

STAFF REPORT



MEETING DATE:	June 28, 2021
SUBJECT:	Correspondence
AGENDA ITEM:	5-6
STAFF CONTACT:	Amy Lindsey, Administrative Associate

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

INCOMING CORRESPONDENCE

Date	From	Subject
4/22/21	Tehama County Transportation Commission (TCTC)	Letters of support for the Shasta Regional Transportation Agency's FTA Section 5311(f) Intercity Bus Program Grant Application.
4/23/21	Modoc County Transportation Commission (MCTC)	
4/23/21	Trinity County Transportation Commission (TCTC)	
4/29/21	San Joaquin Joint Powers Authority (SJJPA)	
4/30/21	North State Super Region (NSSR)	
4/30/21	Glenn County Transportation Commission	

OUTGOING CORRESPONDENCE

Date	To	Subject
4/20/21	- California State Assembly Speaker, the Honorable Anthony Rendon - California State Senate, the Honorable Toni Atkins - Assembly Budget Committee Chair, the Honorable Phil Ting - Senate Budget and Fiscal Review Committee Chair, the Honorable Nancy Skinner	Letter of support for \$2 Billion for Active Transportation Program Projects to Aid in Meeting the State's Climate, Health, and Equity Goals.
4/21/21	City of Redding, Director of Public Works Chuck Aukland	Letter of support for Redding Gateway Multi-Modal Divergent Diamond Interchange
4/27/21	Siskiyou County Local Transportation Commission	Letter of Coordination and Consultation for the Siskiyou County Regional Transportation Plan 2021.
4/29/21	U.S. House of Representatives Committee on Transportation and Infrastructure Chairman, the Honorable Peter DeFazio	Letter of support to invest in accessible, on-demand transit to advance equity, increase economic and social mobility,

	• U.S. House of Representatives Committee on Transportation and Infrastructure Ranking Member, the Honorable Sam Graves • U.S. Department of Transportation Secretary of Transportation, the Honorable Pete Buttigieg • U.S. Senate Committee on Banking, Housing, and Urban Affairs Chairman, the Honorable Sherrod Brown • U.S. Senate Committee on Banking, Housing, and Urban Affairs Ranking Member, the Honorable Patrick Toomey • U.S. Senate Committee on Environment and Public Works Chairman, the Honorable Tom Carper • U.S. Senate Committee on Environment and Public Works Ranking Member, the Honorable Shelley Moore Capito	and help combat the climate crisis.
5/5/21	United States Senate, Senator Diane Feinstein	Letter of support from Kristen Schreder, on behalf of SRTA, for the Fix 5 Cascade Gateway Project
5/5/21	United States Senator, the Honorable Diane Feinstein	Letter of support from Doug LaMalfa, on behalf of SRTA, for the Fix 5 Cascade Gateway Project
5/19/21	California State Transportation Agency (CalSTA)	Comment letter on Draft Climate Action Plan for Transportation Infrastructure
5/26/21	Caltrans Division of Rail and Mass Transportation, Office of Transit Grants and Contracts Chief, Wendy King	Letter of allocation for formula funding apportionments for the Federal Fiscal Year (FFY) 2021. (UZA #63750)
6/4/21	Department of Transportation Division of Transportation Programming, MS 82, Mr. Muhaned Aljabiry	Letter of Formal Amendment No. 1 to the Shasta 2021 Federal Transportation Improvement Program (FTIP)

Daniel S. Little, AICP, Executive Director

JIM BACQUET - City of Tehama
DANIELE EYESTONE - City of Red Bluff
STEVE CHAMBLIN - Tehama County
DENNIS GARTON - Tehama County
ROBERT SNOW - City of Corning
BOB WILLIAMS - Tehama County



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION

JAMES N. SIMON, Executive Director
JESSICA RISKE-GOMEZ, Transportation Manager

Red Bluff • Corning • Tehama • Tehama County
9380 San Benito Avenue, Gerber, CA 96035-9701 • (530) 385-1462

April 22, 2021

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

**Subject: Letter of Support for the Shasta Regional Transportation Agency's FTA
Section 5311(f) Intercity Bus Program Grant Application.**

Dear Mr. Little,

The Tehama County Transportation Commission (TCTC) supports the Shasta Regional Transportation Agency (SRTA) in its application for the 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan.

TCTC and SRTA work to coordinate transportation projects across the North State that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire North State region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation. Current transit service between Redding and Sacramento operates on a limited schedule with very inconvenient arrival and departure times, which makes our region feel effectively cut off from the rest of California even though we hear frequently how members of our community want to make trips to Sacramento and other areas via the Sacramento International Airport and on the statewide intercity rail network including future connections to high-speed rail at the Sacramento Valley Station. Additionally, many in the North State will benefit from improved access to Redding Municipal Airport, which is set to increase service to Burbank and Seattle starting this summer.

The Salmon Runner project will help many in our largely rural community find convenient and affordable intercity transportation options to access jobs, education, doctor's appointments, state and national parks, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to make transfers from Tehama Rural Area eXpress (TRAX) service and piece together intercity transportation between some of the most remote parts of California and the large metropolitan areas like Sacramento and beyond.

