

STAFF REPORT



MEETING DATE:	February 23, 2021
SUBJECT:	Correspondence
AGENDA ITEM:	8-5
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	To	Subject
2/8/21	Shasta Regional Transportation Agency, AICP, Executive Director, Daniel S. Little	Letter of support for a Joint Caltrans Transportation Planning Grant Application for the AMBAG, BCAG, SBCAG, SLOCOG, SRTA & TRPA Integrated Land Use Model and Development Monitoring Framework.

OUTGOING CORRESPONDENCE

Date	To	Subject
12/11/20	- The Honorable Joseph R. Biden - The Honorable Nancy Pelosi - The Honorable Kevin McCarthy - The Honorable Mitch McConnell - The Honorable Chuck Schumer	Letter of support to save local public transit.
1/25/21	Program Manager Gillian Gillet California Integrated Mobility Program	Letter of intent between SRTA and California Integrated Mobility Program ("Cal-ITP").
2/5/21	Butte County Association of Governments, Executive Director, Jon Clark	Letter of support for BCAG's Fiscal Year 2021/22 Caltrans Strategic Partnership Grant Application for North Valley Passenger Rail Extension to Butte County
2/9/21	Redding Area Bus Authority (RABA), Executive Officer, Chuck Aukland	Letter of support for RABA Innovative Clean Transit Planning FY 2021/22 Caltrans Sustainable Transportation Planning Grant Application.

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

Daniel S. Little, AICP, Executive Director

Attachment: SRTA Correspondence Letters



Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Paul A. Hellman
Director
Dale J. Fletcher, CBO
Assistant Director

February 8, 2021

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

Subject: Letter of Support for a Joint Caltrans Transportation Planning Grant Application for the AMBAG, BCAG, SBCAG, SLOCOG, SRTA & TRPA Integrated Land Use Model and Development Monitoring Framework

Dear Mr. Little,

Per Senate Bill 375, the California Air Resources Board (ARB) is tasked with reviewing the Regional Transportation Plans (RTPs) and Sustainable Communities Strategies prepared by California Metropolitan Planning Organizations (MPOs) to determine their ability to meet State-mandated greenhouse gas reduction targets. This responsibility depends on MPOs' modeling capabilities, especially their regional travel demand models' ability to evaluate land use and transportation scenarios and replicate travel patterns accurately. Currently, it is challenging to track land use changes and share that information at a regional level, develop various land use scenarios, and integrate those scenarios into regional travel demand models, particularly activity-based models.

The County of Shasta supports the joint application by the Association of Monterey Bay Area Governments (AMBAG), Butte County Association of Governments (BCAG), Santa Barbara County Association of Governments (SBCAG), San Luis Obispo County Council of Governments (SLOCOG), Shasta Regional Transportation Agency (SRTA), and Tahoe Regional Planning Agency (TRPA) for Caltrans Transportation Planning Grant funding for the Integrated Land Use Model and Development Monitoring Framework for the regional travel demand models of each MPO. Funding for this project benefits SRTA, Shasta County and our community in the following ways:

- Provides enhanced and more accurate land use modeling of existing and future land use development at a parcel level.
- Supports better integration of land use information with the region's ShastaSIM activity-based model.
- Serves as a model for interregional coordination and modeling to other small-urban/rural regions throughout the United States.
- Provides a standardized format for California's smallest MPOs when reporting to the State on the performance of each region's regional planning activities.
- Enable our agencies to better engage with the public during the development of RTPs, General Plans, Specific Plans, corridor studies, and other planning activities.

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AIR QUALITY MANAGEMENT DISTRICT
(530) 225-5674
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BUILDING DIVISION
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Suite 103
PLANNING DIVISION
(530) 225-5532
FAX: (530) 245-6468

Suite 201
ENVIRONMENTAL HEALTH DIVISION
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ADMINISTRATION
(530) 225-5789
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Toll Free Access Within Shasta County 1-800-528-2850

The software would also serve Shasta County in analyzing trends and making better, more informed decisions in a timely manner for both current and advanced planning projects. AMBAG, BCAG, SBCAG, SLOCOG, SRTA, and TRPA propose a cost-effective solution to develop and implement an integrated land use model and development monitoring framework for the travel demand models of each MPO. The final product of six, fully functional land use models with a development monitoring framework would provide a vital tool to facilitate better regional planning strategies and better coordination of land use and transportation policies with various agencies including adjacent jurisdictions, SRTA, Shasta Local Agency Formation Commission (LAFCO), Shasta County Air Quality Management District, Caltrans, and transit agencies such as the Redding Area Bus Authority (RABA).

