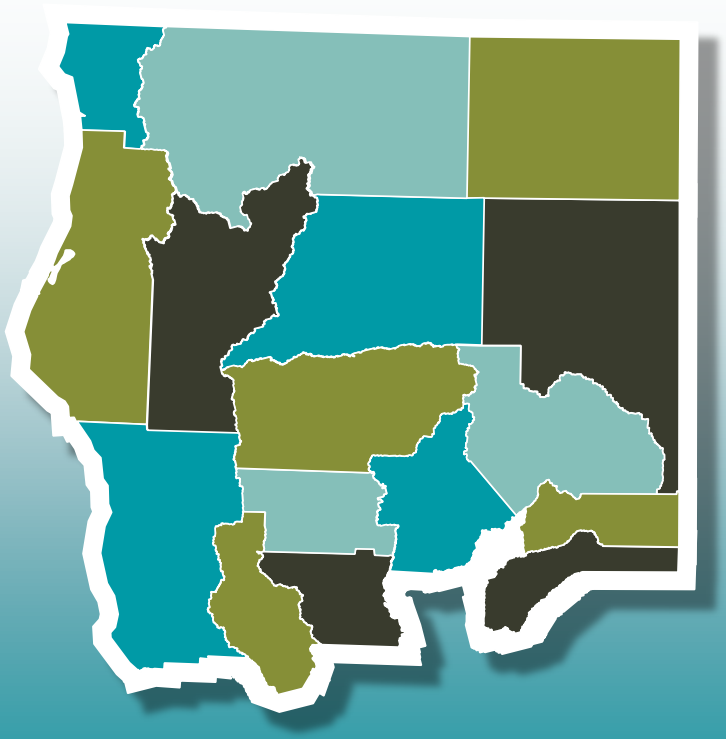

North State Intercity Bus to Rail Plan

Final Report

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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Executive Summary

Introduction

The North State Intercity Bus to Rail Plan (NSIBRP) was developed by the Shasta Regional Transportation Agency (SRTA) to address the need for improved intercity travel options to/from Shasta County and around the North State Region. Assistance in the development of the NSIBRP was provided by a consultant team consisting of AECOM and AIM Consulting.

Purpose: To coordinate and plan for better intercity bus options in the short and mid-term and improved passenger rail transportation in the long-term between the Shasta Region and the large metropolitan areas of Greater Sacramento, the Bay Area, and north into Oregon, as well as improve intercity transportation connections across the North State Region of California.

Partners: SRTA is working with key partners from the North State Region and beyond. Many of these key partners are part of the North State Super Region Transit Working Group. For a list of partners, see **Figure ES-1**.

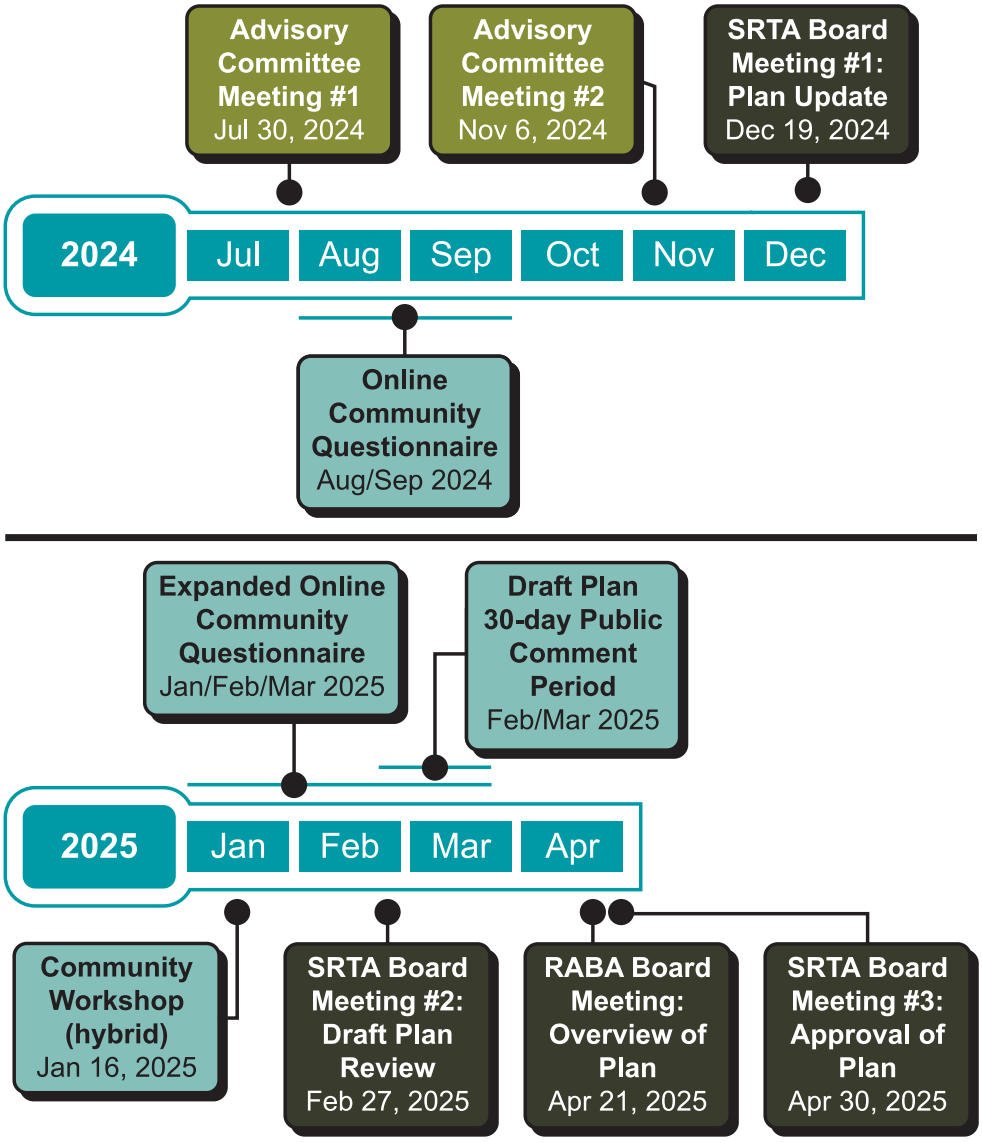
Figure ES-1. NSIBRP Partners

Funding: This project is funded by a Caltrans Sustainable Transportation Planning Grant (Strategic Partnership Grant (FTA 5304)) and Local Transportation Funds (LTF).

Community and Stakeholder Engagement

The development of the NSIBRP was informed by a robust outreach effort targeted at the community at large and relevant stakeholders, with the intent of incorporating valuable input into project planning and development. The outreach process, including key engagement events and milestones, are shown in **Figure ES-2**.

Figure ES-2. Community and Stakeholder Engagement Milestones



Background Data

A comprehensive data collection effort was conducted. The data collection effort included gathering the following background information to support the development of the NSIBRP:

- Existing regional and state plans and studies related to transportation and public transit
- Existing and planned intercity and regional (i.e., intercounty) transit services
- Demographic and travel trends
- Current and future legislation influencing intercity transit and rail

Hub/Route Identification and Service Concept Development

The data collected and analyzed for the NSIBRP was utilized to identify the hubs and routes for evaluation. Following identification, planning for each hub/route was conducted to develop specific route alignments, station/stop locations, and service levels. Estimates of capital costs and operations and maintenance (O&M) costs for each concept were also produced. **Figure ES-3** shows the five hubs and six routes identified and evaluated.

Figure ES-3. Hubs and Routes Identified and Evaluated

Source: Google MyMaps (base map), AECOM (annotations)

Demand/Feasibility Analysis

The proposed service concepts for each hub/route were analyzed in terms of potential demand and feasibility. Based on this analysis, each concept was scored and ranked across a variety of criteria, including connectivity, access to travel markets, user experience, cost v. benefit, geographic features, and ease of implementation. An overall ranking was then developed based on each concept's performance across the selected criteria, informing a potential prioritization scheme for future

implementation. **Table ES-1** presents the results of the demand and feasibility analysis and the overall ranking. Details related to this analysis can be found in **Chapter 5** of this document.

Table ES-1. Results of the Demand and Feasibility Analysis – Hub/Route Prioritization

Hub/route	Ranking by criterion 6 = Highest 1 = Lowest						Sum	Overall ranking 6 = Highest 1 = Lowest
	Demand analysis			Feasibility analysis				
	Connect-ivity	Travel market	User experience	Cost v. benefit	Geographic factors	Ease of implemen-tation		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	5 (tie)	4 (tie)	1	5 (tie)	3 (tie)	4	22	4 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	5 (tie)	1	3 (tie)	1	3 (tie)	1	14	1
Redding – Chico Hub (Rail)	2 (tie)	5	6	3 (tie)	5	2	23	5
Redding – Sacramento Hub (Bus)	6	6	5	6	6	6	35	6
Redding – Reno Hub (Bus)	3	2	4	3 (tie)	3 (tie)	3	18	2
Redding – Eureka–Arcata Hub (Bus)	2 (tie)	4 (tie)	3 (tie)	5 (tie)	3 (tie)	5	22	4 (tie)

Source: AECOM, 2025

Governance

Given the involvement of multiple agencies in the North State Region, governance models were studied as part of the NSIBRP to assess coordination frameworks, administrative structures, and potential implementation strategies for effective interagency collaboration.

Governance objectives, elements and options were identified as shown below. More details can be found in **Chapter 6** of this document.

Governance Objectives

- New or better service – fast service, enhance frequency, weekend service, filling of gaps
- Improved coordination with and between existing services
- Standardized branding, customer information, and signage
- Integrated marketing and ticketing
- Sharing of resources
- Improved opportunities for grant funding

Governance Elements

- Service agreements
- Service management and operation
- Policy guidance and oversight

Governance Options

- Service coordination agreement
- Corridor-specific agreements
- Regional transit service authority
- State intercity transit management
- Interstate transit agreement

Recommendations

The demand and feasibility analysis, the data collected, as well as stakeholder and community input, suggests that efforts should focus primarily on coordination and improvement of bus-related intercity services over the near-term (within 5 years) and the mid-term (within 10 years), while supporting state efforts to improve passenger rail services for potential implementation over the long-term (10+ years), should the appropriate set of circumstances warrant.

Strategies meant to guide future efforts are listed below and are divided into general and hub/route-specific strategies. The specific strategies are presented in order according to the overall rankings of the hubs/routes. Following the strategies is a Strategic Action Plan, which is shown in **Table ES-2**.

General Strategies

1. Support the Federal Railroad Administration (FRA) Corridor ID Program for the San Joaquin Valley Corridor, which is being conducted by Caltrans Division of Rail.
2. Encourage Caltrans to increase their role in supporting the planning, funding, and operation of intercity transit service, including a connected and reliable statewide intercity bus service.
3. Conduct or support initial planning to designate and strengthen **Redding as the central multi-modal hub** for all existing and proposed North State intercity bus and rail services.
4. Engage Amtrak (national) to determine if there is any way to improve capacity, seat availability, or reliability for the Coast Starlight long-distance service to address local and regional passenger rail transportation needs.

Strategies for Hubs and Routes

Redding – Sacramento Hub (bus) – I-5 Service (a.k.a. Salmon Runner)

- Support RABA with the near-term funding and implementation of the service and consider the possibility of utilizing RABA's Route 99X buses for this service initially.
- Facilitate or support interagency agreements between RABA, Glenn Ride, SJJPA, and Amtrak to fund and implement initial Salmon Runner service.

Redding – Chico Hub (bus and rail)

- Collaborate with RABA to continue operating the current bus service between Redding and Chico utilizing existing funding and service agreements until service transitions to the Redding-Sacramento bus service along I-5 (a.k.a. Salmon Runner).
- Coordinate with Caltrans on the San Joaquin Valley Corridor ID planning efforts and advocate for exploration of a future rail extension to Redding.
- Collaborate with RABA, SJJPA and other partners to support Caltrans in the Corridor ID process.

Redding – Eureka–Arcata Hub (bus)

- Collaborate with partner agencies to confirm consensus on the elements of the North State Express proposal produced by Humboldt Transit Authority and support the near-term implementation of an initial service phase.
- Support establishing a Memorandum of Understanding (MOU) to implement elements of this proposal.

Redding – Eugene Hub (bus and rail)

- Engage in discussions with regional partners and with Caltrans and Oregon DOT staff to explore in the near/mid-term a phased implementation of the proposed bus service along I-5.
- Continue to support Caltrans and Oregon DOT efforts to improve Amtrak service between Redding and Eugene.

Redding – Reno Hub (bus)

- Support long-term efforts to develop intercity bus service between Redding and Reno, including coordination with Caltrans and Nevada DOT on future planning.

Strategic Action Plan

Based on the strategies above, a Strategic Action Plan was produced that lists specific actions for each route/hub (see **Table ES-2**). These actions are also delineated by short-, medium, and long-term time horizons. Additionally, the hub/routes are listed in order of priority, which correspond to **Table ES-1**.

All actions shown in the table below will be brought back to the appropriate agency board at the appropriate time for further consideration and action.

Table ES-2. Strategic Action Plan

Hub / Route (ordered by priority)	**Mode**	**Lead agency**	**Key partners** (not prioritized)	**Near-term** (within 5 years)	**Mid-term** (within 10 years)	**Long-term** (10+ years)
Redding–Sacramento	Bus	RABA	SRTA Caltrans Division of Rail Caltrans Districts 2 and 3 SJJPA Tehama Rural Area eXpress (TRAX) Glenn Ride Colusa County Transit Agency Lake Transit Authority County RTPAs	Implement initial Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner) within two years	Expand frequency of Redding-Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Modify bus service to complement increased rail service to Redding
Redding–Chico	Bus	RABA	SJJPA SRTA Caltrans Division of Rail Caltrans Districts 2 and 3	Secure additional funding to maintain current 99X RABA service until service transitions to the Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Enhance and improve Glenn Ride express bus service to support planned North Valley Rail service to Chico	Cease Glenn Ride express bus service when intercity rail service established (see below)
	Rail	SJJPA	SRTA Union Pacific Caltrans Division of Rail Caltrans Districts 2 and 3	Participate in the Corridor ID planning project and advocate for inclusion of rail service to Redding	Complete Corridor ID project development phase	Implement intercity rail service by extending North Valley Rail service
Redding–Eureka/	Bus	HTA or Trinity	SRTA	Implement improvements related	Develop plan to study a one-operator	

Hub / Route (ordered by priority)	Mode	Lead agency	Key partners (not prioritized)	Near-term (within 5 years)	Mid-term (within 10 years)	Long-term (10+ years)
Arcata		Transit or RABA	Humboldt County Association of Governments Trinity County Transportation Commission Caltrans Districts 1 and 2	to this corridor identified in the North State Express Plan	service between Redding and Eureka–Arcata and potentially implement one-operator service	Implement one-operator, single-seat service
Redding–Ashland–Medford–Eugene	Bus	North State Super Region Agencies (*single lead TBD*)	SRTA Caltrans Division of Rail Caltrans District 2 Oregon DOT	Conduct study to explore a phased implementation of intercity bus service as follows: Phase 1 (within the North State Region); Phase 2 (Redding to Ashland / Medford); and Phase 3 (to Eugene). Implement initial service phase along I-5 within the North State Region.	Implement Phase 2 intercity bus service from Redding to Ashland / Medford area	Implement Phase 3 intercity bus service from Redding to Eugene
Redding–Reno	Bus	Caltrans Division of Rail	SRTA North State Super Region Agencies Nevada DOT RABA	Coordinate with Nevada DOT on implementation of new service		Pending coordination efforts
Redding–Klamath Falls–Eugene	Rail	Caltrans Division of Rail	SRTA North State Super Region Agencies Amtrak / Union Pacific Caltrans District 2 Oregon DOT	Focus on improving existing Amtrak's Coast Starlight long-distance rail service in terms of seating availability, better arrival/departure times, and reliability of service (i.e. on-time performance).		Pending coordination efforts
All corridors	Rail and bus	RABA or City of Redding	Caltrans District 2 SRTA SJJPA Amtrak / Union Pacific McConnell Foundation	Conduct a planning study to designate and strengthen Redding as the central hub for existing and proposed North State intercity bus and rail services and propose multi-modal improvements.	Implement improvements and new development to establish an integrated multi-modal mobility hub	

Source: AECOM

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Chapter 1
Introduction

This chapter sets the background and context for the North State Intercity Bus to Rail Plan, including the overarching goals and objectives and the agencies leading and participating in the effort. The organization of the plan by chapter is also laid out to help orient the reader.

1.1 Project Context and Background

The North State Intercity Bus to Rail Plan (NSIBRP) was developed to address the need for improved intercity travel options to/from Shasta County and around the North State Region.[1] The NSIBRP provides conceptual planning to establish a framework to coordinate and plan for better intercity bus options (in the short- and mid-terms) and improved passenger rail transportation (in the long-term) for the Shasta County and the North State Region. In terms of geographic scope, the NSIBRP looks not only at enhanced intraregional connections within the North State Region, with Redding in Shasta County being the focal point, but also improved connections to the large metropolitan areas of Greater Sacramento and the Bay Area and interstate links extending north into Oregon and east into Nevada.

The Shasta Regional Transportation Agency (SRTA) is leading the NSIBRP. Project partners for the NSIBRP include several members of the North State Super Region Transit Working Group, including the Redding Area Bus Authority (RABA), Humboldt Transit Authority (HTA), Trinity Transit, Siskiyou Transportation Agency, Lake Transit, Sage Stage, and Glenn Ride. Other partners include California Department of Transportation (Caltrans) Division of Rail; Caltrans Districts 1, 2, and 3; the San Joaquin Joint Powers Authority (SJJPA); and the Butte County Association of Governments (BCAG).

The NSIBRP builds directly upon related planning efforts and projects at the state and regional levels. These include Caltrans-led planning efforts such as the *California Intercity Bus Study* and *California State Rail Plan* (2024), as well as SJJPA's annual business plans, BCAG's *North Valley Passenger Rail Strategic Plan* (2024), and other efforts. Additionally, the *North State Intercity Bus System Business Plan* completed by SRTA in 2018, along with other SRTA-led efforts related to the proposed Salmon Runner and Valley Feeder services, are directly relevant to the NSIBRP. These studies are described in more detail in **Chapter 3** (Background Data).

The NSIBRP is funded by a Caltrans Sustainable Transportation Planning Grant (Strategic Partnership Grant (FTA 5304)) and Local Transportation Funds (LTF).

(1) The North State Super Region (NSSR, logo) is an alliance of 16 counties in the northern part of California to identify common transportation issues. The alliance includes Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity. This document uses the term North State Region to add strategic bus and rail connections south of the 16 county alliance, e.g., Napa and Sonoma.

1.2 Plan Structure

The Plan is structured as follows:

- **Chapter 2: Community and Stakeholder Engagement** describes the outreach effort conducted as part of the development of the plan.
- **Chapter 3: Background Data** compiles information from a wide array of reference materials and sources to support the development of the plan, including information from existing plans and studies, data on existing and planned transit services, trends in demographics and travel behavior, and a summary of relevant state and federal legislation.
- **Chapter 4: Hub/Route Identification and Service Concepts** describes the set of hubs/routes and service concepts (bus and rail) selected for further analysis in this plan, including route alignments, station/stop locations, service levels, and estimated costs.
- **Chapter 5: Demand/Feasibility Analysis** evaluates the identified service concepts in terms of potential demand and feasibility and applies a ranking/scoring methodology to assist in prioritization of potential future investment in intercity bus and rail improvements.
- **Chapter 6: Governance** explores potential governance options for implementation of the identified service concepts, drawing from current examples and precedents.
- **Chapter 7: Recommendations** summarizes the key findings and next steps, focusing on potential strategies for improving intercity bus and rail service for the North State Region both generally and for specific hubs/routes.

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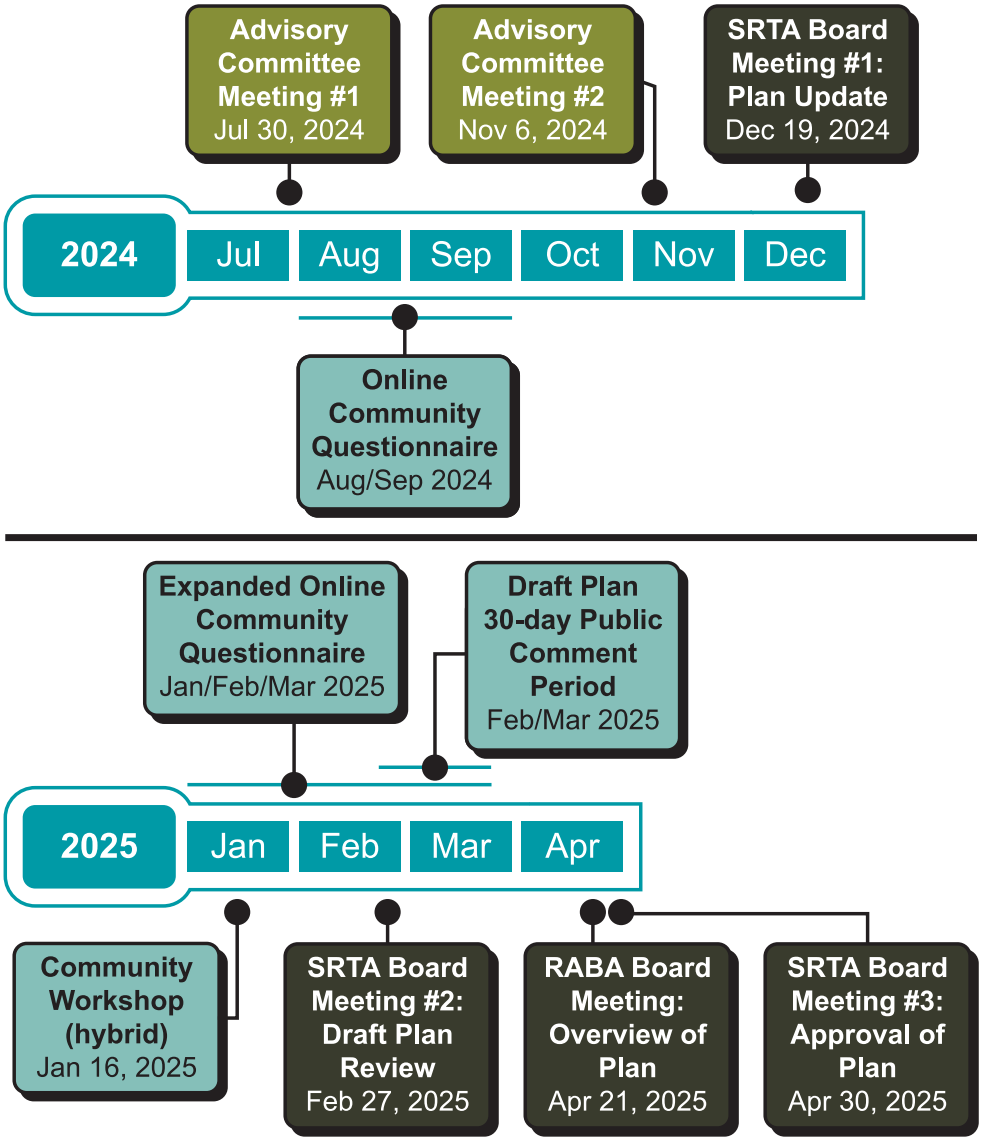
Chapter 2
Community and Stakeholder Engagement

The development of the NSIBRP was informed by a robust outreach effort targeted at the community at large and relevant stakeholders, with the intent of incorporating valuable input into project planning and development. The outreach process, including key engagement events and milestones, is described in this chapter.

2.1 General Approach

The outreach process began with targeted engagement of stakeholders from various public agencies across the North State Region. These public agency stakeholders were invited to join the NSIBRP's Stakeholder Advisory Committee, bringing their technical expertise in planning and contextual understanding of operating transit services both generally and specifically for their respective service areas and agencies. Committee members provided valuable input on their agencies' needs and the level of coordination required to develop context-sensitive recommendations. To complement this effort, an online community questionnaire was launched to gather community feedback and better understand residents' transportation needs, including their most frequently accessed bus and rail routes and key destinations. One hybrid (online and in-person) community workshop was also held to review general concepts being developed and to seek community feedback. Additionally, the project team presented at three SRTA Board of Directors meetings (December 19, 2024, February 20, 2025, and April 30, 2025) and one RABA Board of Directors meeting (April 21, 2025) to share information about the NSIBRP, which included specifics about route/hubs being studies, findings, demand and feasibility analysis, governance models, and recommendations. **Figure 2-1** below illustrates the timeline of meetings and outreach efforts conducted throughout the project:

Figure 2-1. Timeline of Project Outreach Activities



The project team, in coordination with SRTA, developed materials for SRTA's website at https://www.srta.ca.gov/373/North-State-Intercity-Bus-to-Rail-Plan to disseminate project information and updates, including notices regarding upcoming meetings and events.

2.2 Advisory Committee and Stakeholder Outreach

As part of the development of the NSIBRP, extensive stakeholder engagement was conducted to ensure the plan aligns with the needs and priorities of local communities, agencies, and transit operators. Multiple meetings were held with key stakeholders, including representatives from city and county agencies, transit service providers, and other entities. Through these discussions, SRTA gathered valuable insights and feedback that have been instrumental in shaping the plan's goals and identifying potential challenges. Key stakeholders that formed the Stakeholder Advisory Committee were representatives from the following agencies:

- **Caltrans**, including Division of Rail and Districts 1, 2, and 3

- **Transit agencies**, including Redding Area Bus Authority (RABA), Humboldt Transit Authority (HTA), Yuba–Sutter Transit, Siskiyou Transportation Agency and General Express (STAGE), Butte Regional Transit (B-Line), Trinity Transit, and others.
- **Local and regional agencies, metropolitan planning organizations (MPOs), and municipalities**, including the Glenn County Planning and Community Development Services Agency, Butte County Association of Governments (BCAG), the San Joaquin Joint Powers Authority (SJJPA), the Sacramento Area Council of Governments (SACOG), and others.

The primary method to engage these stakeholders was through the Stakeholder Advisory Committee meetings, in which two were held virtually on the following dates to provide project updates and to allow for input from stakeholders:

- Advisory Committee Meeting #1: July 30th, 2024
- Advisory Committee Meeting #2: November 6th, 2024

2.3 Community Engagement

Community outreach efforts included online community questionnaires designed to gather input from residents on their transportation needs and priorities. The first community questionnaire was launched early in the project timeline, with the goal of understanding community travel patterns, preferred destinations, and existing challenges in accessing bus and rail services. This initial questionnaire, primarily targeting respondents in Shasta County, was live and accepted input for four weeks during August/September 2024, resulting in 122 responses. A copy of this questionnaire is provided in **Appendix A**. Based on input from the Stakeholder Advisory Committee and the SRTA Board of Directors, SRTA re-launched this initial questionnaire with the goal of garnering more input. This questionnaire closed on March 24, 2025, with a total of 160 responses received. Results for this questionnaire are documented in **Appendix B**.

In addition to the Shasta County-focused questionnaire, SRTA decided to develop variations of that questionnaire tailored to other North State Region counties with the goal of expanding the geographic scope. These questionnaires were distributed in the following counties: Butte, Colusa, Del Norte, Humboldt, Lassen, Mendocino, Modoc, Napa, Placer, Plumas, Siskiyou, Tehama, and Trinity. These questionnaires were coordinated with the partner agencies that assisted in disseminating the version tailored for their county. Copies of each of these questionnaires are provided in **Appendix A.** A total of 100 responses were received from all the other counties combined (excluding Shasta County), for a total of 260 responses when including Shasta County. A breakout of the number of responses by county, can be found in **Appendix B.**

To capture additional public input, a hybrid virtual and in-person community workshop was held on January 16, 2025, from 5:30 p.m. to 7:00 p.m. Information was presented on the proposed service concepts, governance options, and implementation strategies. Attendees shared insights on key transportation concerns, including service gaps, connectivity issues, and desired improvements in bus and rail routes. Feedback gathered from this meeting is summarized in **Appendix C**. The community input and questionnaire responses continue to inform the development of context-sensitive recommendations that reflect the needs of the North State Region.

Written public comments received during the 30-day public comment period are located in **Appendix D.**

Chapter 3
Background Data

This chapter summarizes background information, which was gathered during data collection to support development of the NSIBRP, including the following:

- Existing regional and state plans and studies related to transportation and public transit
- Existing and planned intercity and regional (i.e., intercounty) transit services
- Demographic and travel trends
- Current and future legislation influencing intercity transit and rail

3.1 Existing Regional and State Plans and Studies

State and regional plans and studies related to transportation and public transit were identified through online research, discussions with SRTA, and feedback from members of the Advisory Committee formed for this Plan. These plans and studies are briefly described in the following subsections.

3.1.1 State Plans and Studies

The following statewide plans published by the California Department of Transportation ("Caltrans") were identified given their alignment with the goals of this plan and work already undertaken to support these objectives.

3.1.1.1 Interregional Transportation Strategic Plan

The *Interregional Transportation Strategic Plan* (ITSP) (October 2021) provides a policy framework to guide Caltrans and partner agencies in the "development of comprehensive, multimodal corridor plans", with the goal of identifying "transformative, innovative, and cost-effective" projects. The ITSP identifies 8 distinct regions within California and 11 strategic interregional corridors, reflecting the major interregional travel patterns.(2) The identified corridors are important for both the movement of goods and people, including intercity passenger travel.

The *Interregional Transportation Strategic Plan Addendum* (ITSP Addendum) (December 2022) provides supplemental information to assist implementation of the 2021 ITSP, including more detailed information on the specific needs of each strategic interregional corridor and discussion of the regional context for new topics added in the 2021 ITSP (e.g., racial equity, public health, climate resilience, and single-occupancy vehicle trip reduction).(3)

A map from the 2022 ITSP Addendum illustrating the 11 strategic interregional corridors is provided in **Figure 3-1**. As shown in **Figure 3-1**, the 2021 ITSP and 2022 ITSP Addendum identify two strategic interregional corridors passing through Redding:

- Corridor #6 (Sacramento Valley – Oregon Border) via Interstate 5 ("I-5"), State Route (SR) 99, SR 70, and SR 149
- Corridor #11 (North Coast – Northern Nevada Connections) via SR 299, SR 44, SR 36, and United States Highway ("U.S.") 395

It should also be noted that Corridor #11 includes a separate southern segment that does not pass through Shasta County but instead serves the southern portion of the North State Region along SR 20 (with a detour via SR 29 and SR 53 to Lakeport and Clearlake).

(2) Caltrans (Division of Transportation Planning). *Interregional Transportation Strategic Plan*. October 2021. Accessed June 12, 2024. Available at https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/system-planning/systemplanning/2021-itsp-oct21-a11y.pdf.

(3) Caltrans. *Interregional Transportation Strategic Plan Addendum*. December 2022. Accessed June 12, 2024. Available at https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/itspaddendum_final-a11y.pdf.

Figure 3-1. Strategic Interregional Corridors

Source: 2022 ITSP Addendum (map), AECOM (annotations)

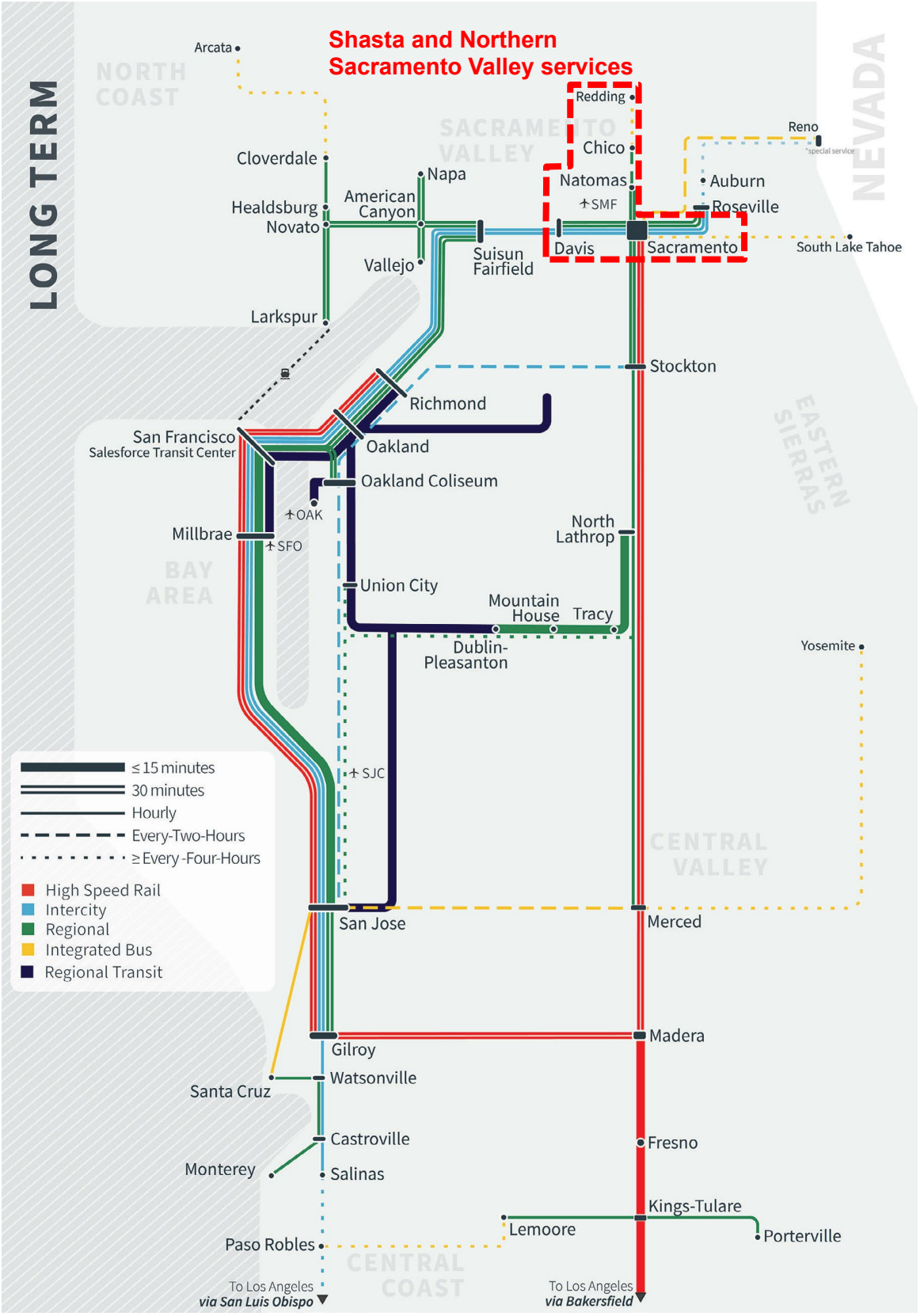
3.1.1.2 California State Rail Plan

The 2024 California State Rail Plan (CSRP) lays out a comprehensive vision for an integrated, statewide rail and transit network to meet the State's economic, environmental, and equity goals. The CSRP serves as a strategic funding and programming document for rail in California and covers both passenger and freight rail, including connections between passenger rail and other modes.(4)

The 2024 CSRP's vision for Northern California rail service in the long-term horizon is shown in **Figure 3-2**. In the long term, regional rail in the Sacramento Valley will extend as far north as Chico, where passengers will be able to connect with integrated bus service continuing north to Redding.

(4) Caltrans. *California State Rail Plan*. Draft. March 2023. Accessed June 18, 2024. Available at https://dot.ca.gov/programs/rail/california-state-rail-plan.

Figure 3-2. California State Rail Plan – Long-Term Vision



Source: 2024 CSRP

3.1.1.3 California Transportation Plan

The *California Transportation Plan 2050* ("CTP 2050") is the State's statutorily fiscally unconstrained long-range transportation plan, encompassing all modes and addressing the unique and varied transportation needs of California's urban, suburban, rural, and tribal communities. The CTP 2050 is a policy- and strategy-focused plan—it does not contain specific projects but instead provides the "big-picture" policy framework, recommendations, and action items to accomplish overall goals related to safety, climate change and resilience, equity, accessibility, quality of life and public health, the economy, the environment, and infrastructure.(5) Any new bus or rail services proposed as part of the NSIBRP would be beneficial to these goals and therefore generally consistent and aligned with the CTP 2050.

3.1.1.4 Climate Action Plan for Transportation Infrastructure

The *Climate Action Plan for Transportation Infrastructure* (CAPTI) defines an "investment framework" for aligning California's investments in transportation infrastructure with the State's ambitious goals for climate, health, and social equity. CAPTI also includes a series of implementation strategies and actions to bring the State's transportation planning, programming, project delivery, maintenance, and operations activities in alignment with the Investment Framework.(6) Any new bus or rail services proposed as part of the NSIBRP would be generally consistent with the CAPTI Investment Framework, which includes "building toward an integrated, statewide rail and transit network" as one of its guiding principles.

3.1.1.5 California Statewide Rural Intercity Bus Study (CSRIBS) Update

The 2018 *California Statewide Rural Intercity Bus Study Update* ("CSRIBS Update") provides detailed analysis of California's current rural intercity bus network, reflecting changes in the network that have occurred up to 2018 since the previous study in 2008. The study identifies several key findings and issues and includes recommendations and an action plan to address these concerns, including changes to funding structures and improved coordination and partnership across jurisdictions and operators (including rural agencies, Amtrak, and Greyhound).(7)

3.1.1.6 California Intercity Bus Study

The Caltrans Office of Rail Planning and Implementation is currently working on the *California Intercity Bus Study* (CIBS), which will define a conceptual intercity bus network for the State and establish a blueprint for program implementation. The process of developing potential implementation models will include engagement of both public and private sectors on their desired roles in the overall program.

3.1.2 Other Plans and Studies

In addition to the statewide plans and studies described above, other plans and studies were also identified and are discussed briefly in the following subsections.