We are in consistent communication with SRTA, and we are happy to continue to collaborate on providing essential intercity transportation service across the North State region for the public including those in our communities who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative for these riders get where they need to go.

Sincerely,

A handwritten signature in blue ink, appearing to read "James N. Simon", with a small blue checkmark to its right.

James N. Simon
Executive Director



108 S. Main Street
Alturas, CA 96101
(530) 233-6410 Phone

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

Commissioners
John Dederick
Chairman
City Representative

Kathie Rhoads
Vice Chairman
County Supervisor III

Bobby Ray
Commissioner
City Representative

Elizabeth Cavasso
Commissioner
County Supervisor IV

Cheryl Nelson
Commissioner
City at Large Member

Mark Moriarity
Commissioner
County at Large Member

Ned Coe
Alternate Commissioner
County Supervisor I

Loni Lewis
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Witherspoon
Chief Fiscal Officer

Michelle Cox
Administrative Assistant

April 23, 2021

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

**Subject: Letter of Support for the Shasta Regional Transportation Agency's FTA
Section 5311(f) Intercity Bus Program Grant Application.**

Dear Mr. Little,

Modoc County Transportation Commission (MCTC) and Modoc Transportation Agency (MTA) support the Shasta Regional Transportation Agency (SRTA) in its application for the 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan.

MCTC and SRTA work to coordinate transportation projects across the North State that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire North State region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation. Current transit service between Redding and Sacramento operates on a limited schedule with very inconvenient arrival and departure times, which makes our region feel effectively cut off from the rest of California even though we hear frequently how members of our community want to make trips to Sacramento and other areas via the Sacramento International Airport and on the statewide intercity rail network including future connections to high-speed rail at the Sacramento Valley Station. Additionally, many in the North State will benefit from improved access to Redding Municipal Airport, which is set to increase service to Burbank and Seattle starting this summer.

The Salmon Runner project will help many in our largely rural community find convenient and affordable intercity transportation options to access jobs, education, doctor's appointments, state and national parks, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to make transfers from Sage Stage service and piece together intercity transportation between some of the most remote parts of California and the large metropolitan areas like Sacramento and beyond.

We are in consistent communication with SRTA, and we are happy to continue to collaborate on providing essential intercity transportation service across the North State region for the public including those in our communities who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative for these riders get where they need to go.

Sincerely,

Debbie Pedersen
Executive Director



TRINITY COUNTY
TRANSPORTATION COMMISSION
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312

Email; tcidot@trinitycounty.org

April 23, 2021

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

**Subject: Letter of Support for the Shasta Regional Transportation Agency's
FTA Section 5311(f) Intercity Bus Program Grant Application.**

Dear Mr. Little,

Trinity County Transportation Commission (TCTC) and Trinity Transit support the Shasta Regional Transportation Agency (SRTA) in its application for the 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan.

TCTC and SRTA work to coordinate transportation projects across the North State that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire North State region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation.

Current transit service between Redding and Sacramento operates on a limited schedule with inconvenient arrival and departure times, leaving many rural residents unable to access other areas of California via the Sacramento International Airport and the statewide intercity rail network including future connections to high-speed rail at the Sacramento Valley Station. Additionally, many in the North State will benefit from improved access to Redding Municipal Airport, which is set to increase service to Burbank and Seattle starting this summer.

The Salmon Runner project will provide affordable intercity transportation options to jobs, education, doctor's appointments, state and national parks, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to make transfers from Trinity Transit service and piece together intercity transportation between some of the most remote parts of California and the large metropolitan areas like Sacramento and beyond.

We are in consistent communication with SRTA, and we are happy to continue to collaborate on providing essential intercity transportation service across the North State region for the public including those in our communities who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative for these riders get where they need to go.

Sincerely,



Rick Tippet
Executive Secretary

Supervisor **Vito Chiesa**, Stanislaus County
Councilmember **Patrick Hume**, Chair, City of Elk Grove
Supervisor **David Haubert**, Alameda County
Councilmember **David Hudson**, City of San Ramon
Supervisor **Rodrigo Espinoza**, Vice-Chair, Merced County
Supervisor **Kathy Miller**, San Joaquin County
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Vice-Chair, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin

Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County
Alternate **Melissa Hernandez**, City of Dublin
Alternate **Diane Burgis**, Contra Costa County

Alternate **Mikey Hothi**, City of Lodi

Alternate **Tom Wheeler**, Madera County
Alternate **Rey León**, City of Huron
Alternate **Eddie Valero**, Tulare County

April 29, 2021

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

Subject: Letter of Support for the Shasta Regional Transportation Agency's FTA Section 5311(f) Intercity Bus Program Grant Application.

Dear Mr. Little,

The San Joaquin Joint Powers Authority (SJJA) supports the Shasta Regional Transportation Agency (SRTA) in its application for 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan, and it will result in better outcomes for passengers across the North State region.

