530) 378-6648



## **HCAOG**

*Regional Transportation  
Planning Agency*

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

October 31, 2016

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

Dear Mr. Little:

### **North State Express Connect Business Plan**

The Humboldt County Association of Governments (HCAOG) fully supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Program application to develop a business plan for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento. As a member of the North State Super Region, HCAOG looks forward to participating in the study to enhance bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Affordable public transportation from Humboldt 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 long travel times (7.5 to 9 hours) prompt many travelers to drive vehicles instead. The proposed North State Express Connect will provide an attractive alternative for interregional travel from the Northwest Coast.

Thank you for taking lead on this important interregional project.

Sincerely,

Marcella Clem  
Executive Director



108 S. Main Street  
Alturas, CA 96101

(530) 233-6410 Phone  
233-3744 Fax

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

Commissioners

John Dederick  
Chairman  
City of Alturas Mayor

Jim Wills  
Commissioner  
County Supervisor II\*

David Allan  
Vice Chairman  
County Supervisor I

Danny Parker  
Commissioner  
City of Large Citizen

Bobby Ray  
Commissioner  
City Councilmember

Mark Moriarty  
Commissioner  
County at Large Citizen

Kathie Rhoads  
Alternate Commissioner  
County Supervisor III

Cheryl Nelson  
Alternate Commissioner  
City Councilmember

Staff

Debbie Pedersen  
Executive Director

Niki Witherspoon  
Chief Fiscal Officer

Chudy Imbach  
Senior Transportation Planner

Tiffany Gwynn  
Executive Assistant Secretary

October 31, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Modoc County Transportation Commission (MCTC) strongly supports the Shasta Regional Transportation Agency's (SRTA's) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to refine the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The project will be of great value to our region by providing the public timely interregional connections to points south of Redding. Sage Stage currently connects passengers along the State Route 299 corridor from Alturas in Modoc County through parts of Lassen and Shasta County into Redding, CA; many of the communities are disadvantaged populations within these counties. The service would also provide a multitude of mobility options, currently unavailable, to these rural areas and enhance livability for these areas that have limited access to specialized medical services, options for timely travel, and services to support basic human needs.

The MCTC looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in dark ink, appearing to read "Debbie Pedersen", is written over a large, loopy circular flourish.

Debbie Pedersen  
Executive Director



**COUNTY OF TEHAMA  
DEPARTMENT OF PUBLIC WORKS**

9380 San Benito Avenue  
Gerber, CA 96035-9701  
(530) 385-1462  
(530) 385-1189 Fax

Road Commissioner  
Surveyor  
Engineer  
Public Transit  
Flood Control & Water  
Conservation District  
Sanitation District No. 1

November 1, 2016

T-17-7

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

Subject: North State Express Connect

Dear Mr. Little:

As Executive Director of the Tehama County Transit Agency Board, I support the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. SRTA's leadership role regarding improved mobility is appreciated. A business plan is a critical step forward to service implementation.

I understand the objectives of the business plan and have listed below the benefits of future I-5 service to Tehama County:

- 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;
- Is consistent with the Tehama County adopted Coordinated Public Transit—Human Services Transportation Plan.
- Multiple locations in Tehama County can be considered for a potential stop that meets express service criteria;

The Tehama County Transit Agency Board looks forward to working with SRTA on intercity service. We are willing to explore future funding sources to offset operating costs, and we are hopeful that SRTA's application is successful.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Antone", is written over a horizontal line.

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



**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF RAIL AND MASS TRANSPORTATION**  
P.O. BOX 942873, MS-39  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-8811  
FAX (916) 654-9366  
TTY 711  
www.dot.ca.gov



*Seize the drought.  
Help save water!*

November 2, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Caltrans Division of Rail and Mass Transportation (DRMT) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The project supports Caltrans' mission and the grant program objectives by providing a sustainable, integrated, and equitable mobility option for north state residents to access Sacramento and beyond. The project facilitates strong integration of local transit with the future Sacramento High Speed Rail station, connects northern rural areas to the Sacramento urban core to reduce vehicle miles traveled, and uses electric buses to reduce greenhouse gas emissions.

A detailed business plan as described in the grant application would set this project up for successful implementation and achievement of these benefits. DRMT looks forward to partnering with SRTA and working closely on developing a successful and enhanced intercity service that meets North State residents' transportation needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Jila Priebe".