3.1.2.1 Regional Transportation Plan and Sustainable Communities Strategy

As the federally designated metropolitan planning organization (MPO) and State-designated regional transportation planning agency (RTPA) for the Shasta County region, SRTA is required to prepare and adopt a comprehensive regional transportation plan (RTP) covering a minimum planning horizon of 20 years. The RTP is a *multimodal* plan covering all modes of travel, as well as goods and freight movement; it defines a regional vision and goals (supported by a series of short- and long-range

(5) Caltrans. *California Transportation Plan 2050*. February 2021. Accessed August 29, 2024. Available at https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf.

(6) Caltrans. *CAPTI*; *Climate Action Plan for Transportation Infrastructure*. Final Draft. July 2021. Accessed August 29, 2024. Available at https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf.

(7) Caltrans. *California Statewide Rural Intercity Bus Study Update*. March 30, 2018.

objectives and a course of action), evaluates regional mobility needs (accounting for forecasts of populations, jobs, etc.), and identifies a list of specific transportation investments[8], their anticipated construction timelines, and an associated funding plan. SRTA updates the RTP every four years, with the latest RTP, for the 2022–2042 RTP planning horizon, adopted in 2023. The RTP also includes a State-required Sustainable Communities Strategy (SCS) to illustrate how the Shasta Region meets state targets for greenhouse gas (GHG) emissions reduction.[9]

An intercity bus to Sacramento (see **Section 3.1.2.4** for more details) was identified as a priority project for the 2022–2042 RTP horizon.

3.1.2.2 Long-Range Transit Plan

The SRTA *Long-Range Transit Plan* (LRTP) defines a long-range vision for public transportation and mobility services in the Shasta Region and identifies the strategies and implementable actions necessary to achieve the goals identified in the RTP–SCS. Specific strategies identified in the LRTP address multi-modal accessibility, fixed-route service and infrastructure, policy improvements, and alternative mobility.[10]

3.1.2.3 Short-Range Transit Plan

The Redding Area Bus Authority (RABA) is the primary transit operator in Shasta County, operating fixed-route bus service in the cities of Redding, Shasta Lake, and Anderson and in unincorporated areas, as well as a complementary demand-response paratransit service. The *RABA Short-Range Transit Plan* (SRTP) defines a short-term (5-year) operations plan for RABA that sustainably and efficiently satisfies the transit needs of the service population given the available resources. The SRTP identifies several service enhancements for the rural service area, including two demonstration pilots (Shingletown Express and Cottonwood micro transit) and improved marketing of Trinity Transit's Weaverville route in the SR 299 corridor (including exploration of a potential fare subsidy for trips within Shasta County).[11]

3.1.2.4 North State Intercity Transportation Studies

Since 2014, the Shasta Region has been discussing options for expanding intercity transportation to airports and passenger rail facilities in Sacramento and the San Francisco Bay Area, complementing interregional travel options and improving connectivity to state, national, and international destinations. A 2016 feasibility study recommended a concept for an express bus between Redding and Downtown Sacramento via the I-5 corridor, with feeder routes tying in the rural counties of the North State.[12] The *North State Intercity Bus System Business Plan* (2018) built off of the 2016 study and subsequent

(8) With limited exceptions, transportation projects receiving any portion of state or federal funds must be included in an adopted RTP.

(9) Shasta Regional Transportation Agency. *2022 Regional Transportation Plan and Sustainable Communities Strategy for the Shasta Region*. December 14, 2023 (adopted). Accessed August 29, 2024. Available at https://srta.ca.gov/355/2022-Regional-Transportation-Plan.

(10) Shasta Regional Transportation Agency. *Long Range Transit Plan*. April 2021. Accessed August 29, 2024. Available at https://srta.ca.gov/DocumentCenter/View/5386/2040-Long-Range-Transit-Plan-Final-Report.

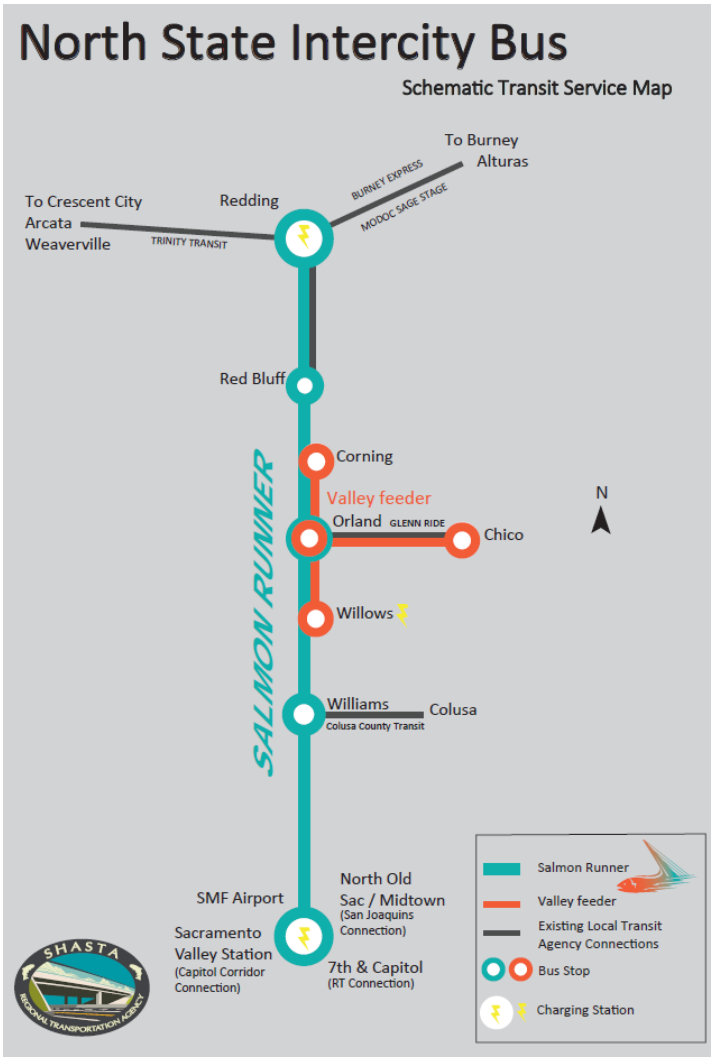
(11) Redding Area Bus Authority. *Redding Area Bus Authority Short Range Transit Plan*. Draft Final Report. December 1, 2023. Accessed August 29, 2024. Available at https://www.rabaride.com/RABA SRTP Draft Plan Compressed.pdf and https://www.rabaride.com/RABA SRTP Draft Plan - Appendices COMPRESSED.pdf.

(12) Shasta Regional Transportation Agency. *Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and Action Plan*. November 17, 2016. Accessed July 18, 2024. Available at https://www.srta.ca.gov/DocumentCenter/View/3280/Shasta-Intercity-Transportation-Feasibility-Study-and-Action-Plan-December-2016.

applications for grant funding to better define the service and quantify the associated capital and operating costs.[13]

Figure 3-3 illustrates a schematic map of the service as currently envisioned. As shown in **Figure 3-3**, the all-electric intercity service would include the I-5 "backbone" service (a.k.a. the Salmon Runner) between Redding and Sacramento, plus a Valley Feeder service connecting Chico, Corning, and Willows with the service along I-5. Initial service would be 2 trips per direction per day (potentially expanding later to 4 trips per direction per day), with intermediate stops in Red Bluff, Orland (for the connection to the Valley Feeder service), and Sacramento International Airport.

Figure 3-3. Salmon Runner



Source: SRTA

3.1.2.5 ResilientShasta

ResilientShasta is a vulnerability assessment and adaptation plan to address climate change and extreme weather events and their effects on the mobility infrastructure of the Shasta Region. Vulnerability was assessed with respect to several different hazards, including temperature and heat waves, extreme precipitation/snowfall, wildfire, flooding, and landslides. Infrastructure identified as being vulnerable to climate change and extreme weather events include locations or segments along I-5, SR 299, and other highways, as well as the Union Pacific Railroad corridor. In some locations and segments, vulnerability to specific hazards is unknown due to insufficient data or mapping.[14]

3.1.2.6 North Valley Passenger Rail Strategic Plan

The *North Valley Passenger Rail Strategic Plan* (2024), published by the Butte County Association of Governments (BCAG), developed an initial concept for a new passenger rail service ("North Valley Rail") in the Northern Sacramento Valley region. The service would better link Butte, Yuba, and Sutter counties with Sacramento, the Bay Area, and the rest of the State, including the initial high-speed rail (HSR) service between Merced and Bakersfield. The planned northern terminus for North Valley Rail would be

(13) Shasta Regional Transportation Agency. *North State Intercity Bus System Business Plan*. June 19, 2018 (approved). Available at https://www.srta.ca.gov/DocumentCenter/View/4099/North-State-Intercity-Bus-System-Business-Plan-June-2018.

(14) Shasta Regional Transportation Agency. *ResilientShasta Extreme Climate Event Mobility and Adaptation Plan*. Final Report. April 28, 2022. Accessed October 13, 2024. Available at https://srta.ca.gov/DocumentCenter/View/5974/ResilientShasta-Final-Full-Report.

in Chico.[15] More information on North Valley Rail and the larger Valley Rail program to expand Altamont Corridor Express (ACE) and Amtrak San Joaquins service in the Central Valley is provided later, under **Section 3.2.2.2**.

3.1.2.7 San Joaquin Joint Powers Authority Business Plan Update

The San Joaquin Joint Powers Authority (SJJPA) is responsible for day-to-day management of the Amtrak San Joaquins intercity passenger rail service linking Northern and Southern California via the Central Valley. The SJJPA prepares and approves an annual ("updated") business plan that defines SJJPA's intentions for the upcoming fiscal year, including the annual request for funds to manage the San Joaquins service and a summary of planned service and capital improvements and other SJJPA initiatives.[16]

Many of SJJPA's planned service and capital improvements involve projects within the larger Valley Rail program, which will substantially expand Altamont Corridor Express (ACE) and Amtrak San Joaquins service in the Central Valley. More information on Valley Rail can be found in **Section 3.2.2.2**.

The short-term service improvements identified in the 2024 SJJPA Business Plan Update also include partnerships with RABA and SRTA to streamline Amtrak Thruway service between Sacramento and Redding. As an interim step, RABA has already taken over operation of the Amtrak Thruway segment between Chico and Redding, allowing SJJPA to truncate its Thruway operations in Chico. In the future, Amtrak passengers will be able to use the planned intercity bus service along I-5 (a.k.a. Salmon Runner) discussed earlier for faster connections between Sacramento, Red Bluff, and Redding.

The 2024 SJJPA Business Plan Update also mentions conceptual planning and project development for potential extension of San Joaquins service beyond the North Valley Rail terminus in Chico to Redding, including coordination with Caltrans related to the Federal Railroad Administration's Corridor Identification and Development ("Corridor ID") Program. More information on the Corridor ID Program is provided later in **Section 3.4** (State and Federal Legislation).

3.2 Existing and Planned Transit Services

3.2.1 Existing Services

The primary existing intercity and regional transit services through the city of Redding and the Shasta Region consist of the following:

- The Coast Starlight, an intercity passenger rail service between Seattle and Los Angeles that is operated by Amtrak
- FlixBus and Greyhound, which provide intercity bus transportation operating between Sacramento and Seattle[17]

(15) Butte County Association of Governments. *North Valley Passenger Rail Strategic Plan*. Final Report. May 2024. Accessed June 13, 2024. Available at https://northvalleyrail.org/wp-content/uploads/2024/07/nvprsp-final-report-20240516.pdf.

(16) San Joaquin Joint Powers Authority. *2024 Business Plan Update*. May 17, 2024 (adopted). Accessed October 14, 2024. Available at https://cdn.sjjpa.com/wp-content/uploads/20240610084720/2024-SJJPA-Business-Plan-Update.pdf.

(17) Flix SE, the parent company of FlixBus, acquired Greyhound Lines Inc. from British operator FirstGroup in October 2021. While the two are treated as distinct brands, the FlixBus and Greyhound online booking systems can each be used to reserve tickets for either company.

- Amtrak Thruway buses operating between Stockton, Sacramento, Chico, Red Bluff, and Redding[18]
- Various rural regional bus services connecting the Redding area with communities in neighboring counties:
    - *Anderson to/from Red Bluff, Corning, Orland, Chico, and Willows:* Tehama Rural Area eXPress's Shasta–Tehama Connection and Glenn–Tehama Connection, and Glenn Ride
    - *Redding to/from Weaverville, Willow Creek, Blue Lake, Arcata, and Eureka:* Trinity Transit's Weaverville and Willow Creek lines and Humboldt Transit Authority's Willow Creek line and Redwood Transit System service
    - *Redding to/from Alturas, Susanville, and Reno:* Sage Stage's Redding and Reno lines

Detailed information on these services, including service levels, routes, stations/stops served, and timetables were obtained from each of the relevant operators or agencies:

- FlixBus/Greyhound (https://www.flixbus.com and https://www.greyhound.com). Note, given the merger of the two services under one ownership, information about both services is contained within the FlixBus and Greyhound websites.
- Amtrak Thruway buses (https://d34tiw64n5z4oh.cloudfront.net/wp-content/uploads/ASJ_Timetable.10.24.pdf)
- RABA (https://www.rabaride.com/services/bus.php)
- Trinity Transit (https://trinitytransit.org/timetables/)
- Humboldt Transit Authority (HTA) (https://hta.org/routes-and-services/)
- Sage Stage (https://sagestage.com/routes/)
- Tehama Rural Area eXpress ("TRAX") (https://taketrax.com/wp-content/uploads/2021/04/trax-riders-guide.pdf)
- Glenn Ride (https://www.countyofglenn.net/sites/default/files/2023 Glenn Transit Schedule Update.pdf)

Timetables for the Coast Starlight are not published by Amtrak but were compiled by querying Amtrak's online booking system at https://www.amtrak.com/home.html.

Supplementary information on transit services was obtained by querying General Transit Feed Specification (GTFS) data through the Google Maps interface. More information on existing services, including schedules, is provided by hub/route in the following subsections.

3.2.1.1 Eugene

Existing intercity transit services between Redding and Eugene include the Coast Starlight and FlixBus/Greyhound. A map of these services, showing routes and stations/stops, is provided in **Figure**

(18) Starting Thursday, August 22, 2024, RABA assumed responsibility for operation of the portion of the Amtrak Thruway bus route between Redding and Chico, allowing for bus-only trips between Redding, Red Bluff, and Chico, while continuing to offer Thruway service for passengers whose trip originated on the Amtrak San Joaquins or Capitol Corridor rail services. A transfer is required in Chico (at the Chico Amtrak station) between RABA (Route 99X) and Amtrak Thruway (Route 3) buses for passengers wishing to make continuing journeys beyond Chico.

3-4. General parameters, station/stop locations, and detailed timetables for services in the corridor are provided in **Table 3-1**, **Table 3-2**,and **Table 3-3**, respectively.

As shown in **Figure 3-4**, FlixBus/Greyhound follows the I-5 corridor between Redding and Eugene. In contrast, the Coast Starlight uses the Union Pacific Railroad ("UP") Valley Subdivision (roughly paralleling I-5) to Dunsmuir, but then shifts to the east on a route through less-populated areas of Oregon via the UP Black Butte Subdivision (to Klamath Falls) and UP Cascade Subdivision (to Eugene), roughly paralleling the U.S. 97 and Oregon Route (OR) 58 corridor. As shown in **Table 3-2**, the Eugene stations/stops are also in different locations, with the Coast Starlight serving the Eugene Amtrak station and FlixBus serving the University of Oregon (Jaqua Academic Center). In addition, there is some service differentiation between FlixBus and Greyhound, as Greyhound does not serve Eugene and instead serves Medford and Grants Pass, while FlixBus has no intermediate stops between Redding and Eugene.

As shown in **Table 3-1** and **Table 3-3**, the Coast Starlight, FlixBus, and Greyhound each operate 1 trip per direction per day. Travel times between Redding and Eugene are on the order of 5 hours, 30 minutes by bus (FlixBus) and 9 hours, 30 minutes by train (Coast Starlight). The significantly slower times for the Coast Starlight are likely a reflection of the larger scheduling constraints for a long-distance sleeper service in terms of ensuring good departure and arrival times at major stations along the route.

Also of note are the Redding timepoints for arrivals and departures for both the Coast Starlight and FlixBus, which fall around midnight or very early morning and are not convenient for most North State passengers.[19] Constituents in the region have also noted that some Coast Starlight trains, particularly during peak demand periods, sell out. The overall reliability of the Coast Starlight is also very poor, with only 53 percent of customers in 2023 arriving at their destination "on-time" (i.e., within 15 minutes of the scheduled time).[20] In terms of timing of service, this situation has been improved somewhat with the recent addition of the Greyhound service, which has midday departure and arrival times in Redding.[21]

It should also be noted that FlixBus/Greyhound service changes frequently in response to fluctuations in demand (e.g., seasonal travel patterns) and other factors. These changes can take place as frequently as every few months and include stop additions/removals, timepoint adjustments, and other changes. In previous iterations of the timetable, for example, both trips served Eugene and there were more intermediate stops serving smaller communities in the corridor, such as Weed and Ashland.

It should also be noted that Amtrak Thruway Route 3 provided service along the I-5 corridor as far north as Medford in the past. Review of Amtrak system timetables between 2006 and 2009 appear to show that at least one trip per direction per day on Route 3 continued north beyond Redding to/from Medford,

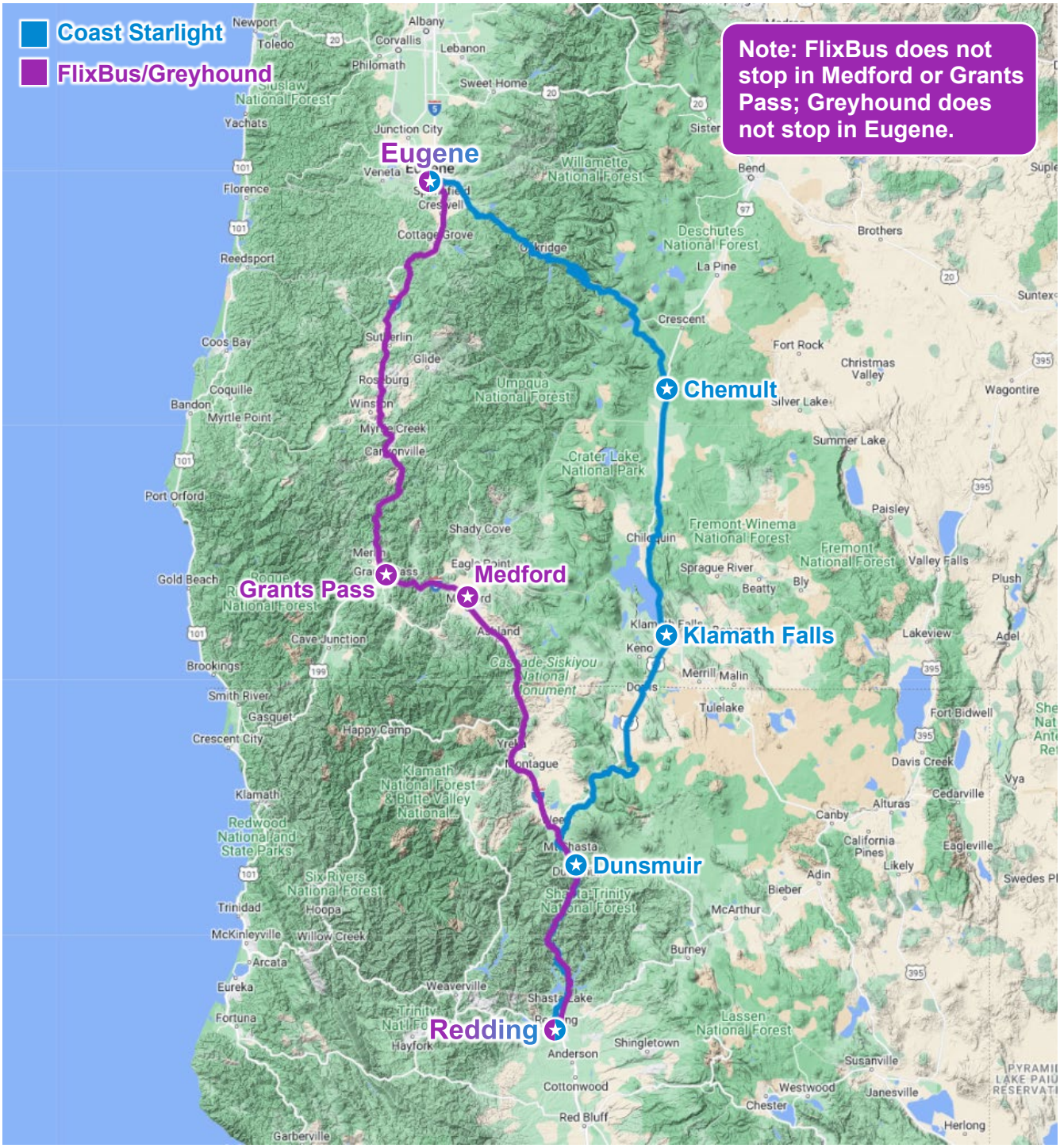
(19) Prior to late 2024, FlixBus/Greyhound provided two trips per direction per day. However, starting in late 2024, service was reduced to only one trip per direction per day, operated by FlixBus, with no intermediate stops between Redding and Eugene. This discontinuation of the second trip left many communities in the North State Region and in Oregon without intercity bus service along the I-5 corridor, eliminating a valuable second option for Redding passengers that offered more convenient Redding timepoints during the day.

(20) Amtrak. *CY 2023 Host Railroad Report Card & Route On-Time Performance*. Accessed October 3, 2024. Available at https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/HostRailroadReports/Amtrak-2023-Host-Railroad-Report-Card.pdf.

(21) The current timetable, implemented starting April 10, 2025, reinstates the second trip per direction per day as a Greyhound service, but without a stop in Eugene and with only two intermediate stops on this segment (Medford and Grants Pass). While additional stops for the second trip in Mt. Shasta and Roseburg are expected be added at a later time once bus stop agreements are in place in those cities, the fluid nature of privately-operated intercity bus service, in many ways, highlights the need for another transit solution in the corridor that is more focused on ensuring equitable access and mobility.

with intermediate stops in Dunsmuir, Mt. Shasta, Weed, Yreka, and Ashland. However, the service north of Redding was eventually discontinued due to low ridership and high subsidy per passenger.

Figure 3-4. Existing Transit Services – Eugene



Source: Google MyMaps (base map), AECOM (annotations)

Table 3-1. Existing Transit Services (Summary) – Eugene

Operator	Route (terminals)	Service level (trips per direction per day)	Service days	Approximate travel time Redding ↔ Eugene (hours, minutes)
Amtrak (Coast Starlight)	Los Angeles ↔ Seattle	1	Daily	9h20m
FlixBus	Sacramento ↔ Seattle	1	Daily	5h35m
Greyhound	Sacramento ↔ Seattle	1	Daily	N/A[(a)]

Source: AECOM

Note:
(a) Between Redding and Portland, Greyhound only stops in Medford and Grants Pass; it does not stop in Eugene.

Table 3-2. Existing Transit Services (Stations/Stops) – Eugene

Station/stop	Location	Connecting public transit	
Amtrak (Coast Starlight)			
Redding	Redding Amtrak Station 1620 Yuba St.	• RABA • Trinity Transit • Sage Stage	• Amtrak Thruway: Route 3 (RABA Route 99X)
Dunsmuir	Dunsmuir Amtrak Station 5750 Sacramento Ave.	• STAGE (Siskiyou County)	
Klamath Falls	Klamath Falls Amtrak Station 1600 Oak Ave.	• Basin Transit Service • Basin Connect • Oregon POINT: SouthWest route[(a)] • Sage Stage (Modoc County) • Pacific Crest Bus Lines: Hwy. 97 Connector[(a)] • Klamath Shuttle (Crater Lake) (*summer only*)	
Chemult	Chemult Amtrak Station Palmer St./Kranz St. & Depot St.	• Pacific Crest Bus Lines: Hwy. 97 Connector[(a)]	
Eugene	Eugene Amtrak Station 433 Willamette St.	• Cascades • Lane Transit District (LTD) • Diamond Express (LTD) • Oregon POINT: Cascades[(a)] • Link Lane: Florence–Eugene Connector[(a)] • Pacific Crest Bus Lines: Bend–Eugene Express[(a)]	
FlixBus/Greyhound			
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit • Sage Stage	• Amtrak Thruway: Route 3 (RABA Route 99X)
Medford	Rogue Valley International Medford Airport	• Rogue Valley Transportation District (RVTD) • Oregon POINT: SouthWest route[(a)]	
Grants Pass	A-1 Market & Deli 605 NE 7th St. (at NE B St.)	• Josephine Community Transit (JCT) • Oregon POINT: SouthWest route[(a)]	

Station/stop	Location	Connecting public transit
Eugene	University of Oregon: Jaqua Academic Center 1615 E. 13th Ave.	• Oregon POINT: Cascades[(a)] • Pacific Crest Bus Lines: Bend–Eugene Express[(a)] • FlixBus (Seattle)

Source: AECOM

Note:
(a) Also functions as an Amtrak Thruway connection.

Table 3-3. Existing Transit Services (Timetable) – Eugene

Coast Starlight			FlixBus/Greyhound				
Outbound (northbound) *read down*	Station	Inbound (southbound) *read up*	Outbound (northbound) *read down*		Stop	Inbound (southbound) *read up*	
			FB	GH		GH	FB
03:05	**Redding**	**02:31**	**23:59**	**13:20**	**Redding**	**11:15**	**04:55**
04:58	Dunsmuir	12:45	↓	16:10	Medford	08:20	↑
07:33	Klamath Falls	22:08	↓	16:15		08:15	↑
07:43		21:58	↓	16:55	Grants Pass	07:40	↑
08:59	Chemult	20:13	↓	17:30		07:05	↑
12:29	**Eugene**	**17:15**	**05:40**	↓	**Eugene**	↑	**23:25**
9h24m	**Travel time**	**9h16m**	**5h41m**	**N/A**	**Travel time**	**N/A**	**5h30m**

Source: AECOM

Fronteras del Norte

Members of the advisory committee also identified Fronteras del Norte as another private intercity bus operator within the study area. Trip queries through the Fronteras del Norte online booking system at https://travelfronteras.com/ indicate that the service primarily consists of one bus daily in each direction operating a trunk route between Yakima (Washington) and Huntington Park (Greater Los Angeles). The service runs along the I-5 corridor for the majority of the route but uses SR 99 through the central and southern San Joaquin Valley. Major intermediate stops include The Dalles, Portland, Salem, Eugene, Roseburg, Medford, Ashland, Yreka, Mt. Shasta, Redding, Red Bluff, Woodland, Sacramento, Stockton, Modesto, Turlock, Merced, Chowchilla, Madera, Fresno, Tulare, Delano, Bakersfield, San Fernando, and Los Angeles. The timepoints at Redding are 9:00 p.m. in the southbound direction and 6:40 a.m. in the northbound direction. Connecting buses on shorter branch routes are available in Huntington Park (for the San Ysidro border crossing) and at the northern end of the route in Toppenish and Yakima (for various destinations in southern and central Washington).

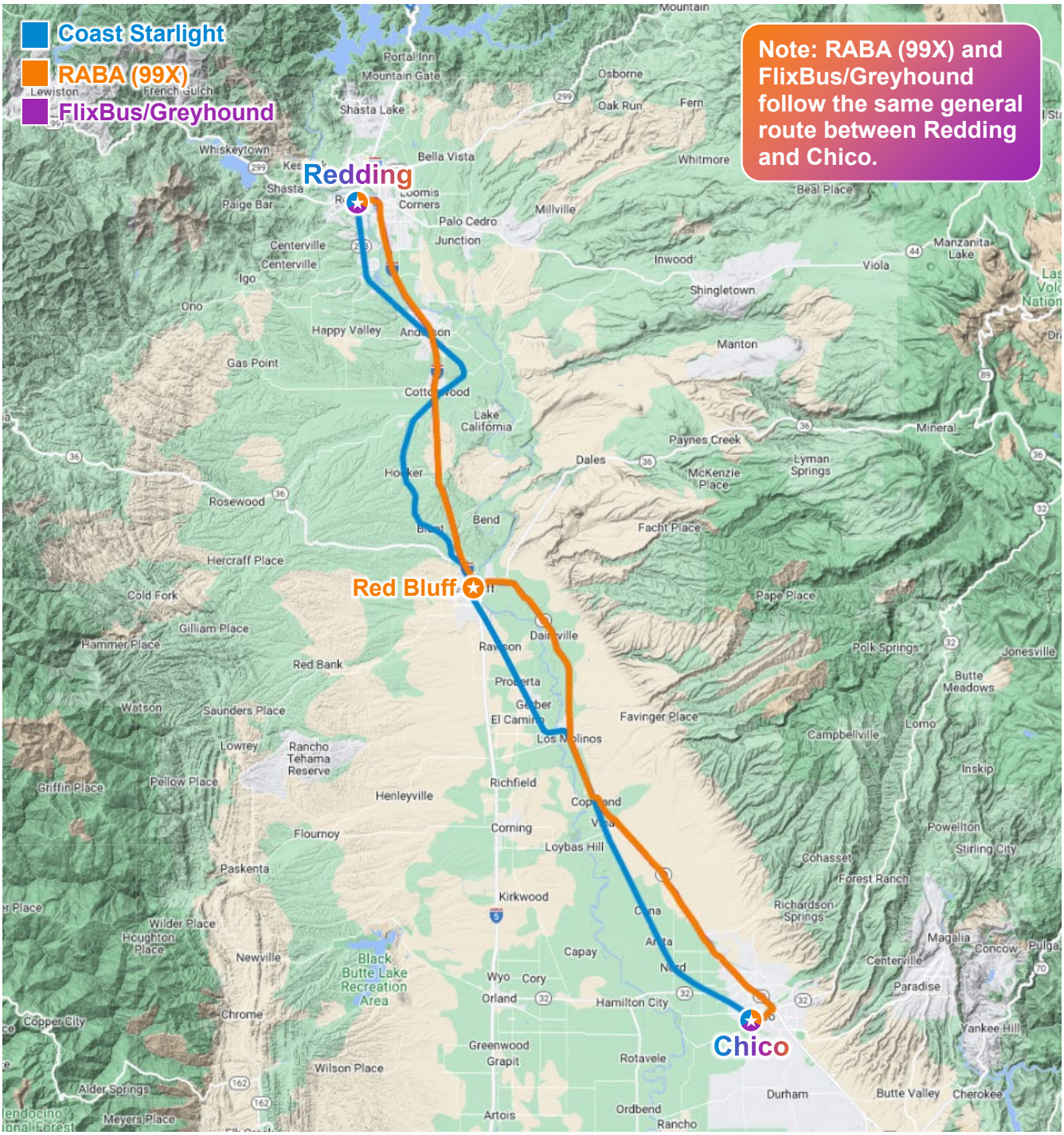
The service appears to be heavily oriented to Spanish language speakers and is one of several intercity bus operators serving this community and the larger cross-border market between Mexico and the United States.

3.2.1.2 Chico

Existing intercity transit services between Redding and Chico include the Coast Starlight, RABA (Route 99X), and FlixBus/Greyhound. A map of these services, showing routes and stations/stops, is provided in **Figure 3-5**. General parameters, station/stop locations, and detailed timetables for services in the corridor are provided in **Table 3-4**, **Table 3-5**, and **Table 3-6**, respectively.

As shown in **Figure 3-5**, RABA's 99X and FlixBus/Greyhound use I-5 to Red Bluff and then take SR 99 to reach Chico, while the Coast Starlight follows a roughly parallel route on the UP Valley Subdivision. The RABA 99X makes one intermediate stop in Red Bluff at the Red Bluff Bus & Ride and makes an additional stop at the Chico Transit Center (W. 2nd St. & Salem St.) in Downtown Chico; FlixBus/Greyhound and the Coast Starlight only stop at the Amtrak stations in Redding and Chico.

Figure 3-5. Existing Transit Services – Chico



Source: Google MyMaps (base map), AECOM (annotations)

Table 3-4. Existing Transit Services (Summary) – Chico

Operator	Route (terminals)	Service level (trips per direction per day)	Service days	Approximate travel time Redding ↔ Chico (hours, minutes)
Amtrak (Coast Starlight)	Los Angeles ↔ Seattle	1	Daily	1h35m
RABA	Redding ↔ Chico	2	Daily	1h35m
FlixBus	Sacramento ↔ Seattle	1	Daily	1h25m
Greyhound	Sacramento ↔ Seattle	1	Daily	1h20m

Source: AECOM

Table 3-5. Existing Transit Services (Stations/Stops) – Chico

Station/stop	Location	Connecting public transit	
Amtrak (Coast Starlight)			
Redding	Redding Amtrak Station 1620 Yuba St.	• RABA • Trinity Transit	• Sage Stage
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride	• Amtrak Thruway: Route 3
RABA			
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit	• Sage Stage
Red Bluff	Red Bluff Bus & Ride 735 Rio St. (at Walnut St.)	• Tehama Rural Area eXpress (TRAX)	
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride	• Amtrak Thruway: Route 3
	Chico Transit Center (CTC) W. 2nd St. & Salem St.	• B-Line • Glenn Ride	
FlixBus/Greyhound			
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit	• Sage Stage
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride	• Amtrak Thruway: Route 3

Source: AECOM

In terms of service levels, the Coast Starlight, FlixBus, and Greyhound each operate 1 trip per direction per day, while RABA's 99X operates 2 trips per direction per day, as shown in **Table 3-4** and **Table 3-6**. Travel times for all of the services are very similar and on the order of 80–90 minutes. In terms of time of day, the Coast Starlight and FlixBus have timepoints around midnight or during the very early morning, while Greyhound and the 99X have more convenient daytime timepoints for business and other traveler needs. As noted earlier, on-time performance and reliability are also a major concern for the Coast Starlight service.

Table 3-6. Existing Transit Services (Timetable) – Chico

Outbound (southbound) *read down*					Station/stop	Inbound (northbound) *read up*				
Coast Starlight	FlixBus	RABA (99X)	Grey-hound	RABA (99X)		**Coast Starlight**	Grey-hound	RABA (99X)		FlixBus
02:31	**05:00**	**10:00**	**11:30**	**13:50**	**Redding**	**03:05**	**13:05**	**13:40**	**18:05**	**23:55**
↓	↓	10:35	↓	14:25	Red Bluff	↑	↑	13:05	17:30	↑
04:12	**06:25**	**11:35**	**12:50**	**15:25**	**Chico (Amtrak)**	**01:37**	**11:45**	**12:05**	**16:30**	**22:35**
—	—	11:40		15:30	Chico (CTC)	—		11:55	16:20	—
1h41m	**1h25m**	**1h35m**	**1h20m**	**1h35m**	**Travel time**	**1h28m**	**1h20m**	**1h35m**	**1h35m**	**1h20m**

Source: AECOM

With RABA's 99X taking over the portion of Amtrak Thruway Route 3 between Redding and Chico as of August 22, 2024, passengers traveling between Redding, Red Bluff, and Chico now have a more equitable daytime option that does not penalize them by requiring purchase of a connecting Amtrak train trip. With the additional stop at the Chico Transit Center, the 99X also offers easier transfers at the Chico end to the entirety of the B-Line network for travel throughout Butte County.

It should also be noted that service on Amtrak Thruway Route 3 was historically more robust than in the current timetable. A cursory review of Amtrak system timetables from the 2000s show as many as five trips per direction per day serving Redding, compared to the current two trips per direction per day on RABA's Route 99X service.

Local Bus Options

An alternative option using only local bus services is available between Redding and Chico, using RABA, TRAX, and Glenn Ride. A one-way trip between the RABA Downtown Passenger Terminal (Downtown Transit Center) and Chico Transit Center via this option requires a total of 5 different bus routes (i.e., 4 required transfers) and can take anywhere from 4 hours, 20 minutes to 6 hours, 20 minutes. Only 2–3 through trips (end-to-end) in each direction are possible per weekday; through journeys are not possible at all on Saturdays or Sundays, as none of the routes operate on Sundays and TRAX's Glenn–Tehama connection between Red Bluff and Orland does not operate on Saturdays either.