The SJJA and SRTA work to coordinate transportation projects in Northern California that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire Northern California region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation. As the current administrator of the Amtrak Thruway bus service to and from Redding, we hear firsthand how the riders rely on these intercity bus trips to get where they need to go. The Salmon Runner project will help many in especially in rural areas find convenient and affordable intercity transportation options to access jobs, education, doctor's appointments, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to travel directly on I-5 and make transfers from local transit services and piece together intercity transportation between some of the most remote parts of California and large metropolitan areas like Sacramento and beyond including by transferring to the Amtrak San Joaquin rail network in the Central Valley.

Initial Salmon Runner service will provide two daily round trips to Redding along I-5 while the two SJJA Amtrak Thruway round trips along State Routes 99 and 70 (currently restricted to rail ticket holders) will also continue for a total of four daily round trips to Redding. After Salmon Runner bus service demonstrates successful operations, SJJA will stop all Amtrak Thruway bus service to Redding. The Amtrak Thruway northern terminus will be Chico, and the Salmon Runner will increase the number of

MEMBER AGENCIES

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

round trips to and from Redding along I-5. This change will improve transportation options available to passengers across Northern and Central California, and we will continue to work with SRTA as these changes are implemented in order to improve timed connections between Salmon Runner and San Joaquins service, communicate any changes to riders, evaluate service modifications, and mitigate any potential impacts.

SJJPA is committed to maintaining effective transportation options for North State communities, and we are looking forward to continued coordination and communication with SRTA so that the rollout of the Salmon Runner bus project works best for passengers including those who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative.

Sincerely,

Paul J. Herman

Paul Herman

Senior Planner

San Joaquin Joint Powers Authority



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 265-3202 nssr16@gmail.com

www.superregion.org

Mike Woodman, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Cole Grube

Glenn County Transportation Comm.

Beth Burks

Humboldt Co Assn of Governments

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

John Clerici

Lassen County Transportation Comm.

Nephele Barrett

Mendocino County Council of Govts

Debbie Pedersen

Modoc County Transportation Comm.

Mike Woodman

Nevada County Transportation Comm.

Daniel S. Little

Shasta County SRTA/MPO

Tim Beals

Sierra County Transportation Comm.

Jeff Schwein

Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

John Mannle

Plumas County Transportation Comm.

April 30, 2021

Dan Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: Letter of Support for the Shasta Regional Transportation Agency's FTA Section 5311(f) Intercity Bus Program Grant Application.

Dear Mr. Little,

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

The North State Super Region (NSSR) supports the Shasta Regional Transportation Agency (SRTA) in its application for the 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan.

The NSSR and SRTA work to coordinate transportation projects across the North State that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire North State region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation.

Current transit service between Redding and Sacramento operates on a limited schedule with very inconvenient arrival and departure times, which makes our region feel effectively cut off from the rest of California even though we hear frequently how members of our community want to make trips to Sacramento and other areas via the Sacramento International Airport and on the statewide intercity rail network including future connections to high-speed rail at the

Sacramento Valley Station. Additionally, many in the North State will benefit from improved access to Redding Municipal Airport, which is set to increase service to Burbank and Seattle starting this summer.

The Salmon Runner project will help many in our largely rural community find convenient and affordable intercity transportation options to access jobs, education, doctor's appointments, state and national parks, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to make transfers from local transit services and piece together intercity transportation between some of the most remote parts of California and the large metropolitan areas like Sacramento and beyond.

We are in consistent communication with SRTA, and we are happy to continue to collaborate on providing essential intercity transportation service across the North State region for the public including those in our communities who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative for these riders get where they need to go.
Sincerely,

Sincerely,

A handwritten signature in cursive script, appearing to read "Mike Woodman", written in dark ink.

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

GLENN COUNTY TRANSPORTATION COMMISSION

Gary Hansen, City of Willows, Chairman
Paul Barr, County of Glenn, Vice-Chair
Dennis Hoffman, City of Orland
Bruce Roundy, City of Orland
Keith Corum, County of Glenn
Public Member, County of Glenn (Vacant)
Joel Flesher, City of Willows (Alternate)
Ken Hahn, County of Glenn (Alternate)

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

(530) 934-6540
FAX (530) 934-6103

Donald Rust,
Executive Director

April 30, 2021

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

Subject: Letter of Support for the Shasta Regional Transportation Agency's FTA Section 5311(f) Intercity Bus Program Grant Application.

Dear Mr. Little,

The Glenn County Transportation Commission and Glenn Ride support the Shasta Regional Transportation Agency (SRTA) in its application for the 5311(f) Intercity Bus Program funding to support operations of the Salmon Runner bus project. This project will be fundamental for the implementation of the North State Intercity Bus System and the 2018 California State Rail Plan. Glenn Ride and SRTA work to coordinate transportation projects across the North State that provide improved access to the region and the rest of the state. Providing continued funding for operating assistance for the Salmon Runner project will be vital for residents, students, businesses, and visitors who are traveling between Redding and Sacramento and across the entire North State region—especially those who do not have consistent access to a car or those who prefer to travel by public transportation. Current transit service between Redding and Sacramento operates on a limited schedule with very inconvenient arrival and departure times, which makes our region feel effectively cut off from the rest of California even though we hear frequently how members of our community want to make trips to Sacramento and other areas via the Sacramento International Airport and on the statewide intercity rail network including future connections to high-speed rail at the Sacramento Valley Station. Additionally, many in the North State will benefit from improved access to Redding Municipal Airport, which is set to increase service to Burbank and Seattle starting this summer.

