

STAFF REPORT



MEETING DATE:	June 19, 2018
SUBJECT:	Approve the North State Intercity Bus System Business Plan and Delegate Authority to the Executive Director to Perform Related Administrative Actions
AGENDA ITEM:	12
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

SRTA was awarded more than \$8.6 million in capital funding through the state's Transit and Intercity Rail Capital Program (TIRCP) to develop a new intercity public transportation connection between Redding and Sacramento, with rural feeder service from surrounding counties. The *North State Intercity Bus System Business Plan* (attached as link) is now complete and staff recommends approval.

STAFF RECOMMENDATION:

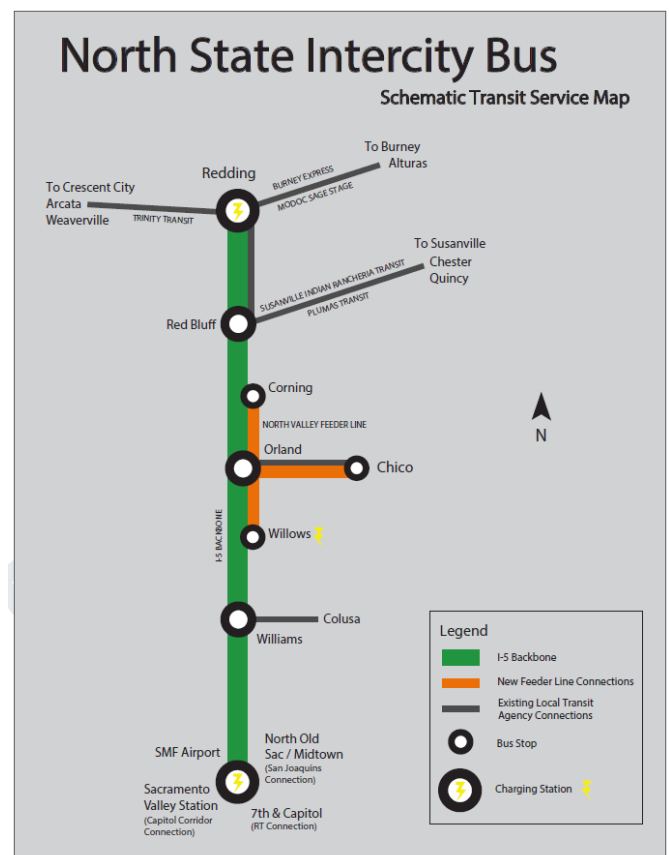
It is recommended that the board of directors:

1. Approve the *North State Intercity Bus System Business Plan*;
2. Adopt Resolution #18-11 delegating authority the executive director to perform all administrative actions necessary to obtain Transit and Intercity Rail Capital Program (TIRCP) funds, including agreements with Caltrans and other project partners of the North State Intercity Bus System.

DISCUSSION:

Background – Since 2014, SRTA, Redding, the North State Super Region, San Joaquin JPA, and the California State Transportation Agency (CalSTA) have been discussing options for expanding intercity transportation to Sacramento and beyond. The concept was initiated to complement interregional travel options and to provide better connections to state, national, and international destinations, a stated goal of the 2015 Regional Transportation Plan. A full history of related board actions is attached.

In April, SRTA was awarded over \$8.6 million in capital funding through the TIRCP for a new intercity bus service between Redding and Sacramento, including a valley feeder service. The service will offer four inter-connected round trip services per day, as shown in the schematic to the right, and described in the *North State Intercity Bus System Business Plan* (attached as link).



Business Plan –The *North State Intercity Bus System Business Plan* provides initial project details of the intercity bus service between Redding and Sacramento. The plan will be updated through the next year – before service begins towards the end of 2019 – to reflect actual project implementation, partnership agreements, and budget details. Staff anticipates continual updates to the business plan and annual approval by the board to support:

- Operating fund agreements between SRTA, the state, and project partners;
- Performance monitoring and reporting;
- Schedule and fare adjustments; and
- Capital improvement plans.

Preliminary details included in the initial business plan are:

- Ridership Projections (page 4) – From mobile sourced data, including cell phone data, the total number of annual trips between the six counties served by the I-5 Backbone and the North Valley Feeder is 26,694,545. If the North State Intercity Bus System captures 1 in 500 of those riders, then the system could see 53,389 riders annually.