This effort would further facilitate the development and evaluation of various SCS land use strategies, transportation policies, alternatives, and projects as required under SB 375 in our planning processes. This new tool will also enable our agency to better engage with the public during outreach activities. For these reasons, the County of Shasta supports the application and is hopeful for its success.

Sincerely,



Paul A. Hellman, Director

PH/DS/



December 11, 2020

The Honorable Joseph R. Biden
President-Elect
United States of America
1401 Constitution Avenue, NW
Washington, DC 20230

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable Kevin McCarthy
Minority Leader
United States House of Representatives
H-204, The Capitol
Washington, DC 20515

The Honorable Mitch McConnell
Majority Leader
United States Senate
S-230, The Capitol
Washington, DC 20510

The Honorable Chuck Schumer
Minority Leader
United States Senate
S-221, The Capitol
Washington, DC 20510

President-Elect Biden, Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

Our coalition of transit, labor, business, local governments, infrastructure, environmental and social justice leaders respectfully **urges you to provide at least \$32 billion in new funding to transit agencies nationwide, inclusive of no less than \$3.1 billion for California's transit agencies to address their operating budget shortfalls resulting from the COVID-19 pandemic.**

Transit agencies statewide have seen steep declines in ridership and revenues due to the pandemic-induced economic downturn, putting immense strain on operating budgets. As a result, they have been forced to dramatically reduce or suspend services and have begun, in some cases, to delay much needed infrastructure investments.

California's public transit agencies need **\$3.1 billion in funding relief *this year* (through December 2021)** to address their immediate operational needs and to prevent service reductions from becoming permanent. A viable public transit network is necessary to help support essential and frontline workers as well as communities disproportionately hurt by the pandemic, to protect strong and healthy communities, avoid the loss of thousands of good-paying local jobs, and to support a balanced economic recovery.

Surveys have found that the majority of Californians who continue to rely on transit during the pandemic are using the service to get to work, are overwhelmingly low-income and/people of color, and lack access to a personal vehicle. Reduced transit service disproportionately harms these communities, making it more difficult for them to provide for their families and threatening the health of local economies.

Transit agencies themselves have significant impacts on local economies. The California Transit Association estimates that more than 35,000 Californians are directly employed by transit agencies, but many agencies are considering or have already made cuts to personnel due to the severe budget shortfalls. Should these cuts continue, consumer spending would drop, leading to job losses in other sectors and further perpetuating the pandemic-induced economic downturn.

These agencies are also weighing other cuts, including delaying capital improvement projects and transit vehicle procurements, and deferring payments to contractors, as operating budget shortfalls place new pressure on capital budgets. These cuts will compromise the condition of transit assets, undermine the role of California's transit agencies in meeting our state's environmental goals, slow the deployment of zero-emission buses, and result in job losses in construction as well as domestic and California-based manufacturing. Without additional support for transit operations, the economic impacts from a transit agency's failure will be widespread.

Ensuring California's public transit agencies can continue to provide essential service and invest in capital projects is critical to a balanced economic recovery, our quality of life, and to achieving our state's ambitious environmental goals.

Please help us save local public transit.

Sincerely,

Michael Pimentel, Deputy Executive Director
California Transit Association

Tim Elder, President
National Federation of the Blind California

Michael Quigley, Executive Director
California Alliance for Jobs

Shane Gusman, Director
California Teamsters Public Affairs Council

Bill Higgins, Executive Director
California Association of Councils of Government (CALCOG)

Shane Gusman, Legislative Advocate
California Conference Board of the Amalgamated Transit Union

Nancy McPherson, State Director
AARP California

Kiana Valentine, Executive Director
Transportation California

Rick L. Callender, President
California – Hawaii State Conference NAACP

Louie Costa, Director
**California State Legislative Board
SMART-Transportation Division**

Denny Zane, Executive Director
MoveLA

Eileen Wenger Tutt, Executive Director
California Electric Transportation Coalition

Julian Canete, President & CEO
California Hispanic Chambers of Commerce

Colin Fiske, Executive Director
Coalition for Responsible Transportation Priorities