The Salmon Runner project will help many in our largely rural community find convenient and affordable intercity transportation options to access jobs, education, doctor's appointments, state and national parks, multimodal travel hubs, and more. The daily roundtrip Salmon Runner service along Interstate 5 will serve our riders' needs by allowing them to make transfers from

Glenn Ride service and piece together intercity transportation between some of the most remote parts of California and the large metropolitan areas like Sacramento and beyond.

We are in consistent communication with SRTA, and we are happy to continue to collaborate on providing essential intercity transportation service across the North State region for the public including those in our communities who depend on it. Securing FTA Section 5311(f) operating assistance funding is imperative for these riders get where they need to go.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mardy Thomas', with a long horizontal flourish extending to the right.

Mardy Thomas
Planning Manager



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

Daniel S. Little, Executive Director

April 20, 2021

The Honorable Anthony Rendon
Speaker, California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Toni Atkins
President pro Tempore, California State Senate
State Capitol, Room 205
Sacramento, CA 95814

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

The Honorable Nancy Skinner
Chair, Senate Budget and Fiscal Review Committee
State Capitol, Room 5094
Sacramento, CA 95814

Re: Support for \$2 Billion for Active Transportation Program Projects to Aid in Meeting the State's Climate, Health, and Equity Goals

Dear Speaker Rendon, pro Tem Atkins, Chairperson Ting, and Chairperson Skinner,

The Shasta Regional Transportation Agency writes to respectfully request that the California State Legislature make a one-time strategic General Fund investment of \$2 billion in the 2021-22 State Budget to fund hundreds of active transportation projects that are critical to the state's climate change, health, and equity goals. Funding for the Active Transportation Program (ATP or Program) will have the dual effect of job creation and economic stimulation as well – both outcomes the state sorely needs as long-term, equitable recovery from the COVID-19 pandemic begins in earnest.

ATP goals include increasing the use of active modes of transportation, such as biking and walking, and increasing the safety of non-motorized users of the statewide transportation system. The California Transportation Commission (CTC) reports that since its inception in 2013, the Program has funded over 800 active transportation projects across the state – in urban, suburban, and rural communities alike. Over 400 of these projects are Safe Routes to Schools projects and more than 89% of funding benefits disadvantaged communities throughout the state.

Despite recent investments into the Program, including \$100 million annually from SB 1 – the Road Repair and Accountability Act of 2017 – ATP is significantly oversubscribed. Moreover, the ATP isn't the sole funding source supporting active transportation—local governments have proposed and built over 1,700 projects with active transportation components using flexible SB 1 funds since 2017.

However, this competitive program is perhaps the best option for large and transformative projects that would be difficult for any single jurisdiction to fund on their own.

A one-time \$2 billion investment into ATP is not only an ideal use of one-time revenues but could also clear the large backlog of vital ATP projects that have been waiting for funding. The CTC reports that only 49 projects out of 454 applications received were funded in the latest ATP cycle for the statewide and small urban/rural program components. The Shasta Region, specifically, has many grant cycles worth of active transportation projects in need of funding. Local staff put in long hours to assemble thorough and compelling ATP applications for this recent ATP cycle. However, the grant cycle left the region with five of those applications, representing almost \$41 million in project costs, unfunded. This translates into fewer people walking and biking comfortably to college, places of worship, grocery stores, pharmacies, schools, and spending money in our downtowns. Low-income households will continue to face limited transportation options, and conditions that routinely rank Shasta among those counties in California with the highest number of pedestrian crashes and fatalities. Without additional funding, the region will struggle to meet greenhouse gas reduction targets, as well as goals to improve the county's languishing public health. Creating an intuitive, interconnected active transportation system, and the many benefits it creates, will not be possible without increased ATP funding.

The state's success on the climate, health, and equity fronts depends in large part on the availability of funding to build transformative infrastructure projects that will create the mobility options necessary for communities to reduce greenhouse gas emissions (GHGs), provide more robust, safer, and healthier transportation options, and support sustainable, thriving communities. Successful ATP projects are required to be consistent with SB 375 (Chapter No. 328, Statutes of 2008) mandated Sustainable Communities Strategies (SCSs) and will therefore help California's regional transportation planning agencies meet their GHG reduction targets and other mobility, health, and equity goals. Moreover, the California State Transportation Agency's draft Climate Action Plan for Transportation Infrastructure (CAPTI) identifies as a key strategy for reducing GHGs from the transportation sector, "investing in networks of safe and accessible bicycle and pedestrian infrastructure."

The California State Legislature has a unique opportunity to invest a portion of its unanticipated 2021-22 revenues to give ATP projects a much-needed boost and kick-start climate friendly infrastructure projects that would otherwise languish, create jobs, and bolster economic activity. Without funding for these key projects, the state will continue to fall behind in meeting its ambitious climate change, health, and equity goals.