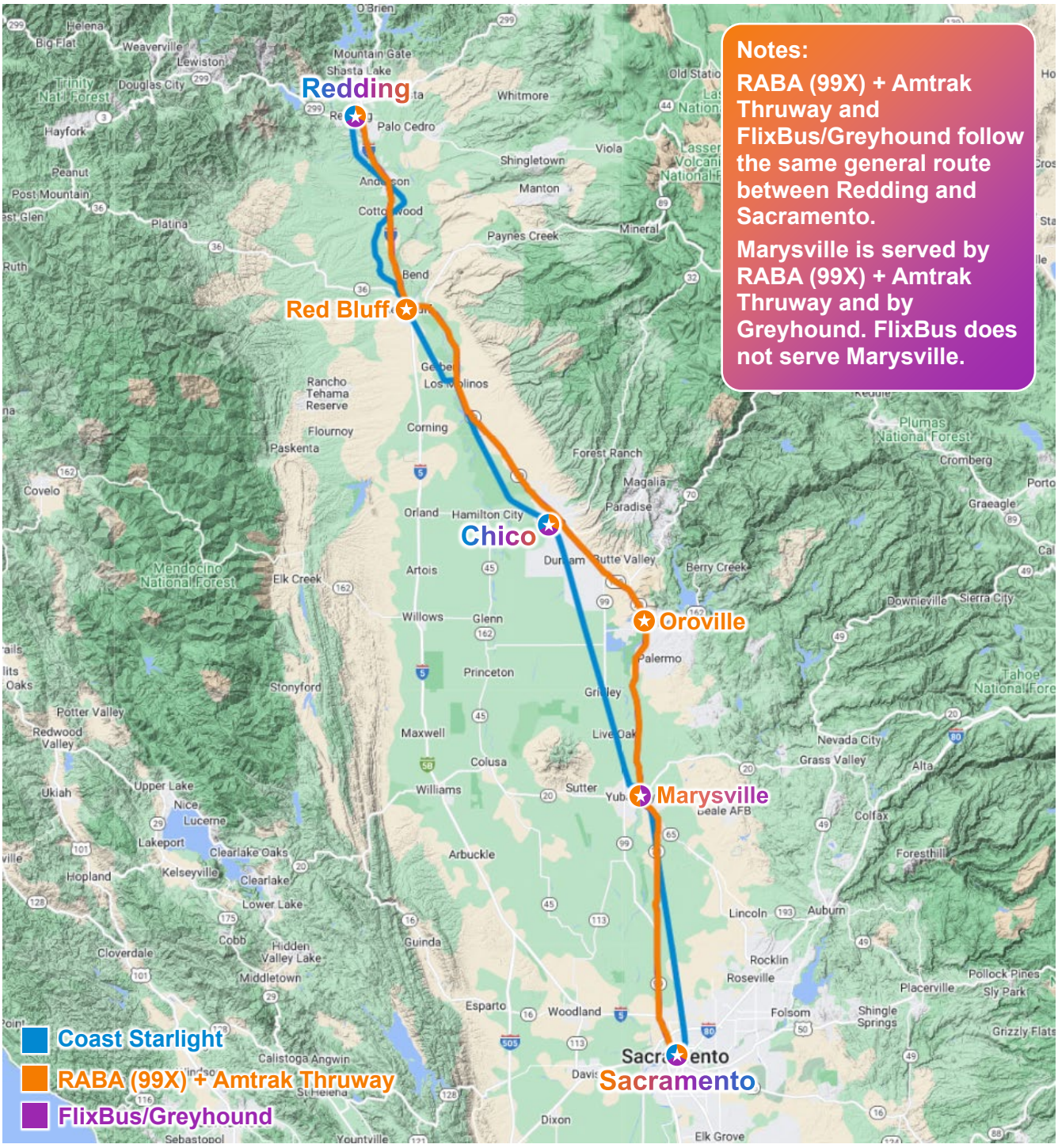
With ticketing for bus-only trips now available through RABA's 99X service, it is expected that the majority of daytime passengers will choose that service given superior cost performance, convenience, dependability, and travel time. However, the local services in the corridor can still fulfill an important role in connecting smaller communities such as Anderson, Corning, and Orland (whether to each other or to larger cities such as Redding, Red Bluff, and Chico), as these areas are not directly served by the Coast Starlight, RABA's 99X, or FlixBus. The inefficiency of local services for longer-distance trips, however, is still a pressing challenge for riders dependent on these systems and underscores the need for improvements in this corridor.

3.2.1.3 Sacramento

Existing intercity transit services between Redding and Sacramento are very similar to those between Redding and Chico, as both the Coast Starlight and FlixBus/Greyhound continue south beyond Chico to/from Sacramento. For RABA's 99X, a transfer is required in Chico (at the Chico Amtrak station) to/from Amtrak Thruway Route 3 for journeys south of Chico.

A map of the services, showing routes and stations/stops, is provided in **Figure 3-6**. General parameters, station/stop locations, and detailed timetables for services in the corridor are provided in **Table 3-7**, **Table 3-8**, and **Table 3-9**, respectively.

Figure 3-6. Existing Transit Services – Sacramento



Source: Google MyMaps (base map), AECOM (annotations)

Table 3-7. Existing Transit Services (Summary) – Sacramento

Operator	Route (terminals)	Service level (trips per direction per day)	Service days	Approximate travel time Redding ↔ Sacramento (hours, minutes)
Amtrak (Coast Starlight)	Los Angeles ↔ Seattle	1	Daily	3h35m
RABA + Amtrak Thruway	Redding ↔ Sacramento (*transfer in Chico*)	2	Daily	3h50m
FlixBus	Sacramento ↔ Seattle	1	Daily	3h30m
Greyhound	Sacramento ↔ Seattle	1	Daily	3h05m

Source: AECOM

Table 3-8. Existing Transit Services (Stations/Stops) – Sacramento

Station/stop	Location	Connecting public transit	
Amtrak (Coast Starlight)			
Redding	Redding Amtrak Station 1620 Yuba St.	• RABA • Trinity Transit	• Sage Stage
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride	• Amtrak Thruway: Route 3 • RABA: Route 99X

Sacramento	Sacramento Valley Station
	401 I St.
		• Capitol Corridor
		• San Joaquins
		• California Zephyr
		• Sacramento Regional Transit (“SacRT”)
		• Yolobus
		• Yuba–Sutter Transit
		• Placer County Transit
		• Amtrak Thruway:
		  ○ Route 3 (Davis)
		  ○ Route 20 (Auburn, Reno, Sparks)
		  ○ Route 20c / El Dorado Transit (South Lake Tahoe)	

RABA + Amtrak Thruway			
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit	• Sage Stage
Red Bluff	Red Bluff Bus & Ride 735 Rio St. (at Walnut St.)	• Tehama Rural Area eXpress (TRAX)	
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride	
Oroville	Feather River Crossings 2525 Feather River Blvd.	• B-Line	
Marysville	Yuba County Government Center 858 I St.	• Yuba–Sutter Transit	
Sacramento	Sacramento Valley Station	*See Coast Starlight above*	

Station/stop	Location	Connecting public transit
	401 I St.	
	State Capitol 1389 10th St.	*Northbound drop-offs (alightings) only* *No pick-ups and no southbound service*
FlixBus/Greyhound		
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit • Sage Stage
Chico	Chico Amtrak Station 450 Orange St.	• B-Line • Glenn Ride • Amtrak Thruway: Route 3 • RABA: Route 99X
Marysville	Yuba County Government Center 858 I St.	• Yuba–Sutter Transit • Amtrak Thruway: Route 3

Sacramento	Greyhound Bus Station
	420 Richards Blvd.
		• SacRT
		• FlixBus/Greyhound:
		  ○ San Francisco
		  ○ Los Angeles
		  ○ Tijuana
		  ○ Reno/Sparks

	Old Sacramento 2nd St. & J St.	*See Sacramento Valley Station under Coast Starlight above*

Source: AECOM

Table 3-9. Existing Transit Services (Timetable) – Sacramento

Outbound (southbound) *read down*					Station/stop	Inbound (northbound) *read up*				
Coast Starlight	FlixBus	**RABA (99X) + Amtrak Thruway**	Grey-hound	RABA (99X) + Amtrak Thruway		**Coast Starlight**	Grey-hound	RABA (99X) + Amtrak Thruway		FlixBus
02:31	**05:00**	**10:00**	**11:30**	**13:50**	**Redding**	**03:05**	**13:05**	**13:40**	**18:05**	**23:55**
↓	↓	10:35	↓	14:25	Red Bluff	↑	↑	13:05	17:30	↑
04:12	06:25	11:35	12:50	15:25	Chico (Amtrak)	01:37	11:45	12:05	16:30	22:35
	06:30	11:45	12:55	15:35		22:35	11:40	11:55	16:20	22:30
↓	↓	12:10	↓	16:00	Oroville	↑	↑	11:25	15:50	↑
↓	07:25	12:45	↓	16:35	Marysville	↑	↑	10:50	15:15	21:35
↓	08:10	↓	**14:35**	↓	**Sacramento (Greyhound)**	↑	**10:00**	↑	↑	20:50
↓	08:20	↓		↓		↑		↑	↑	20:40
06:28	↓	**13:50**		**17:50**	**Sacramento Valley Station**	**23:49**		**10:00**	**14:25**	↑
—	↓	—		—		—		09:50	14:00	↑
—	**08:30**	—		—	**Old Sacto.**	—		↑	↑	**20:30**
—	—	—		—	State Capitol[(a)]	—		09:35	13:50	—
3h57m	**3h30m**	**3h50m**	**3h05m**	**4h00m**	**Travel time**	**3h16m**	**3h05m**	**3h40m**	**3h40m**	**3h25m**

Source: AECOM

Note:
Timepoints in gray fill are for Amtrak Thruway Route 3 (requires transfer in Chico).
(a) Northbound drop-offs (alightings) only. No pick-ups (boardings) and no southbound service.

As shown in **Figure 3-6**, the RABA 99X / Amtrak Thruway Route 3 and FlixBus/Greyhound use I-5 to Red Bluff and then take State Route (SR) 99 to reach Sacramento, while the Coast Starlight follows a roughly parallel route on the UP Valley Subdivision to Binney Junction (Marysville) and the UP Sacramento Subdivision (to Sacramento). Between Redding and Sacramento, the Coast Starlight makes only one intermediate stop (Chico). FlixBus has two intermediate stops (Chico and Marysville), while Greyhound only has one intermediate stop (Chico). The 99X / Amtrak Thruway service has the most intermediate stops, serving Red Bluff, Chico, Oroville, and Marysville.

At the Sacramento end, there is some differentiation in terminal/stop locations among the various services. The Coast Starlight stops at Sacramento Valley Station, Sacramento's main passenger rail terminal and a major regional and intercity transit hub. Amtrak Thruway Route 3 also stops at the station, but northbound trips also make a preceding stop at the State Capitol for drop-offs (alightings) only. FlixBus makes two stops in Sacramento: one at Greyhound's Sacramento Bus Station on Richards Boulevard and a terminal stop in Old Sacramento at 2nd St. and J St, a short 5-minute walk from the historic passenger depot at Sacramento Valley Station. Greyhound only has one Sacramento stop, at the Greyhound bus station.

As shown in **Table 3-7** and **Table 3-9**, the Coast Starlight, FlixBus, and Greyhound each operate 1 trip per direction per day; for through trips across the 99X and Amtrak Thruway Route 3, there are 2 trips per direction per day available. An additional 1 trip per direction per day is provided on Route 3 south of Chico, but this trip does not have timed connections with RABA's 99X.

As shown in **Table 3-7**, travel times for all of the services are similar—approximately 3 hours, 35 minutes for the Coast Starlight; 3 hours, 50 minutes for RABA + Amtrak Thruway; 3 hours, 30 minutes for FlixBus; and 3 hours, 5 minutes for Greyhound. As mentioned earlier, timepoints for the Coast Starlight and FlixBus fall around the very late evening or very early morning, while the RABA + Amtrak Thruway option has substantially more convenient service hours. As noted earlier, on-time performance and reliability are also a major concern for the Coast Starlight.

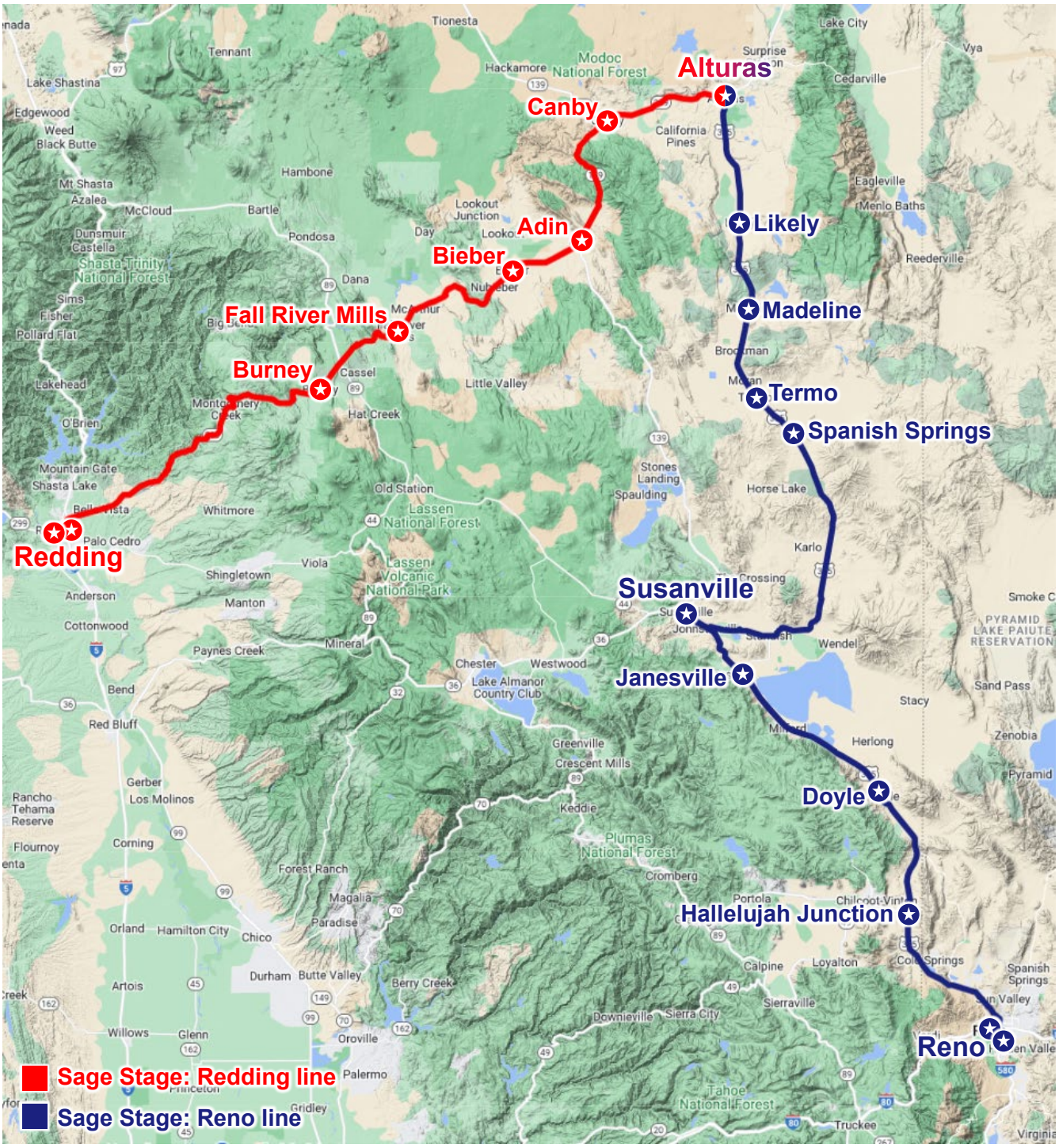
With RABA's 99X taking over the portion of Amtrak Thruway Route 3 between Redding and Chico as of August 22, 2024, bus-only passengers traveling entirely on RABA 99X/Amtrak Thruway Route 3 who have at least one trip end in either Redding or Red Bluff now ***have a more equitable daytime option that does not penalize them by requiring purchase of a connecting Amtrak train trip.*** This benefit applies to trips between Redding and Red Bluff, between Redding and Chico, and between Red Bluff and Chico, as well as to trips with one trip end in the RABA 99X segment (i.e., Redding or Red Bluff) and the other trip end in the Amtrak Thruway Route 3 segment (Oroville, Marysville, Sacramento, Elk Grove, Lodi, or Stockton). The benefit, however, does not extend to bus-only trips entirely within the Amtrak portion (the Chico–Stockton segment), which still require bus-only passengers to purchase a ticket for a connecting Amtrak train.

It should also be noted that service on Amtrak Thruway Route 3 was historically more robust than in the current timetable. A cursory review of Amtrak system timetables from the 2000s show as many as five trips per direction per day serving Redding, compared to the current two trips per direction per day on RABA's Route 99X service and three trips per direction per day on the Amtrak-operated segment south of Chico.

3.2.1.4 Reno via Susanville

The existing intercity transit service between Redding and Reno via Susanville is provided by the Redding and Reno lines of Modoc County's Sage Stage. A map showing the routes and stops is provided in **Figure 3-7**. General parameters, stop locations, and detailed timetables for services in the corridor are provided in **Table 3-10**, **Table 3-11**, and **Table 3-12**, respectively.

Figure 3-7. Existing Transit Services – Reno via Susanville



Source: Google MyMaps (base map), AECOM (annotations)

Table 3-10. Existing Transit Services (Summary) – Reno via Susanville

Operator	Route (terminals)	Service level (trips per direction per day)	Service days	Approximate travel time Redding ↔ Reno (hours, minutes)
Sage Stage	Redding line: Redding ↔ Alturas	1	Tuesdays only	N/A (*same-day journey not possible*)
	Reno line: Alturas ↔ Reno	1	Mondays, Wednesdays, and Fridays only	

Source: AECOM

Table 3-11. Existing Transit Services (Stations/Stops) – Reno via Susanville

Station/stop	Location	Connecting public transit	
Sage Stage: Redding line			
Redding	Mt. Shasta Mall (main entrance near food court)	• RABA	• Trinity Transit
	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit • Sage Stage	• Amtrak Thruway: Route 3 (RABA Route 99X)
Burney	McDonald's (*formerly*) 37443 Enterprise Dr. (at SR 299)	• RABA	
Fall River Mills	Chevron (43202 Hwy. 299 E.)	• ShastaConnect (Intermountain Area)	
Bieber	SR 299 & Water St.	• Big Valley 50 Plus	
Adin	Adin Supply Co. (104 Main St.)	• Big Valley 50 Plus	
Canby	Coffee Adventure Coffee Shop 22425 Hwy. 299	• Sage Stage	
Alturas	Rite Aid 432 N. Main St. (at W. 5th St.)	• Sage Stage	
Sage Stage: Reno line			
Alturas	Rite Aid 432 N. Main St. (at W. 5th St.)	• Sage Stage	
Likely	Likely General Store 3260 Hwy. 395		
Madeline	Chevron (*formerly*) U.S. 395 at Main St.		
Termo	U.S. 395 at Juniper Ridge Rd.		
Spanish Springs	U.S. 395 at Spanish Springs Rd.		
Susanville	Walmart (Riverside Dr.)	• Lassen Rural Bus	
Janesville	Janesville Park & Ride U.S. 395 at Janesville Grade Rd.	• Lassen Rural Bus	
Doyle	Shell (745 Rachel Dr.)	• Lassen Rural Bus	
Hallelujah Junction	Shell U.S. 395 at SR 70/Larder Wy.	• Plumas Transit	

Station/stop	Location	Connecting public transit
Reno	Reno Amtrak Station	• California Zephyr • Regional Transportation Commission (RTC) (Washoe County) • Amtrak Thruway: Route 20 (Sacramento) • Greyhound (San Francisco)
	Reno–Tahoe International Airport	• Eastern Sierra Transit

Source: AECOM

Note:
Walk-up passengers are accepted on a space-available basis at the Burney, Alturas, and Susanville stops; all other stops are served by reservation only. Same-day reservations and walk-on passengers are accepted when possible, but reservations are recommended (at least one day in advance), as a scheduled trip may not operate without at least one confirmed reservation.

Table 3-12. Existing Transit Services (Timetable) – Reno via Susanville

Outbound (eastbound) *read down*		Station/stop	Inbound (westbound) *read up*	
Reno line (*MWF only*)	Redding line (*Tu only*)		Redding line (*Tu only*)	Reno line (*MWF only*)
—	13:15	Redding (Mt. Shasta Mall)	—	—
—	**13:30**	**Redding (RABA Downtown Pass. Terminal)**	**11:15**	—
—	↓	Redding (Mt. Shasta Mall)	11:00	—
—	14:30	Burney	09:40	—
—	14:55	Fall River Mills	09:20	—
—	15:20	Bieber	08:55	—
—	15:35	Adin	08:40	—
—	16:00	Canby	08:20	—
—	16:20	Alturas	08:00	—
08:00	—	Alturas	—	17:10
08:20	—	Likely	—	17:10
08:35	—	Madeline	—	16:55
08:50	—	Termo	—	16:30
09:05	—	Spanish Springs	—	16:15
09:45	—	Susanville	—	15:30
10:00	—	Janesville	—	15:10
10:15	—	Doyle	—	14:42
11:00	—	Hallelujah Junction	—	14:25
11:30	—	**Reno (Amtrak)**	—	**13:45**
11:50	—	Reno–Tahoe International Airport	—	13:30
3h50m	**3h5m**	**Travel time**	**3h15m**	**3h40m**

Source: AECOM

As shown in **Figure 3-7**, both lines are designed as rural intercity services with multiple intermediate stops in various small communities. The Redding line (Redding–Alturas) uses the SR 299 corridor, while

the Reno line (Alturas–Reno) uses the U.S. 395 corridor. The two lines meet in Alturas, but a same-day transfer is not possible, as the two lines do not operate on the same days. As shown in **Table 3-10**, the Redding line only operates on Tuesdays, while the Reno line only operates on Mondays, Wednesdays, and Fridays. Both lines only operate one trip per direction per (service) day—effectively, once-weekly frequency for the Redding line and thrice-weekly frequency for the Reno line.

As shown in **Table 3-12**, the current timetable would not allow for a same-day trip even if both lines were operated on the same days (travel times shown in the table are only related to the segment and not the end-to-end travel time between Redding and Reno). Current one-way travel times (when traveling to Reno) are approximately 3 hours, 5 minutes between Redding (RABA Downtown Passenger Terminal) and Alturas and approximately 3 hours, 50 minutes between Alturas and Reno (Amtrak station). Assuming a timed connection in Alturas, a through journey between Redding and Reno would therefore take almost 7 hours based on the current routes and stops. Current one-way travel times between Alturas and Susanville are approximately 2 hours, 55 minutes, meaning that a similar through journey between Redding and Susanville would take approximately 6 hours based on the current routes and stops.

Given the low frequency and travel times and the lack of same-day connections in Alturas, it is unlikely that many passengers use these services for travel between Redding and Reno. Based on the current transit services in the Shasta Region, a connection through Sacramento is more feasible for trips between Redding and Reno, as there are multiple options available on each leg of the journey and service is provided daily.

In the past, the Susanville Indian Rancheria (north of the city of Susanville proper) provided transit service to/from Chester, Red Bluff, and Redding via the SR 36 corridor, but the Rancheria's public transportation program has been discontinued indefinitely as of July 23, 2020. As such, the only currently available option for public transportation between Susanville and Redding involves the lengthy detour to Alturas and cannot be completed in a single day, presenting a severe challenge for transit-dependent riders.

3.2.1.5 Eureka–Arcata

Existing intercity transit service between Redding and the Eureka–Arcata area is provided by Trinity Transit (Redding and Willow Creek lines) and Humboldt Transit Authority (Willow Creek line and Redwood Transit System (RTS)). A map showing the routes and stops is provided in **Figure 3-8**. General parameters, stop locations, and detailed timetables for services in the corridor are provided in **Table 3-13**, **Table 3-14**, and **Table 3-15**, respectively.

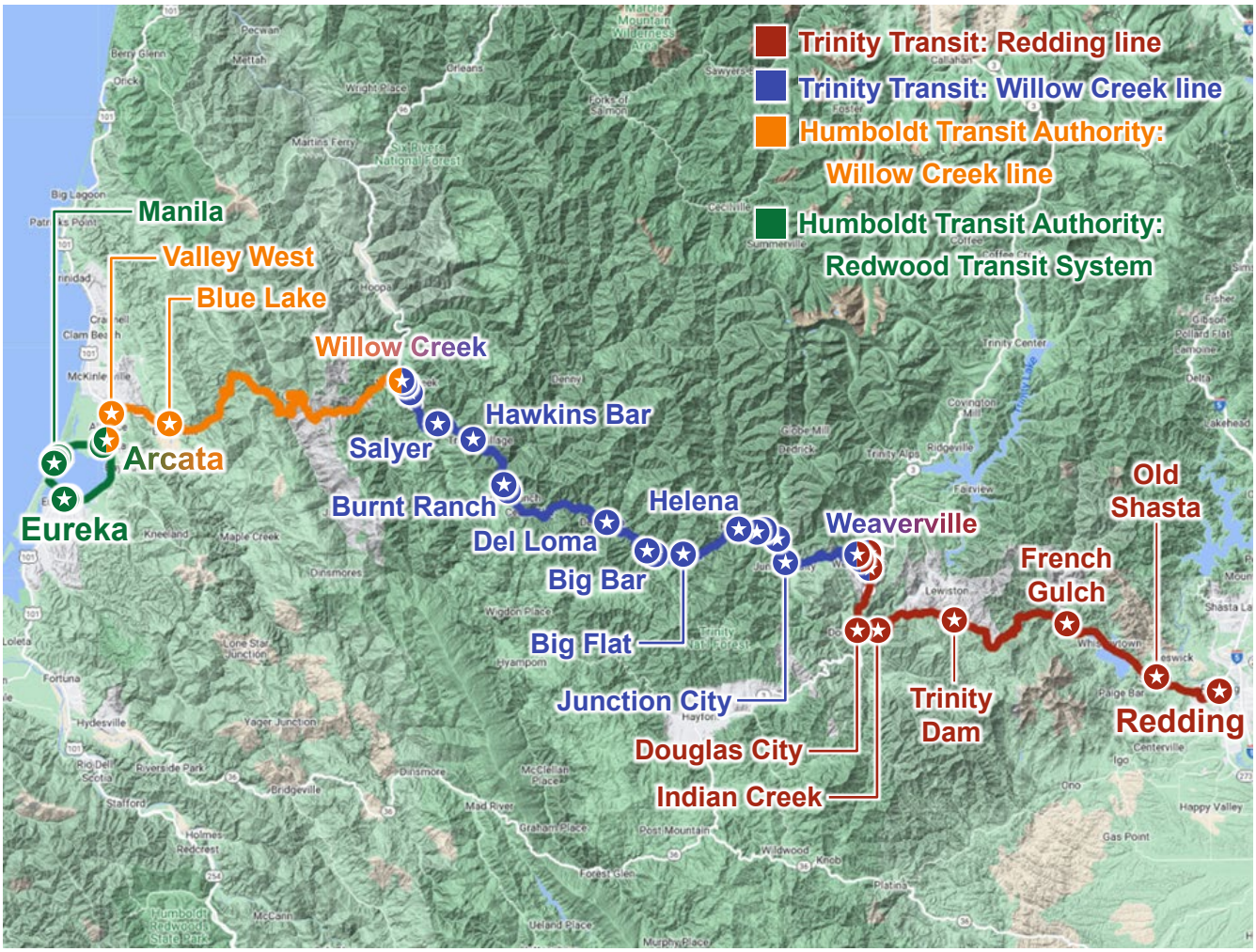
As shown in **Figure 3-8**, these lines are designed primarily as rural intercity services, with dense stop spacing to provide access for small mountain communities along the SR 299 corridor between Redding and Arcata. A one-way through journey between Redding and Arcata requires three different buses (with transfers in Weaverville and Willow Creek); extending the journey to/from Eureka requires an additional bus and transfer at the Arcata Transit Center.

As shown in **Table 3-13**, the base service in the corridor is weekdays (Mondays through Fridays) only. While Saturday service is provided over the portion of the corridor between Eureka and Willow Creek, there is no Sunday service anywhere along the corridor. Service along the majority of the corridor is limited to 2–3 trips per direction per day but is significantly more frequent in the "urbanized" segment in the Humboldt Bay area between Arcata and Eureka. In this segment, Redwood Transit System (RTS) provides a frequent trunk service that connects Humboldt County's major population centers along the U.S. 101 corridor, with various interlined branches and parallel routings to serve key destinations and smaller communities.

As shown in **Table 3-15**, there is only 1 trip per direction per day possible for through journeys (Redding–Arcata or Redding–Eureka), but a same-day round-trip journey is not possible. In the inbound direction

(to Redding), schedules line up relatively well for the through journey, allowing the trip from Eureka to Redding to be made in approximately 4 hours, 30 minutes, with only minimal time loss at the transfer points. In the opposite direction (to Eureka), however, the through journey takes almost twice as long (approximately 8 hours, 30 minutes) due to a 3-hour transfer in Weaverville and 1-hour transfer in Willow Creek. As mentioned earlier, a through journey is only possible on weekdays, as there is no Saturday or Sunday service on the Trinity Transit segments (Redding–Weaverville–Willow Creek). These issues present significant challenges for riders who are dependent on transit.

Figure 3-8. Existing Transit Services – Eureka–Arcata



Source: Google MyMaps (base map), AECOM (annotations)

Table 3-13. Existing Transit Services (Summary) – Eureka–Arcata

Operator	Route (terminals)	Service level (trips per direction per day)	Service days	Approx. travel time Redding ↔ Eureka (hours, minutes)
Trinity Transit	Redding line: Redding ↔ Weaverville	2	Weekdays only	N/A (*same-day journey not possible*)
	Willow Creek line: Weaverville ↔ Willow Creek	2	Weekdays only	
Humboldt Transit Authority	Willow Creek line: Willow Creek ↔ Arcata	3 (westbound) 2 (eastbound)	Weekdays	
		3	Saturdays	
		No service on Sundays		
	Redwood Transit System: Arcata ↔ Eureka	28 (southbound) 29 (northbound) (*approx. every 30 minutes*)	Weekdays	
		10 (*approx. every 60–120 minutes*)	Saturdays	
		No service on Sundays		

Source: AECOM

Table 3-14. Existing Transit Services (Stations/Stops) – Eureka–Arcata

Station/stop	Location	Connecting public transit	
Trinity Transit: Redding line			
Redding	Canby Road Transfer Facility (Mt. Shasta Mall)	• RABA	• Sage Stage
	Turtle Bay Exploration Park 800 Sundial Bridge Dr.	• RABA	
	Redding Amtrak Station (RABA Downtown Passenger Terminal) 1530 Yuba St.	• RABA • Trinity Transit • Sage Stage	• Amtrak Thruway: Route 3 (RABA Route 99X)
Old Shasta	Old Shasta Post Office (15430 Hwy. 299) (*westbound*) SR 299 at Buell Aly. (*eastbound*)	• RABA: Route 19 (Beach Bus)	
French Gulch	SR 299 at Trinity Mountain Rd.		
Trinity Dam	Lewiston Park & Ride SR 299 at Trinity Dam Blvd.		
Indian Creek	Indian Creek Lodge (59741 Hwy. 299)	• Trinity Transit	
Douglas City	Douglas City Park & Ride SR 299 at Riverview Rd.	• Trinity Transit	
Weaverville	Trinity Plaza (SR 299 at Martin Rd.)	• Trinity Transit	
	Weaverville Community Services District (SR 299 at Mill St.) (*eastbound*)	• Trinity Transit	

Station/stop	Location	Connecting public transit
	Buddy's Auto Center Inc. (SR 299 at Bremer St.) (*westbound*)	
	Weaverville Library (351 Main St.)	• Trinity Transit
	Chevron Mini-Mart SR 3 at Browns Ranch Rd.	• Trinity Transit
Trinity Transit: Willow Creek line		
Weaverville	Chevron Mini-Mart SR 3 at Browns Ranch Rd.	• Trinity Transit
	Trinity Plaza near Burger King (SR 299 at Martin Rd.)	• Trinity Transit
	Weaverville Community Services District SR 299 at Mill St.	• Trinity Transit
	Buddy's Auto Center Inc. (Main Street Auto) SR 299 at Bremer St.	• Trinity Transit
	Weaverville Library (351 Main St.)	• Trinity Transit
Junction City	SR 299 at Canyon Creek Rd. Junction City Store (*eastbound*) Junction City Café (*westbound*)	
	SR 299 at Power House Rd.	
	Big Foot Campground	
	Trinity Canyon Lodge	
	SR 299 at E. Fork Rd. (Helena)	
	Pigeon Point Campground	
Big Flat	Trinity River Rafting / Trinity Adventure Park 31021 Hwy. 299	
Big Bar	Big Bar Ranger Station SR 299 at Corral Bottom Rd.	
	Big Bar Market (*formerly*) 27641 Hwy. 299	
Del Loma	Del Loma RV Park (21720 Hwy. 299)	
Burnt Ranch	Burnt Ranch Post Office 10271C Hwy. 299 (at Hennessey Rd.)	
	Burnt Ranch Store (*formerly*)	
Hawkins Bar	SR 299 at Denny Rd.	
Salyer	Salyer Store 20811 Hwy. 299 (at Campbell Ridge Rd.)	
Willow Creek	Early Bird (*formerly*) 40640 Hwy. 299 (at Blue Jay Ln./Gypo Ln.)	
	SR 299 at Panther Rd.	
	SR 299 & SR 96	

Humboldt Transit Authority: Willow Creek line		
Willow Creek	SR 299 & SR 96	
Blue Lake	Blue Lake City Hall (111 Greenwood Ave.)	
	Blue Lake Casino Hotel Chartin Rd. & Chartin Rd.	
Arcata	Valley West (McDonald's) 4901 Valley W. Blvd.	• Humboldt Transit Authority: ○ Arcata & Mad River Transit System (A&MRTS) ○ Redwood Transit System (RTS)
	Arcata High School H St. & 16th St. (*westbound*) G St. & 16th St. (*eastbound*)	• Humboldt Transit Authority: ○ Arcata & Mad River Transit System (A&MRTS)
	Arcata Transit Center 925 E St.	• Humboldt Transit Authority: ○ Arcata & Mad River Transit System (A&MRTS) ○ Redwood Transit System (RTS) • Redwood Coast Transit (RCT) • Amtrak Thruway: Route 7 (Martinez)
Humboldt Transit Authority: Redwood Transit System		
Arcata	Arcata Transit Center 925 E St.	*See Humboldt Transit Authority (Willow Creek line) above*
	H St. & 6th St. (*southbound*) G St. & 5th St. (*northbound*)	• Humboldt Transit Authority: ○ Arcata & Mad River Transit System (A&MRTS) ○ Redwood Transit System (RTS)
Manila	Lupin Ave. & Peninsula Dr.	
	Manila Community Resource Center 1611 Peninsula Dr.	
	Peninsula Dr. & Taylor Ct. (*northbound*) Peninsula Dr. & Tide Rd. (*southbound*)	
Eureka	4th St. & X St. (*southbound*)	• Humboldt Transit Authority: ○ Eureka Transit Service (ETS)
	4th St. & U St. (*southbound*) 5th St. & U St. (*northbound*)	• Humboldt Transit Authority: ○ Eureka Transit Service (ETS)
	4th St. & O St. (*southbound*) 5th St. & O St. (*northbound*)	• Humboldt Transit Authority: ○ Eureka Transit Service (ETS)
	4th St. & K St. (*southbound*) 5th St. & K St. (*northbound*)	• Humboldt Transit Authority: ○ Eureka Transit Service (ETS)
	Eureka Transit Center[a]	• Humboldt Transit Authority:

	4th St. & H St. (*southbound*) 5th St. & H St. (*northbound*)	○ Eureka Transit Service (ETS) ○ Southern Humboldt Intercity (“SoHum”) ○ North State Express Route 101 • Redwood Coast Transit (RCT)

Source: AECOM

Note:

*(a) Amtrak Thruway Route 7 (Martinez) does not stop at the Eureka Transit Center and instead stops at 6th St. & C St., which can be reached via the Redwood Transit System stops at 4th St. & B St. (*southbound*) and 5th St. & D St. (*northbound*).*

Table 3-15. Existing Transit Services (Timetable) – Eureka–Arcata

Outbound (westbound) *read down*				Station/stop	Inbound (eastbound) *read up*		
—	—	10:15	15:30	Redding (Canby Road Transfer Facility)	08:39	12:24	—
—	—	10:20	15:35	Redding (Turtle Bay Exploration Park)	08:34	12:19	—
—	—	**10:30**	**15:45**	**Redding (RABA Downtown Pass. Terminal)**	**08:24**	**12:09**	—
—	—	10:41	15:56	(Post Office) Old Shasta (Buell Aly.)	08:13	11:58	—
—	—	10:52	16:07	French Gulch	08:02	11:47	—
—	—	11:07	16:22	Trinity Dam	07:46	11:31	—
—	—	11:17	16:32	Indian Creek	↑	↑	—
—	—	11:19	16:34	Douglas City	07:34	11:19	—
—	—	11:27	16:42	Weaverville (Martin Rd.)	07:25	11:10	—
—	—	11:29	16:44	(Bremer St.) Weaverville (Mill St.)	07:22	11:07	—
—	—	11:32	16:47	Weaverville (Library)	07:20	11:05	—
—	—	11:37	16:52	Weaverville (Chevron Mini-Mart)	07:15	11:00	—
—	07:25	14:30	—	Weaverville (Chevron Mini-Mart)	—	—	—
—	07:30	14:35	—	Weaverville (Martin Rd.)	—	10:52	18:27
—	07:32	14:37	—	(Bremer St.) Weaverville (Mill St.)	—	10:49	18:24
—	07:35	14:40	—	Weaverville (Library)	—	10:47	18:22
—	07:47	14:52	—	Junction City (Canyon Creek Rd.)	—	10:36	18:11
—	07:50	14:55	—	Junction City (Power House Rd.)	—	10:33	18:08
—	07:52	14:57	—	Junction City (Big Foot Campground)	—	10:31	18:06
—	07:54	14:59	—	Junction City (Trinity Canyon Lodge)	—	10:29	18:04
—	07:57	15:02	—	Junction City (E. Fork Rd./Helena)	—	10:25	18:00
—	07:57	15:02	—	Junction City (Pigeon Point Campground)	—	10:25	18:00
—	08:07	15:12	—	Big Flat	—	10:16	17:51
—	08:09	15:14	—	Big Bar (Ranger Station)	—	10:12	17:47
—	08:10	15:15	—	Big Bar (Market)	—	10:11	17:46
—	08:20	15:25	—	Del Loma	—	10:03	17:38
—	08:35	15:40	—	Burnt Ranch (Post Office)	—	09:47	17:22
—	08:36	15:41	—	Burnt Ranch (Store)	—	09:46	17:21
—	08:42	15:47	—	Hawkins Bar	—	09:40	17:15
—	08:49	15:54	—	Salyer	—	09:33	17:08
—	08:53	15:58	—	Willow Creek (Blue Jay Ln./Gypo Ln.)	—	09:28	17:03
—	08:55	16:00	—	Willow Creek (Panther Rd.)	—	09:26	17:01
—	08:57	16:02	—	Willow Creek (SR 299 & SR 96)	—	09:25	17:00
06:55	09:48	17:10	—	Willow Creek (SR 299 & SR 96)	—	09:18	16:55
07:40	10:33	17:55	—	(City Hall) Blue Lake (Casino Hotel)	—	08:28	16:05
07:41	10:34	17:56	—	(Casino Hotel) Blue Lake (City Hall)	—	08:27	16:04
(a)	(a)	(a)	—	Arcata (Valley West)	—	08:20	15:57
07:57	10:50	18:12	—	Arcata (High School)	—	08:14	15:51
07:58	10:51	18:13	—	Arcata (Transit Center)	—	08:13	15:48

Outbound (westbound) *read down*				Station/stop	Inbound (eastbound) *read up*		
08:04	11:04	18:34	—	Arcata (Transit Center)	—	08:09	15:33
08:08	11:08	18:38	—	(H St. & 6th St.) Arcata (G St. & 5th St.)	—	08:05	15:30
↓	↓	↓	—	Manila (Lupin Ave. & Peninsula Dr.)	—	07:57	↑
↓	↓	↓	—	Manila (Community Resource Center)	—	07:56	↑
↓	↓	↓	—	(Tide Rd.) Manila (Taylor Ct.)	—	07:55	↑
08:17	11:17	18:48	—	(4th St. & X St.) Eureka —	—	↑	↑
08:18	11:18	18:48	—	(4th St. & U St.) Eureka (5th St. & U St.)	—	↑	15:20
08:20	11:20	18:50	—	(4th St. & O St.) Eureka (5th St. & O St.)	—	07:47	15:18
08:21	11:21	18:51	—	(4th St. & K St.) Eureka (5th St. & K St.)	—	07:46	15:17
08:22	**11:22**	**18:53**	—	**Eureka (Transit Center)**	—	**07:45**	**15:16**
1h27m	**3h57m**	**8h23m**	—	**Travel time**	**1h24m**	**4h24m**	**3h11m**

Source: AECOM

Note:

Timetable represents weekday service; the Trinity Transit portion of the corridor (between Redding and Willow Creek) does not operate on Saturdays or Sundays.