Ridership Estimates	
Route	Ridership
<i>I-5 Backbone</i>	31,218
<i>North Valley Feeder</i>	27,288
<i>Full System</i>	58,506

- Service Schedule (page 8) – The proposed service schedule for the North State Intercity Bus System optimizes passenger convenience, operational efficiency, and vehicle charging requirements. Additionally, the system schedule is designed to coordinate with local transit system connections as well as passenger rail and other intercity bus connections in Sacramento.

I-5 Backbone Timetable					
Southbound					
		Trip 1	Trip 2	Trip 3	Trip 4
Redding	Downtown Transit Center	5:01 AM	7:31 AM	10:28 AM	5:28 PM
Red Bluff	Hampton Inn & Suites/Holiday Inn Ex	5:31 AM	8:01 AM	10:58 AM	5:58 PM
Orland	CVS	6:06 AM	8:36 AM	11:33 AM	6:33 PM
Williams	SR 20 or E Street Site	6:53 AM	9:23 AM	12:20 PM	7:20 PM
Sacramento	Sacramento International Airport	7:46 AM	10:16 AM	1:13 PM	8:13 PM
	7 th & Capitol Stop	8:08 AM	10:38 AM	1:35 PM	8:35 PM
	Sacramento Valley Station	8:20 AM	10:50 AM	1:47 PM	8:47 PM
Northbound					
		Trip 1	Trip 2	Trip 3	Trip 4
Sacramento	Sacramento Valley Station	5:00 AM	11:35 AM	3:45 PM	7:30 PM
	7 th & Capitol Stop	5:12 AM	11:47 AM	3:57 PM	7:42 PM
	Sacramento International Airport	5:34 AM	12:09 PM	4:19 PM	8:04 PM
Williams	SR 20 or E Street Site	6:27 AM	1:02 PM	5:12 PM	8:57 PM
Orland	CVS	7:14 AM	1:49 PM	5:59 PM	9:44 PM
Red Bluff	Hampton Inn & Suites/Holiday Inn Ex	7:49 AM	2:24 PM	6:34 PM	10:19 PM
Redding	Downtown Transit Center (arrives)	8:19 AM	2:54 PM	7:04 PM	10:49 PM

- Fare Structure (page 23) – The bus system is designed as an affordable mode of transportation between Northern California communities and connecting to the capital. Fares are structured so that the highest fare is \$20 and the lowest is \$5.

- Budget (page 26) – A breakdown of capital costs awarded is provided in the following table under the TIRCP Grant Award. Operating funds are available through an intercity rail partnership with the San Joaquin Joint Powers Authority (SJJPA) and the California State Transportation Agency (CalSTA), the Federal Transit Administration Section 5311(f) Intercity Bus Program, the Congestion Mitigation and Air Quality (CMAQ) from Tehama County, Low Carbon Transit Operations Program (LCTOP) and anticipated fare revenue.

TIRCP Grant Award – Based on initial findings from the business plan, over \$8.6 million was awarded to SRTA for capital costs shown in the following table. To receive TIRCP funds several administrative actions will be required, including Allocation Request Packages; a Master Agreement with Caltrans; and Program Supplemental Agreements. Once an Allocation Request Package is submitted, Caltrans and the California Transportation Commission (CTC) require 60 days to review and seek approval at a CTC meeting. To expedite the project, staff recommends authorizing the executive director to perform all administrative actions necessary to obtain TIRCP program funds, including agreements with Caltrans and other project partners.