For these reasons, we strongly support a \$2 billion General Fund investment into ATP in the 2021-22 State Budget. Please contact me at 530-262-6190 for any questions.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little". The signature is fluid and cursive, with the first name "Dan" and last name "Little" clearly distinguishable.

Daniel S. Little, AICP, Executive Director

C:

Honorable Members, Senate Budget and Fiscal Review Committee
SBUD.Committee@senate.ca.gov

Honorable Members, Assembly Budget Committee
AsmBudget@asm.ca.gov

Hilary Norton, Chair, California Transportation Commission
ctc@catc.ca.gov
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

David Kim, Secretary, California State Transportation Agency
David.Kim@calsta.ca.gov
California State Transportation Agency
915 Capitol Mall, Suite 350B
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Elissa Konove, Undersecretary, California State Transportation Agency
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California State Transportation Agency
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Toks Omishakin, Director, California Department of Transportation
Toks.Omishakin@dot.ca.gov
P.O. Box 942873
Sacramento, CA 94273-0001

Mitch Weiss, Executive Director, California Transportation Commission
Mitch.Weiss@catc.ca.gov
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
1303 10th Street, Suite 1173
Sacramento, CA 95814

Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
1303 10th Street, Suite 1173
Sacramento, CA 95814

Danny Yost, Assistant Deputy Director, California Department of Transportation
Danny.Yost@dot.ca.gov
P.O. Box 942873
Sacramento, CA 94273-0001

James Barba, Consultant, Office of Senate President pro Tempore Atkins
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State Capitol, Room 205
Sacramento, CA 95814

James Hacker, Consultant, Senate Committee on Budget and Fiscal Review
SBUD.Committee@senate.ca.gov
james.hacker@sen.ca.gov
State Capitol, Room 5019
Sacramento, CA 95814

Julius McIntyre, Consultant, Office of Assembly Speaker Rendon
Julius.McIntyre@asm.ca.gov
State Capitol
Room 219
Sacramento, CA 95814

Genevieve Morelos, Consultant, Assembly Committee on Budget
AsmBudget@asm.ca.gov
Genevieve.Morelos@asm.ca.gov
State Capitol
Room 6026
Sacramento, CA 95814

Heather Wood, Consultant, Senate Republican Caucus
heather.wood@sen.ca.gov

Daniel Ballon, Consultant, Assembly Republican Caucus
daniel.ballon@asm.ca.gov

Paul Golaszewski, Deputy Director, California Transportation Commission
Paul.Golaszewski@catc.ca.gov
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814



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

Daniel S. Little, Executive Director

April 21, 2021

Chuck Aukland, Director of Public Works
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Redding Gateway Multi-Modal Divergent Diamond Interchange

Dear Mr. Aukland:

The Shasta Regional Transportation Agency (SRTA) supports the Redding Gateway Multi-Modal Divergent Diamond Interchange Project. The project will construct an innovative interchange with Interstate 5 in south Redding at Bonnyview Drive. The project will reduce fatalities and injuries, support active transportation networks, reduce barriers caused by the interstate, and create jobs.

The project is the preferred alternative to a 2017 Project Study Report - Project Development Report, undertaken by the City of Redding and the California Department of Transportation, District 2.

If Member Designated Project funding is awarded, SRTA, as the region's Metropolitan Planning Organization (MPO), can amend the Federal Transportation Improvement Program (FTIP) to obligate the funding within the timeframe required for this type of project. The project is already included in the 2018 Shasta Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

Key project benefits of the Redding Gateway Multi-Modal Divergent Diamond Interchange include:

- An innovative design that minimizes expense and increases safety.
- A transportation facility for all users, including a center shared use path for active transportation users.
- Roundabouts at the adjacent closely spaced intersections.
- Efficient traffic operations to support economic growth.

Sincerely,

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

Daniel S. Little, Executive Director, AICP (MPO)

Cc: Dave Moore, Caltrans District 2



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Daniel S. Little, Executive Director

April 27, 2021

Siskiyou County Local Transportation Commission
190 Greenhorn Road
Yreka, CA 96097

Re: Coordination and Consultation for the Siskiyou County Regional Transportation Plan 2021.

In response to the request for consultation and coordination for the Siskiyou County RTP process, the Shasta Regional Transportation Agency (SRTA) submits the following for your consideration:

- Salmon Runner Intercity Bus – It is anticipated that service will begin in 2021 using diesel-powered coaches until zero-emission vehicles can be procured. Feeder service from Siskiyou and other counties along the I-5 corridor are critical to its success. SRTA encourages the Siskiyou County LTC to apply for FTA 5311(f) Intercity Bus Program for funding to provide connector service to the Salmon Runner.
- Fix 5 Cascade Gateway Project – Full funding is being sought for improvements on I-5, just north the city of Redding, including additional auxiliary lanes, operational improvements, and other strategies designed to alleviate the impacts of closures on I-5 due to winter storms, collisions, wildfires and other events. These once exceptional events that are becoming more frequent and severe, resulting in back-ups for 10+ miles and the use of SR299 and 89 corridors as an alternate route, which are not well suited to interstate freight traffic.