For Redwood Transit System (between Arcata and Eureka), only selected trips are shown (i.e., those allowing for timed connections with Humboldt Transit Authority's Willow Creek line at the Arcata Transit Center).

(a) Drop-off by request only.

3.2.2 Planned Services

3.2.2.1 Bus

As discussed earlier, SRTA has developed plans to potentially begin intercity bus service in the near-term timeframe, linking Redding with Sacramento via the I-5 corridor (a.k.a. Salmon Runner). A corresponding Valley Feeder service would provide supplemental connections in Orland for communities not directly served by the service along I-5, including Chico, Corning, and Willows. The service would provide intercity connections better tailored to the specific needs of the Shasta Region and surrounding counties and allow passengers to avoid the ticketing restrictions of the current Amtrak Thruway service, which penalize bus-only trips by requiring purchase of a connecting train ticket.

As mentioned earlier, RABA has taken over operation of the Amtrak Thruway route between Redding and Chico with its new Route 99X, effective August 22, 2024. This change allows for bus-only ticketing for passengers with at least one trip end in the RABA segment, although a (timed) transfer is now necessary at the Chico Amtrak station between RABA Route 99X and Amtrak Thruway Route 3 buses for continuing journeys beyond Chico. Given RABA's experience already operating transit services including intercity services between Redding to Chico, experience and agreements for ticketing through multiple vendors, and having vehicles capable of supporting riders for the longer rides, RABA may be a better fit for implementing the service along the I-5 corridor.

SRTA staff also mentioned that there is some interest among RABA and HTA staff for improved bus service in the SR 299 corridor linking Redding with Arcata and Eureka.

Members of the advisory committee also identified several proposals for new rural intercity bus services for Redding and the larger North State Region in various stages of planning and/or implementation. These include STAGE (Siskiyou County) service between Yreka and Redding; Lake Transit Authority (LTA) service between Clearlake, Williams, and Marysville and Nevada County Connects (NCC) service

between Marysville and Grass Valley; and Redwood Coast Transit (RCT) service between Crescent City and Cave Junction, Oregon.

3.2.2.2 Rail

In terms of planned rail service, the San Joaquin Regional Rail Commission (SJRRC) and San Joaquin Joint Powers Authority (SJJPA) are in the process of implementing the Valley Rail program (https://www.sjrrc.com/valley-rail/), which is a coordinated series of projects to substantially expand passenger rail service in the Central Valley. Major components of the Valley Rail program include the following:

- *Sacramento (Natomas) Extension:* Extension of ACE and the San Joaquins along a new alignment into Sacramento from the south via the UP Sacramento Subdivision, with stations at Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas (bus connection to Sacramento International Airport)
- *ACE Merced Extension:* New southern branch of ACE in the Central Valley along the UP Fresno Subdivision, with stations in Downtown Manteca, Ripon, Modesto, Ceres, Turlock, Livingston, Atwater, and Merced (connection with HSR)
- *ACE Union City Extension:* New Bay Area branch of ACE service providing a direct connection with Bay Area Rapid Transit (BART) and linking the Bay Area with HSR in Merced (note further development of this extension is currently on hold)
- *Merced Intermodal Track Connection:* New passenger rail alignment into Merced from the north, bringing the San Joaquins directly into the future Downtown Merced intermodal hub, where both ACE and the San Joaquins will have timed transfers with HSR for continuing journeys to/from Fresno, Bakersfield, and Southern California

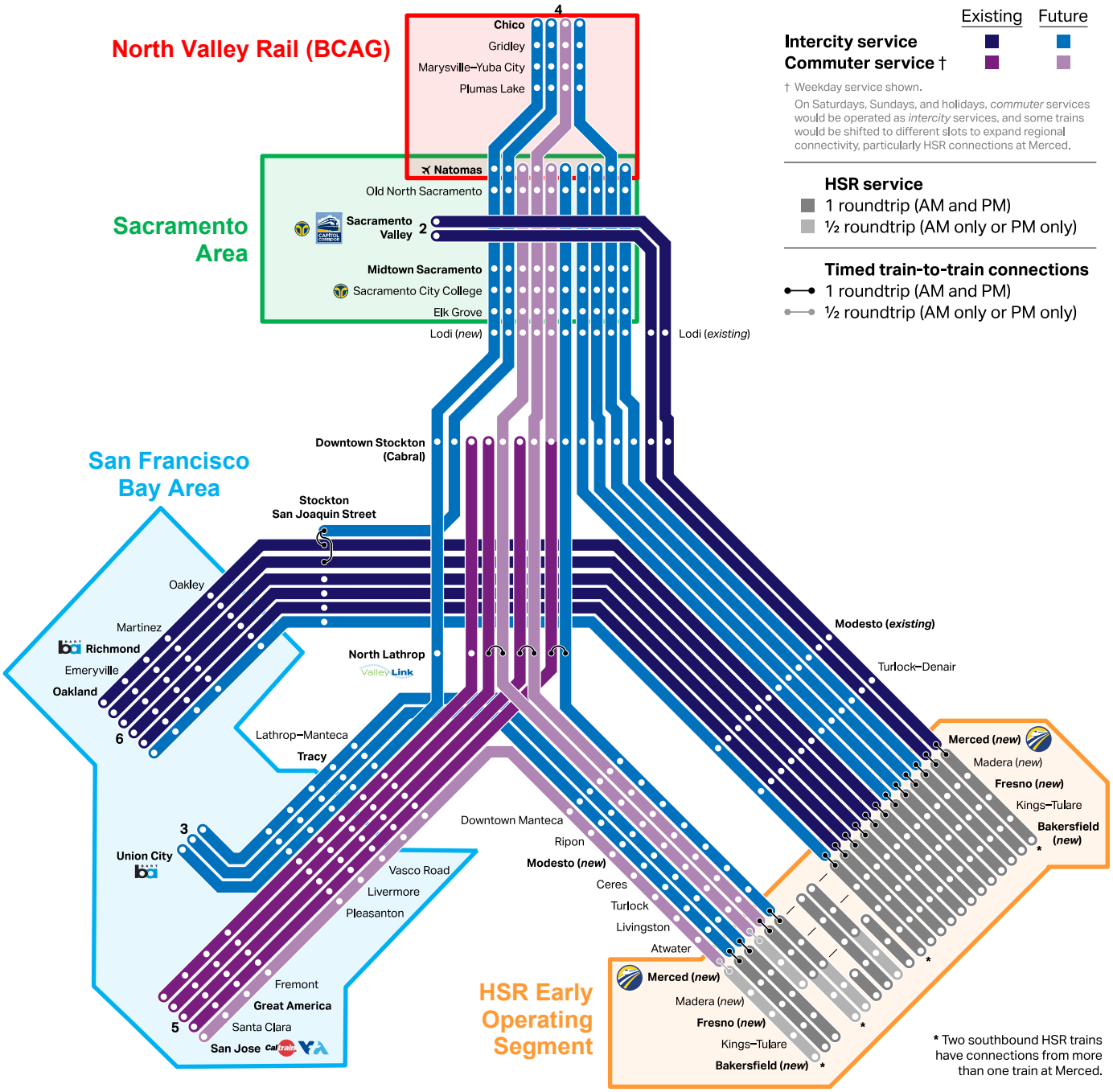
As mentioned earlier, BCAG has also recently completed the *North Valley Passenger Rail Strategic Plan*, which proposes to extend Valley Rail trains further north from Sacramento (Natomas) into the Northern Sacramento Valley region. From Natomas, the alignment for the project ("North Valley Rail") would continue north along the UP Sacramento Subdivision to Marysville (Binney Junction), transitioning to the UP Valley Subdivision and continuing north to a terminus in Chico. Stations would be provided in Plumas Lake, Marysville (also serving Yuba City), Gridley, and Chico.

According to the *North Valley Passenger Rail Strategic Plan,* North Valley Rail trains would be interlined with Valley Rail, continuing south beyond Natomas to allow for direct service to/from central Sacramento, Stockton, the Bay Area, and Merced. At Merced, passengers would be able to connect with high-speed rail (HSR) service to/from Fresno, Bakersfield, and Southern California. Connecting bus service would provide access to/from Oroville (via Gridley) and Sacramento International Airport (via Natomas).

The initial "starter" service would consist of up to 4 trips per direction per day (potentially expanding to hourly service or better by 2050, as envisioned in the Draft 2023 CSRP). The one-way travel time between Chico and Sacramento would be approximately 90 minutes.

Future ACE, San Joaquins, and HSR service upon completion of the HSR Early Operating Segment (EOS) between Merced and Bakersfield is shown in **Figure 3-9**. Each line in **Figure 3-9** represents one roundtrip (i.e., one trip per direction per day).

Figure 3-9. Valley Rail, North Valley Rail, and HSR EOS Service



Source: AECOM

3.2.3 Summary

Overall, the data collection effort for existing and planned transit services indicates that the existing intercity services are less than ideal for North State residents and visitors, with several significant deficiencies:

- Poor arrival or departure times (very late evening or very early morning)
- Long travel times

- No or limited service for smaller communities and even some mid-sized cities (e.g., FlixBus/Greyhound)
- Poor schedule coordination when transferring between lines or operators (e.g., service between Redding and Eureka–Arcata, or between Redding and Reno via Alturas)
- No or limited options for same-day roundtrip journeys, even for destinations that are relatively closer to Redding
- Restricted service days (many agency-operated services do not run on Sundays, some also do not run on Saturdays, and others only operate a few days a week)
- On-time performance and reliability
- Ticketing restrictions (e.g., some bus-only trips via Amtrak Thruway buses require purchase of a connecting train ticket)
- Capacity (ticket availability) during peak demand periods

These issues underscore the need for improved service for the Shasta Region and the North State in general.

3.3 Demographic and Travel Trends

3.3.1 Demographics

Demographic data obtained as part of the data collection effort were published by the United States Census Bureau and consist of residential population and number of employees by core-based statistical area (CBSA) from the following datasets:

- "Annual Estimates of the Resident Population for Metropolitan Statistical Areas in the United States and Puerto Rico: April 1, 2020 to July 1, 2023"(22)
- "Annual Estimates of the Resident Population for Micropolitan Statistical Areas in the United States and Puerto Rico: April 1, 2020 to July 1, 2023"(23)
- "2022 County Business Patterns"(24)

At a very high level, residential population and employment (jobs) are typically strong indicators of potential travel markets and are a good initial basis for comparing the corridors and hubs identified in this study. Areas with substantial population and employment are usually highly-urbanized areas (i.e., major cities) that can both generate outbound demand to Shasta County and attract inbound demand from Shasta County. For example, population and employment, along with other demographic data, are frequently used in more sophisticated travel demand models, such as those used by MPOs or for detailed ridership or traffic forecasting for major transportation projects.

CBSAs are geographic areas defined by the Office of Management and Budget (OMB) and include both metropolitan statistical areas (MSAs) and micropolitan statistical areas (μSAs). Each CBSA consists of one or more urbanized areas or "cores" meeting certain population thresholds, together with adjacent

(22) Available at https://www2.census.gov/programs-surveys/popest/tables/2020-2023/metro/totals/cbsa-met-est2023-pop.xlsx.

(23) Available at https://www2.census.gov/programs-surveys/popest/tables/2020-2023/metro/totals/cbsa-mic-est2023-pop.xlsx.

(24) Available at https://www.census.gov/data/tables/2022/econ/cbp/2022-cbp-tables.html.

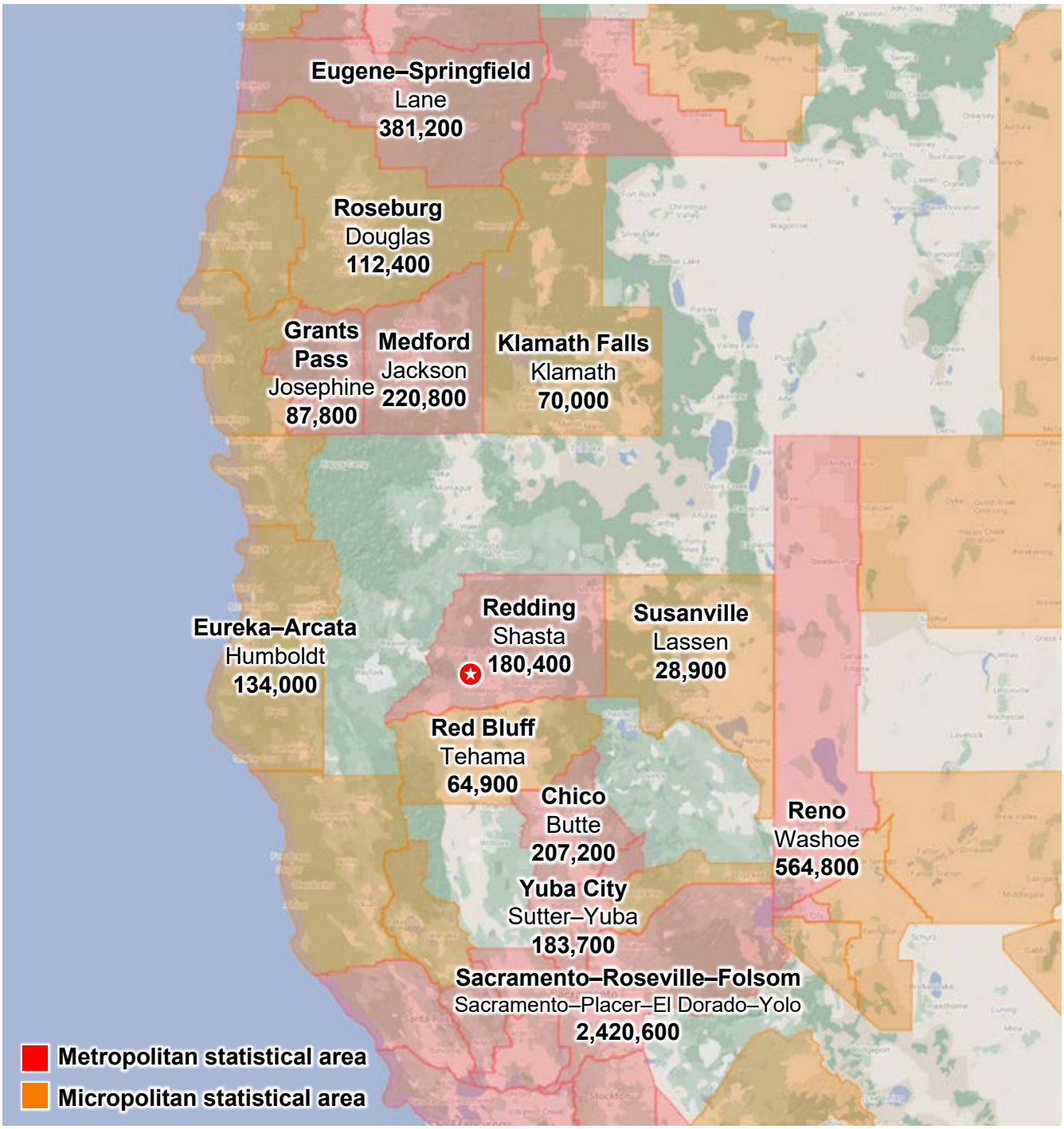
areas that exhibit a high degree of social and economic integration with these cores. The core must have a population of 50,000 or more for the area to qualify as an MSA, or at least 10,000 but less than 50,000 for the area to qualify as a μSA.

The relevant population and employment data for CBSAs along the identified corridors for this study are summarized in **Figure 3-10** and **Figure 3-11**. Alternatively, the results are also presented in the bubble charts in **Figure 3-12** and **Figure 3-13**, where the bubble radii are proportional to residential population and employment.

As shown in these figures, the Sacramento–Roseville–Folsom MSA (Sacramento, Placer, El Dorado, and Yolo counties) is by far the largest of the relevant CBSAs in terms of both population and employment. With 2.4 million residents and 810,000 jobs, it is 3 to 5 times the size of the next largest CBSA, the Reno MSA (Washoe County). The Eugene–Springfield MSA is third among the potential hubs identified for this study, with Eureka–Arcata—the only μSA among the hubs—ranking last in population and employment.

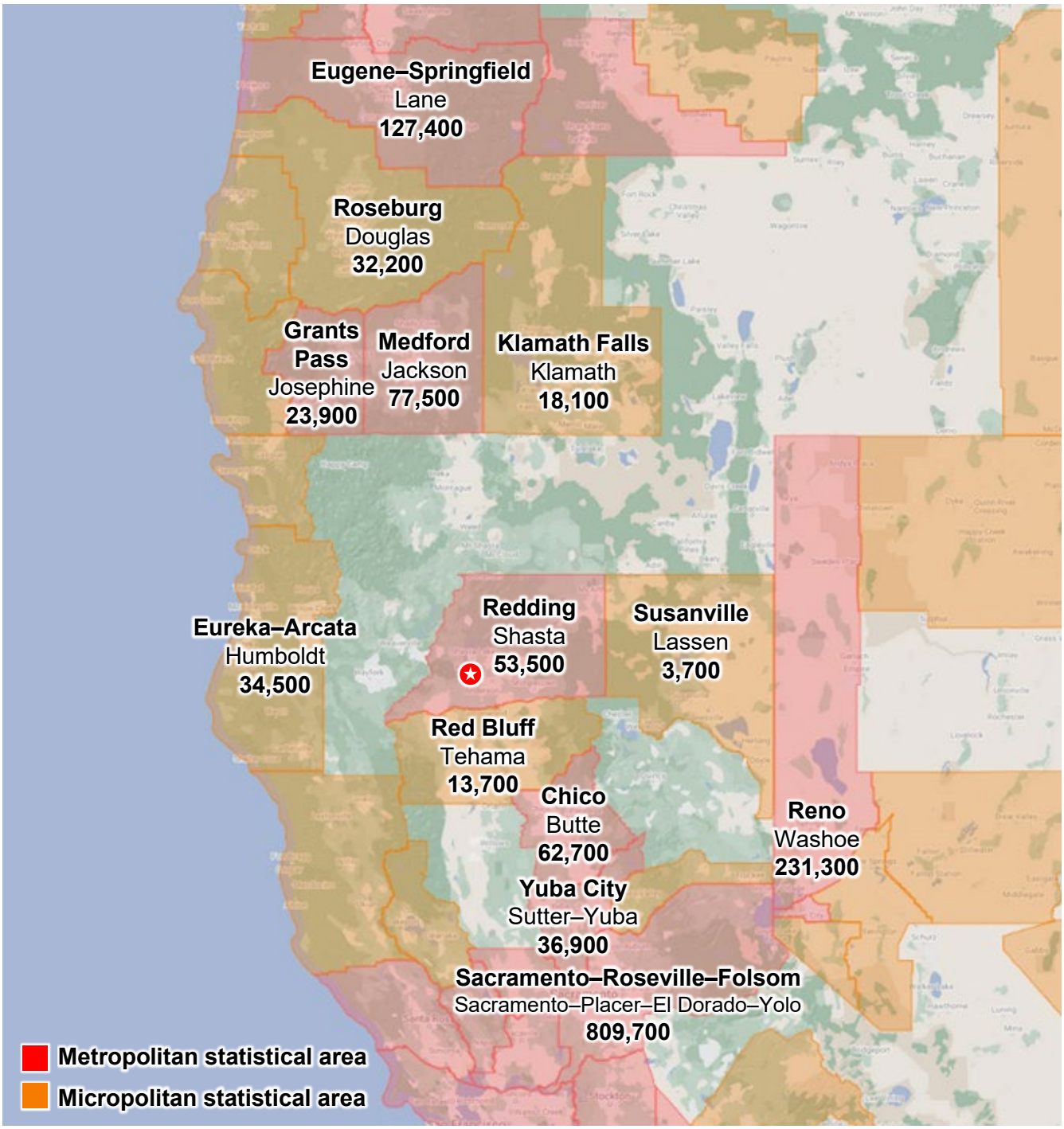
In terms of Sacramento are the population and employment *en route* to/from Redding, including the Red Bluff μSA (Tehama County), Chico MSA (Butte County), and Yuba City MSA (Sutter and Yuba counties). Unlike the other potential hubs, there is a significant and relatively contiguous corridor of residents and jobs between Redding and Sacramento. In contrast, areas north and west of Redding are very sparsely populated and do not meet the relevant population thresholds to qualify as CBSAs. East of Redding, Susanville (Lassen County) is recognized as a μSA but only has approximately 29,000 total residents and 4,000 total jobs, and is, on the whole, still very rural outside of Susanville.

Figure 3-10. Residential Population (2023) by CBSA



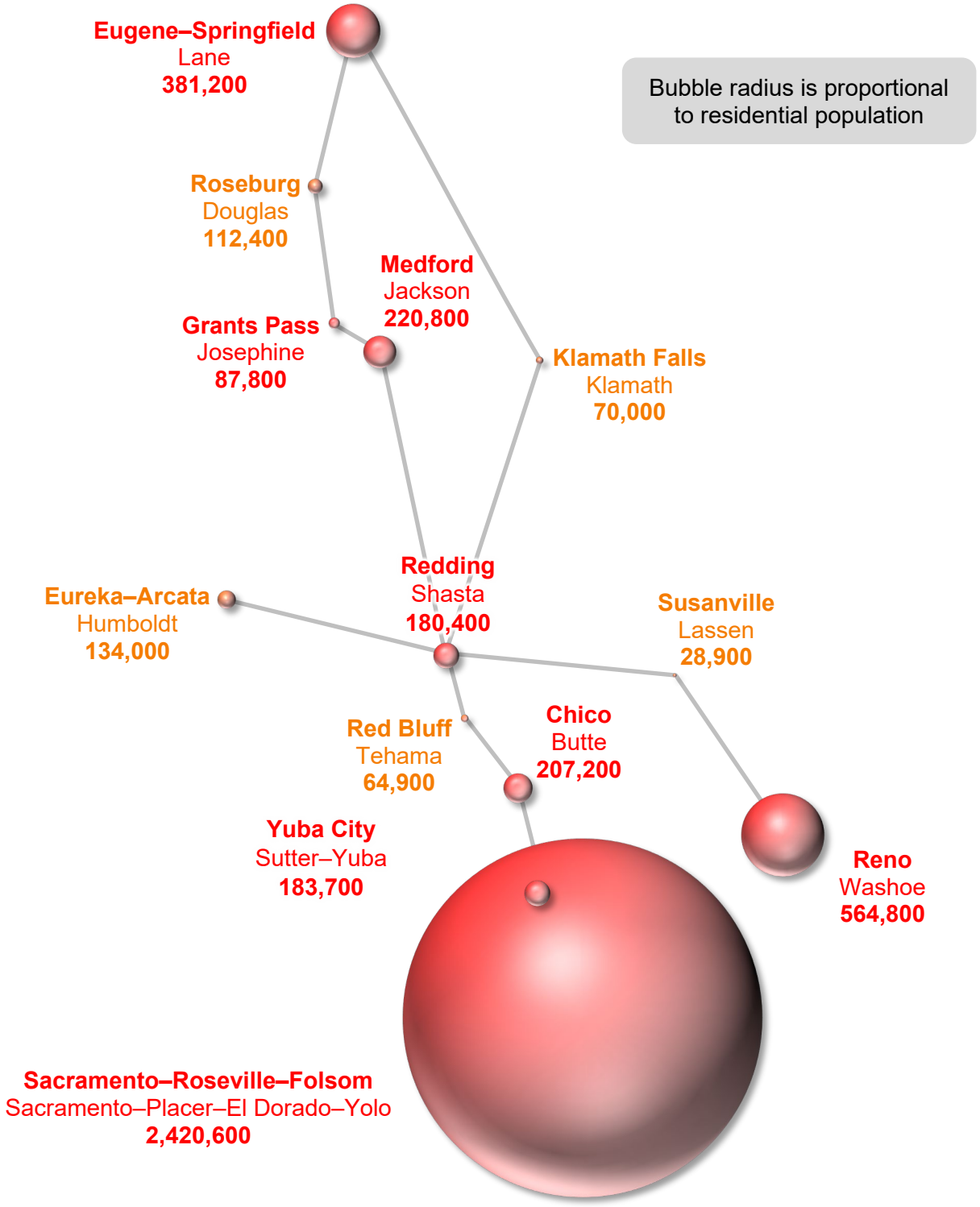
Source: Google MyMaps (base map), U.S. Census Bureau (population data), AECOM (annotations)

Figure 3-11. Number of Jobs (2022) by CBSA



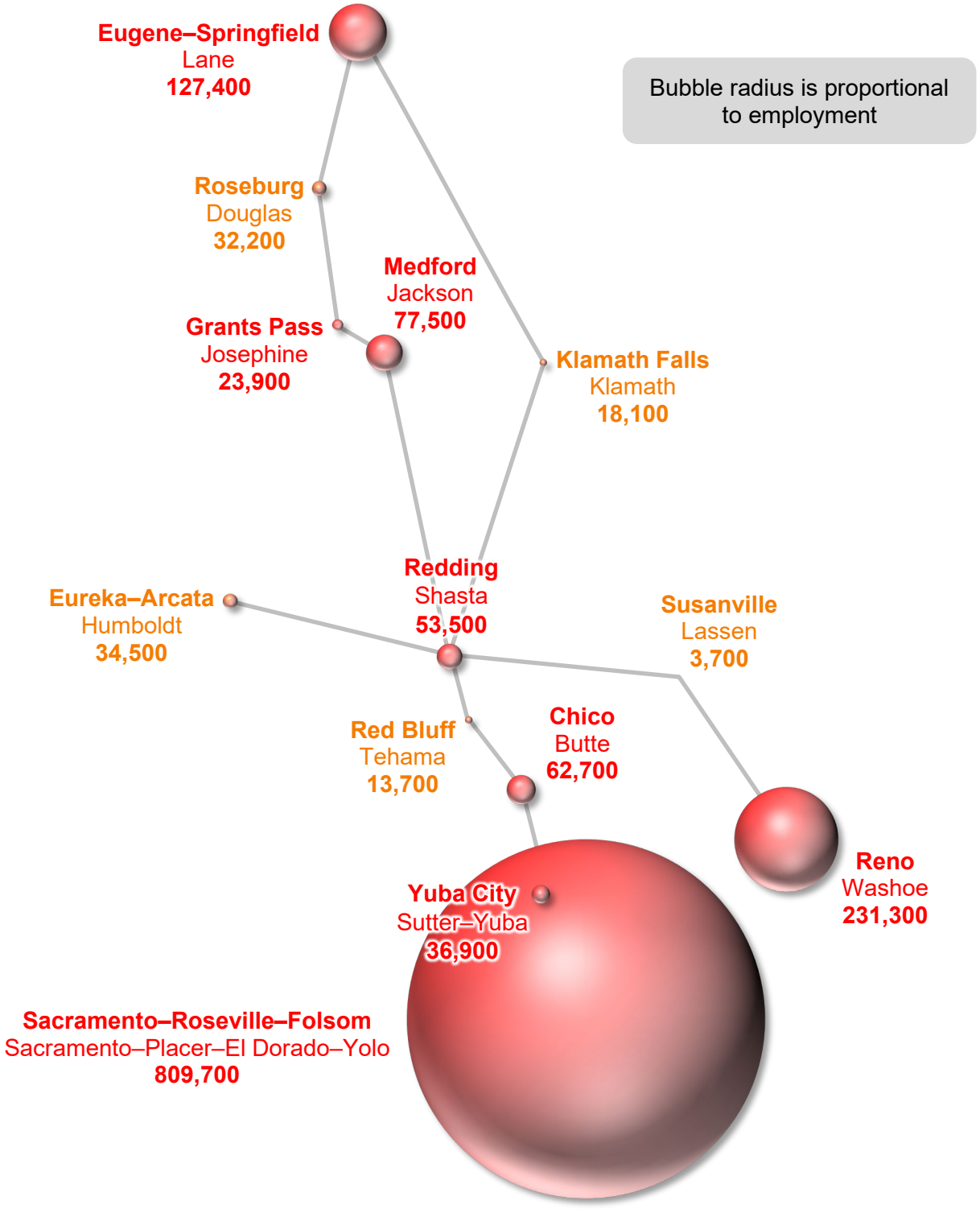
Source: Google MyMaps (base map), U.S. Census Bureau (employment data), AECOM (annotations)

Figure 3-12. CBSA Population (weighted diagram)



Source: AECOM

Figure 3-13. CBSA Employment (weighted diagram)



Source: AECOM

3.3.2 Travel Trends

Data on travel trends were obtained from multiple sources and reflect several different metrics:

- Peak-month and annual average daily traffic on California highways[25], published by Caltrans as part of the Traffic Census Program[26]
- Annual visitors to the Redding area by origin metropolitan statistical area (MSA), referenced from the *Redding Regional Airport Master Plan* (Draft) (April 2024)[27]
- Distances and estimated travel times by car from Google Maps

These data are discussed in more detail in the following subsections.

3.3.2.1 Average Daily Traffic

The Caltrans Traffic Census Program collects and compiles traffic count data for the entire State Highway System (SHS), including Interstate Highways, California State Routes, and United States Routes. Average daily traffic (ADT) data indicate the average number of vehicles traveling on a given segment of highway. Data are typically reported at each interchange or junction. **Figure 3-14** illustrates the peak-month and annual ADT for 2022, for all highways at Shasta County limits.

As shown in **Figure 3-14**, the highest traffic levels entering or exiting Shasta County are found on the I-5 corridor. ADT on I-5 at the southern county limit with Tehama County is approximately 47,500 (annual) and 51,000 (peak-month); traffic volumes at the northern county limit with Siskiyou are noticeably lower, at approximately 20,500 (annual) and 25,500 (peak-month)—the equivalent of about half or less of the volumes at the southern cordon. Traffic levels on the eastern and western cordons of Shasta County are substantially smaller, with SR 299 at the western county limit with Trinity County being the busiest, with ADT at approximately 4,200 (annual) and 5,100 (peak-month).

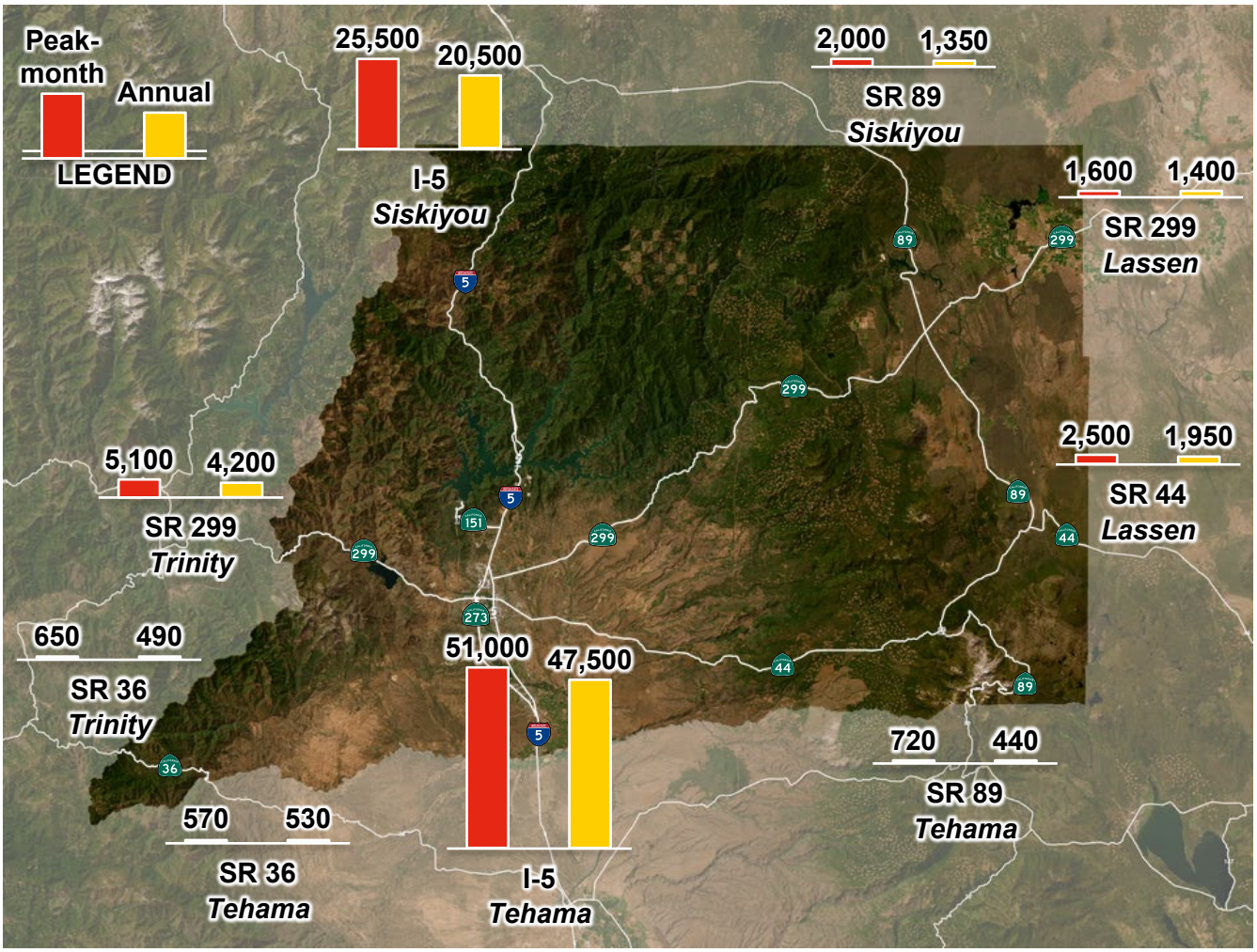
Overall, the data indicate the critical importance of the I-5 corridor and north–south travel in Shasta County, particularly to/from Tehama County and areas further south. This aligns well with the existing intercity transit services in the Shasta Region, which are heavily oriented in the north–south direction along or parallel to the I-5 corridor.

(25) Available at https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx.

(26) More information on the Traffic Census Program is available at https://dot.ca.gov/programs/traffic-operations/census.

(27) Available at https://redding.airportstudy.net/master-plan-documents/. Refer to Chapter 2, Attachment 1, *Redding Regional Airport True Visitation Estimate; Calendar Year 2021*.