Jason Baker, Vice President, Transportation, Housing &
Community Development
Silicon Valley Leadership Group

Ruben Guerra, President and Chair
Latin Business Association

Gwen Litvak, Senior Vice President
Bay Area Council

Jonathon Kass, Interim Transportation Policy Director
SPUR

Jessica Lall, President & CEO
Central City Association – Los Angeles

John Hakel, Executive Director
Rebuild SoCal Partnership

Dr. Tecoy Porter, President
National Action Network Sacramento

Mike Woodman, Chair
North State Super Region

Barbara Leslie, Chamber President/CEO
Oakland Chamber of Commerce

Jack Swearengen, Chair
Friends of SMART

Bee Mittermiller, Public Policy Team Co-Chair
350 San Diego

Darnell Grisby, Executive Director
TransForm

Glenda Marsh, Steering Committee
Sacramento Metro Advocates for Rail and Transportation

Jacklyn Montgomery, Executive Director
California Association for Coordinated Transportation (CalACT)

Richard Marcantonio, Managing Attorney
Public Advocates, inc.

Jay King, President
California Black Chamber of Commerce

Adrian Martinez, Staff Attorney, Right to Zero
Earthjustice

Alberto Ayala, PhD, MSE, Executive Director and Air
Pollution Control Officer
Sacramento Metropolitan Air Quality Management District

Maria S. Salinas, President & CEO
Los Angeles Area Chamber of Commerce

Michael Lawson, President & CEO
Los Angeles Urban League

Colin Parent, Executive Director & General Counsel
Circulate San Diego

Stuart Waldman, President
Valley Industry & Commerce Association

Brandon Black, Director of Public Policy
Sacramento Metro Chamber of Commerce

Laura Raymond, Director
Alliance for Community Transit Los Angeles

Barry Broome, President & CEO
Greater Sacramento Economic Council

Brian Ling, Executive Director
Sonoma County Alliance

Pat Fong Kushida, President & CEO
Sacramento Asian Pacific Chamber of Commerce

Bill Manis, President & CEO
San Gabriel Valley Economic Partnership

Dave Campbell, Advocacy Director
Bike East Bay

CC: **Members and Staff, United States Congress**
The Honorable Gavin Newsom, Governor, State of California
David Kim, Secretary, California State Transportation Agency
Phil Washington, Lead, Department of Transportation - Agency Review Team; CEO, Los Angeles County Metropolitan Transportation Authority
Therese McMillan, Member, Department of Transportation - Agency Review Team; Executive Director, Metropolitan Transportation Commission
Toks Omishakin, Member, Department of Transportation – Agency Review Team; Director, California Department of Transportation

This **LETTER OF INTENT** ("LOI") made this 25 day of January, 2021.

BETWEEN

Shasta Regional Transportation Agency (SRTA)

("Transit Agency")

- AND -

California Integrated Mobility Program

("Cal-ITP")

Is a non-binding agreement between the Transit Agency and Cal-ITP, in which the Transit Agency agrees to begin updating its trip planning information system to real time General Transit Feed Specification (GTFS-rt) and upgrading its fare system to allow for acceptance of EMV contactless payments, and Cal-ITP agrees to provide technical assistance to support a successful implementation for both GTFS-rt and EMV contactless payments.

Background:

1. Two primary goals of Cal-ITP are (a) standardization of trip planning information systems on the Real Time General Transit Feed Specification and (b) standardization of payment on EMV contactless payment acceptance for all transportation providers in California.
2. Cal-ITP developed a set of California Minimum GTFS Guidelines which promote reliable, real-time trip planning information for riders and better coordination and service delivery across California - which benefits riders and industry participants.
3. Cal-ITP established a procurement mechanism so that the Transit Agency can procure up to three components necessary for enabling EMV contactless acceptance through cooperative purchases.
4. The three components available through the Cal-ITP Mobility Marketplace include: (a) Payment Acceptance Devices (validators), (b) Transit Processing services and (c) Payment Processing services.
5. The start-to-finish EMV contactless payment procurement and implementation timeline is an estimated six months (including preparation, contracting, installation and testing, marketing and communications, and launch).