Several recent (or soon to be completed) projects on interregional facilities may also be of interest, including:

- Redding to Anderson Six-Lane Project – This project will be completed in 2021, preserving mainline Interstate 5 throughput, speeds, and reliability on the corridor. The project also replaces the Union Pacific Railroad overcrossing to meet current minimum clearances, helping to ensure safety and reliability on this freight corridor.
- SR 44 Stillwater Interchange – Improves safety and operations for east-west travel by grade separation of traffic.

- ResilientShasta Extreme Climate Event Mobility and Adaptation Plan – To be completed in late summer/early fall 2021, this plan will include a variety of strategies for managing and responding to the impacts of climate change on interregional transportation facilities, including opportunities for interagency coordination.
- SR 273 Northern Section Multimodal Corridor Study – SRTA submitted a grant application to take a comprehensive look at the SR 273 corridor, perform public outreach, and ready high-priority projects for capital grant seeking.

Thank you for the opportunity to comment. We look forward to continued and ongoing interregional coordination with Siskiyou Region. To discuss these or other projects in further detail, please do not hesitate to contact me.

Regards,



Daniel Wayne, Senior Transportation Planner



April 29, 2021

The Honorable Peter DeFazio
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

We face major mobility challenges in our country. Far too many Americans cannot affordably access jobs, healthcare, education, and other opportunities, as transportation has become the second highest household expense in the United States after housing itself. Our reliance on the private car as the only way to get around in most places not only costs families a lot of money, but has also made transportation the primary cause of greenhouse gas emissions in our nation. These negative economic and environmental consequences impact all of us, but disproportionately affect the most vulnerable in our society: seniors, low-income communities, and those with disabilities.

If we are serious about addressing the climate crisis, advancing equity and accessibility, and increasing economic mobility, we need to expand and improve public transit. We believe that a critical part of this effort is the expansion of on-demand public transit (also referred to as “microtransit”), which each of the transit agencies and cities we represent have deployed to improve mobility.

When the last major federal transportation bill – the Fixing America's Surface Transportation Act (FAST Act) – was signed into law in 2015, technology-powered microtransit did not exist. Today, it is commonplace, with more than 100 agencies and cities using it in at least 35 states. These deployments are in cities of all sizes, suburban neighborhoods, and rural areas. In some communities, on-demand microtransit shuttles comprise the entire public transit system and, in many others, they are providing critical connections to preexisting transit hubs or filling

so-called “transit desert” gaps, especially in historically underserved areas. The benefits have been significant, including:

- **Advancing Equity and Upward Economic Mobility:** Cities and agencies typically use microtransit to increase mobility for those who need it most, often specifically designing the service to provide rides and access to opportunity in historically underserved communities. Importantly, microtransit deployments include solutions for the unbanked and those without smartphones. By providing affordable access to jobs and other opportunities that were previously only reachable with a car, many microtransit services have proved a lifeline for workers during the pandemic. For example, in Jersey City, NJ, where more than half of riders earn less than \$50,000 per year, ridership on the microtransit service continues to grow and now exceeds pre-pandemic levels.
- **Reducing Greenhouse Gas (GHG) Emissions:** By shifting people from driving their own cars or taking single passenger taxi and ridehail options, on-demand transit can significantly reduce emissions. In Arlington, TX, the first city in the United States to use microtransit as its entire public transit system (which provides affordable access to jobs across the city), an independent study determined the service was the single most effective GHG reduction measure in the entire region.
- **Increasing Accessibility:** Microtransit includes wheelchair accessible vehicles and provides an on-demand and convenient new public transit option. On-demand transit can help people with disabilities live fully independent lives by providing greater flexibility and convenience in how they travel. As one Sacramento, CA, wheelchair user of microtransit put it: “On-demand service just changes peoples’ lives.”
- **Immediate Deployment and Adaptability:** One great benefit of on-demand microtransit is that a city or transit agency can launch a new service in a matter of weeks, and adjust that service when crises like COVID-19 hit. This adaptability and resilience is one reason several new microtransit services have launched during the pandemic, including in Wilson, NC, where it is providing critical access to jobs for the city’s 50,000 residents.

As Congress and the Administration work on ways to create new jobs and access to those jobs, improve our transportation system, and deliver economic security to families, we urge you to invest in on-demand transit that can be deployed by cities and transit agencies immediately to improve public mobility. This is particularly important because it is difficult today to use federal funding, which for the most part focuses on capital expenditures and is only available to certain transit agencies, for these innovative and effective public transportation services.

Specifically, we ask that you dedicate funding for on-demand transit and other transit innovations that focuses on immediately increasing access to jobs and other opportunities, in particular for underserved communities, and reducing greenhouse gas emissions. Such a program should fund new services, as well as the expansion of already successful deployments, and include a bridge to sustainable funding for projects that are successful. It should also include

strong labor protections and requirements that every deployment be made accessible to all people.

We urge you to invest in accessible, on-demand transit to advance equity, increase economic and social mobility, and help combat the climate crisis.