Figure 3-14. Average Daily Traffic at Shasta County Limits



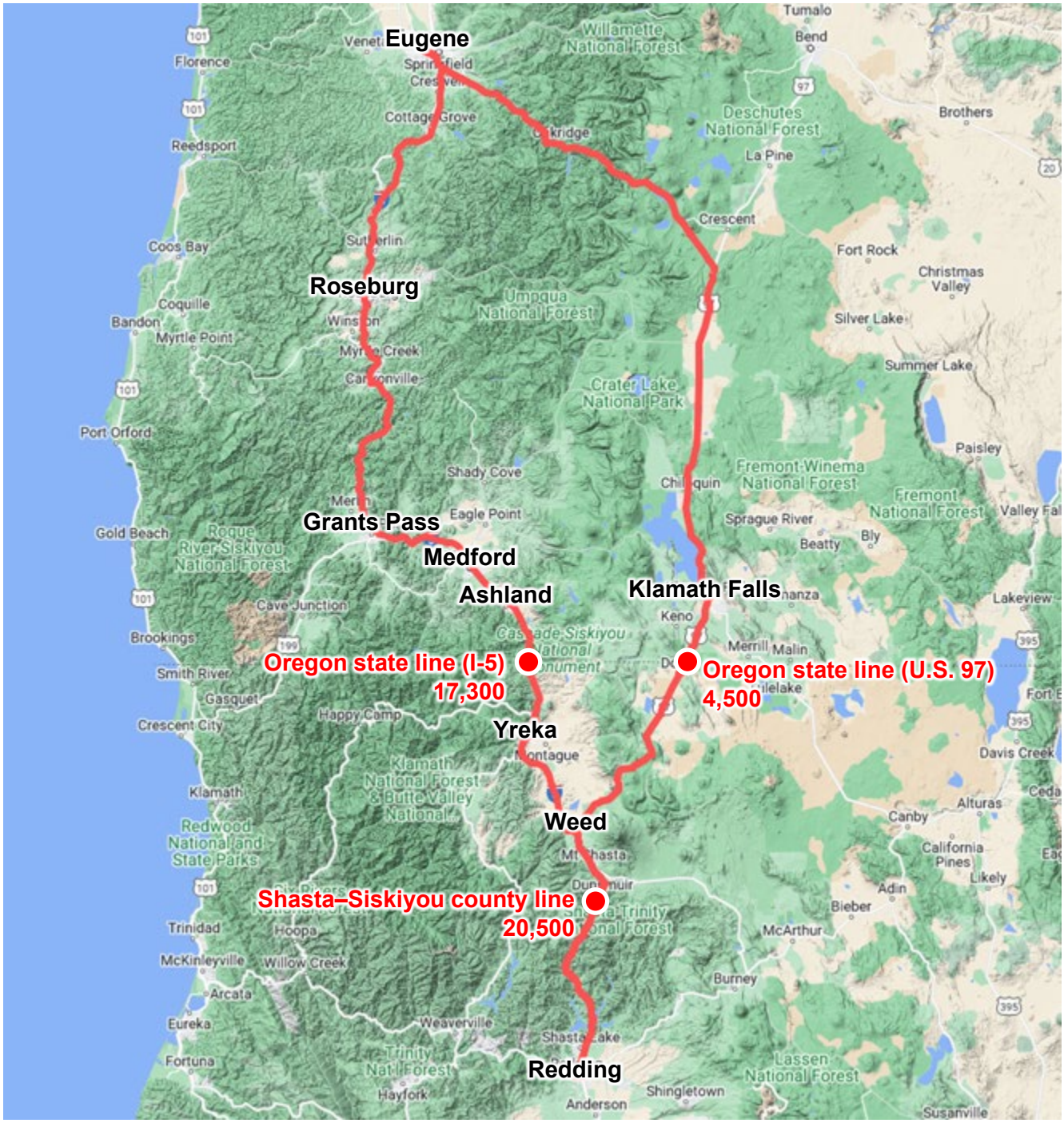
Source: Shasta County (base map) (https://gis.shastacounty.gov/portal/apps/webappviewer/index.html?id=339c801fbe3d4393b5cd5c10b0006379), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

For reference, more detailed ADT data at the corridor level are provided in **Figure 3-15** (Eugene), **Figure 3-16** (Chico), **Figure 3-17** (Sacramento), **Figure 3-18** (Reno via Susanville), and **Figure 3-19** (Eureka–Arcata), focusing on key points in the corridor (e.g., county or state limits) to better understand regional and long-distance travel patterns. Key findings from this data include the following:

- As shown in **Figure 3-15**, the I-5 corridor is significantly busier than (almost 4 times as busy as) the U.S. 97 corridor at the Oregon state line.
- As shown in **Figure 3-17**, traffic levels are relatively high along all three potential routes to/from Sacramento (I-5, SR 99, and SR 70), although I-5 is clearly the busiest of the three. Given that the I-5 route is sparsely populated, this likely speaks to the importance of I-5 as the preferred corridor for longer-distance travel, with SR 99 and SR 70 capturing shorter-distance demand to/from the medium-sized cities along the Feather River (Chico, Oroville, Marysville, and Yuba City).
- As shown in **Figure 3-18** and **Figure 3-19**, traffic levels are substantially lower on the east–west corridors. For Reno via Susanville, ADT at both the Shasta–Lassen and Lassen–Sierra county

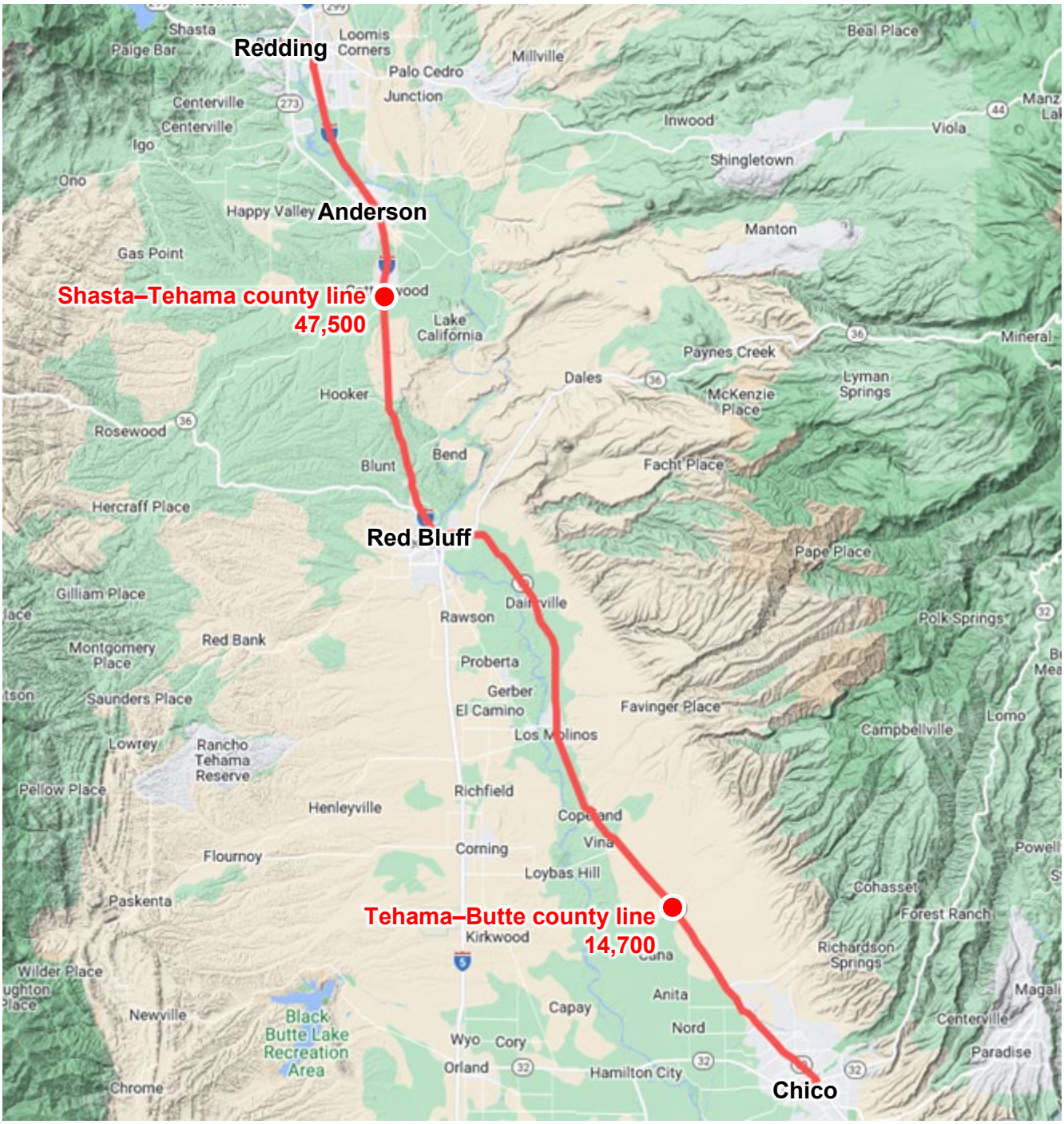
limits is below 2,000. For Eureka–Arcata, ADT is approximately 3,500–4,000 or less at the major juncture points, and about 2,500 at the approximate midpoint near Big Flat.

Figure 3-15. Annual Average Daily Traffic (2022) by Corridor – Eugene



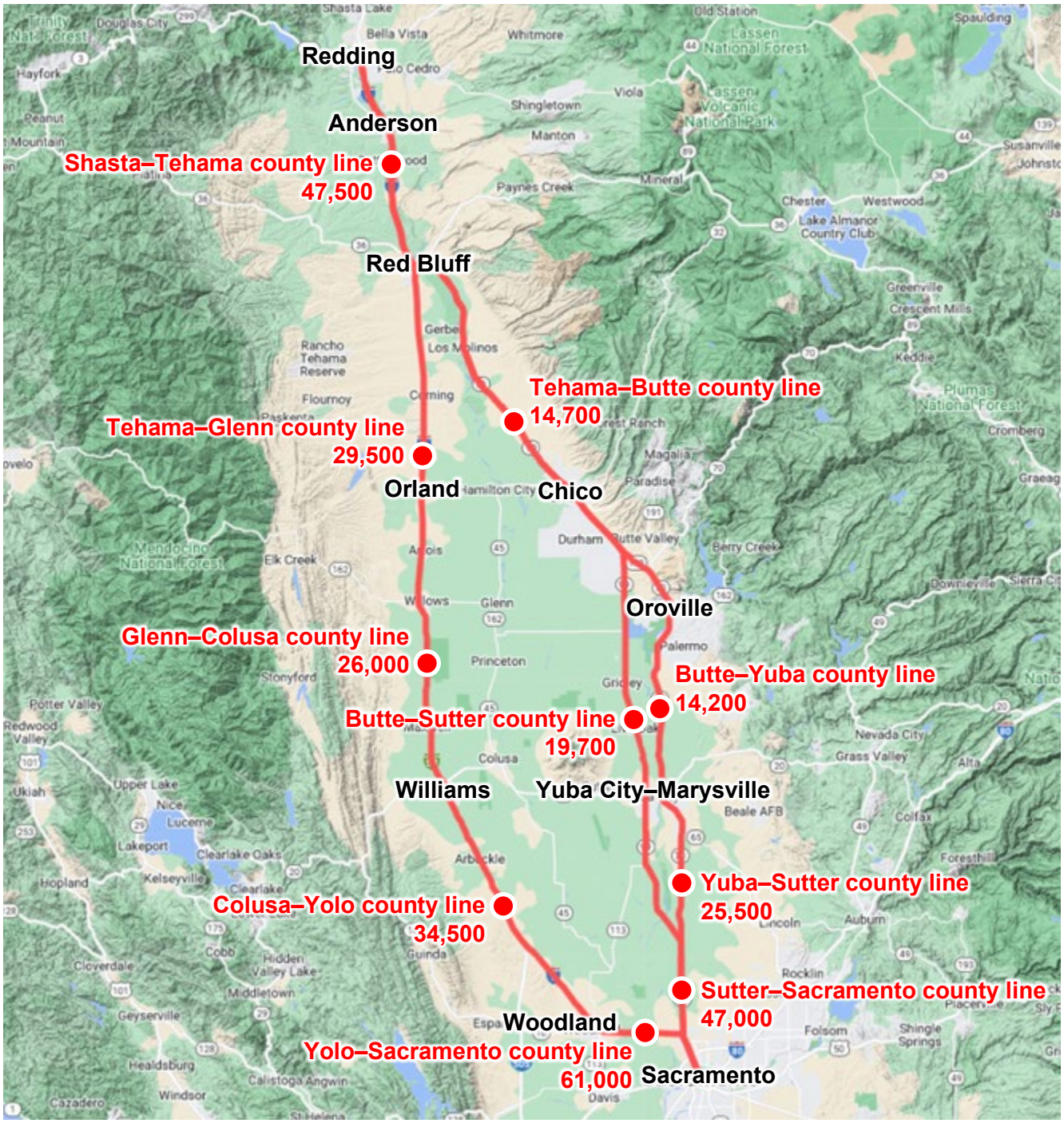
Source: Google MyMaps (base map), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

Figure 3-16. Annual Average Daily Traffic (2022) by Corridor – Chico



Source: Google MyMaps (base map), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

Figure 3-17. Annual Average Daily Traffic (2022) by Corridor – Sacramento

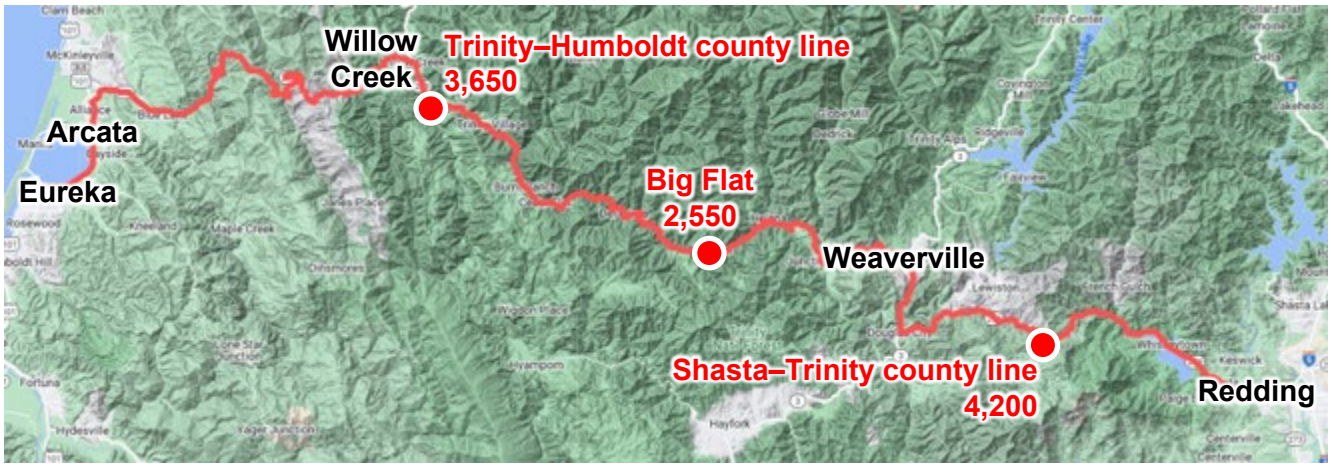


Source: Google MyMaps (base map), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

Figure 3-18. Annual Average Daily Traffic (2022) by Corridor – Reno via Susanville

Source: Google MyMaps (base map), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

Figure 3-19. Annual Average Daily Traffic (2022) by Corridor – Eureka–Arcata



Source: Google MyMaps (base map), Caltrans (ADT data) (https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/2022/2022-traffic-volumes-ca.xlsx), AECOM (annotations)

3.3.2.2 Visitation

The draft *Redding Regional Airport Master Plan* (April 2024)[28] includes a "true visitation estimate" for the Redding area using Global Positioning System (GPS) tracking data from smartphone devices. The underlying data were acquired from a mobile data analytics company that collects data from a wide array of smartphone apps. The location of the smartphone is captured when the device is connected to cellular or Wi-Fi data. The GPS data identify the "home" or 'origin" of each device based on where it is most frequently observed during typical "downtime" periods (i.e., evenings and weekends) over an extended duration of time. As the estimate is based solely on smartphone GPS data, visitors across all modes are captured, whether it is by car, transit (e.g., bus, train), or plane.

Because this particular analysis was conducted for the purposes of identifying potential markets for air service to Redding, "origin" locations within 100 miles of the Redding area were excluded from the true visitation estimate, as it is assumed that the majority of such visitors would continue to drive or use other land-based modes in lieu of air travel.

The top 50 metropolitan statistical areas (MSAs) for visitation to the Redding area are summarized in **Table 3-16**.

As shown in **Table 3-16**, the Sacramento–Roseville–Arden–Arcade MSA has consistently ranked as the top MSA for visitation to the Redding area for 2019, 2020, and 2021. Sacramento is also the highest-ranked among MSAs located on the identified analysis corridors (Medford is second, ranked 8th overall) or identified as potential hubs for this study (Eugene is second, ranked 15th overall). Sacramento's top ranking is likely a reflection of the significant population size and the proximity to the Redding area.

Also of note is the San Francisco Bay Area core MSA (San Francisco–Oakland–Hayward) ranked 2nd overall, not far behind Sacramento. When combined with other MSAs within the larger nine-county Bay Area, such as San Jose–Sunnyvale–Santa Clara (6th), Santa Rosa (9th), and Vallejo–Fairfield (12th), the data indicate strong visitor demand from San Francisco and surrounding areas.

Other key findings of the visitation analysis include the following:

- Estimated visitation to the Redding area (from beyond 100 miles) was nearly 2.2 million visits in 2021.
- Visitation patterns reflect a somewhat seasonal pattern, with 34 percent of visitation in 2021 occurring in the summer (June–August), with July being the peak month. February is the lowest month for visitation.
- The busiest days for visitation in 2021 were Friday and Saturday.

(28) Available at https://redding.airportstudy.net/master-plan-documents/. Refer to Chapter 2, Attachment 1, *Redding Regional Airport True Visitation Estimate; Calendar Year 2021*.

Table 3-16. Annual Visitation by MSA

Rank		Calendar year		
		2021	2020	2019
1	**Sacramento–Roseville–Arden–Arcade, CA**	**262,536**	**220,997**	**278,565**
2	San Francisco–Oakland–Hayward, CA	208,319	174,650	176,785
3	Los Angeles–Long Beach–Anaheim, CA	167,731	143,937	142,664
4	Seattle–Tacoma–Bellevue, WA	99,000	78,207	90,963
5	Portland–Vancouver–Hillsboro, OR–WA	90,874	71,520	98,948
6	San Jose–Sunnyvale–Santa Clara, CA	81,533	65,587	65,153
7	Riverside–San Bernardino–Ontario, CA	77,649	66,142	73,025
8	Medford, OR	51,548	44,718	82,407
9	Santa Rosa, CA	50,761	44,729	49,299
10	Stockton–Lodi, CA	49,000	44,145	44,402
11	Fresno, CA	41,267	32,470	31,621
12	Vallejo–Fairfield, CA	39,668	32,777	41,739
13	San Diego–Carlsbad, CA	38,921	41,898	38,688
14	Klamath Falls, OR	31,461	23,197	32,376
15	**Eugene, OR**	**29,991**	**24,038**	**41,089**
16	Bakersfield, CA	27,057	26,095	24,919
17	Santa Cruz–Watsonville, CA	25,809	19,117	20,710
18	Modesto, CA	25,294	22,143	24,809
19	Phoenix–Mesa–Scottsdale, AZ	24,416	23,154	39,204
20	**Reno, NV**	**23,859**	**19,479**	**30,941**
21	Grants Pass, OR	22,459	17,111	28,461
22	Crescent City, CA	21,809	17,065	27,929
23	Oxnard–Thousand Oaks–Ventura, CA	21,475	20,237	18,619
24	Salem, OR	17,733	12,351	23,428
25	Visalia–Porterville, CA	16,383	10,716	13,062
26	Salinas, CA	16,023	16,906	21,505
27	Bend–Redmond, OR	15,854	12,634	21,072
28	Las Vegas–Henderson–Paradise, NV	15,823	15,421	19,972
29	Roseburg, OR	15,124	10,397	15,515
30	San Luis Obispo–Paso Robles–Arroyo Grande, CA	13,162	13,585	18,526
31	Napa, CA	12,641	9,523	9,724
32	Merced, CA	12,527	12,047	12,695
33	Minneapolis–St. Paul–Bloomington, MN–WI	12,133	7,769	8,668
34	Clearlake, CA	11,731	12,117	11,369
35	Santa Maria–Santa Barbara, CA	11,534	13,403	14,577
36	Olympia–Tumwater, WA	10,846	8,441	10,528
37	Ukiah, CA	10,264	5,109	7,887
38	Boise City, ID	10,040	10,758	15,134
39	Truckee–Grass Valley, CA	9,282	9,383	12,519

Rank		Calendar year		
		2021	2020	2019
40	Spokane–Spokane Valley, WA	8,349	7,591	13,005
41	Albany, OR	7,625	5,958	8,229
42	Madera, CA	7,589	6,591	9,670
43	Bremerton–Silverdale, WA	7,523	7,959	8,896
44	Dallas–Fort Worth–Arlington, TX	7,200	4,809	11,819
45	New York–Newark–Jersey City, NY–NJ–PA	6,941	6,419	13,797
46	Bellingham, WA	6,522	5,060	5,618
47	Sonora, CA	6,161	5,923	6,129
48	Coos Bay, OR	6,147	4,996	6,351
49	Houston–The Woodlands–Sugar Land, TX	6,075	4,835	5,801
50	Denver–Aurora–Lakewood, CO	6,061	4,228	7,687

Source: Redding Regional Airport Master Plan *(draft) (April 2024)*

Note:
MSAs in red shading are located on the identified analysis corridors for this study.
*MSAs in **bold** are identified as potential hubs for this study.*

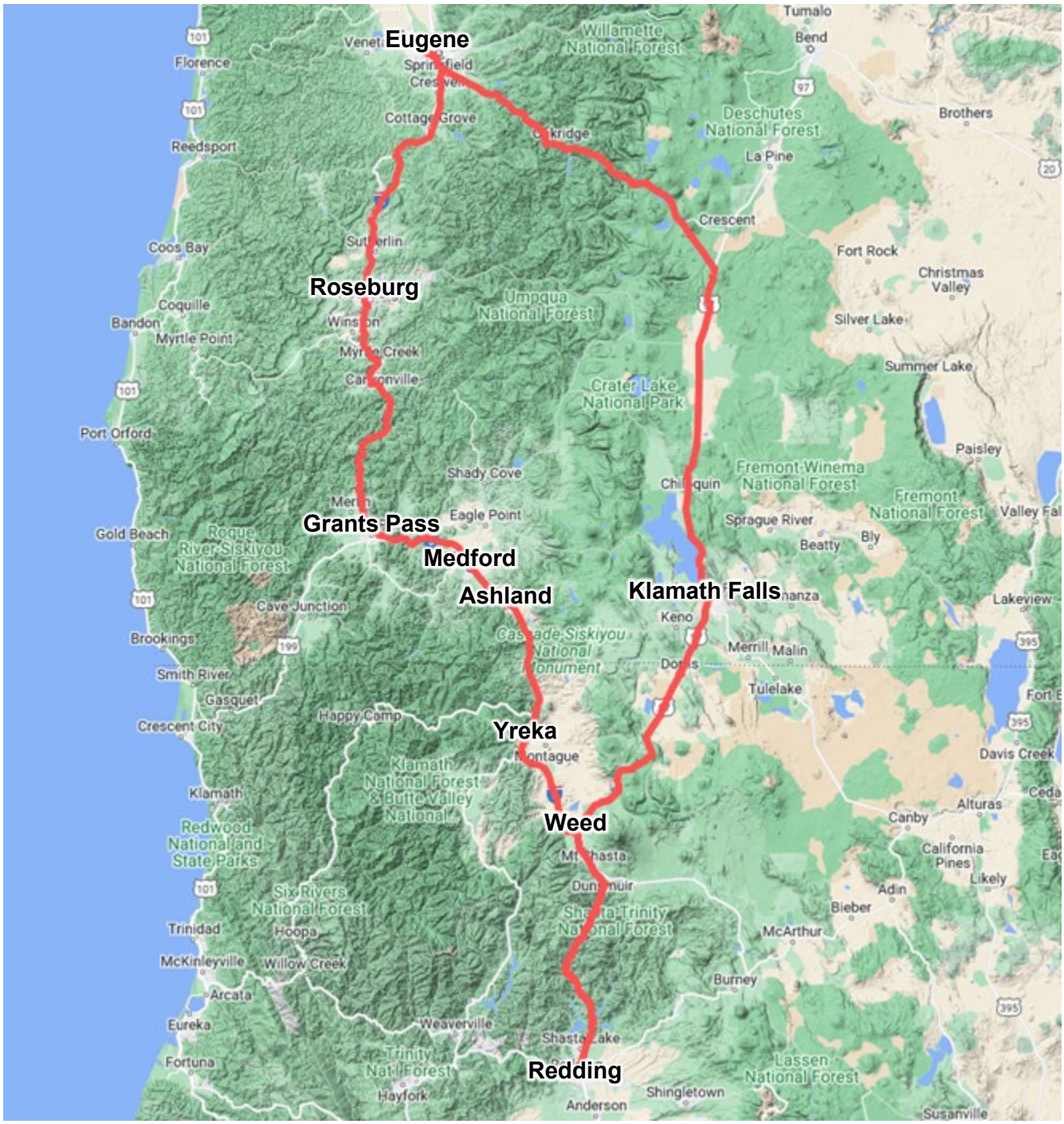
3.3.2.3 Distance and Travel Time by Car

Distance and travel time by car along each of the identified corridors was estimated from trip queries in Google Maps. The results are presented in **Figure 3-20** (Eugene), **Figure 3-21** (Chico), **Figure 3-22** (Sacramento), **Figure 3-23** (Reno via Susanville), and **Figure 3-24** (Eureka–Arcata).

Key findings from this data include the following:

- Of the longer-distance hubs (i.e., excluding Chico), Sacramento is closest in terms of travel times, at 2 hours, 40 minutes for the fastest route via I-5 and just under 3 hours for the slowest route via SR 99. Eureka–Arcata is second, at approximately 3 hours for Arcata and 3 hours, 10 minutes for Eureka, despite being slightly shorter travel distance than Sacramento.
- Eugene is by far the furthest away of the hubs, at approximately 315 miles travel distance regardless of the route (I-5 or U.S. 97). Eugene is also the furthest away in terms of travel times, at approximately 5 hours, 15 minutes via I-5 and 5 hours, 30 minutes via U.S. 97 and OR 58. These values are at least 50 percent higher than the next furthest hub, Reno, which is 200 miles and 3 hours, 30 minutes from Redding.

Figure 3-20. Distance and Travel Time by Car – Eugene

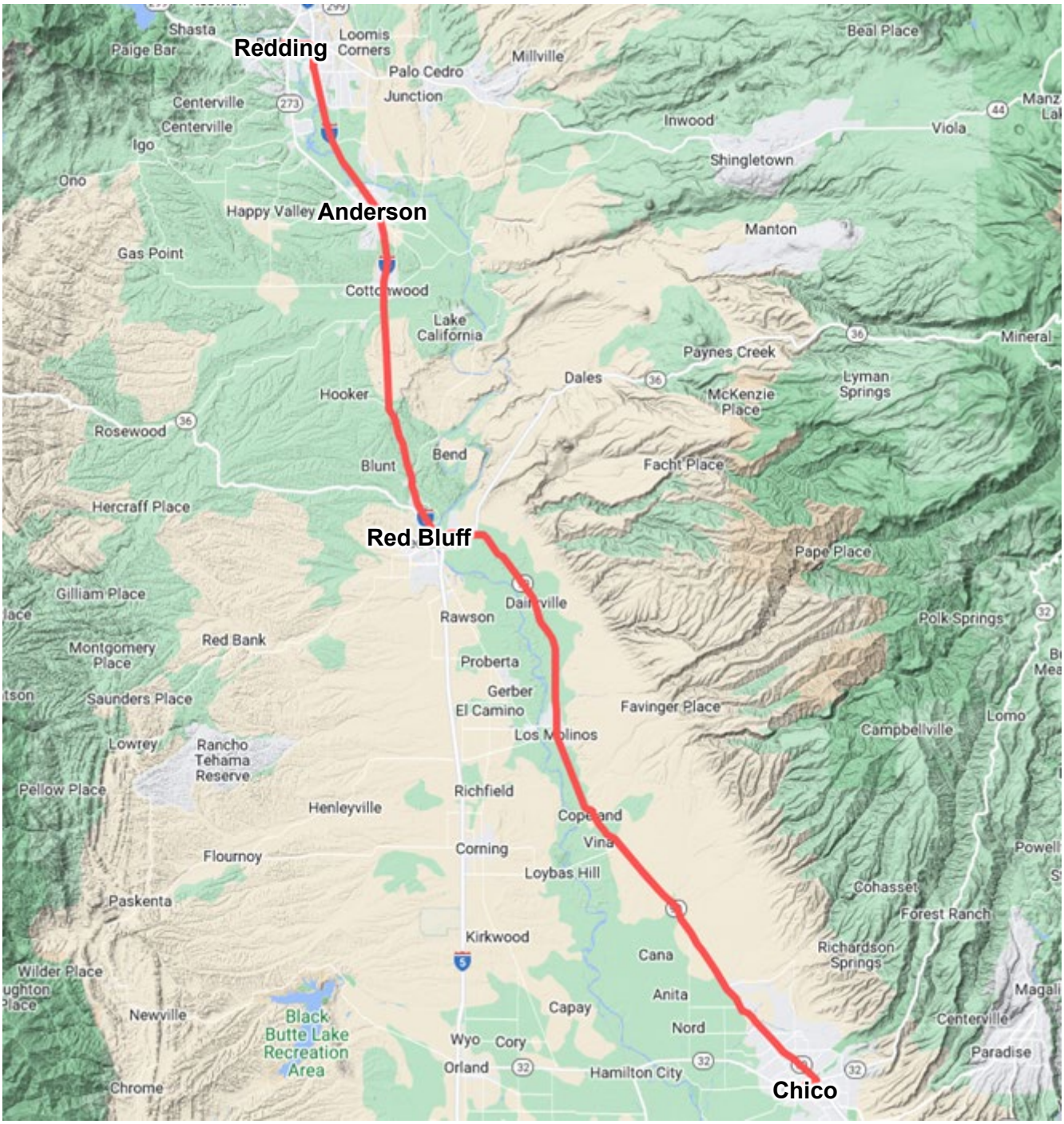


West route via I-5		
Redding–Medford	150 mi	2h40m
Redding–Grants Pass	180 mi	3h10m
Redding–Roseburg	245 mi	4h10m
Redding–Eugene	**315 mi**	**5h15m**

East route via U.S. 97 + OR 58		
Redding–Klamath Falls	140 mi	2h35m
Redding–Eugene	**315 mi**	**5h35m**

Source: Google MyMaps (base map), Google Maps (distances and travel times), AECOM (annotations)

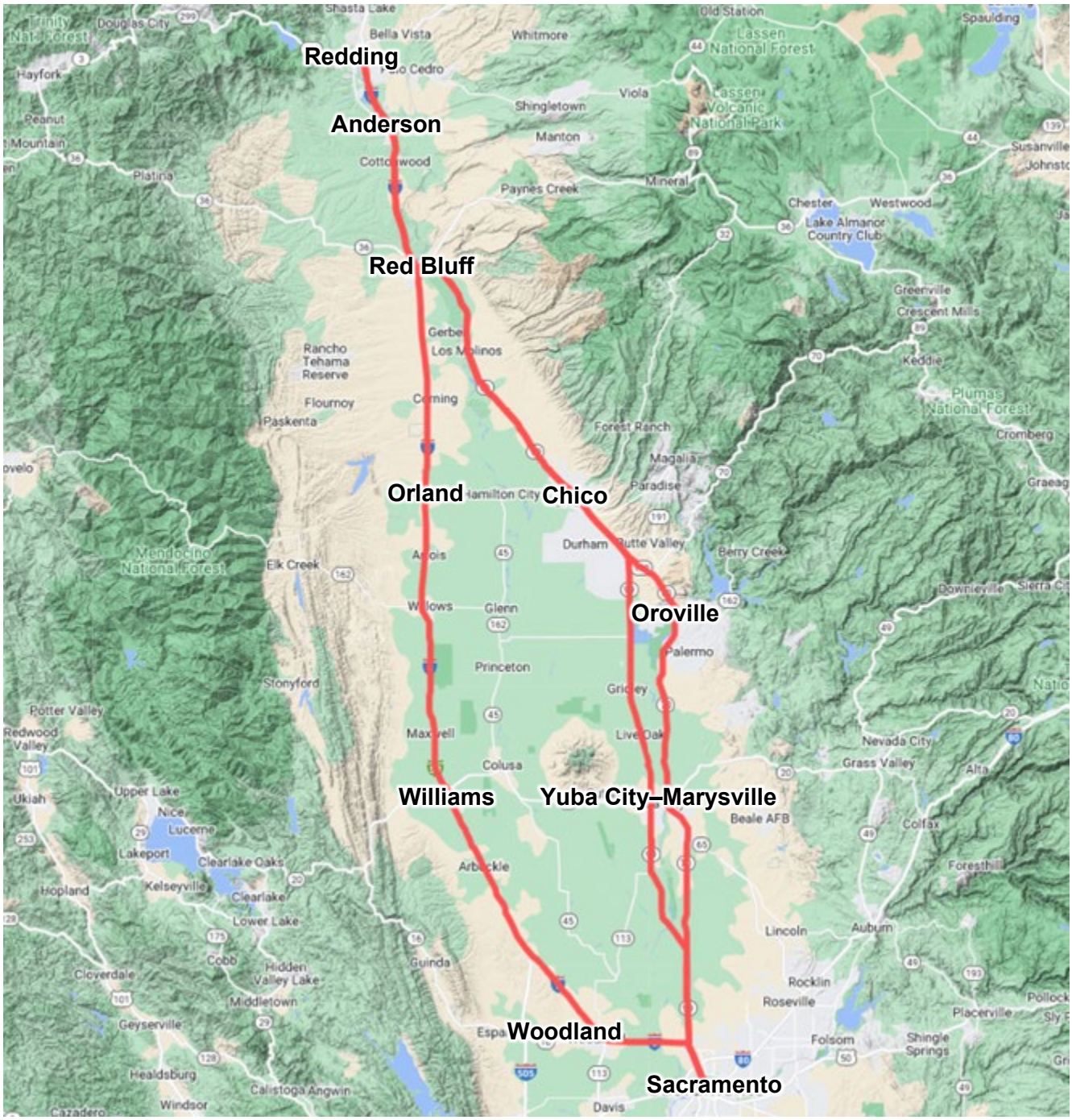
Figure 3-21. Distance and Travel Time by Car – Chico



via I-5 and SR 99		
Redding–Red Bluff	30 mi	0h30m
Redding–Chico	**75 mi**	**1h20m**

Source: Google MyMaps (base map), Google Maps (distances and travel times), AECOM (annotations)

Figure 3-22. Distance and Travel Time by Car – Sacramento



Redding–Red Bluff	30 mi	0h30m

West Valley route via I-5		
Redding–Orland	60 mi	1h00m
Redding–Williams	105 mi	1h35m
Redding–Woodland	145 mi	2h15m
Redding–Sacramento	**160 mi**	**2h40m**

Feather River West route via SR 99		
Redding–Chico	75 mi	1h20m
Redding–Yuba City	115 mi	2h10m
Redding–Sacramento	**155 mi**	**2h55m**

Feather River East route via SR 70		
Redding–Oroville	95 mi	1h40m
Redding–Marysville	120 mi	2h05m
Redding–Sacramento	**160 mi**	**2h50m**

Source: Google MyMaps (base map), Google Maps (distances and travel times), AECOM (annotations)

Figure 3-23. Distance and Travel Time by Car – Reno via Susanville

via SR 44 and U.S. 395		
Redding–Susanville	110 mi	2h10m
Redding–Reno	**200 mi**	**3h30m**

Source: Google MyMaps (base map), Google Maps (distances and travel times), AECOM (annotations)

Figure 3-24. Distance and Travel Time by Car – Eureka–Arcata

via SR 299		
Redding–Arcata	140 mi	3h00m
Redding–Eureka	**145 mi**	**3h10m**

Source: Google MyMaps (base map), Google Maps (distances and travel times), AECOM (annotations)

3.4 State and Federal Legislation

This section describes current and future state and federal legislation related to both intercity bus and rail services.

3.4.1 State Legislation – Bus/Rail

The key legislation providing new funding and funding programs for intercity rail and bus is **Senate Bill (SB) 1**, also known as the Road Repair and Accountability Act of 2017. SB 1 is a legislative bill that was passed on April 6, 2017, with the aim of repairing roads, improving traffic safety, and expanding public transit systems across the State.

SB 1 provides funding opportunities for communities to address local streets and road needs, reduce traffic congestion, increase mobility options (including bicycle and pedestrian facilities), and expand transit (including new and expanded intercity transit services). SB 1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach.

There are two specific programs receiving new or additional funding from SB 1 that are strong opportunities for intercity rail and bus funding grants:

- The **Transit and Intercity Rail Capital Program (TIRCP)** was created in 2014 with funding from the Cap-and-Trade program. In 2017, SB 1 provided a historic funding increase for transportation, with funds directed to the TIRCP from the Public Transportation Account.

  TIRCP was created to fund transformative capital projects that modernize California's intercity rail and bus transit services (including feeder buses to intercity rail services). A priority is to integrate rail service provided by the State's various rail operations. Coordination with Caltrans rail planning is important in developing project proposals.

Selection of TIRCP projects usually occurs every one to two years. Award announcements for the latest programming cycle (Cycle 7) were issued on October 23, 2024.[29]

Previously funded projects included a mix of urban, suburban, and rural bus and rail projects, with an emphasis on zero-emission vehicles. One relevant example was an Antelope Valley/Victor Valley project funding new bus service between Victorville and Antelope Valley, a currently unserved corridor.

- **SB 125** amended the Budget Act of 2023 and provides formula allocation of TIRCP funds to regional transportation planning agencies. Those agencies have flexibility to use funds for transit operations or capital improvements. A total of $4 billion in TIRCP funds were made available through SB 125, to be allocated in several phases.

  As of late 2024, approximately $2.2 billion has been allocated. SRTA has received $10.4 million and agencies in adjacent counties also received allocations. Updated guidance on fund source changes for SB 125 allocations was issued on January 10, 2025. SRTA will receive $21.5 million in total, including the future allocations.

- The **Solutions for Congested Corridors Program** was designated through SB 1. California Transportation Commission (CTC) guidelines in 2021 established the program as a two-year $500 million program. The first cycle resulted in project selection in 2023. The number of submittals greatly exceeded the funding available, with only ten projects proposed for funding. Nearly all were primarily bus or rail transit projects.[30] While this program seems to focus on urban areas, there were several suburban/rural candidates, including projects in Sonoma, Ventura, Riverside, and Placer counties.

- The **State Rail Assistance (SRA) Program** was also authorized under SB 1 and provides the following[31]:

  - A 0.5 percent portion of new diesel sales tax revenue for allocation—half to the five commuter rail providers[32] and half to intercity rail corridors[33];
  - Half of revenue is allocated in equal shares to commuter operators through 2019–20, and via guidelines thereafter;
  - Half of revenue is allocated to intercity rail corridors such that each of the existing three corridors receives at least 25 percent of the intercity rail share;
  - Funding is available for capital and operations.

These programs provide a framework for intercity capital projects through SB 1. However, an on-going challenge is to ensure annual funding is included in the state budget. Recent state funding deficits have resulted in funding reductions or deferments. Funding for these programs will also need to be

(29) More information is available at https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog.