CAPITAL COSTS			
Budget Item	I-5 Backbone	North Valley Feeder	Total
Battery Electric Buses	\$ 3,750,000	\$ 1,200,000	\$ 4,950,000
Depot Charging	\$ 160,000	\$ 40,000	\$ 200,000
Opportunity Charging Station (en-route)	\$ 50,000	\$ 25,000	\$ 75,000
Transformer Install	\$ 325,000	\$ 200,000	\$ 525,000
Bringing Power to Site	\$ 20,000	\$ -	\$ 20,000
Solar Installation	\$ 978,000	\$ -	\$ 978,000
Vehicle Amenities (2.5)	\$ 550,000	\$ 220,000	\$ 770,000
Energy Costs		\$ 62,254	\$ 62,254
Bus Maintenance Warranty	\$ 290,832	\$ 91,104	\$ 381,936
Ticketing Equipment Costs	\$ 84,500	\$ 89,300	\$ 173,800
Land Lease	\$ 26,400	\$ -	\$ 26,400
Site Maintenance Cost	\$ 48,000	\$ -	\$ 48,000
Performance Monitoring (5)	\$ 50,000	\$ -	\$ 50,000
Launch Marketing	\$ 218,400	\$ 30,000	\$ 248,400
Signage/Wayfinding	\$ 50,000	\$ 25,000	\$ 75,000
Discounted Rider Passes	\$ 58,400	\$ 41,600	\$ 100,000
Passenger Parking	\$ -	\$ 2,500	\$ 2,500
Land Lease	\$ -	\$ 5,000	\$ 5,000
Transit Shelters	\$ -	\$ 10,000	\$ 10,000
Project Planning	\$ 31,050	\$ 36,450	\$ 67,500
Environmental Review	\$ 8,280	\$ 9,720	\$ 18,000
Consultant Selection	\$ 4,600	\$ 5,400	\$ 10,000
Partnership Agreements	\$ 44,160	\$ 51,840	\$ 96,000
Program Administration	\$ 286,580	\$ 336,420	\$ 623,000
Total Capital Costs	\$ 7,034,202	\$ 2,481,588	\$ 9,515,790

SRTA, project partners, and the consulting team are currently solidifying the following operational and infrastructure elements:

- Park and ride locations in Red Bluff, Orland, and Williams – Attachment D of Business Plan;
- Bus layover and charging locations in Sacramento – page 7 of Business Plan;
- Battery electric bus and charging infrastructure procurement management, including testing, monitoring, and reporting – in development; and
- Agreement with Glenn Ride to operate the valley feeder service.

ALTERNATIVES:

The board of directors may defer approval of the final business plan to request additional information from staff or provide other direction as staff moves forward with implementation.

OTHER AGENCY INVOLVEMENT:

Caltrans in collaboration with CalSTA administers the TIRCP. Business plan details were developed in coordination with transportation and transit agency partners in the North State, Sacramento, and at SJJPA. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FISCAL IMPACT:

Capital – With an additional \$875,000 in vouchers from the state’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the \$8,641,000 award from the TIRCP provides full capital funding for the I-5 Backbone and the North Valley Feeder. No match is required. Staff and consultant time for project planning, environmental review, consultant selection, partnership agreements, and program administration is also funded through the grant, as shown in budget items in the table above.

Operation – An estimated \$1,200,000 in annual operating expenses is needed for the I-5 Backbone and North Valley Feeder. The majority of this could be offset by SJJPA and CalSTA financial support, Federal Transit Administration Section 5311(f) Intercity Bus Program awards, Congestion Mitigation and Air Quality (CMAQ) funds from Tehama County, and a 20% farebox recovery. A fallback for operational funding is the Low Carbon Transit Operations Program annual regional allocations from both the Shasta Region and other North State Super Region counties.

No local Transportation Development Act funds are proposed to be used for operations.



Daniel S. Little, AICP, Executive Director

Attachments:

1. DRAFT *North State Intercity Bus System Business Plan* available online at <http://srta.ca.gov/DocumentCenter/View/4099/DRAFT-North-State-Intercity-Bus-System-Business-Plan>
2. History of Related SRTA Board of Directors Agenda Items
3. Resolution #18-11 Delegating Authority to the Executive Director to Perform All Administrative Actions Necessary to obtain TIRCP funds, including Agreements with Caltrans and Other Project Partners of the North State Intercity Bus System Between Redding and Sacramento

HISTORY OF RELATED SRTA BOARD OF DIRECTORS AGENDA ITEMS

2015

MEETING ON APRIL 28, 2015, AGENDA ITEM 11

ADOPT RESOLUTION AUTHORIZING SUBMITTAL OF 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) INTERCITY BUS PROGRAM GRANT APPLICATION(S)

It is recommended that the board of directors:

1. ...; and
2. Adopt Resolution 15-06 authorizing SRTA to submit a 2015 FTA Section 5311(f) application to study public transportation services to Sacramento, the Sacramento International Airport, and to possibly connect to major ground transit and airport facilities in the Bay Area.

The staff recommendations passed unanimously.

MEETING ON OCTOBER 13, 2015, AGENDA ITEM 5-9

AUTHORIZE TECHNICAL SERVICES AGREEMENT WITH CONSULTANT FOR SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND BAY AREA STUDY

It is recommended that the board of directors authorize the executive director to sign a technical services agreement (attached) with The Center for Business and Policy Research at the University of the Pacific to prepare the *Shasta Intercity Transportation to Sacramento and the Bay Area Study*, for a term ending June 30, 2016, not to exceed \$26,700.