Sincerely,

Jeff Williams
Mayor
City of Arlington, TX

Steven Fulop
Mayor
City of Jersey City, NJ

Kim Driscoll
Mayor
City of Salem, MA

Martha Guerrero
Mayor
City of West Sacramento, CA

Carlton Stevens, Jr.
Mayor
City of Wilson, NC

Deborah Feng
City Manager
City of Cupertino, CA

Jeanne Krieg
Chief Executive Officer
Eastern Contra Costa
Transit Authority

Jon Moore
General Manager
Green Mountain Transit

Caroline Rodriguez
Acting General Manager
High Valley Transit Agency

Terry White
General Manager
King County Metro

Daniel S. Little
Executive Director
Shasta Regional
Transportation Agency

Dennis J. Lipka
Administrator
Worcester Regional
Transit Authority

Patrick Harris
Assistant Vice President
Government Affairs
& Corporate Communication
Central Ohio Transit Authority

Jofil Borja
Senior Community & Government
Relations Officer
Sacramento Regional Transit District



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

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

May 5, 2021

Senator Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Subject: *Fix 5 Cascade Gateway Project Support* - (Interstate 5 – California)

Dear Senator Feinstein:

As an elected member of the City of Redding City Council, I am pleased to support the *Fix 5 Cascade Gateway Project* (Project). The Project will improve safety, freight and interregional mobility along Interstate 5 (I-5) in California from State Route 44 north for 10 miles. The Project will help address all-too-frequent snow, collision and wildfire closures in this strategic freight corridor by adding auxiliary lanes, and incorporating Intelligent Transportation System (ITS) and operational strategies to minimize the impacts of gridlock during closures. Concurrent with these improvements, the Shasta Regional Transportation Agency (SRTA) is investigating hydrogen fueling infrastructure for more sustainable goods movement and reversible travel lanes to adapt to closures in the Sacramento River Canyon. These proposed improvements are focused on corridor management for which a safe and feasible north-south detour does not exist.

The Project has a long history of coordinated local, regional, state, and federal investment to maximize mobility on this integral federal West Coast Trade Corridor. SRTA, Caltrans, and each of the local jurisdictions have committed themselves to the safety, upgrade and economic benefit of this corridor.

Benefits of this Project include:

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

It is my recommendation that the *Fix 5 Cascade Gateway Project* receive Federal funds to implement a solution to continue the flow of freight along the West Coast Trade Corridor, specifically along Interstate 5 in California from State Route 44 north for 10 miles.

Sincerely,

Kristen Schreder
Council Member
Redding City Council

cc: Daniel S. Little, Shasta Regional Transportation Agency Executive Director
Dave Moore, Caltrans District 2 Director

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA
COMMITTEE ON AGRICULTURE
COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0501

May 5, 2021

The Honorable Dianne Feinstein
United States Senator
331 Hart Senate Office Building
Washington, D.C. 20510

RE: Fix 5 Cascade Gateway Project Support

Dear Senator Feinstein,

As your office reviews Member Directed Spending requests, I would like to highlight the Fix 5 Cascade Gateway Project for your consideration. On April 27, 2021, I submitted the Fix 5 Cascade Gateway Project as a priority Member Designated Project within the House Transportation and Infrastructure Committee's upcoming surface transportation reauthorization legislation.

This project, located along Interstate 5 (I-5), will improve safety, freight and interregional mobility from State Route 44 northwards for ten miles. Lane expansion will help to address the all-too-frequent snow, collision, and wildfire closures on this route, which has been identified as a strategic freight corridor. As such, this piece of the project is part of a much larger effort to mitigate these traffic issues by taking into consideration possible detours, incorporating a smarter traffic system, and preparing operational plans for those events.

In recognition of the importance of Interstate 5 to the local, State, and national economic flow of goods along the West Coast Trade Corridor, this project has received funding from a wide-range of stakeholder jurisdiction. The Fix 5 Cascade Gateway project in Northern California has committed funding from the Shasta Regional Transportation Agency and the California Department of Transportation. I believe it is time for the Federal government to contribute as well.

I hope you will join with me in supporting this important project for Northern California and indicate it as a priority in the Senate as well.

Sincerely,



Doug LaMalfa
Member of Congress

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Daniel S. Little, Executive Director

May 19, 2021

California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814
ATTN: David S. Kim, CalSTA Secretary

Subject: Comment Letter on Draft Climate Action Plan for Transportation Infrastructure

Dear Secretary Kim:

The Shasta Regional Transportation Agency (SRTA) appreciates the opportunity to comment on CalSTA's draft Climate Action Plan for Transportation Infrastructure (CAPTI). The plan's transportation funding investment framework, strategies and actions support SRTA's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and are in line with the following SRTA initiatives:

Fix 5 Cascade Gateway Hydrogen Hub – Development of hydrogen fuel production in an economically attractive manner based on reliable and relatively low-cost power, available land, and a high demand for hydrogen use strategically located on Interstate 5 and the Union Pacific Railroad.

Salmon Runner and a fully realized North State Intercity Bus System – A bus service between Redding and Sacramento along the Interstate 5 corridor, directly serving the communities of Shasta, Tehama, Glenn, and Colusa counties, with a valley feeder service connecting Glenn County to Chico in Butte County.