(30) More information is available at https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program.

(31) More information is available at https://calsta.ca.gov/subject-areas/state-rail-assistance.

(32) ACE (Altamont Corridor Express Authority), COASTER (North County Transit Development Board), Caltrain (Peninsula Corridor Joint Powers Board), SMART (Sonoma–Marin Area Rail Transit District), and Metrolink (Southern California Regional Rail Authority).

(33) Capitol Corridor (Capitol Corridor Joint Powers Authority), Pacific Surfliner (LOSSAN Rail Corridor Agency), San Joaquins (San Joaquin Joint Powers Authority), and a “flexible” allocation for “intercity rail agencies, public agencies authorized to plan and/or manage intercity rail operations for aspiring corridors, and Caltrans”.

reauthorized in the near future by the State Legislature. Additionally, future transportation funding in general is uncertain under the current primary mechanism of collecting gas/diesel fuel taxes at the pump. As vehicles have become more fuel-efficient, less fuel is purchased, which means less tax is generated to fund transportation improvements, spanning everything from roadway maintenance to public transit. Increased uptake of electric vehicles (EVs) will further reduce fuel tax revenues, and while the State's special registration fee for zero-emission vehicles—also known as the Road Improvement Fee (RIF)—helps to recoup some of this lost revenue, it does not fully offset the revenue gap.(34)

The above programs can potentially provide capital funding. Operating funds are generally expected to come from fare revenues and local sources, including any specific sales tax or business tax measures, though as mentioned above, the SRA funds can be utilized for operations. Transportation Development Act (TDA) funds could be used for operations but are competing with other local transit and roadway needs. Another potential source is state funding for Amtrak Thruway service.

Another key aspect of state policy involves the transition to zero-emission buses (ZEBs) for all public transit bus fleets. The **Innovative Clean Transit (ICT) Regulation** adopted by the California Air Resources Board (CARB) in December 2018 requires all public transit agencies to gradually transition their bus fleets to ZEBs, with a target of completely zero-emission bus fleets (i.e., 100 percent ZEBs) by 2040.(35) ZEB requirements for bus purchases in the intermediate years are different for "large" and "small" agencies and are summarized in **Table 3-17** below.

Table 3-17. ZEB Purchase Schedule

Year	ZEB percentage of total new bus purchases (a)(b)	
	Large transit agency	Small transit agency
2023	25%	—
2024	25%	—
2025	25%	—
2026	50%	25%
2027	50%	25%
2028	50%	25%
2029	100%	100%

Source: California Air Resources Board

Note:

(a) A transit agency is deemed "large" if it operates at least 100 buses in annual maximum service in an urbanized area with a population of at least 200,000. However, agencies in the South Coast Air Basin or San Joaquin Valley Air Basin operating more than 65 buses in annual maximum service are also deemed "large". All other transit agencies are considered "small".

(b) ZEB purchase requirements for articulated, over-the-road, double-decker, or cutaway buses do not begin until 2026 or later, as these vehicle types must still pass minimum standards testing.

While the ZEB purchase requirements vary slightly depending on whether the transit agency qualifies as "large" or "small", the purchase target of 100% ZEBs starting in 2029 and the ultimate fleet composition target of 100-percent ZEB fleets by 2040 apply regardless of agency size. However, the

(34) Mineta Transportation Institute. *California EV push could cost the state $1 billion in lost fuel tax revenue by 2027*. March 28, 2024. Available at https://transweb.sjsu.edu/press/California-EV-push-could-cost-state-1-billion-lost-fuel-tax-revenue-2027. Accessed February 19, 2025.

(35) More information is available at https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit.

ICT Regulation includes provisions for exemptions to the ZEB purchase requirements in certain situations:

- When the needed ZEB type is not available;
- When daily mileage needs cannot be met;
- When gradeability needs cannot be met;
- When incremental capital or electricity costs for depot-charging battery electric buses cannot be offset after applying for all available incentive and funding programs;
- When there is a delay in infrastructure construction; or
- When a transit agency declares a financial emergency.

For battery buses, the service range (distance) on a full charge could have implications in terms of route alignment, stop selection, layover time, and other service parameters. Given the unique conditions within each corridor (topography/terrain, etc.), these issues will likely need to be evaluated in depth on a route-by-route basis. However, ZEB requirements may influence future vehicle purchases.

3.4.2 Federal Legislation – Bus/Rail

At the federal level, the key new legislation is the **Infrastructure Investment and Jobs Act (IIJA)**, also known as the Bipartisan Infrastructure Law (BIL). The IIJA is a United States federal statute enacted by the 117th United States Congress and signed into law by President Joe Biden on November 15, 2021. This legislation increased funding levels for transportation and created several new infrastructure programs, two of which are particularly relevant for new intercity transit services:

- The **Federal–State Partnership for Intercity Passenger Rail Grant Program** provides funding for capital projects that improve performance, or expand or establish new intercity passenger rail service, including privately-operated intercity passenger rail service. In the FY 22–23, California funding from the program was directed to the High-Speed Rail (HSR) project, but projects in other states went to conventional rail extensions. A Notice of Funding Opportunity (NOFO) for FY24 was released on September 30, 2024.(36)

- The **Corridor Identification and Development ("Corridor ID") Program** provides funds for comprehensive planning and development of intercity passenger rail corridors around the country, with the goal of creating a pipeline of intercity passenger rail projects ready for implementation.(37)

Initial corridor selection in 2023 included the San Joaquin Valley Corridor, which includes potential rail service to Redding. The corridor description includes the following: "The proposed extension to Redding could improve rail access for the northern Sacramento River Valley communities into other destinations within California and beyond".

The Corridor ID Program establishes a three-step process to further develop each corridor:

- *Step 1: Corridor Development Initiation and Scope, Schedule, and Cost Estimate for Preparing a Service Development Plan.* Through Step 1, Caltrans, in partnership with the SJRRC, will receive up to $500,000 with no state or local match required, to develop a Statement of Work (SOW) (including a scope, schedule, and budget) for a Service Development Plan (SDP) and create staff capacity to undertake the service planning effort.

(36) More information is available at https://railroads.dot.gov/federal-state-partnership-intercity-passenger.

(37) More information is available at https://railroads.dot.gov/corridor-ID-program.

- *Step 2: Service Development Plan.* If FRA accepts the Statement of Work (SOW), the sponsor will collaborate with FRA to develop an SDP in accordance with the SOW and provide a 10-percent match to FRA funding, as determined from the SOW in Step 1.
- *Step 3: Project Development.* If FRA accepts the SDP, the sponsor will coordinate with FRA to complete preliminary engineering and environmental review for capital projects and will provide a 20-percent match to FRA funding, as determined from the SDP in Step 2.

The **Fixing America's Surface Transportation (FAST) Act** (signed into law by President Barack Obama on December 4, 2020) authorized the **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program**, providing funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible projects include planning and development of new regional corridors. Funds have been programmed on an annual basis, with the most recent awards for FY 2023–2024 announced on October 29, 2024.(38) An example of a California project approved in an earlier cycle of CRISI funding is the addition of new tracks between Sacramento and Roseville in order to upgrade Capitol Corridor service.

3.4.3 Funding Summary

The programs described above provide a good framework for funding new intercity transit projects, but funding levels will depend on annual budget allocations. The amount of funding in the budget will hinge on the characteristics of the new administration and Congress.

Most of these funding sources only provide capital funds, making them more important for rail projects compared to intercity bus projects. Given the new corridors established through the Corridor ID Program, competition will be high for federal funds (CRISI, Federal–State Partnership). The state Zero-Emission Bus programs offer opportunities for bus purchases.

The state funding sources may provide a somewhat less competitive environment for intercity projects although well-planned and beneficial projects are likely to be most successful. These programs also need to continue to receive adequate funding through the annual state budget.

Operating funds will remain a continuing challenge. For intercity bus, only limited federal funding is available (through Section 5311(f) and Amtrak), while state and local sources are limited by the need to sustain current transit services. There may be opportunities for new state funding to support transit operations, some of which could be directed to intercity transit.

(38) More information is available at https://www.transportation.gov/rural/grant-toolkit/consolidated-rail-infrastructure-safety-improvements-crisi-grant-program.

Chapter 4

Hub/Route Identification and Service Concepts

This chapter describes in detail the hubs/routes selected for further analysis in this study and the associated service concepts (bus or rail), including route alignment, station/stop locations, and service levels. Estimates of capital costs and operations and maintenance (O&M) costs for each concept are also presented.

4.1 Hub/Route Identification

Based on the plans and studies identified in **Chapter 3**—most notably, the 2021 ITSP, 2022 ITSP Addendum, the Draft 2023 CSRP, and the various studies for the Salmon Runner—as well as the data collected on existing/planned transit services and demographic/travel trends, four key transportation corridors serving Redding / Shasta County were identified, roughly oriented in the cardinal directions:

- North to/from Yreka and Oregon
- South to/from Red Bluff, Chico, and Sacramento
- East to/from Alturas, Susanville, and Reno
- West to/from Arcata and Eureka

The identification of these four key corridors helped to better guide the scope of subsequent research on existing and planned transit services and demographic and travel data. Based on the research, the initial hubs and specific routes within these corridors were further refined:

- In the north, Eugene was selected as the hub based on existing transit service to/from Redding and its relative size (in terms of population and jobs) and connectivity (in terms of connecting rail/transit and air travel). Two routes were identified, one via the I-5 route used by FlixBus/Greyhound and one via the rail route used by the Coast Starlight, which roughly parallels the U.S. 97 + OR 58 corridor.

- In the south, Chico and Sacramento were split as separate hubs, in recognition of the planned Salmon Runner service, which would use the faster I-5 route and would not serve Chico directly.

- In the east, SR 44 was identified as the preferred route in lieu of SR 299, bypassing the detour to Alturas and Modoc County to provide faster times to/from Susanville and Reno.

The final hubs and routes were selected for the study by considering initial analysis done on various demand factors during data collection. These factors included: 1) Demand (highway traffic levels; visitor data); 2) Population and Employment; 3) Hub Connectivity (bus, rail, and air); 4) Key Destinations (major colleges and universities; major hospitals; major sports and entertainment venues); and 5) Key Travel Markets (tourism; recreation; business trips)

The selected hubs and routes are summarized below and illustrated in **Figure 4-1**.

- **Redding to Eugene Hub**
  - via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)
  - via Coast Starlight Route (roughly paralleling U.S. 97 + OR 58 corridor)
- **Redding to Chico Hub** (via I-5 + SR 99 corridor)
- **Redding to Sacramento Hub** (via I-5 corridor)
- **Redding to Reno Hub** (via Susanville)
- **Redding to Eureka–Arcata Hub** (via SR 299 corridor)

Figure 4-1. Selected Hubs/Routes for Analysis

Source: Google MyMaps (base map), AECOM (annotations)

4.2 Service Concepts

This section describes service concepts associated with each route/hub. Four hubs/routes are proposed as bus service concepts, while two hubs/routes are proposed as rail services, for a total of six service concepts. For the Eugene Hub, which has two different hubs/routes, one hub/route has been identified for a bus service concept while the other has been identified for a rail service concept.

In terms of service concepts that involve buses, leveraging RABA and other existing transit operators would generally be a better fit in these cases than implementation by an entity like SRTA. For instance, RABA is the primary transit operator for Shasta County, and it has experience with intercity bus services and coordination with key intercity transit partners through Route 99X. In comparison, implementation by SRTA would generally be more costly and inefficient.

Costs presented in this section are planning-level, rough-order-of magnitude estimates based on readily available data sources. Actual costs for each of the service concepts will depend on additional details that will only be known upon deeper analysis and coordination as part of future studies, should a decision be made to continue more detailed planning on one or more of these concepts. In the case of bus concepts, for example, operations and maintenance (O&M) costs are based on a combination of fully-allocated hourly costs for intercity service provided by RABA and actual cost performance data for other transit operators from the National Transit Database (NTD). This costing methodology is valid for the development of rough-order-of-magnitude estimates, but it should not be construed as indication of endorsement of a specific governance structure or operating scheme for any of the bus service concepts.

While RABA is involved in discussions with SJJPA, SRTA and other partners about the potential to operate the Redding to Sacramento bus service along I-5 (a.k.a. Salmon Runner) , RABA participation in the operation or administration of the other service concepts would require additional study to determine how each of these bus concepts could best be served by an operating base in Redding.

4.2.1 Redding – Eugene Hub (Bus and Rail Services)

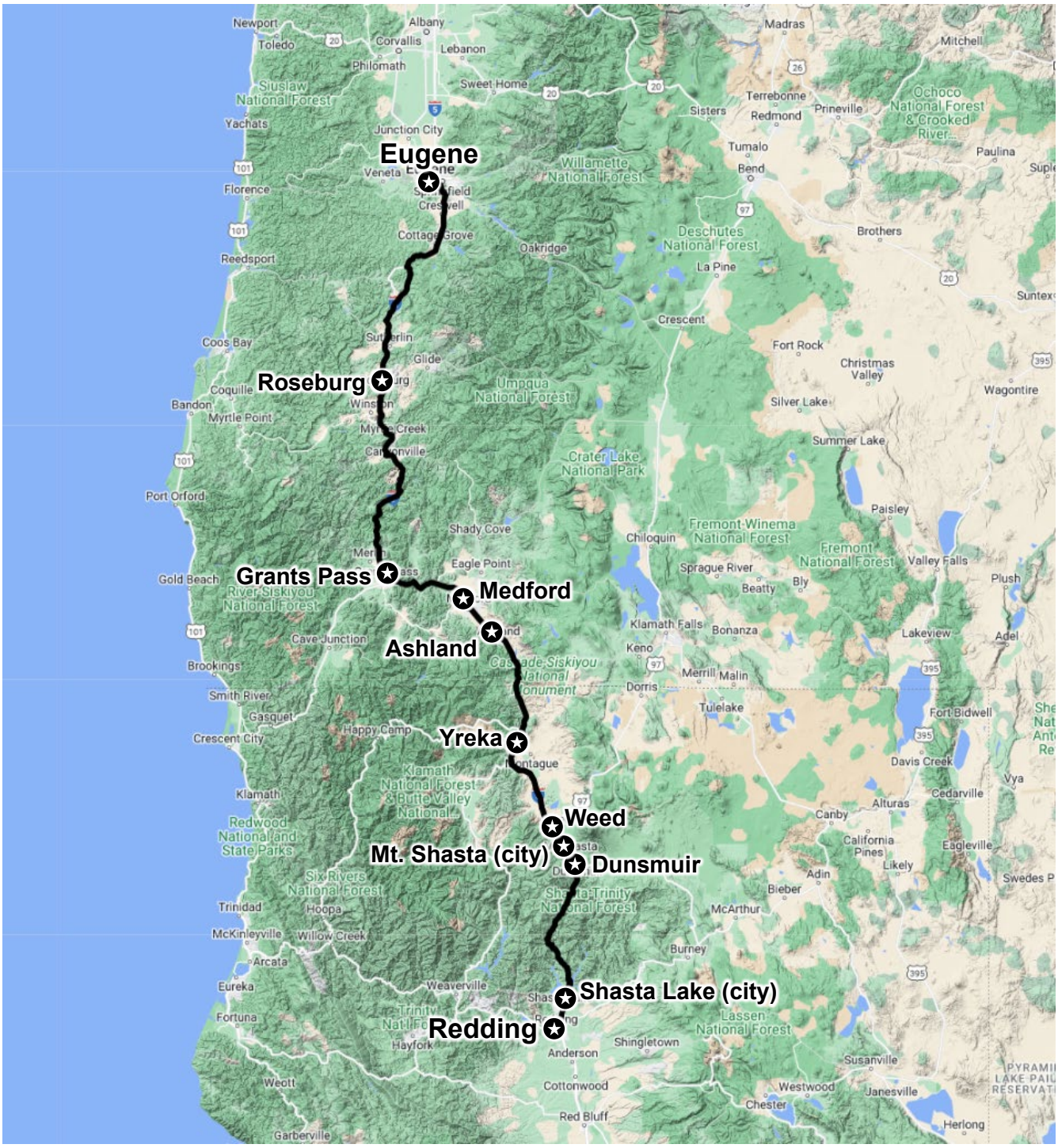
Two potential routes were identified between Redding and Eugene: a bus-only route via I-5 through Yreka, Ashland, Medford, Grants Pass, and Roseburg; and a second route via a portion of Amtrak's Coast Starlight route (roughly parallelling U.S 97 and OR 58) through Dunsmuir, Klamath Falls, and Chemult. FlixBus/Greyhound intercity bus service currently runs along the I-5 route, while Amtrak Coast Starlight long-distance rail service runs along the latter route.

4.2.1.1 I-5 Route (Bus Only)

A potential concept for an intercity bus service in the I-5 corridor is illustrated in **Figure 4-2** and summarized in **Table 4-1**. As shown in **Figure 4-2** and **Table 4-1**, stops could be provided in the smaller communities in the North State Region, including Shasta Lake, Mt. Shasta, Dunsmuir, Weed, and Yreka. Several stops in Southern Oregon, which is in close proximity to many communities in the North State Region, have also been identified based on the demographic characteristics and travel patterns. The state of Oregon could consider additional stops (e.g., Sutherlin, Cottage Grove, etc.), if desired.

A base service level of 2 trips per direction per day has been assumed to provide adequate time-of-day flexibility (e.g., one morning and one afternoon/evening trip). Estimated travel time from Redding to Eugene along this route is 6 hours and 30 minutes based on drive-time estimates from Google Maps, with additional adjustments for dwell time at intermediate stops and speed restrictions for vehicles with 3 or more axles. Travel times would be faster for trips to/from intermediate stops. For example, travel times from Redding to Mt. Shasta, Medford, and Roseburg would be approximately 1 hour and 20 minutes, 3 hours and 20 minutes, and 5 hours and 15 minutes, respectively.

Figure 4-2. Potential Service Concept – Redding to Eugene Hub (Bus)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Table 4-1. Potential Service Concept – Redding to Eugene Hub (Bus)

Service level	2 trips per direction per day

Stop	Location	Connecting public transit
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal)	• RABA • Trinity Transit • Sage Stage • Amtrak Thruway: Route 3 (RABA Route 99X)
Shasta Lake (city)	Cascade Blvd. & Shasta Dam Blvd.	• RABA
Dunsmuir	Dunsmuir City Hall	• STAGE (Siskiyou County)
Mt. Shasta (city)	Mt. Shasta Shopping Center	• STAGE (Siskiyou County)
Weed	U.S. 97 & N. Weed Blvd.	• STAGE (Siskiyou County)
Yreka	Yreka Transit Center	• STAGE (Siskiyou County)
Ashland	Southern Oregon University (Shasta Hall at Stadium St.)	• Rogue Valley Transportation District (RVTD) • Oregon POINT: SouthWest route[(a)]
Medford	Front St. Station	• Rogue Valley Transportation District (RVTD) • Josephine Community Transit (JCT) • Oregon POINT: SouthWest route[(a)]
Grants Pass	500 NW 6th St.	• Josephine Community Transit (JCT) • Oregon POINT: SouthWest route[(a)]
Roseburg	SE Washington Ave. & SE Rose St.	• UTrans
Eugene	Eugene Station (Lane Transit District)	• Lane Transit District (LTD) • Diamond Express (LTD) • Link Lane: Florence–Eugene Connector[(a)]

Source: AECOM, 2024

Note: Exact stop locations are conceptual at this stage and only for planning purposes. Additional stops in Oregon beyond the above are assumed to be the responsibility of the state of Oregon.
(a) Also functions as an Amtrak Thruway connection.

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-2**.

Table 4-2. Estimated Costs – Redding to Eugene Hub Eugene (Bus)

Route	# of vehicles needed	Capital costs [(a)]	Annual vehicle hours	Annual vehicle miles	Annual O&M costs	
					Low estimate	High estimate
Redding – Eugene Hub I-5 Route (Bus)	4	$4,210,000	10,300	472,700	$1,590,000	$1,900,000

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

Route	# of vehicles needed	Capital costs [a]	Annual vehicle hours	Annual vehicle miles	Annual O&M costs	
					Low estimate	High estimate

(a) Initial capital costs could be substantially reduced if the service uses existing diesel buses (which can run on renewable diesel) currently operating on RABA's Route 99X service, in lieu of purchasing new buses.

The primary capital cost for establishing this intercity bus service would be in the procurement of intercity buses. Based on route analysis and considering the frequency of 2 round trips each day, 4 intercity bus coaches would be needed. Total capital costs are estimated at $4.2 million.

For annual O&M costs, estimates were developed based on a combination of estimated unit costs provided by RABA for the potential Redding to Sacramento service along I-5 (a.k.a. Salmon Runner) and actual unit costs for existing transit operators in the route's service area. Route analysis indicates that the service requires approximately 10,300 vehicle hours and 472,700 vehicle miles annually, for an estimated annual O&M cost of between $1.59 million and $1.90 million.

More detailed information on the cost estimates is provided in **Appendix F**.

4.2.1.2 Coast Starlight Route (Rail Only)

A key impetus for considering this route for a rail service is due to challenges in accessing the existing Coast Starlight long-distance service. As noted in **Section 3.2.1**, constituents in the North State Region have expressed frustration at the inability to book tickets on the Coast Starlight due to trains being at capacity."[39] Additionally, the train schedules for the Coast Starlight in both directions are at very inconvenient hours for North State passengers. As a long-distance intercity service spanning three states, the Coast Starlight is also subject to frequent delays and reliability issues. To address these concerns and the need for more rail service, an overlay intercity rail service is being proposed.

This proposed intercity rail service route would utilize the same corridor as the Coast Starlight, operating as an overlay service within a shared corridor. This could consist of a "short-trip" service under the existing Coast Starlight brand, or—perhaps more likely—a separately-branded service established jointly by the state of California and the state of Oregon.

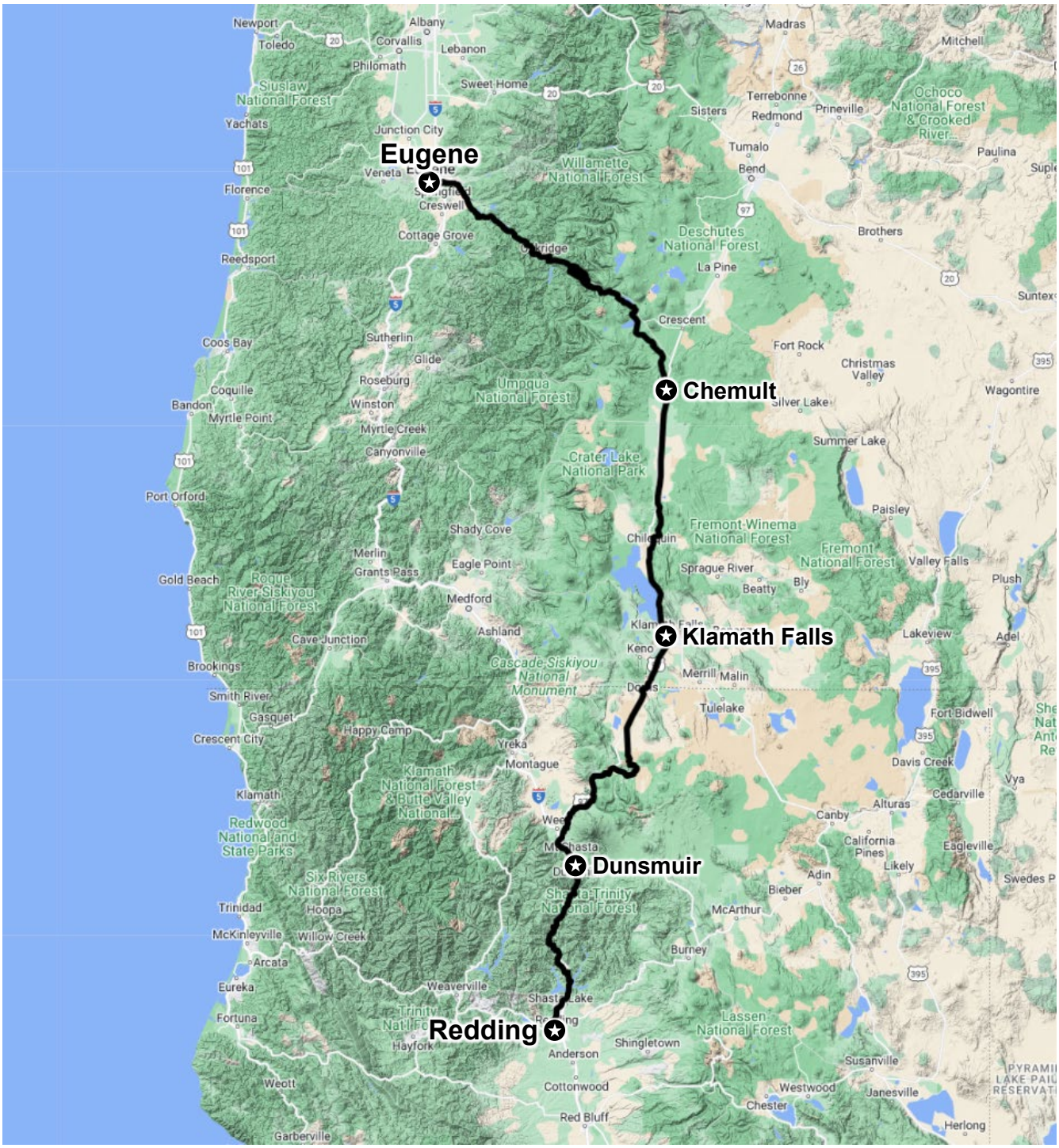
While the route conceptually assumes terminal locations in Redding and Eugene, the service could be extended over a wider geographic area (e.g., Sacramento–Portland) to capture larger markets and help ensure the overall viability and sustainability of the service. The Chico rail service concept (see **Section 4.2.2**) involves extending the proposed North Valley Rail service from Chico to Redding, and combining that concept with the Redding–Eugene overlay service discussed here could allow for a more viable service concept (e.g., Sacramento–Eugene).

A potential service concept for the Redding–Eugene route is illustrated in **Figure 4-3** and summarized in **Table 4-3**. To expedite implementation and minimize costs, the concept assumes all of the existing stations as the Coast Starlight. New stations could be incorporated into the concept but would increase the cost of the project and require substantially more effort in terms of project planning and development, environmental clearance, engineering/design, and construction. Given the lack of major population centers along the route outside of Klamath Falls, there may also not be sufficient demand to support any new stations.

(39) A potential interim solution prior to a full rail service could therefore involve simply increasing train capacity, such as by adding additional passenger coaches to peak-demand trains or by replacing lower-capacity coaches with higher-capacity coaches. While this may require some additional analysis and planning related to platform lengths at stations, fleet availability, and other considerations, this solution can theoretically be implemented significantly easier and quicker than an entirely new overlay service.

A base service level of 2 trips per direction per day has been assumed to provide adequate time-of-day flexibility (e.g., one morning and one afternoon/evening trip). Estimated travel time for this rail route is 9 hours and 20 minutes and is based on the current Coast Starlight timetable.

Figure 4-3. Potential Service Concept – Eugene (Rail)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Table 4-3. Potential Service Concept – Eugene (Rail)

Service level	2 trips per direction per day

Station	Location	Connecting public transit
Redding	(*existing station*)	• RABA • Trinity Transit • Sage Stage • Amtrak Thruway: Route 3 (RABA Route 99X)
Dunsmuir	(*existing station*)	• STAGE (Siskiyou County)
Klamath Falls	(*existing station*)	• Basin Transit Service • Basin Connect • Oregon POINT: SouthWest route[(a)] • Sage Stage (Modoc County) • Pacific Crest Bus Lines: (Hwy. 97 Connector[(a)] • Klamath Shuttle (Crater Lake) (*summer only*)
Chemult	(*existing station*)	• Pacific Crest Bus Lines: Hwy. 97 Connector[(a)]
Eugene	(*existing station*)	• Cascades • Lane Transit District (LTD) • Diamond Express (LTD) • Oregon POINT: Cascades route[(a)] • Link Lane: Florence–Eugene Connector[(a)] • Pacific Crest Bus Lines: Bend–Eugene Express[(a)]

Source: AECOM, 2024

Note: Additional stations in Oregon beyond the above are assumed to be the responsibility of the state of Oregon.

Given the long-term nature of implementing rail services, an interim bus service along the U.S. 97 + OR 58 corridor could be considered if increased passenger rail service proves to be more costly or time-intensive. However, given the significantly lower population along the U.S. 97 + OR 58 corridor compared to the I-5 corridor, this option was not carried forward for further analysis.

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-4**.

Table 4-4. Estimated Costs – Eugene (Rail)

Route	# of vehicles needed	Capital costs (millions)	Annual vehicle miles	Annual O&M costs (millions)
Redding – Eugene Hub Coast Starlight Route (Rail)	2	$595.9	532,900	$52.7

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

The primary capital costs for establishing this intercity rail service would be in track improvements within the existing rail corridor and the procurement of 2 new trainsets, with additional costs associated with layover and maintenance facilities and station improvements. Total capital costs are estimated at $595.9 million.

For annual O&M costs, estimates were developed based on unit costs per vehicle-mile (i.e., train-mile) for the San Joaquins from the larger Valley Rail program, with some minor additional annual costs

associated with layover and maintenance facilities. Annual O&M costs for the service are estimated at $52.7 million.

More detailed information on the cost estimates is provided in **Appendix G**.

4.2.2 Redding – Chico Hub (Rail Service)

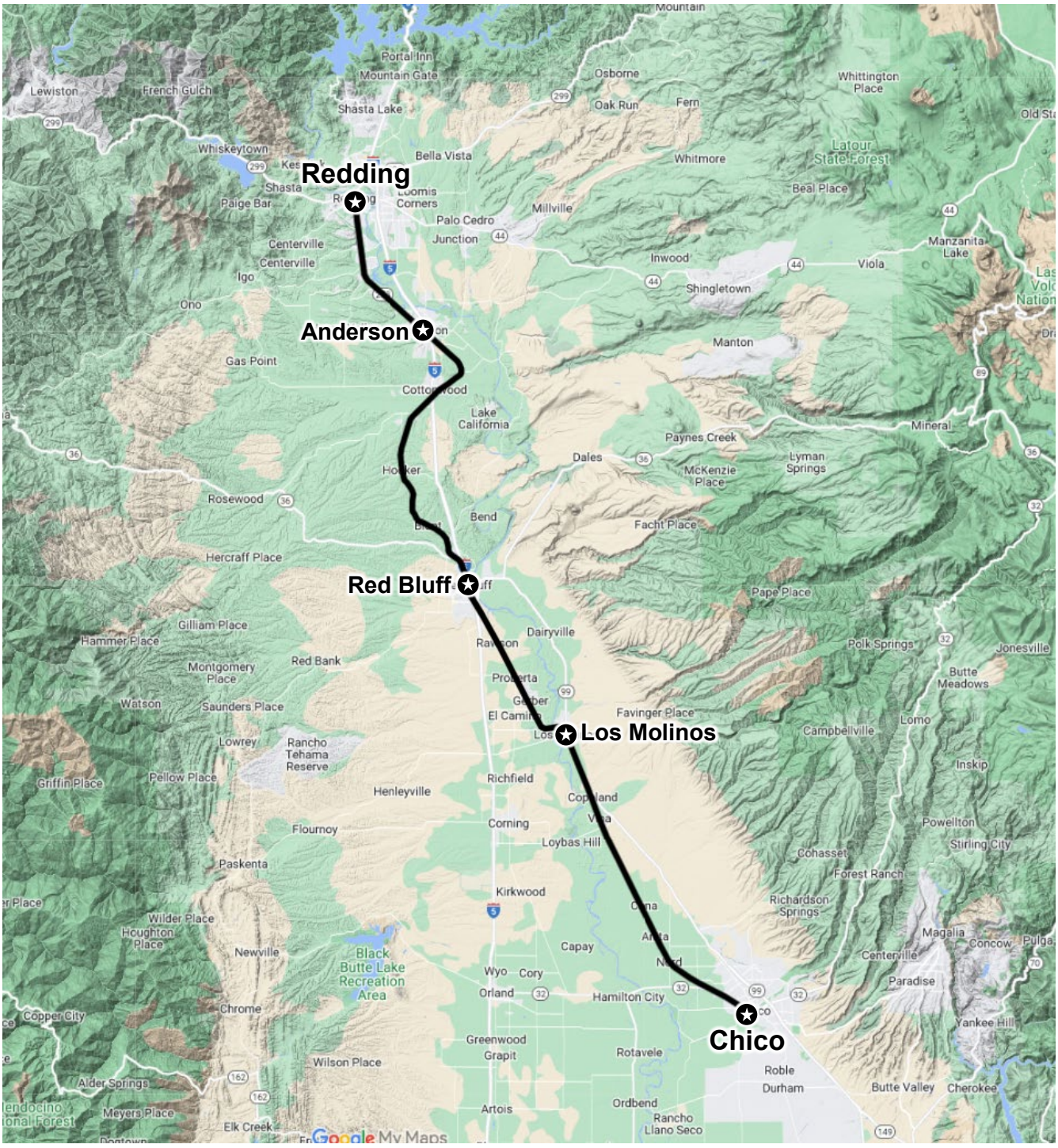
As discussed in **Section 3.1.2.6**, Butte County Association of Governments (BCAG) recently completed the *North Valley Passenger Rail Strategic Plan*, which evaluates a future extension of planned Valley Rail service north from Natomas to Chico.(40) Additionally, Caltrans is currently engaging in further planning for a rail corridor from Redding to Merced as part of the federal Corridor ID Program, as mentioned in **Section 3.4.2**. Given these planning efforts, along with a long-term goal of the 2024 California State Rail Plan to extend passenger rail service to Redding, a further extension of North Valley Rail service to Redding would be the next logical step. An extension of passenger rail service to Redding would directly connect the North State Region to many portions of the larger Altamont Corridor Express (ACE) and San Joaquins network, including Sacramento, Stockton, the Bay Area, and Merced (for a connection to high-speed rail (HSR)).

A potential concept for a new rail service between Redding and Chico is illustrated in **Figure 4-4** and summarized in **Table 4-5**. At the terminals in Redding and Chico, the service would use the existing stations currently used by the Coast Starlight. Given that long-distance services typically have larger station spacing, the Chico rail concept also proposes three new intermediate stations in Anderson, Red Bluff, and Los Molinos. The latter station was added at the suggestion of SRTA staff to provide better access for Los Molinos, Tehama, and other communities in southern Tehama County. Typical components of a new station would include a platform (usually a single center-loading platform or two side-loading platforms) and associated trackwork (e.g., station siding track), as well as a bus plaza, pick-up/drop-off area, surface parking lot, and access roads.

A base service level of 2 trips per direction per day has been assumed to provide adequate time-of-day flexibility (e.g., one morning and one afternoon/evening trip). Estimated travel time for this service between Redding and Chico is 1 hour and 15 minutes and is based on travel time estimates for North Valley Rail (the distance for North Valley Rail between Natomas and Chico is approximately equal to the distance between Chico and Redding, and both services would have the same number of intermediate stops). Given this would be an extension of North Valley Rail, a one-seat ride to the Midtown Sacramento Station would be approximately 2 hours and 45 minutes.

(40) Refer to **Section 3.2.2.2** for more information on the Valley Rail program.

Figure 4-4. Potential Service Concept – Redding to Chico Hub (Rail)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Table 4-5. Potential Service Concept – Redding to Chico Hub (Rail)

Service level	2 trips per direction per day

Station	Location	Connecting public transit
Redding	(*existing station*)	• RABA • Trinity Transit • Sage Stage
Anderson	North of North St.	• RABA
Red Bluff	South of Oak St.	
Los Molinos	North of South Center St./Sycamore Ave.	• TRAX (Tehama County)
Chico	(*existing station*)	• B-Line • Glenn Ride • Amtrak Thruway: Route 3

Source: AECOM, 2024

Note: Exact stop locations are conceptual at this stage and only for planning purposes.

As discussed in **Section 3.2.1.2**, RABA has assumed responsibility for the portion of Amtrak Thruway Route 3 north of Chico, which is now operated as RABA's Route 99X service. This change now allows passengers to book bus-only trips between Redding and Chico, avoiding the ticketing restrictions that require purchase of a connecting train ticket. For reference, route and stop locations for the 99X service can be found in **Figure 3-5** and **Table 3-4**.

At this time, it is expected that the 99X would be discontinued after implementation of the proposed service along I-5 (a.k.a. Salmon Runner), as it would be partially duplicative for service between Redding/Red Bluff and Chico. The online questionnaire, however, did indicate relatively strong support for better transit service to/from Chico, and a direct, one-seat ride service is typically more appealing than requiring a transfer at Orland. Once North Valley Rail service begins, there may also be demand for direct bus service to/from Chico to allow for connections with North Valley Rail trains. Passengers between Redding/Red Bluff and communities not on the I-5 corridor (e.g., Marysville and Yuba City) would likely prefer a single transfer in Chico over two transfers (in Orland and Chico).

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-6**.

Table 4-6. Estimated Costs – Chico (Rail)

Route	# of vehicles needed	Capital costs (millions)	Annual vehicle miles	Annual O&M costs (millions)
Redding – Chico Hub (Rail)	—	$258.5	108,000	$13.4

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

The primary capital costs for establishing this intercity rail service would be in track improvements within the existing rail corridor, with additional costs associated with layover facilities and stations. Costs for procurement of rolling stock are not included, as it is assumed that trainsets used for the larger Valley Rail program and North Valley Rail will be used in the operation of this service. Total capital costs are estimated at $258.5 million.

For annual O&M costs, estimates were developed based on unit costs per vehicle-mile (i.e., train-mile) for the San Joaquins from the larger Valley Rail program, with some minor additional annual costs associated with layover facilities. Annual O&M costs for the service are estimated at $13.4 million.

More detailed information on the cost estimates is provided in **Attachment G**.