The consent calendar was approved.

2016

MEETING ON FEBRUARY 23, 2016, AGENDA ITEM 21

UPDATE REGARDING TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION – REVIEW AND POSSIBLE ACTION

It is recommended that the board of directors receive an update on the development of a FY 2016/17 TIRCP grant application and provide further direction, if any, to staff.

The board gave no further direction to staff.

MEETING ON APRIL 26, 2016, AGENDA ITEM 8

APPROVE THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION FOR BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors approve the attached 2016/17 TIRCP grant application.

The staff recommendation passed unanimously.

MEETING ON DECEMBER 13, 2016, AGENDA ITEM 9

ACCEPT SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND THE BAY AREA STUDY FINAL REPORT

It is recommended that the board of directors accept the *Shasta Intercity Transportation to Sacramento and the Bay Area Study* final report (attached).

The staff recommendation passed unanimously.

2017

MEETING ON APRIL 25, 2017, AGENDA ITEM 14

AUTHORIZE REQUEST FOR PROPOSALS FOR THE NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors authorize the executive director to issue an RFP for the *North State Express Connect Business Plan* (attached), pending award of a Caltrans Sustainable Transportation Planning Grant.

The staff recommendation passed unanimously.

MEETING ON JUNE 27, 2017, AGENDA ITEM 14

AUTHORIZE TECHNICAL SERVICES AGREEMENT FOR NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors authorize the chair to sign a technical services agreement (TSA) with Green DOT Transportation Solutions (Green DOT) to complete the *North State Express Connect Business Plan*, for a term ending June 30, 2020, not to exceed \$205,852.

The staff recommendation passed unanimously.

APPROVE SUBMITTAL OF A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION FOR BUS SERVICE BETWEEN REDDING AND SACRAMENTO AND AUTHORIZE SOLICITATION OF PROJECT PARTNERSHIPS

It is recommended that the board of directors:

1. Authorize the executive director to issue multiple requests for proposals (RFPs) for intercity buses, charging facilities, and passenger and bus parking; and
2. Approve submittal of a Transit and Intercity Rail Capital Program grant application utilizing results from the RFP process.

The staff recommendation passed unanimously.



RESOLUTION

RESOLUTION NUMBER:	18-11
SUBJECT:	Delegate Authority to the Executive Director to Perform All Administrative Actions Necessary to obtain Transit and Intercity Rail Capital Program (TIRCP) funds, including Agreements with Caltrans and Other Project Partners of the North State Intercity Bus System Between Redding and Sacramento

WHEREAS, the Shasta Regional Transportation Agency (SRTA) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

WHEREAS, the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015) to provide grants for transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California; and

WHEREAS, Caltrans, in collaboration with the California State Transportation Agency (CalSTA), are responsible for administering the TIRCP; and

WHEREAS, Caltrans utilizes master agreements for state-funded transit projects, along with associated program supplements, to administer and reimburse state transit funds to local agencies; and

WHEREAS, pursuant to SB 9 of 2015, CalSTA adopted a TIRCP multi-year program of projects covering 2018-19 through 2022-23; and

WHEREAS, TIRCP administrators have developed guidelines that describe the policy, standards, criteria, and procedures for the development, adoption and management of the program; and

WHEREAS, SRTA was awarded TIRCP funding in the program of projects covering 2018-19 through 2022-23 for the North State Intercity Bus System; and

WHEREAS, the SRTA Board of Directors wishes to delegate authority to the executive director to perform all administrative actions necessary to obtain TIRCP funds, including agreements with Caltrans and other project partners of the North State Intercity Bus System between Redding and Sacramento.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency:

1. Agrees to comply with all conditions and requirements set forth in agreements and applicable statutes, regulations and guidelines for all state-funded transit projects; and
2. Authorizes the Executive Director to perform all administrative actions necessary to obtain TIRCP funds, including executing agreements with Caltrans and other project partners of the North State Intercity Bus System between Redding and Sacramento.

PASSED AND ADOPTED this 19th day of June 2018, by the Shasta Regional Transportation Agency.

Susie Baugh, Chair
Shasta Regional Transportation Agency