JILA PRIEBE  
Chief, Office of Program Policy Management

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**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](http://www.cityofshastalake.org)



November 2, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The City of Shasta Lake strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be of great value to our region by providing underserved solutions to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economic and livability aspects as well as meeting preservation, mobility (deficiencies), safety, innovation, economy and health regional grant objectives.

The City of Shasta Lake looks forward to working with SRTA regarding intercity service in the future. And we wish good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "John N. Duckett, Jr.", is written over the word "Sincerely,".

John N. Duckett, Jr.  
City Manager

City of Shasta Lake

c: City File



November 3, 2016

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

**Subject: Support for North State Express Connect Business Plan Application**

Dear Mr. Little:

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am writing to express strong support for the Shasta Regional Transportation Agency's (SRTA) business plan grant application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Caltrans Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

As the management agency of an intercity passenger rail service, CCJPA understands the importance and value of providing quality intercity transportation options. The Amtrak Sacramento Valley Station is our busiest station, and providing connecting bus service that is more frequent and timed to connect with Amtrak trains, including Capitol Corridor and San Joaquin, would enhance the overall mobility and transportation mode options for residents of rural north state. We are also excited by SRTA's plans to study the feasibility of electric buses as part of the Business Plan. Electric buses fit well into the sustainability goals of Caltrans, and they will reduce the overall carbon footprint of passengers that continue their travels on intercity passenger rail.

The CCJPA looks forward to working with SRTA on the proposed intercity connecting bus service. CCJPA staff will offer assistance to SRTA on any matters related to this project as needed.

Sincerely,

David B. Kutrosky  
Managing Director

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TRANSPORTATION  
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OAKLAND, CA 94612  
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[www.capitolcorridor.org](http://www.capitolcorridor.org)



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
[www.lakeapc.org](http://www.lakeapc.org)

367 North State Street, Ukiah, CA 95482  
Administration: Suite 204 ~ 707-234-3314  
Planning: Suite 206 ~ 707-263-7799

November 3, 2016

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

Subject: North State Express Connect e

Dear Mr. Little:

The Lake County/City Area Planning Council (APC) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

In 2014, the Lake APC completed its Coordinated Public Transit – Human Services Transportation Plan. The Plan's Priority Strategies List identified developing near and long-term non-emergency medical transportation (NEMT) alternatives to address NEMT trip needs both within Lake County and to out-of-county destinations, including *enhanced transit connections, special shuttle or life-line services*, brokered trip provision across multiple providers, use of targeted mileage reimbursement and other such initiatives as a *"critical priority"*. If approved, this project will help to provide a basic, but much needed life-line transit shuttle service to Sacramento.

The Lake County/City Area Planning Council looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project. Thank you for your innovative efforts and desire to improve transportation services in rural northern California with this Interregional project.

Sincerely,

A handwritten signature in black ink that reads "Lisa Davey-Bates". The signature is written in a cursive, flowing style.

Lisa Davey-Bates, Executive Director  
Lake County/City Area Planning Council

/ldb



6008 60<sup>th</sup> Loop SE | Olympia, WA 98513 | Phone: (360) 456-6818 | Mobile: (206) 707-3896

November 3, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

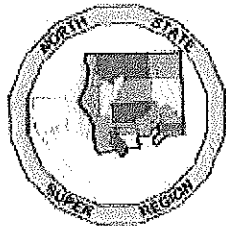
Greyhound Lines strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state residents.

The project will be important to the region by providing additional safe, sustainable, integrated mobility to rural residents of Northern California through coordinating with existing transportation providers in the Interstate 5 corridor. Additionally, this proposed service would provide intermodal connectivity for rural residents with Greyhound, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

Greyhound Lines looks forward to working with SRTA on coordinated intercity bus service. Greyhound Lines will strongly consider offering in-kind match so long as the proposed coordinated schedules of the proposed service makes meaningful scheduled connections with Greyhound at key connection points as outlined through Federal regulations. We wish SRTA success with the grant application.