4.2.3 Redding – Sacramento Hub (Bus Service)

As discussed in **Section 4.2.2**, a rail service concept is proposed between Redding and Chico, which would leverage both Valley Rail (currently being implemented) and the planned North Valley Rail to provide direct service to Sacramento and beyond. However, given the long timeline to implement a rail service option to Redding (likely well over a decade or two), and the critical need to improve intercity service between the Sacramento Region and the North State Region, this plan also includes an intercity bus service between Redding and Sacramento. This service would run between Redding and Sacramento via the I-5 corridor.

SRTA has already invested substantial resources into supporting the potential implementation of an I-5 bus service, which is also supported by the San Joaquin Joint Powers Authority (SJJPA) and RABA. While phasing in rail later is still a potential priority long-term, an I-5 service will likely have value alongside a future rail service, given that the bus service would continue to serve areas and destinations that would not be served directly by a future passenger rail service to Redding. These include communities along the I-5 corridor (e.g., Orland, Willows, and Williams), as well as the Sacramento International Airport.

The intercity bus service concept for this route would operate 2 buses per direction per day, serving stops in Redding, Red Bluff, Orland, Willows, Williams, Sacramento International Airport (Terminals A and B), Sacramento Valley Station, and the Midtown Sacramento Station. The latter stop is an additional stop not previously identified for the Salmon Runner but would improve connections with future Valley Rail service.

For the purposes of this study, the service planning and operations analysis is limited to the 2 buses per direction per day, without the connecting Valley Feeder or future increases in service levels. This allows for easier comparison with the other service concepts analyzed in this study, which also assume 2 trips per direction per day. It should be noted that SRTA's current proposal calls for a full implementation—an I-5 backbone service (a.k.a. Salmon Runner) with 4 trips per direction per day, plus the Valley Feeder connecting service.(41) However, RABA staff have indicated that an initial service of 2 trips per direction per day, expanding to full implementation in later phases, is also possible.

As RABA has successfully tested a zero-emission (battery-electric) bus between Redding and Sacramento, this study assumes battery-electric buses and associated charging infrastructure for this service concept.(42) Initial capital costs could be substantially reduced if the service uses existing diesel

(41) The proposed funding plan for the I-5 service (a.k.a. Salmon Runner) and Valley Feeder would include funds from SJJPA, fare revenues, Caltrans Bus Gap funds, and Tehama County Transportation Commission (TCTC) Congestion Mitigation and Air Quality (CMAQ) funds initially, potentially supplemented by Section 5311(f) funds based on a discretionary application.

(42) The capital costs for this service assume 2 new charging stations (at the RABA Maintenance Facility and the RABA Downtown Passenger Terminal). The service requires a third charging station at the Sacramento end of the route, which would involve an agreement with SacRT for shared use of their charging station at SacRT's Bus Maintenance Facility #1 (BMF-1) in Midtown Sacramento (at 29th and N Streets). The costs associated with utilizing BMF-1 as a layover facility and for use of charging facilities have not been included in the total costs presented here, but they can be assumed to result in a marginal increase in annual O&M costs to cover wear and tear from use of the charging infrastructure, compensation for the costs of electricity consumption, etc. Separately, the Valley Feeder service would require an additional charging station at the Glenn County Maintenance Yard (777 North Colusa Street, Willows).

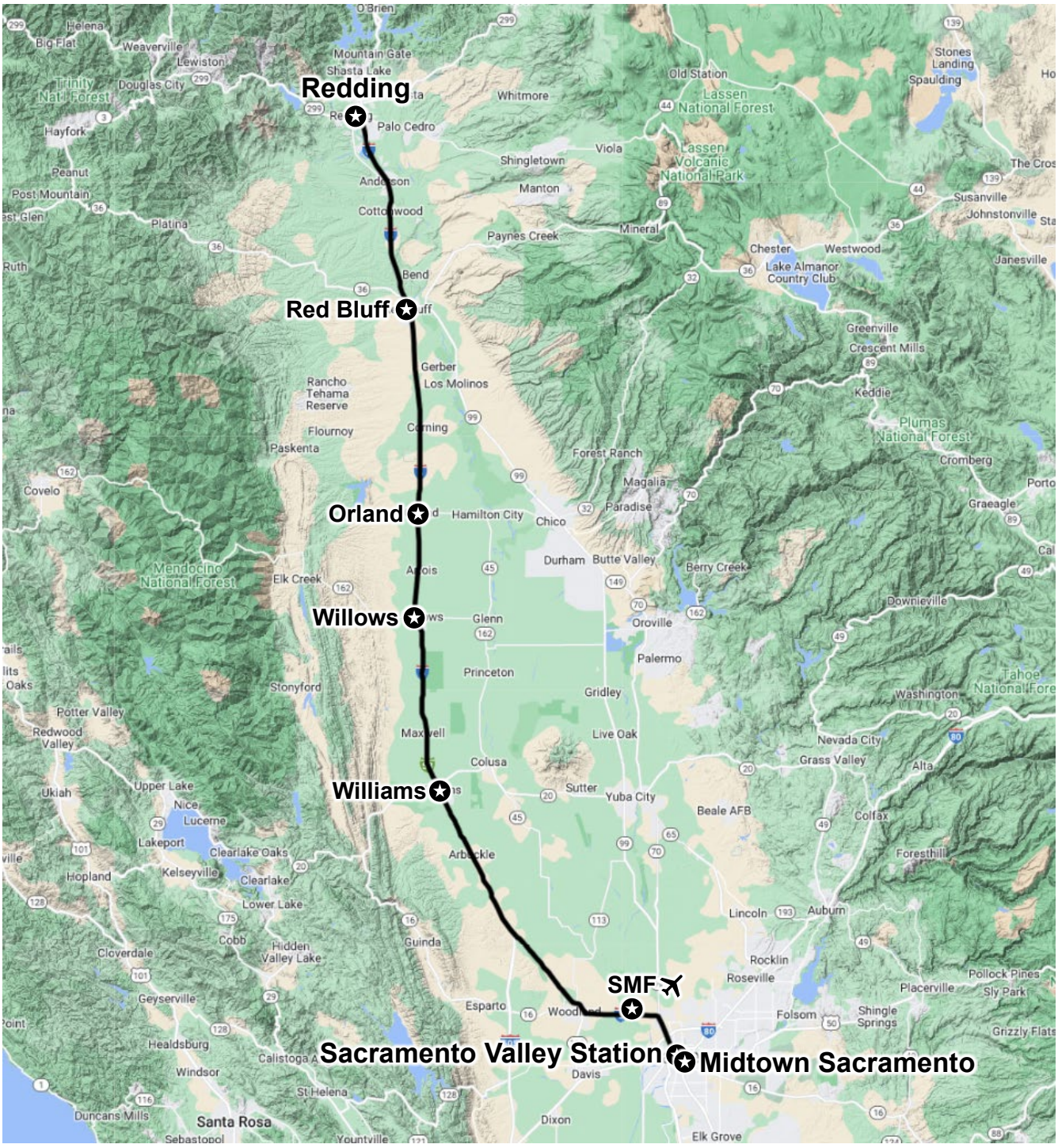
buses (which can run on renewable diesel) currently operating on RABA's Route 99X service, in lieu of purchasing new battery-electric buses. RABA is also currently looking at new diesel–hybrid buses for the service, which could similarly offer cost savings over new battery-electric buses.(43)

The selected concept is illustrated in **Figure 4-5** and summarized in **Table 4-7**. Connections between the I-5 service (a.k.a. Salmon Runner) and Valley Feeder would take place in Orland (see **Figure 4-5b** for a map of the Valley Feeder). The Valley Feeder would be operated as two services: the segments to/from Chico and Willows would be operated by Glenn Ride (which currently operates a very similar existing service connecting Chico, Willows, and Orland), while the segment to/from Corning would be operated by TRAX as part of its Glenn–Tehama Connection service.

As mentioned above, a base service level of 2 trips per direction per day has been assumed to provide adequate time-of-day flexibility (e.g., one morning and one afternoon/evening trip). However, additional trips could be considered given the anticipated higher demand for this corridor, in line with the long-term goal of 4 trips per direction per day envisioned for the Salmon Runner in previous studies. Estimated travel time from Redding to Sacramento (Midtown Sacramento Station) along this route is on the order of 3 hours and 20 minutes, but travel times would be shorter for trips to/from intermediate stops. For example, travel times from Redding to Red Bluff, Williams, and Sacramento International Airport would be approximately 35 minutes, 1 hour and 50 minutes, and 2 hours and 45 minutes, respectively.

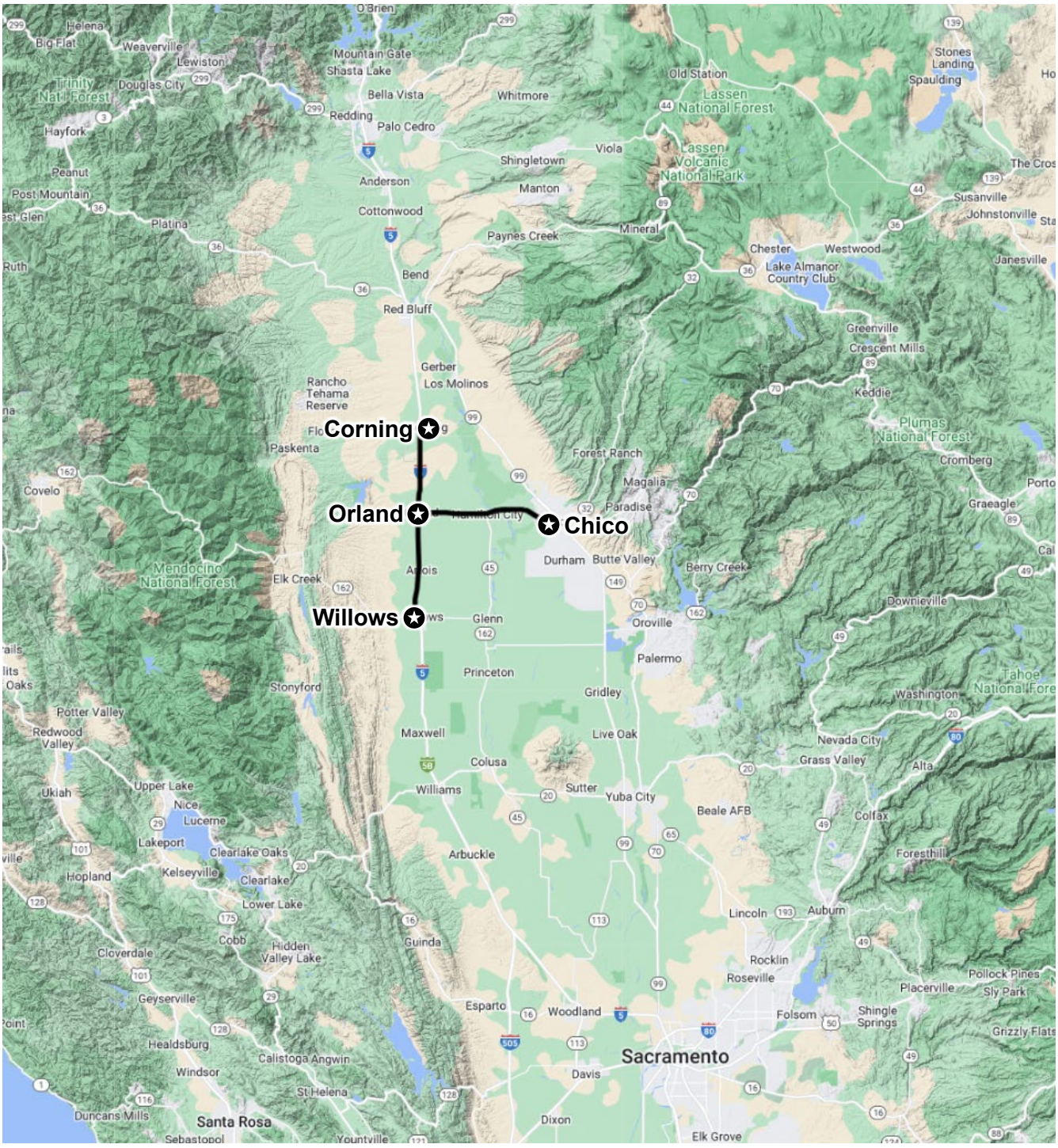
(43) At this time, RABA is currently considering 35-foot suburban-style diesel–hybrid buses from Gillig or New Flyer. While these vehicles would not be over-the-road (OTR) coaches, they would have the same amenities as a typical Amtrak Thruway bus, including high-back seats, trays, leg rests, arm rests, reading lights, luggage racks, a bike rack, wi-fi, cameras, heating, and air conditioning. If the State rejects this request, RABA would obtain battery-electric buses pending direction and approval from its Board of Directors. For the purposes of this study, the capital cost for the Sacramento service assumes 45-foot, battery-electric OTR coaches, which is generally more conservative (i.e., more expensive) and facilitates easy comparison with the other potential bus service concepts.

Figure 4-5. Potential Service Concept – Redding to Sacramento Hub (Bus)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Figure 4-5b. Associated Service with the Salmon Runner – Valley Feeder



Source: Google MyMaps (base map), AECOM (annotations), 2024

Table 4-7. Potential Service Concept – Redding to Sacramento Hub (Bus)

Service level	2 trips per direction per day

Stop	Location	Connecting public transit
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal)	• RABA • Trinity Transit • Sage Stage
Red Bluff	TRAX Bus & Ride (Rio St. & Walnut St.)	• TRAX (Tehama County)
Orland	Newville Rd. & 9th St.	• Glenn Ride
Willows	Walmart Supercenter (470 Airport Rd.)	• Glenn Ride
Williams	Starbucks (5th St. & E St.)	• Lake Transit (*future connection*)
Sacramento Int'l Airport (Stop 1)	Terminal A	• Yolobus • SacRT
Sacramento Int'l Airport (Stop 2)	Terminal B	• Yolobus • SacRT

Sacramento (Stop 1)	Sacramento Valley Station	• Capitol Corridor
		• San Joaquins
		• California Zephyr
		• SacRT
		• Yolobus
		• Yuba–Sutter Transit
		• Placer County Transit
		• Amtrak Thruway:
		  ○ Route 3 (Davis)
		  ○ Route 20 (Auburn, Reno, Sparks)
		  ○ Route 20C / El Dorado Transit (South Lake Tahoe)

Sacramento (Stop 2)	Midtown Sacramento Station	• San Joaquins • Altamont Corridor Express • SacRT • El Dorado Transit

Source: AECOM, 2024

Note: Exact stop locations are conceptual at this stage and only for planning purposes.

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-8**.

The primary capital cost for establishing this intercity bus service would be in the procurement of intercity buses. Based on route analysis and considering the frequency of 2 round trips each day, 2 intercity bus coaches would be needed. As RABA has successfully tested a battery-electric bus between Redding and Sacramento, the procurement costs for the service assume battery-electric buses as the vehicle

type.[44] Additional capital costs are required for charging infrastructure (assumes two charging stations). Total capital costs for the service are estimated at $3.0 million.

For annual O&M costs, estimates were developed based on a combination of estimated unit costs provided by RABA for the I-5 service (a.k.a. Salmon Runner) and actual unit costs for existing transit operators in the route's service area. Annual (revenue) vehicle hours for the service were increased by 20 percent to account for additional operating time to charge vehicles and for other O&M costs specific to battery-electric buses. Overall, the service requires approximately 6,400 vehicle hours (includes 30-percent increase for battery-electric bus charging, etc.) and 250,200 vehicle miles annually, for an estimated annual O&M cost of between $0.99 million and $1.06 million.

More detailed information on the cost estimates is provided in **Appendix F**.

Table 4-8. Estimated Costs – Sacramento (Bus)

Route	# of vehicles needed	Capital costs (a)	Annual vehicle hours	Annual vehicle miles	Annual O&M costs	
					Low estimate	High estimate
Redding – Sacramento Hub (Bus)	2	$3,040,000	6,400	250,200	$990,000	$1,060,000

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

(a) Initial capital costs could be substantially reduced if the service uses existing diesel buses (which can run on renewable diesel) currently operating on RABA's Route 99X service or a similar solution (e.g., new diesel–hybrid buses), in lieu of purchasing new battery-electric buses.

4.2.4 Redding – Reno Hub (Bus Service)

While travel to Reno could be possible utilizing other intercity bus and rail services proposed as part of this plan, those options would require a transfer in Sacramento to/from Amtrak's long-distance California Zephyr service or to/from other intercity bus options. This configuration is not efficient, and travel times would likely be double the direct route. Given these considerations, this plan includes a potential concept for intercity bus service on the Redding – Reno Hub route, as illustrated in **Figure 4-6** and summarized in **Table 4-9**.[45]

(44) RABA procured two intercity buses to support the Route 99X service to/from Chico, and it may be possible to use these buses on the proposed I-5 service to Sacramento in lieu of procuring new ZEBs. This may only be a temporary solution, however, as compliance with the Innovative Clean Transit (ICT) Regulation (see **Section 3.4.1**) may require an eventual transition to ZEBs for the Sacramento service.

(45) There are no existing rail alignments available between Redding and Susanville, and a rail service in this corridor would require significant new construction in difficult terrain. Given the prohibitive cost, potential environmental impacts, and other considerations, rail service in this corridor was deemed infeasible. See **Attachment E** for a more detailed discussion on why this determination was made.

Figure 4-6. Potential Service Concept – Redding to Reno Hub (Bus)

Source: Google MyMaps (base map), AECOM (annotations), 2024

As shown in **Figure 4-6** and **Table 4-9**, the assumed service would use the SR 44 and SR 36 corridors to Susanville, then the U.S. 395 corridor to Reno. The western end of the route would include two stops in Redding: one at the RABA Downtown Passenger Terminal (adjacent to the Redding Amtrak station) and one at the Canby Road Transfer Facility outside Mt. Shasta Mall. Similarly, the eastern end of the route would include two stops in Reno: one at the Reno Amtrak station and another at Reno–Tahoe International Airport.

The primary intermediate stop would be in Susanville—for the purposes of this study, conceptually assumed to be located at the Riverside Drive stop (near Walmart) used by Lassen Rural Bus and Sage Stage to facilitate connections within Lassen County and to/from Modoc County. An additional intermediate stop is assumed just off SR 44 at the Loomis Museum in Lassen Volcanic National Park for tourism/recreation demand, as the museum and nearby hiking trails and campgrounds are readily accessible from this location.

As the rest of the corridor is very sparsely populated, no other intermediate stops are assumed. Additional stops in the Nevada portion of the route could be added but are assumed to be the responsibility of the state of Nevada or appropriate local jurisdictions and are not included for this analysis.

Table 4-9. Potential Service Concept – Redding to Reno Hub (Bus)

Service level	2 trips per direction per day

Stop	Location	Connecting public transit
Redding (Stop 1)	Redding Amtrak Station (RABA Downtown Passenger Terminal)	• RABA • Trinity Transit • Sage Stage • Amtrak Thruway: Route 3 (RABA Route 99X)
Redding (Stop 2)	Canby Road Transfer Facility (Mt. Shasta Mall)	• RABA • Trinity Transit • Sage Stage
Lassen Volcanic National Park	Loomis Museum	
Susanville	Riverside Dr. at Walmart	• Lassen Rural Bus • Sage Stage
Reno (Stop 1)	Reno Amtrak Station	• California Zephyr • Regional Transportation Commission (RTC) (Washoe County) • Amtrak Thruway: Route 20 (Sacramento)
Reno (Stop 2)	Reno–Tahoe International Airport	• Eastern Sierra Transit

Source: AECOM, 2024

Note: Exact stop locations are conceptual at this stage and only for planning purposes. Additional stops in Nevada beyond the above are assumed to be the responsibility of the state of Nevada.

The assumed service level is 2 trips per direction per day to provide sufficient time-of-day flexibility for passengers. This assumption also facilitates easy comparison with the other corridors, which assume the same service level. Given that there is no existing transit service in this corridor except via Alturas (Modoc County), the potential demand for this service is somewhat more difficult to gauge than for other corridors. While Susanville is a modestly sized "small" city, the majority of the corridor is otherwise rural in nature outside of Redding and Reno, and there may not be sufficient demand to justify 2 trips per direction per day. Estimated travel time for this bus route is 3 hours and 50 minutes using the same methodology for estimating travel times as the other bus routes (i.e., Google Maps drive-time estimates, with minor adjustments for dwell times at intermediate stops and other factors, as needed). Estimated travel time between Redding and Susanville would be approximately 2 hours and 15 minutes.

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-10**.

The primary capital cost for establishing this intercity bus service would be in the procurement of intercity buses. Based on route analysis and considering the frequency of 2 round trips each day, 2 intercity bus coaches would be needed. Total capital costs are estimated at $2.1 million.

For annual O&M costs, estimates were developed based on a combination of estimated unit costs provided by RABA for the Salmon Runner service and actual unit costs for existing transit operators in the route's service area. Route analysis indicates that the service requires approximately 6,200 vehicle hours and 303,000 vehicle miles annually, for an estimated annual O&M cost of between $0.96 million and $1.35 million.

More detailed information on the cost estimates is provided in **Appendix F**.

Table 4-10. Estimated Costs – Reno via Susanville (Bus)

Route	# of vehicles needed	Capital costs (a)	Annual vehicle hours	Annual vehicle miles	Annual O&M costs	
					Low estimate	High estimate
Redding – Reno Hub (Bus)	2	$2,110,000	6,200	303,000	$960,000	$1,350,000

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

(a) Initial capital costs could be substantially reduced if the service uses existing diesel buses (which can run on renewable diesel) currently operating on RABA's Route 99X service, in lieu of purchasing new buses.

4.2.5 Redding – Eureka-Arcata Hub (Bus Service)

A potential concept for this intercity bus service is illustrated in **Figure 4-7** and summarized in **Table 4-11**.[46] The service is assumed to operate as an express overlay for connecting journeys across one or more of the existing lines in the corridor (Trinity Transit's Redding and Willow Creek lines and HTA's Willow Creek line). In this concept, these existing services would continue to operate, providing lifeline access for passengers, particularly for rural areas of the corridor within the Trinity Transit portion of the route. The identified stop locations within the HTA portion of the route are largely identical to HTA's Willow Creek line (with the exception of the stop in Valley West).

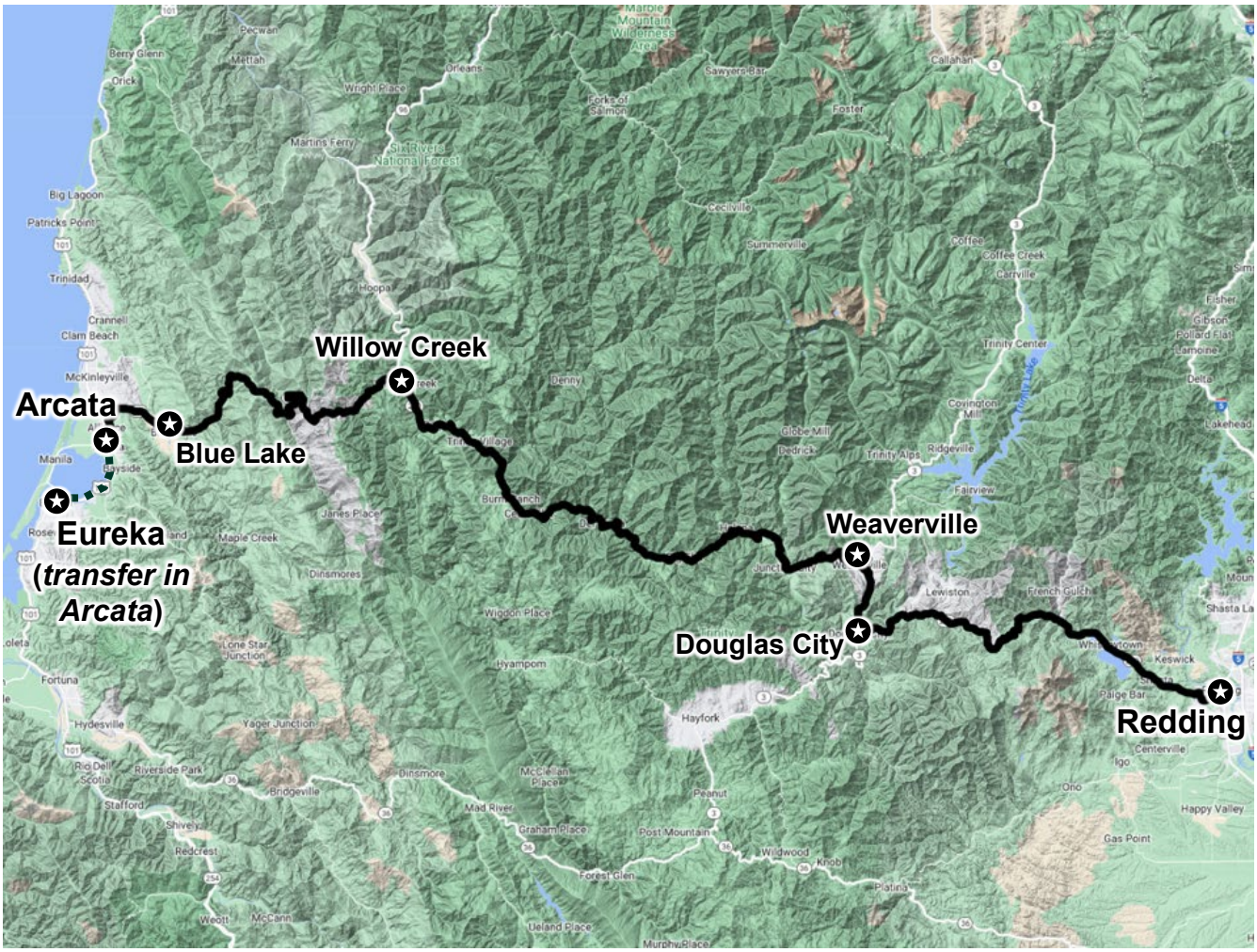
Intermediate stops for the proposed service would be provided at the major juncture points of the existing services (Weaverville and Willow Creek), in Douglas City (Trinity Transit major transfer point for the Hayfork and Lewiston lines), and in Blue Lake. Additional seasonal summer stops would be provided at the Visitor Center and at the Oak Bottom Boat Launch in the Whiskeytown National Recreation Area.

The assumed service level is 2 trips per direction per day to provide sufficient time-of-day flexibility for passengers. Estimated travel time for this bus route is 3 hours and 10 minutes, but travel times would be shorter for trips to/from intermediate stops. For example, travel times from Redding to Weaverville and Willow Creek would be approximately 1 hour and 2 hours and 15 minutes, respectively.

Based on discussions with SRTA and RABA staff, the service is assumed to terminate in Arcata at the Arcata Transit Center, as there is already frequent "suburban" service between Arcata and Eureka via Redwood Transit System (RTS). While the Eureka Transit Center has several connecting transit services that are not accessible at the Arcata Transit Center, transit service between the two cities is sufficiently frequent that connections could be made relatively easily. A terminus in Arcata would also allow for faster cycle times (if needed), which may be important in terms of optimizing operator shifts.

(46) There are no existing rail alignments available between Redding and Eureka–Arcata, and a rail service in this corridor would require significant new construction in difficult terrain. Given the prohibitive cost, potential environmental impacts, and other considerations, rail service in this corridor was deemed infeasible. See **Attachment D** for a more detailed discussion on why this determination was made.

Figure 4-7. Potential Service Concept – Redding to Eureka–Arcata Hub (Bus)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Table 4-11. Potential Service Concept – Redding to Eureka–Arcata Hub (Bus)

Service level	2 trips per direction per day

Stop	Location	Connecting public transit
Redding	Redding Amtrak Station (RABA Downtown Passenger Terminal)	• RABA • Trinity Transit • Sage Stage • Amtrak Thruway: Route 3 (RABA Route 99X)
Whiskeytown (Stop 1)[(a)]	Whiskeytown National Recreation Area Visitor Center	• RABA
Whiskeytown (Stop 2)[(a)]	Oak Bottom Boat Launch	• RABA
Douglas City	Douglas City Park & Ride	• Trinity Transit
Weaverville	Weaverville Library	• Trinity Transit
Willow Creek	SR 299 & SR 96	• Humboldt Transit Authority (HTA): ○ Willow Creek line
Blue Lake	Blue Lake Casino Hotel (Chartin Rd. & Chartin Rd.)	• Humboldt Transit Authority (HTA): ○ Willow Creek line
Arcata	Arcata Transit Center	• Humboldt Transit Authority (HTA): ○ Arcata & Mad River Transit System (A&MRTS) ○ Redwood Transit System (RTS) • Redwood Coast Transit (RCT) • Amtrak Thruway: Route 7 (Martinez)

Source: AECOM, 2024

Note: Exact stop locations are conceptual at this stage and only for planning purposes.

(a) Whiskeytown stops are seasonal only, matching RABA #19 ("Beach Bus").

Rough-Order-of-Magnitude Costs

Estimated costs for this service in 2025 dollars are summarized in **Table 4-12**.

Table 4-12. Estimated Costs – Eureka–Arcata (Bus)

Route	# of vehicles needed	Capital costs [(a)]	Annual vehicle hours	Annual vehicle miles	Annual O&M costs	
					Low estimate	High estimate
Redding – Eureka–Arcata Hub (Bus)	2	$2,100,000	5,000	207,800	$780,000	$1,000,000

Source: AECOM, 2025

Note: All costs are in 2025 dollars.

(a) Initial capital costs could be substantially reduced if the service uses existing diesel buses (which can run on renewable diesel) currently operating on RABA's Route 99X service, in lieu of purchasing new buses.

The primary capital cost for establishing this intercity bus service would be in the procurement of intercity buses. Based on route analysis and considering the frequency of 2 round trips each day, 2 intercity bus coaches would be needed. Total capital costs are estimated at $2.1 million.

For annual O&M costs, estimates were developed based on a combination of estimated unit costs provided by RABA for the Salmon Runner service and actual unit costs for existing transit operators in the route's service area. Route analysis indicates that the service requires approximately 5,000 vehicle hours and 207,800 vehicle miles annually, for an estimated annual O&M cost of between $0.78 million and $1.00 million.

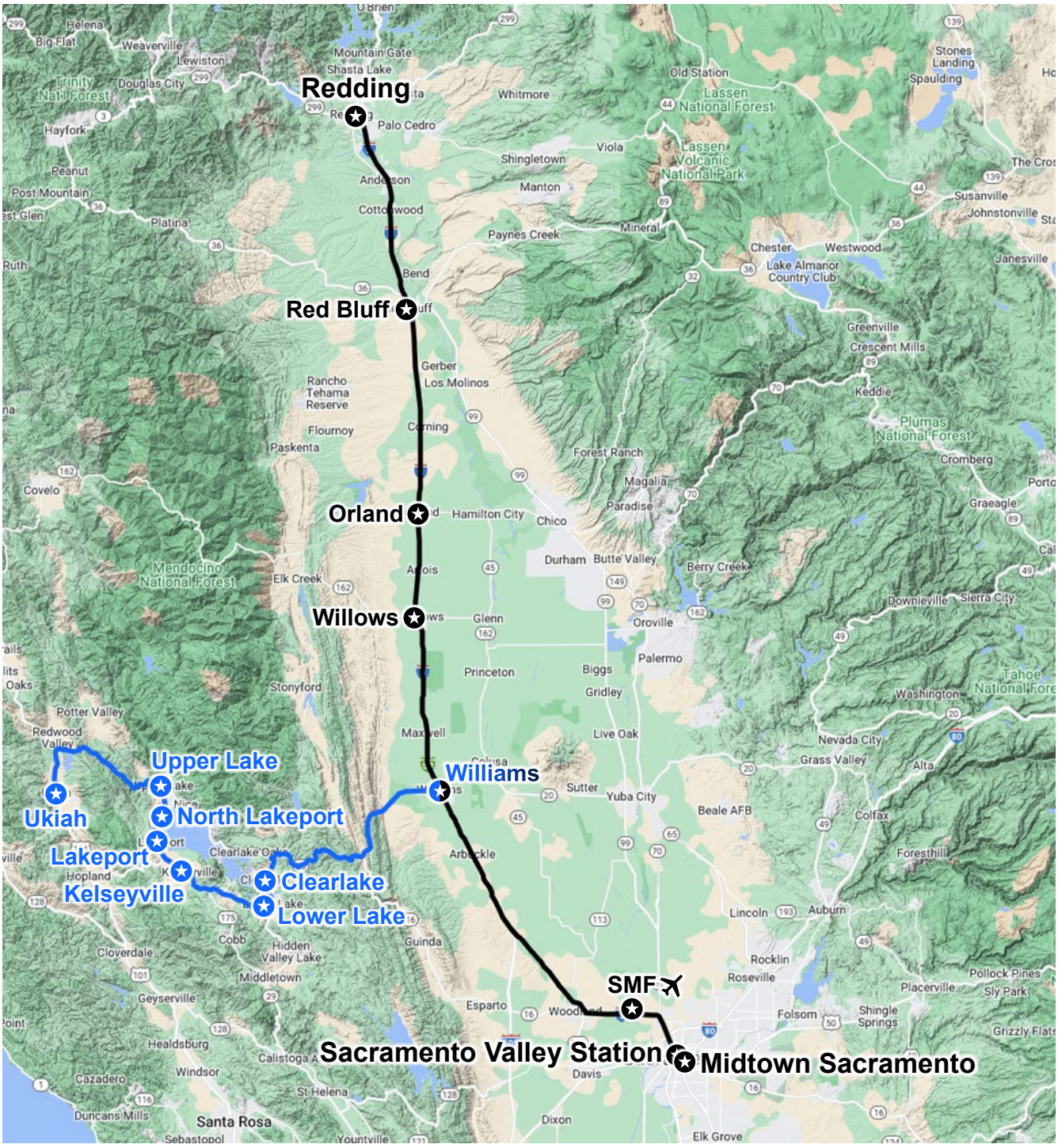
More detailed information on the cost estimates is provided in **Appendix F**.

4.2.6 Additional Route for Future Study: Williams – Clearlake – Ukiah (Bus Service)

During the course of this study, an additional route was identified by several North State Region stakeholders as a priority for intercity bus service. This route would run from Williams to Ukiah via Lakeport and Clearlake, using SR 20, SR 29, and SR 53. At Williams, connections would be possible with the I-5 service to Sacramento (a.k.a. Salmon Runner).

The Williams – Clearlake–Ukiah route has not been evaluated in this study but has been identified as a priority for future planning efforts. This route is illustrated in **Figure 4-8**.

Figure 4-8. Williams – Clearlake – Ukiah (Bus)



Source: Google MyMaps (base map), AECOM (annotations), 2024

Chapter 5
Demand/Feasibility Analysis

This chapter analyzes the proposed service concepts in terms of potential demand and feasibility. Based on this analysis, each concept is scored and ranked across a variety of criteria including connectivity, access to travel markets, user experience, cost v. benefit, geographic features, and ease of implementation. An overall ranking is then developed based on each concept's performance across the selected criteria, informing a potential prioritization scheme for future implementation.

5.1 Demand Analysis

The demand analysis evaluates and compares the hubs/routes for potential demand in each of the following areas:

- Connectivity (rail, intercity bus, and air)
- Travel markets
- User experience

As part of this evaluation, a scoring system was utilized to help quantify the relative performance of a given hub/route:

- 5 = Very high
- 4 = High
- 3 = Moderate
- 2 = Low
- 1 = Very low

Upon completion of the scoring process, each of the six hubs/routes were ranked with a ranking of 6 being the highest and 1 the lowest.

5.1.1 Connectivity Assessment

Connectivity was evaluated in terms of rail, intercity bus, and air services accessible from each hub/route. Recognizing that transfers are an added inconvenience, the analysis focuses only on first-order (direct) connections from the hub or intermediate locations (bus stops and rail stations) along the associated corridor.

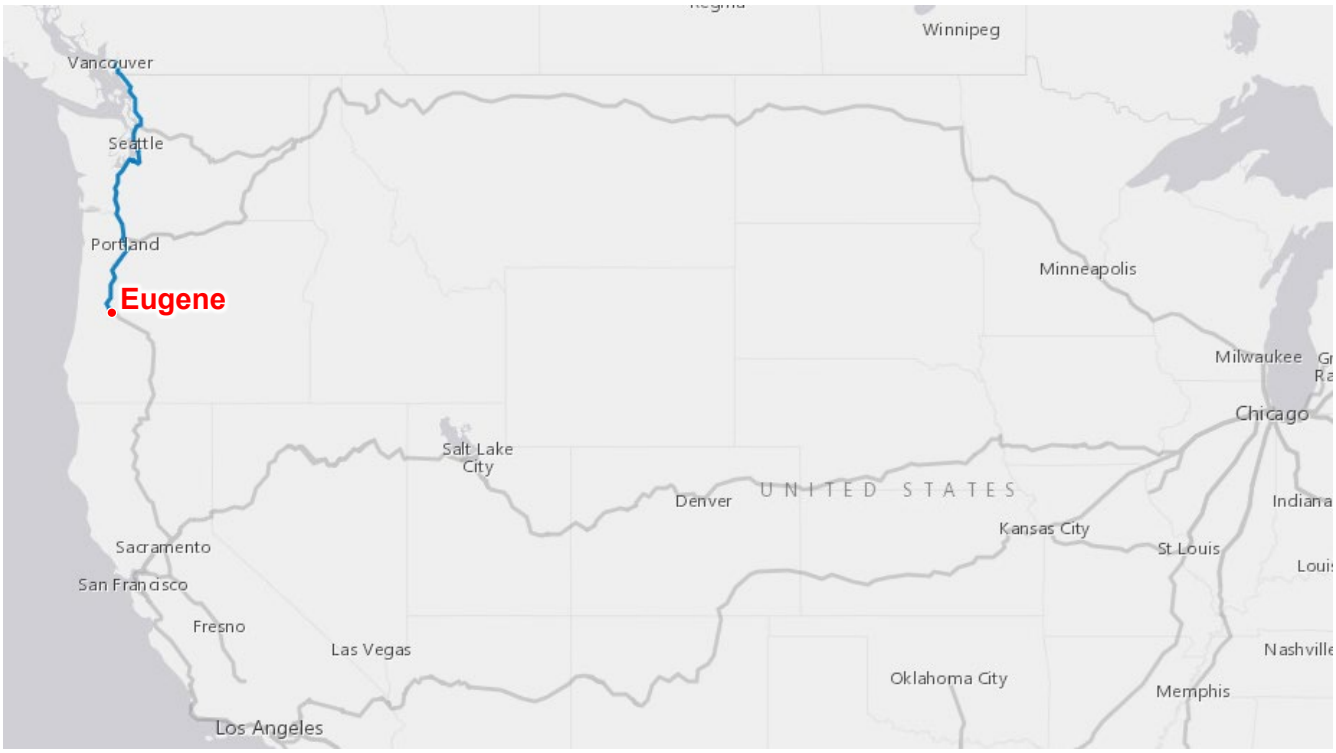
5.1.1.1 Rail Connections

Intercity rail connections available at each of the hubs are illustrated in **Figure 5-1** (Eugene Hub), **Figure 5-2** (Chico Hub), **Figure 5-3** (Sacramento Hub), **Figure 5-4** (Reno Hub), and **Figure 5-5** (Eureka–Arcata Hub). As the Coast Starlight service already serves Redding, it has been omitted from the maps for Eugene, Chico, and Sacramento.