Prototype Fuel Cell Motorcoach – Partnership with a manufacturer for the design, engineering, and building of prototype fuel cell motorcoaches for the Salmon Runner, other North State Intercity bus routes and additional public transportation services across the state.

The North State Intercity Bus to Rail Plan – A planning grant application to develop the next generation of intercity travel options between Redding and the major urban centers of Greater Sacramento and the Bay Area.

ResilientShasta – A plan to help improve the safety, resiliency, and efficiency of our regional transportation system in the face of extreme weather events related to climate change.

ShastaConnect – A right-sized on-demand, curb-to-curb, or door-to-door public transportation service that reduces greenhouse gas emissions while expanding mobility options for seniors, people with disabilities, and more across urban and rural Shasta County.

Shasta Active Transportation Network – A plan to help prepare priority bicycle and pedestrian infrastructure projects from the GoShasta Regional Active Transportation Plan to compete for capital construction grants.

SRTA looks forward to working with the state on sustainable, equitable, and healthy modes of transportation, and we appreciate the opportunity to comment on the draft CAPTI that will help the state realize these goals.

Sincerely,

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

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

May 26, 2021

Wendy King
Chief, Office of Transit Grants and Contracts
Caltrans Division of Rail and Mass Transportation
1120 N St MS 39
Sacramento, CA 95814

Re: FFY 2021 Split Allocations for Redding, CA

Dear Mrs. King:

The Federal Transit Administration (FTA) and Caltrans have published formula funding apportionments for the Federal Fiscal Year (FFY) 2021. As the Designated Recipient for the Redding, CA [Small Urbanized Area](#) (UZA # 63750); per the requirements set forth in [FTA Circulars](#) 9030 (for the 5307 Urbanized Area program) and 5100 [for the 5339(a) Bus and Bus Facilities program]; and Caltrans' procedures, Caltrans has requested that metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) determine the split allocations for these formula funds among the multiple public transit operators (i.e., the Direct Recipients) within their jurisdiction. These allocations are identified in the table below (or attached):

Direct Recipient Name	FTA Recipient ID	5307 Split Allocation	5339(a) Split Allocation
Redding Area Bus Authority	1629	\$1,771,494	\$192,428
		\$	\$
		\$	\$
		\$	\$
		\$	\$
		\$	\$
TOTALS (should equal FTA FFY Apportionments) =		\$1,771,494	\$192,428

These allocations were determined cooperatively among the public transit providers (Direct Recipients) and the Shasta Regional Transportation Agency (the MPO and RTPA for the Shasta Region encompassing the Redding, CA UZA). The undersigned agree to the amounts

SRTA Split Letter - Small UZA 2021

Final Audit Report

2021-06-03

Created:	2021-05-26
By:	Eamon Johnston (ejohnston@srt.ca.gov)
Status:	Signed
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"SRTA Split Letter - Small UZA 2021" History

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-  Agreement completed.
2021-06-03 - 0:26:06 AM GMT



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Daniel S. Little, Executive Director

June 4, 2021

Mr. Muhaned Aljabiry
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 2021 Federal Transportation Improvement Program (FTIP)

Dear Mr. Aljabiry:

With the delegation authority provided to 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 2021 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). **This amendment includes only transit-related programming for more expedited processing to realize obligation of expiring grant funds.**

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2021 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2019 Participation and Partnership Plan (Title VI). The public and interagency review period ran from May 21 through June 4, 2021, meeting the requisite 14-day review period.

This amendment is in response to the Redding Area Bus Authority (RABA) updating its four-year transportation improvement program, effective May 14, 2021, and includes the following:

- **Grouped Projects for Transit Operations (CTIPS ID No. 211-0000-0057)** – Adjustments made to programming to reflect COVID-19 related impacts to transit and federal emergency relief funds anticipated for FY 2021/22.

- **RABA Passenger Loading Facilities (CTIPS ID No. 211-0000-0058)** – Reduces scope and switches out FTA 5307 formula funds to instead use Proposition 1B funds.
- **RABA Capital Vehicles (CTIPS ID No. 211-0000-0059)** – Amendment pushes out full-size coaches and reduces the quantity of paratransit vehicles purchase beyond the active years of the FTIP, thereby significantly decreasing FTA 5307 and local match programming.
- **RABA Transit Capital (CTIPS ID No. 211-0000-0060)** – Significantly decreases FTA 5307, 5339, and Proposition 1B funds due to purchasing less support vehicles in the FTIP time frame.

Using CTIPS, Shasta 2021 FTIP Formal Amendment No. 1 is directly available for review and approval. An electronic copy will be transmitted by email to all regional partners and interested parties, including Caltrans, FTA, and FHWA. The approved amendment is posted to the SRTA website at <http://www.srta.ca.gov>. **Please recommend this formal amendment of transit-related programming revisions for expeditious federal approval.**

For questions, please do not hesitate to contact Senior Transportation Planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov.

Sincerely,



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

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Redding Area Bus Authority Program of Projects for FTA Sections 5307 and 5339
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Original Programming Pages for FTIP Projects

C: Ted Matley, FTA Region 9
Antonio Johnson, FHWA CA Division
SRTA Board of Directors
Yujin Copland, Redding Area Bus Authority