Kindest Regards,

Stephen Abernathy  
Senior Manager, Intermodal Alliances  
Greyhound Lines



## North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 262-6190 [nssr16@gmail.com](mailto:nssr16@gmail.com)

[www.superregion.org](http://www.superregion.org)

Tamera Leighton, Chair

**Jon Clark**  
Butte County Assn. of Governments

**Scott Lanphier**  
Colusa County Transportation Comm.

**Tamera Leighton**  
Del Norte Local Transportation Comm.

**DI Aulabaugh**  
Glenn County Transportation Comm.

**Marcella Clem**  
Humboldt County Association of Govt.

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

**Richard Egan**  
Lassen County Transportation Comm.

**Phil Dow**  
Mendocino County Council of Governments

**Debbie Pederson**  
Modoc County Transportation Comm.

**Daniel Landon**  
Nevada County Transportation Comm.

**Robert Perreault**  
Plumas County Transportation Comm.

**Daniel S. Little**  
Shasta County Transportation Agency/MPO

**Tim Beals**  
Sierra County Transportation Comm.

**Melissa Cummins**  
Siskiyou County Local Trans. Comm.

**Gary Antone**  
Tehama County Transportation Comm.

**Richard Tippet**  
Trinity County Transportation Comm.

November 3, 2016

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

**Subject: North State Express Connect**

**Dear Mr. Little:**

The North State Super Region (NSSR), is a partnership representing the sixteen northern Regional Transportation Planning Agencies in California, and represents 26% of total land area, and contains 37% of California's state and federal roads.

After discussion and consideration, the NSSR is pleased to sponsor the Shasta Regional Transportation Agency in their request for funding through the Caltrans Sustainable Transportation Planning Grant – Strategic Partnerships Program to develop a business plan for an intercity public transportation service on the I-5 corridor between Redding and Sacramento.

The NSSR understands the project would describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport. The proposed project would include stops along the I-5 corridor in the sixteen-county NSSR as well as more rural feeder routes, further connecting rural and small urban populations to Sacramento. It will directly benefit rural county intercity transit needs along the I-5 corridor for Siskiyou, Shasta, Tehama, Glenn, and Colusa counties. In addition, Sage Stage (Modoc County), Trinity Transit (Trinity County), and Lake Transit (Lake County) have expressed a desire to coordinate their services with an I-5 Express Service.

Partnering with Caltrans (District 1, District 2 and headquarters),

November 2, 2016

Page 2

SRTA and the NSSR will address an intercity transportation deficiency between the North State and the state capital. The project will strengthen relationships between Caltrans districts; Caltrans Division of Rail and Mass Transit; regional transportation planning agencies (RTPAs) and metropolitan planning organizations (MPOs); North State transit agencies; the California State Transportation Agency; and Sacramento transit and rail agencies. The solidified relationships and details of the business plan will lead to programming of capital and operating funds for enhanced I-5 express service using battery electric buses (E-buses) between North State counties and Sacramento.

Furthermore, with sections dedicated to secure passenger parking, e-buses, integrated ticketing, and coordinated services, the North State Express Connect exemplifies a project that will meet Caltrans's mission. The service will create reliable connections to state, national, and international markets to help grow North State local economies.

The NSSR recognizes the proposed project supports the 2015 Annual Report to the California Legislature by the California Transportation Commission to reexamine the issue of intercity rail and transit connectivity serving rural areas of the state, and a long-range goal of the 2013 California Rail Plan to have daytime passenger rail service between Redding and Sacramento.

The North State Super Region has collaborated on several projects of regional significance in the past, and, as a project sponsor, looks forward to working with Shasta Regional Transportation Agency on the intercity bus service from Redding to Sacramento on the I-5 Corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip J. Dow". The signature is fluid and cursive, with the first name "Phillip" and last name "Dow" clearly distinguishable.

Phillip J. Dow, P.E., Chair  
North State Super Region



**CITY OF REDDING**

777 CYPRESS AVENUE, REDDING, CA 96001

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

**PUBLIC WORKS  
ENGINEERING DIVISION**

530.225.4170  
530.245.7024

November 4, 2016

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

Subject: North State Express Connect Letter of Support

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) business plan (Plan) application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The Plan's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the Plan will be of great value to our region by providing a comprehensive look at the transportation needs of Shasta County residents outside our region for business, medical needs and recreation. In particular, we are looking forward to answering the questions of demand and cost of the service, impacts on other modes, efficiencies and cost savings gained through new technology, and whether or not the project is sustainable. The Plan will also provide a model business framework for working with our partner agencies in the region should the project move forward.

The City of Redding looks forward to working with SRTA on intercity service and offer in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a large, stylized, light-colored circular mark that resembles a large "C" or a stylized "B".

Brian Crane, P.E.  
Director of Public Works

BC:sm  
110416L-DL-NS Express Support





326 Huss Drive, Suite 150  
Chico, California 95928-8441  
(530) 809-4616 FAX (530) 879-2444

November 4, 2016

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

Subject: North State Express Connect

The Butte County Association of Governments (BCAG) supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection on the Interstate 5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Grant Program. BCAG recently completed a similar market based plan for commuter transit service between Chico and Sacramento and will be pursuing operating funds in the near future. We believe your approach to prepare a business plan with the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento is well thought out.