Transit Agency hereby agrees:

1. To begin pursuing compliance with the California Minimum GTFS Guidelines;
2. To begin the process to start accepting EMV contactless payments;
3. To participate in the Cal-ITP Mobility Marketplace cooperative purchases for payment acceptance devices (validators), transit processing services and payment processing services; and

4. To cooperate with Cal-ITP on a data sharing protocol to provide access to anonymized transit transaction data.

Cal-ITP hereby agrees:

1. To provide technical assistance to the Transit Agency in a timely and responsible manner.
2. To update the Transit Agency on relevant developments related to Cal-ITP and the Mobility Marketplace.

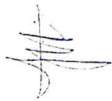
SIGNED

 _____ [*Signature*]

Jennifer Pollom _____ [*Print Name*]

Senior Transportation Planner _____ [*Print Title*]

Transit Agency



Gillian Gillet

Program Manager

California Integrated Mobility Program



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E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

February 5, 2021

Butte County Association of Governments
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's Fiscal Year 2021/22 Caltrans Strategic Partnership
Grant Application for North Valley Passenger Rail Extension to Butte County

Dear Mr. Jon Clark:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Butte County Association of Governments (BCAG) application for the North Valley Passenger Rail Extension to Butte County project, partnering with the San Joaquin Joint Power Authority (SJJPA) to analyze the needed improvements and cost to provide a critical passenger rail extension between rural northern California and the urbanized Sacramento region. The project will fulfill the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure by building towards an integrated, statewide rail and transit network and Executive Order N-79-20 by investing in clean transportation options in urban, suburban, and rural northern California communities.

SRTA plans to implement the Salmon Runner bus service between Redding and Sacramento along the Interstate 5 corridor, directly serving the communities of Shasta, Tehama, Glenn, and Colusa, with a valley feeder service connecting Glenn County to Chico. BCAG's proposed passenger rail service and the Salmon Runner will complement each other and provide better access to Sacramento, the Bay Area, and the rest of the state. SRTA is also submitting a planning grant application for The North State Intercity Bus to Rail Plan to develop the next generation of intercity travel options between Redding and the major urban centers of Greater Sacramento and the Bay Area. While the Salmon Runner project addresses the immediate need for intercity bus service, the 2018 California State Rail Plan calls for additional long-term goals of providing integrated express bus service every two hours from Sacramento to Redding and studying daytime passenger rail. SRTA's proposed scope of work includes analyzing enhanced bus connections to nearby potential rail hubs in Oroville and Chico and looks forward to coordinating efforts with BCAG, SJJPA, and Caltrans.

SRTA is pleased to support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will create a critical passenger rail connection between Butte County and Sacramento. Thank you for considering the grant application.

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 visible.

Daniel S. Little, AICP, Executive Director



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E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

February 9, 2021

Chuck Aukland, Executive Officer
Redding Area Bus Authority (RABA)
777 Cypress Avenue
Redding, CA 96001

**Subject: Letter of Support for RABA Innovative Clean Transit Planning
FY 2021/22 Caltrans Sustainable Transportation Planning Grant Application**

Dear Mr. Aukland,

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Redding Area Bus Authority's (RABA) Innovative Clean Transit Planning FY 2021/22 Caltrans Sustainable Transportation Planning Grant Application. The project will provide the comprehensive planning needed to guide RABA's multi-year, multi-project transition to a Zero-Emission Bus (ZEB) fleet. ZEBs will help reduce transportation-related vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

California Air Resources Board (CARB) regulations require public transit agencies in California to transition to a 100% ZEB fleet, with 100% of all new buses purchased being ZEBs starting in 2029. However, transitioning to ZEBs requires more than just new buses. ZEBs require new equipment, property updates, operating and maintenance changes, and staff training.

As the metropolitan planning organization for the Shasta Region, SRTA is a key project stakeholder, responsible for developing a 20-year Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) that plans for the long-term transportation needs of the region, including public transportation. Transitioning to a 100% ZEB fleet is a key strategy to help meet regional GHG reduction targets. SRTA will work with RABA to program federal and state funds for transit capital (e.g., ZEBs and supporting equipment). RABA and SRTA, along with the cities of Redding, Anderson, and Shasta Lake, and Shasta County, will work together to identify strategies that best serve existing and future population and employment areas, including Strategic Growth Areas identified in the RTP/SCS.

We look forward to the project.

Sincerely,

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

Daniel S. Little, AICP, Executive Director

DSL/SMT/acI