We believe north state transit service is consistent with the Governor's agenda it striving to reduce green house gasses and lower vehicles miles traveled. In addition, in the absence of any High Speed Rail north of Sacramento, having the north state served by reliable transit is warranted and needed.

BCAG looks forward to working with SRTA on intercity service in the north state and hope you receive a favorable response on your proposal.

If you have any questions, please give me a call directly or send me an email.

Sincerely,

Ivan Garcia  
BCAG Programming Manager

## ***REGIONAL TRANSIT COMMITTEE***

*Gary Hansen, City of Willows, Chairman*  
*Dwight Foltz, County of Glenn, Vice-Chair*  
*Jeff Williams, City of Willows*  
*Salina Edwards, City of Orland*  
*Keith Corum, County of Glenn*  
*Bruce Roundy, City of Orland*  
*Vince Minto, County of Glenn (Alternate)*  
*Jim Yoder, City of Willows (Alternate)*  
*Jim Paschall, City of Orland (Alternate)*

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

*Di Aulabaugh,*  
*Executive Director*

*(530) 934-6540*  
*FAX (530) 934-6533*

---

November 4, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The Regional Transit Committee (RTC) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

The RTC believes that the North State Express Connect intercity express bus service will serve as the north-south backbone to which other agencies, such as GTS, can connect with east-west feeders that will enhance ridership by provide a practical, fast public transportation connection to the Sacramento and Redding areas. The RTC often receives requests for service to outside of Glenn County along the Interstate 5 corridor. Additionally, the RTC has an established service to the Chico area which can provide opportunities for residents in that area to have improved access to destinations north and south along Interstate 5. The RTC feels that this project will improve mobility options in the region to all economic segments of the populations.

The RTC looks forward to working with SRTA on intercity service. We have offered in-kind match for staff to collaborate with SRTA on the project and will work to commit cash for operating service from the Chico area from Local Transportation Funds as a feeder route. Good luck on the grant application.

Sincerely,



Mardy Thomas  
Principal Planner

---

*A Joint Powers Agency providing transit services to the communities of Glenn County*

Supervisor John Pedrozo, Chair, Merced County  
Supervisor Henry Perea, Vice-Chair, Fresno County  
Councilmember Don Tatzin, Vice-Chair, City of Lafayette  
Councilmember Patrick Hume, City of Elk Grove  
Supervisor Vito Chiesa, Stanislaus County  
Supervisor Scott Haggerty, Alameda County  
Supervisor Allen Ishida, Tulare County  
Councilmember Bob Johnson, City of Lodi  
Supervisor Doug Verboon, Kings County  
Supervisor Brett Frazier, Madera County



## San Joaquin Joint Powers Authority

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Alternate Nathan Magsig, City of Clovis  
Alternate Federal Glover, Contra Costa County  
Alternate Don Nottoli, Sacramento County  
Alternate Richard O'Brien, City of Riverbank  
Alternate Tom Blalock, BART  
Alternate Bob Link, City of Visalia  
Alternate Mike Maciel, City of Tracy  
Alternate Justin Mendes, City of Hanford  
Alternate Andrew Medellin, City of Madera

November 4, 2016

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

Subject: North State Express Connect

Dear Mr. Little:

The San Joaquin Joint Powers Authority (SJIPA) strongly supports the Shasta Regional Transportation Agency's (SRTA) business plan application for an intercity public transportation connection in the I-5 corridor between Redding and Sacramento through the Sustainable Transportation Planning Program. The project's objective is to describe the details of enhanced bus transit as a mode choice for rural north state citizens to access Sacramento, the Amtrak Sacramento Valley Station, and the Sacramento International Airport.

We believe the project will be valuable by providing greater frequency of bus service to the rural communities in the north. This project fits within Caltrans mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. By serving the Sacramento Valley Station, this service can integrate with Amtrak San Joaquins and provide our riders with additional service options.

Increased bus service is a key component to continue to build a sustainable public transportation system for all Californians including citizens with disabilities and those from disadvantaged communities.

The SJIPA looks forward to working with SRTA on intercity service.

Sincerely,

Stacey Mortensen, Executive Director  
San Joaquin Joint Power Authority

#### MEMBER AGENCIES

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

949 East Channel Street Stockton, CA 95202 (800) 411-RAIL (7245) [www.acerail.com/sjipa](http://www.acerail.com/sjipa)