As shown in **Figure 5-1**, Eugene is the southern terminus of the Amtrak Cascades service, offering access to large population centers of the Pacific Northwest, including Albany, Salem, Portland, Olympia, Tacoma, Seattle, Everett, Bellingham, and Vancouver (British Columbia). It should be noted that there is significant coverage overlap between the Cascades and the Coast Starlight, as the two services follow the same route between Seattle and Eugene. The Cascades, however, extends north beyond Seattle to Vancouver, and also serves additional stations on the overlapping segment south of Seattle that are not served by the Coast Starlight.

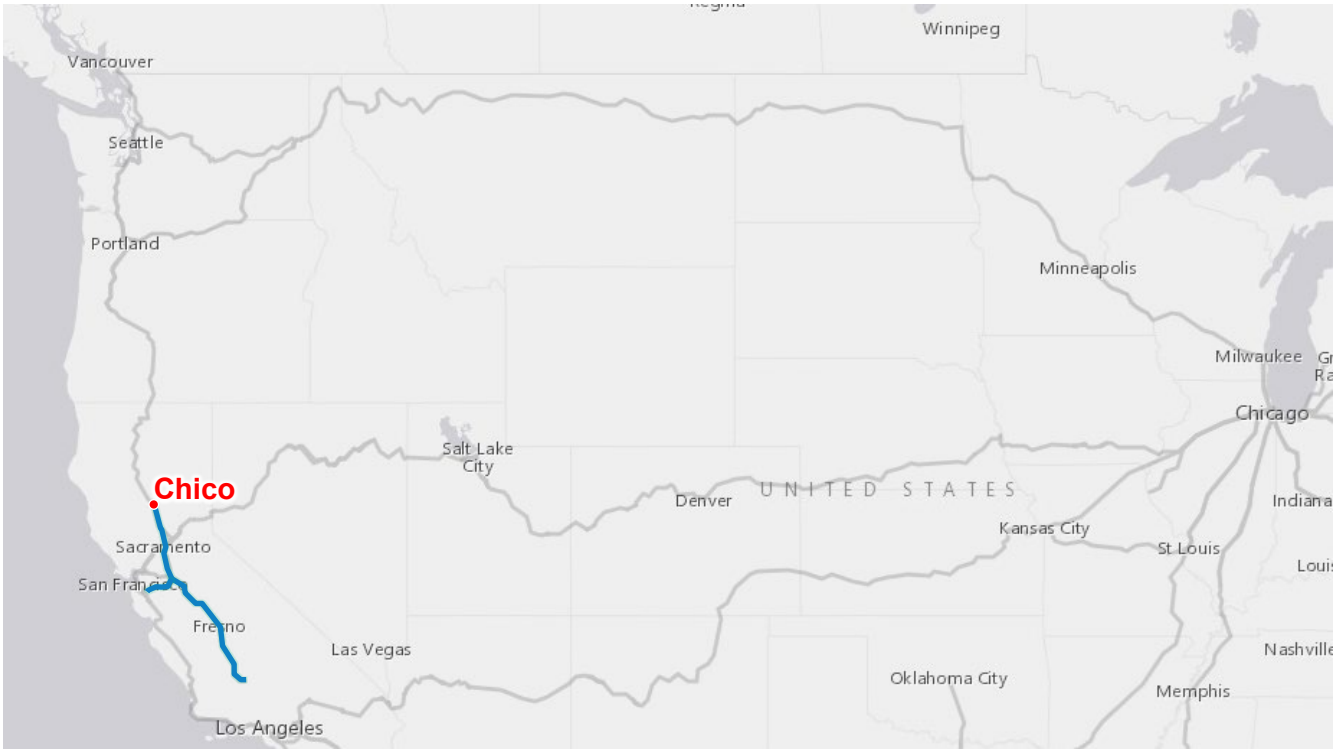
Chico is not currently served by passenger rail outside of the Coast Starlight, but it is planned to serve as the northern terminus of the combined North Valley Rail and Valley Rail network, as shown in **Figure 5-2**. Direct service via ACE and the San Joaquins will be available to Marysville–Yuba City, Sacramento, Stockton, Modesto, Turlock, Merced, Fresno, Bakersfield, Tracy, and destinations in the Bay Area, including Livermore, Pleasanton, and Union City.

Figure 5-1. Rail Connections – Eugene Hub



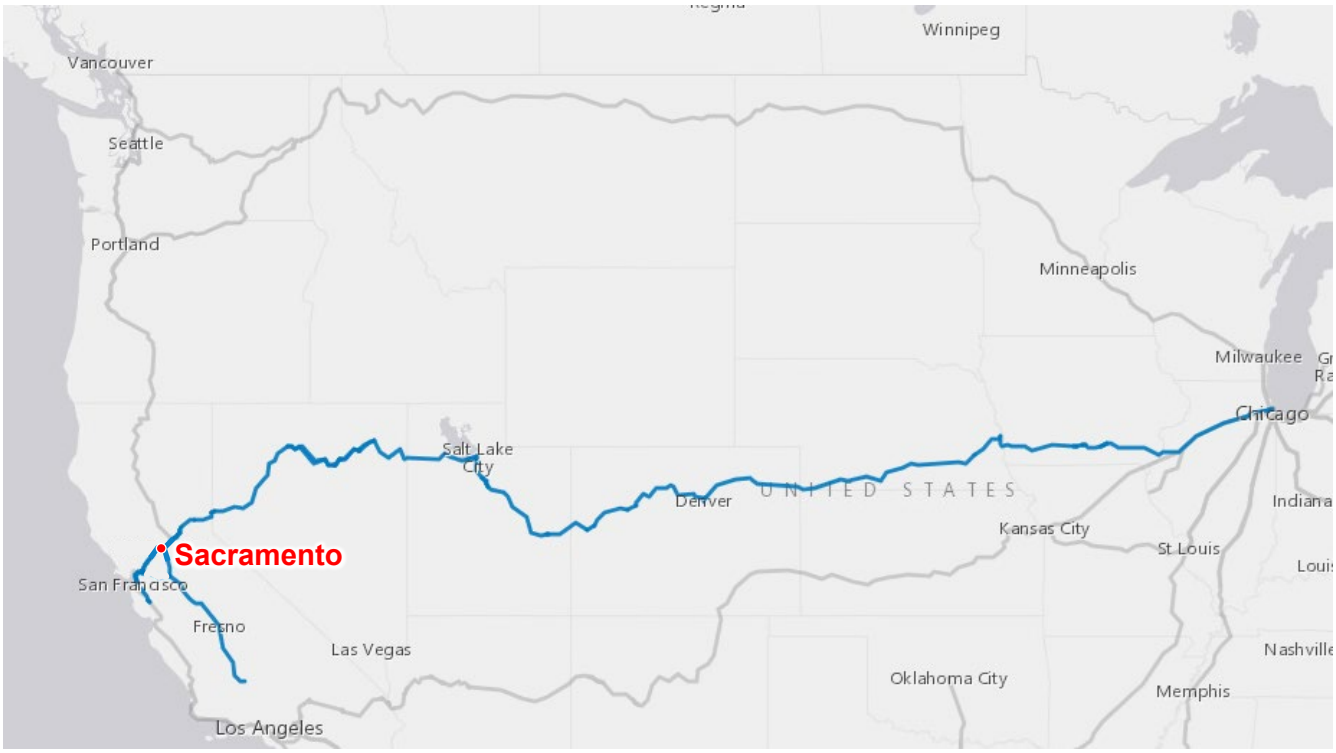
Source: United States Department of Transportation Bureau of Transportation Statistics (https://hub.arcgis.com/datasets/usdot::amtrak-routes/explore), AECOM (annotations)

Figure 5-2. Rail Connections – Chico Hub



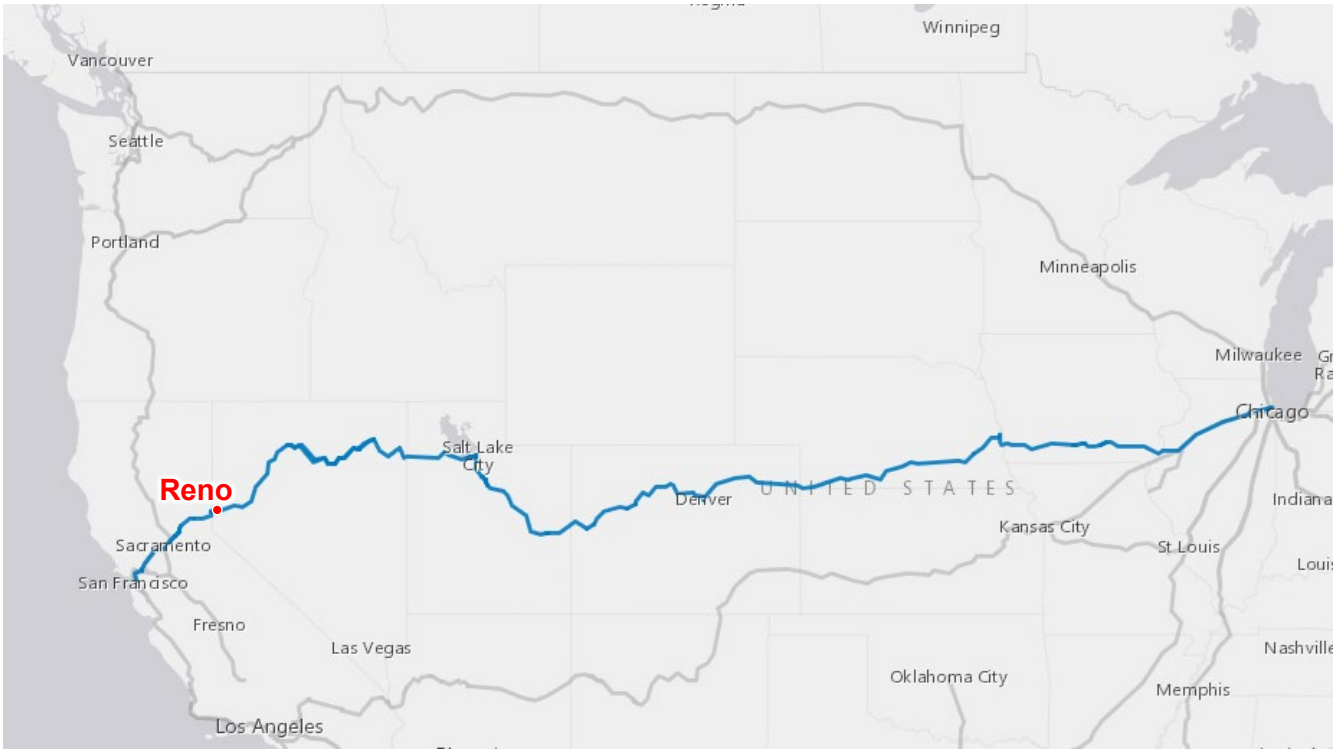
Source: United States Department of Transportation Bureau of Transportation Statistics (https://hub.arcgis.com/datasets/usdot::amtrak-routes/explore), AECOM (annotations)

Figure 5-3. Rail Connections – Sacramento Hub



Source: United States Department of Transportation Bureau of Transportation Statistics (https://hub.arcgis.com/datasets/usdot::amtrak-routes/explore), AECOM (annotations)

Figure 5-4. Rail Connections – Reno Hub



Source: United States Department of Transportation Bureau of Transportation Statistics (https://hub.arcgis.com/datasets/usdot::amtrak-routes/explore), AECOM (annotations)

Figure 5-5. Rail Connections – Eureka–Arcata Hub

Source: United States Department of Transportation Bureau of Transportation Statistics (https://hub.arcgis.com/datasets/usdot::amtrak-routes/explore), AECOM (annotations)

As shown in **Figure 5-3**, intercity rail services accessible from Sacramento (Sacramento Valley Station) include the Capitol Corridor, the San Joaquins, and the California Zephyr. Sacramento offers the greatest first-order connectivity among the five hubs, with significant coverage across the largest population centers in Northern California. In particular, the Capitol Corridor provides access to Davis and much of the Bay Area (including Richmond, Berkeley, Oakland, Hayward, Fremont, Santa Clara, and San Jose), while the San Joaquins offers coverage in the Central Valley all the way south to Bakersfield. Long-distance interstate coverage is provided by the California Zephyr, with destinations including Reno, Salt Lake City, Denver, Omaha, and Chicago all directly accessible from Sacramento. Furthermore, Valley Rail (not depicted in **Figure 5-3** because it will not serve Sacramento Valley Station directly) will establish several new intercity rail stations along the UP Sacramento Subdivision in the San Joaquin Valley and in the Sacramento Region, including a station in Midtown Sacramento.

As shown in **Figure 5-4**, Reno provides direct access to the California Zephyr. While there may be some time savings by connecting with the California Zephyr in Reno instead of Sacramento, this would generally only apply to destinations close to or east of Reno.

As shown in **Figure 5-5**, there are no intercity rail services directly accessible from Eureka–Arcata.

Scoring for Rail Connectivity

Based on the information above, each of the hubs/routes were qualitatively scored for rail connectivity as follows:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**4 – High**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**4 – High**
• **Chico** (via I-5 + SR 99 corridor)	**3 – Moderate**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**3 – Moderate**
• **Eureka–Arcata** (via SR 299 corridor)	**1 – Very low**

Overall, Sacramento scored the highest in terms of intercity rail connectivity, with the most coverage within California and long-distance coverage via the California Zephyr. Eugene offers a connection to the robust state-sponsored Amtrak Cascades intercity rail line, which provides access to Portland, Seattle, and Vancouver. This excellent connection places it in second place. Chico scored a "moderate" despite lacking any current intercity rail service (outside of the Coast Starlight), as ACE and San Joaquins trains will be accessible at Chico with implementation of the planned North Valley Rail service.(47) Reno has minimal or limited coverage within California but offers some connectivity for interstate travel due to the California Zephyr. Eureka–Arcata does not have any intercity rail service and therefore scored "very low".

5.1.1.2 Intercity Bus Connections

Intercity bus connections for each hub/route are summarized in **Table 5-1**, focusing on publicly operated or supported services.

(47) One point was deducted from Chico's score to reflect the fact that implementation of North Valley Rail is still uncertain and not yet confirmed.

Table 5-1. Intercity Bus Connections

Station/stop		Major intercity bus connections	Key destinations
Eugene Hub			
Eugene		Oregon POINT (Cascades)[a]	Albany, Salem, Woodburn, Tualatin, Portland
		Link Lane (Florence–Eugene Connector[a]	Florence
		Pacific Crest Bus Lines (Bend–Eugene Express)[a]	Bend, Redmond (Airport)
via I-5	Ashland	Oregon POINT (SouthWest)[a]	Klamath Falls, Crescent City, Brookings
via I-5	Medford		
via I-5	Grants Pass		
via U.S. 97	Chemult	Pacific Crest Bus Lines (Hwy. 97 Connector)[a]	Bend, Redmond (Airport)
via U.S. 97	Klamath Falls	Oregon POINT (SouthWest)[a]	Ashland, Medford (Airport), Grants Pass, Crescent City, Brookings
		Pacific Crest Bus Lines (Hwy. 97 Connector)[a]	Bend, Redmond (Airport)
		Sage Stage	Tulelake, Newell, Canby, Alturas
Chico Hub			
Chico		Amtrak Thruway (Rt. 3)[b]	Oroville, Marysville, Sacramento, Elk Grove, Stockton
Sacramento Hub			
Sacramento		Amtrak Thruway (Rt. 3)[b]	Elk Grove, Stockton
		Amtrak Thruway (Rt. 20)[b]	Roseville, Rocklin, Auburn, Truckee, Reno, Sparks
		Amtrak Thruway (Rt. 20c)	Cameron Park, Placerville, South Lake Tahoe
Reno Hub			
Reno		Amtrak Thruway (Rt. 20)[b]	Truckee, Auburn, Rocklin, Roseville, Sacramento
Eureka–Arcata Hub			
Arcata		HTA (Redwood Transit System (RTS))	Fortuna
		Redwood Coast Transit (RCT)	Redwood National and State Parks, Crescent City
		Amtrak Thruway (Rt. 7)	Fortuna, Ukiah, Cloverdale, Healdsburg, Santa Rosa, Rohnert Park, Petaluma, Napa, Vallejo, Martinez
Eureka		HTA (North State Express Route 101)	Fortuna, Ukiah
		RTS	*See Arcata above*
		RCT	*See Arcata above*
		Amtrak Thruway (Rt. 7)	*See Arcata above*

Source: AECOM

Note: Publicly operated or supported services only; FlixBus and Greyhound routes not shown.

(a) Functions as an Amtrak Thruway connection.

(b) Currently requires purchase of connecting train ticket.

Intercity bus services accessible from Eugene include Oregon POINT, Link Lane, and Pacific Crest Bus Lines. These multiple intercity services provide connections to major destinations such as Bend, Crescent City, and Florence. Additionally, the Oregon POINT Cascades route provides a supplemental overlay service for the Amtrak Cascades between Eugene and Portland, with intermediate stops in Albany, Salem, Woodburn, and Tualatin. The Oregon POINT SouthWest route (Klamath Falls–Brookings) links the U.S. 97 and I-5 corridors, providing access to Klamath Falls from Ashland, Medford, Grants Pass, and Crescent City and vice versa.

The primary intercity bus connection accessible from Chico is Amtrak Thruway Route 3, which provides access to population centers between Chico and Stockton including Oroville, Marysville, and Sacramento. However, purchase of a connecting train ticket is currently required.

Intercity bus connections in Sacramento include Amtrak Thruway Route 3 and two additional Thruway services (Route 20 and Route 20c). Route 20 serves major destinations in the Interstate 80 (I-80) corridor between Sacramento and the Reno–Sparks area, including Roseville, Rocklin, Auburn, and Truckee. Route 20c serves the U.S. 50 corridor, including Cameron Park, Placerville, and South Lake Tahoe. While bus-only trips on Route 3 and Route 20 require purchase of a connecting train ticket, Route 20c is currently open to bus-only ticketing.

Amtrak Thruway Route 20 is the only intercity bus service accessible from Reno.

Eureka–Arcata is the gateway to the North Coast and is served by multiple local/regional bus services providing direct access to destinations up and down the U.S. 101 corridor, including Crescent City, Redwood National and State Parks, Fortuna, and Ukiah. Amtrak Thruway Route 7, which is open for bus-only ticketing, provides an additional overlay between Arcata and Ukiah and continues south into the Bay Area through Sonoma, Napa, and Solano counties to Martinez.

Scoring for Intercity Bus Connectivity

Based on the information above, each of the hubs/routes were qualitatively scored for intercity bus connectivity as follows:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**4 – High**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**4 – High**
• **Chico** (via I-5 + SR 99 corridor)	**3 – Moderate**
• **Sacramento** (via I-5 corridor)	**3 – Moderate**
• **Reno** (via Susanville)	**2 – Low**
• **Eureka–Arcata** (via SR 299 corridor)	**4 – High**

Overall, Eugene and Eureka–Arcata are served by the most comprehensive intercity bus connections among the five hubs, with significant geographic coverage and direct access to multiple major population centers. Existing intercity bus connections in Eureka–Arcata are particularly notable for geographic coverage within California, stretching all the way from Del Norte County near the Oregon border to the city of Martinez in the Bay Area, although areas along U.S. 101 are not particularly densely populated north of Santa Rosa.

Chico and Sacramento scored next highest in terms of intercity bus connections. While Chico has access to one service (Amtrak Thruway Route 3), this service hits all of the major population centers

between Chico and Stockton. Sacramento is served by multiple intercity bus routes and provides access to destinations heading east and northeast into the Sierra Nevada, including Truckee, South Lake Tahoe, Reno, and Sparks.

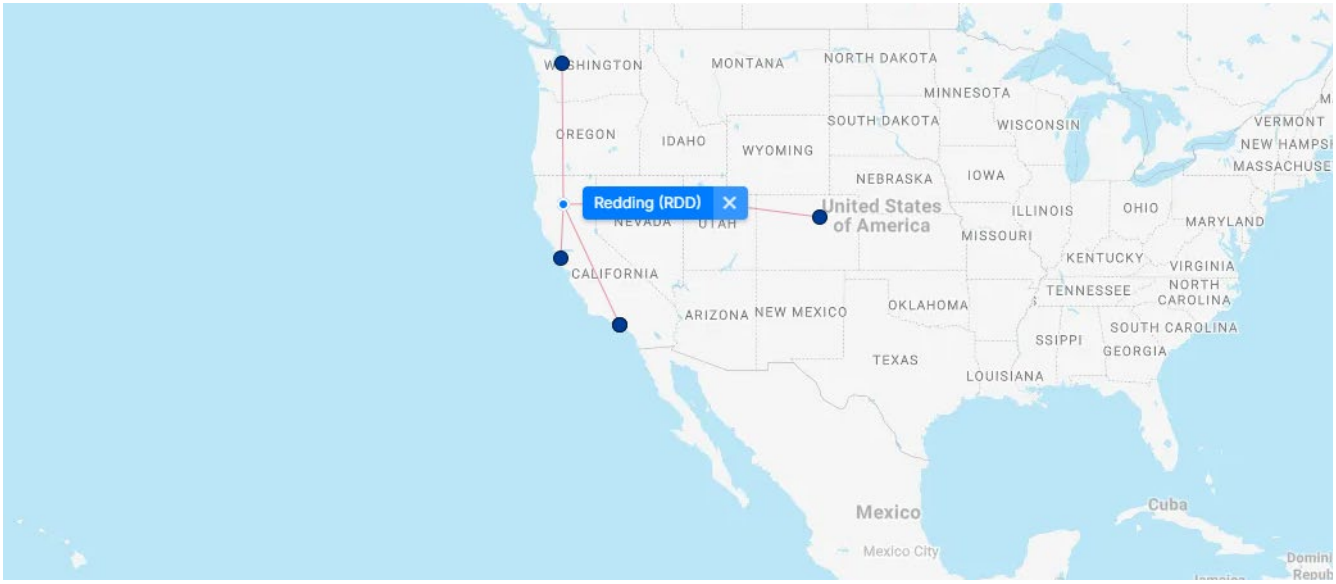
Since Reno is served by only a single intercity bus service (Amtrak Thruway Route 20), Reno does not appear to offer much benefit over Sacramento, although there may be some time savings via Reno for destinations along this service that are closer to Reno than to Sacramento, such as Truckee.

5.1.1.3 Air Connections

Air connectivity at the hubs was also analyzed to assess regional and long-distance travel accessibility. For the purpose of this analysis, airport connections reflect conditions in June 2024 (unless otherwise noted) and were referenced from a proprietary website (https://www.flightconnections.com/), with verification of select data points to ensure overall accuracy and integrity of the underlying data.

Figure 5-6 shows direct flights to/from Redding Regional Airport (RDD), including the new United Airlines flight to/from Denver (DEN) scheduled to start service on May 22, 2025. As shown in **Figure 5-6**, Redding is primarily a regional airport, with direct flights to/from Seattle–Tacoma (SEA), San Francisco (SFO), and Los Angeles (LAX). There are no direct international destinations accessible from Redding.

Figure 5-6. Air Connections – Redding



Source: FlightConnections (https://www.flightconnections.com/)

Relevant passenger airports for the selected hubs and corresponding corridors are summarized below:

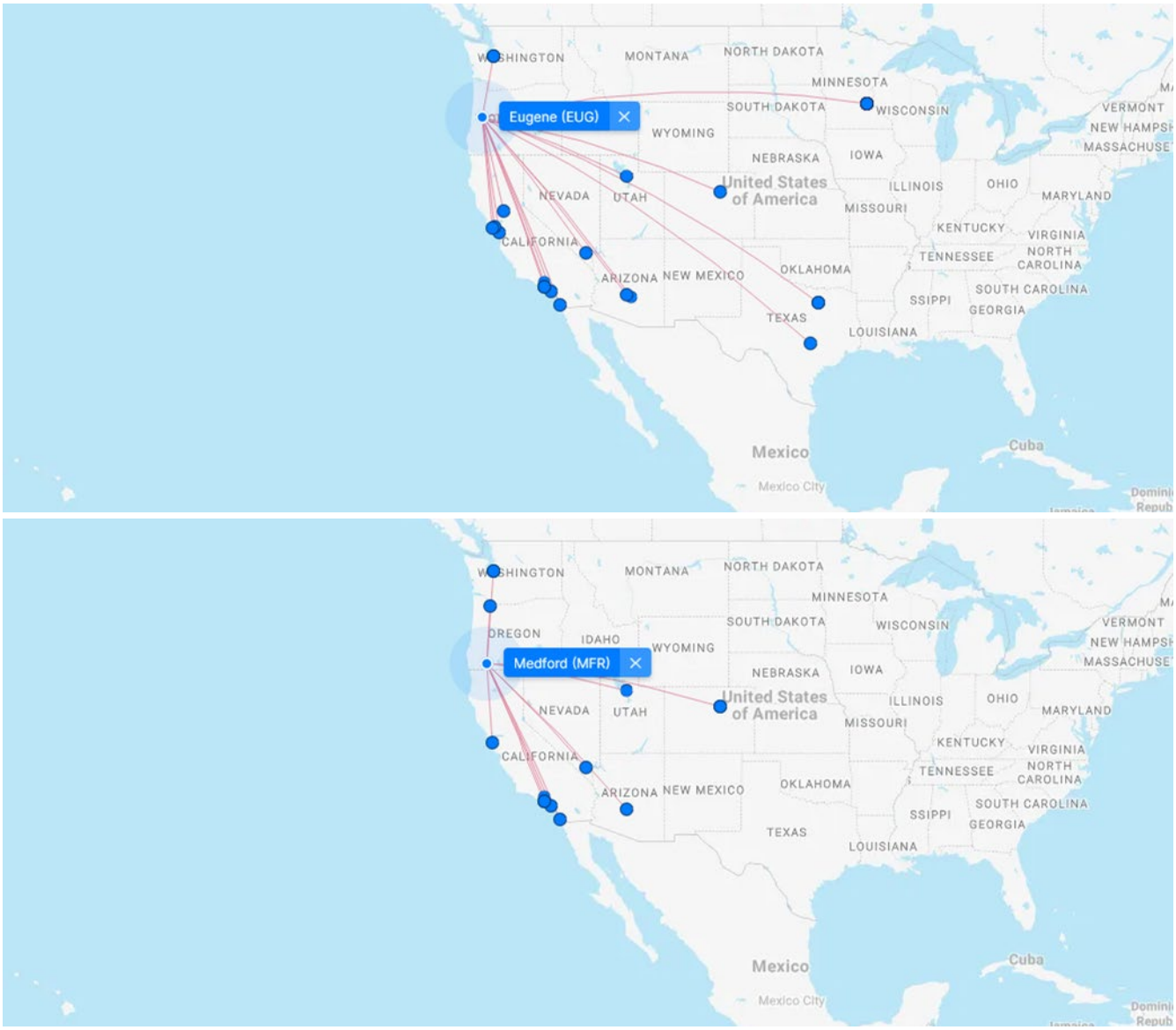
- **Eugene:** Eugene Airport (EUG) and Rogue Valley International–Medford Airport (MFR)
- **Chico:** None[48]
- **Sacramento:** Sacramento International Airport (SMF)
- **Reno:** Reno–Tahoe International Airport (RNO)
- **Eureka–Arcata:** California Redwood Coast–Humboldt County Airport (ACV) (Arcata–Eureka Airport)

(48) Chico Regional Airport is not currently served by passenger flights.

Air connections by hub/route are illustrated in **Figure 5-7** (Eugene), **Figure 5-8** (Sacramento), **Figure 5-9** (Reno), and **Figure 5-10** (Eureka–Arcata).

As shown in **Figure 5-7**, both Eugene Airport (EUG) and Rogue Valley International–Medford Airport (MFR) are mid-sized domestic airports and serve very similar destinations in terms of direct flights. While both offer more direct destinations than RDD Airport, the destinations are still concentrated in California and the Pacific Northwest, with a few destinations in the "interior" West and the Midwest. It should be noted that MFR retains "international" in its official name but does not currently serve international passenger flights.

Figure 5-7. Air Connections – Eugene Hub



Source: FlightConnections (https://www.flightconnections.com/)

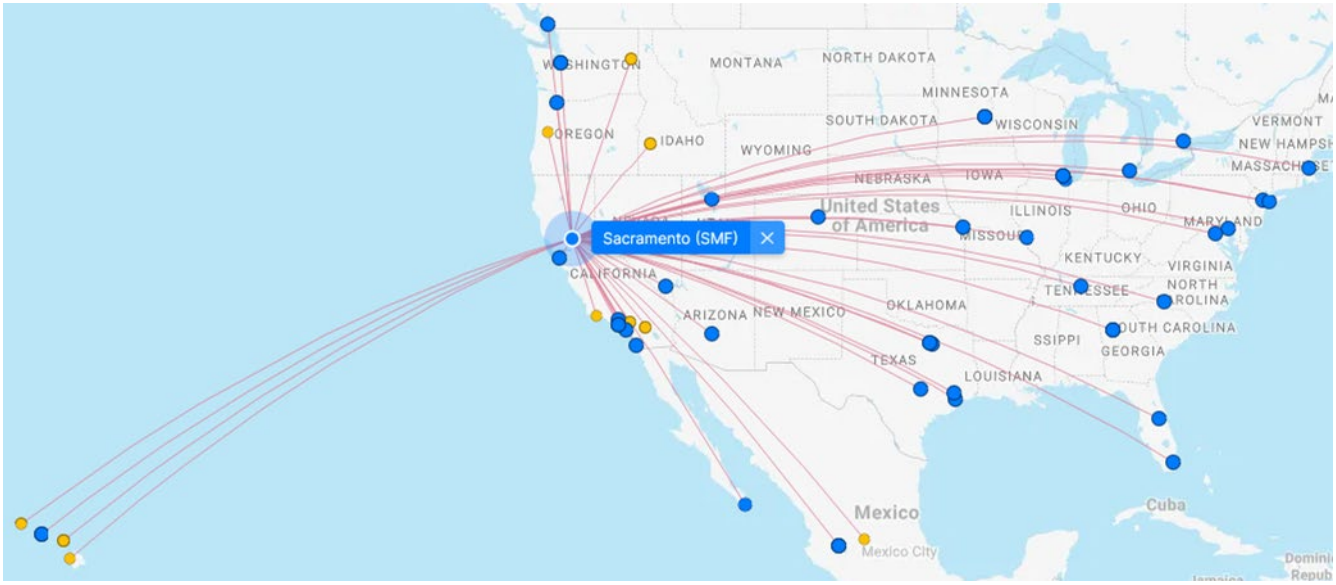
As shown in **Figure 5-8**, Sacramento International Airport (SMF) is a major airport with access to domestic destinations across the continental U.S. and Hawai'i, as well as international destinations in Mexico and Canada.

As shown in **Figure 5-9**, Reno–Tahoe International Airport (RNO) falls somewhere in between SMF and EUG/MFR in terms of the number of destinations served. It is primarily a domestic airport, with access

to more direct destinations than Eugene or Medford (including locations in the eastern and southeastern U.S.) but also has international flights to Mexico (Guadalajara).

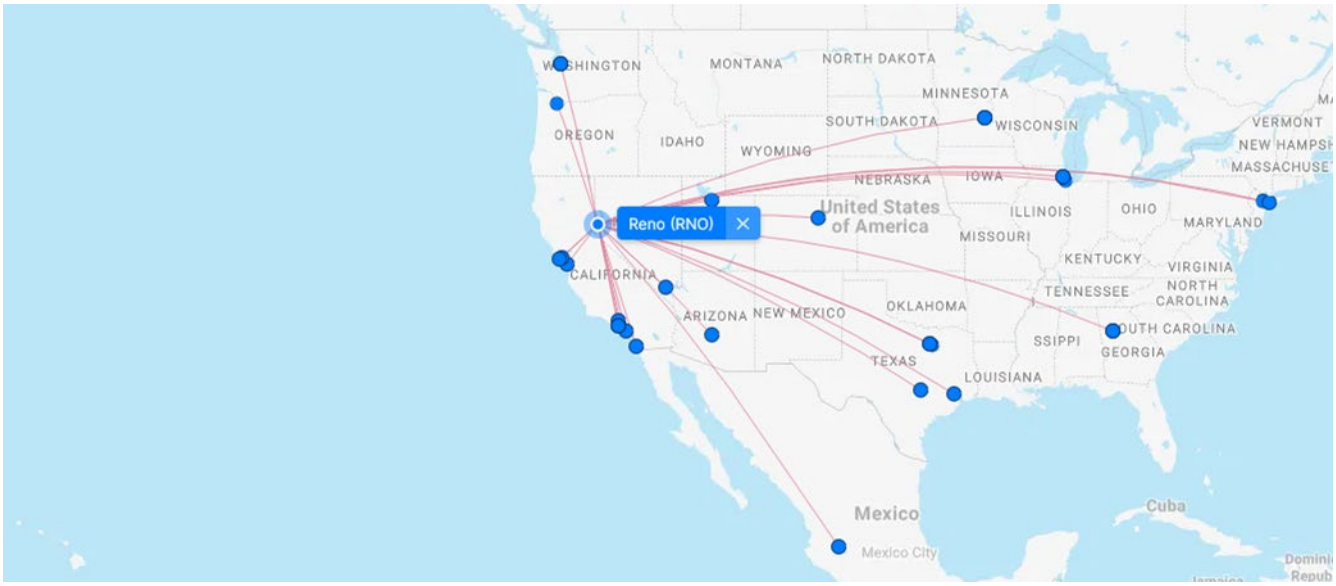
As shown in **Figure 5-10**, California Redwood Coast–Humboldt County Airport (ACV) is a regional airport and functionally very similar to RDD, with a limited selection of flights primarily concentrated in California. Direct destinations accessible from ACV include San Francisco (SFO), Los Angeles (LAX), Burbank (BUR), and Denver (DEN). Of these, only the latter two are not already directly accessible from RDD.

Figure 5-8. Air Connections – Sacramento Hub



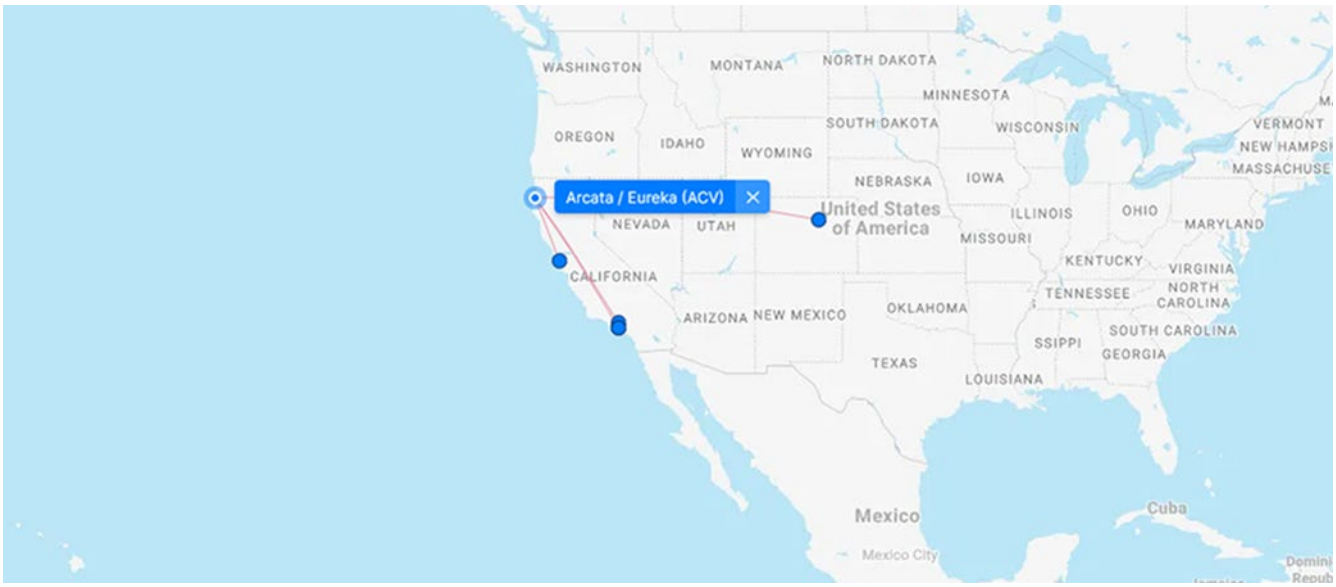
Source: Flight Connections (https://www.flightconnections.com/)

Figure 5-9. Air Connections – Reno Hub



Source: FlightConnections (https://www.flightconnections.com/)

Figure 5-10. Air Connections – Eureka–Arcata Hub



Source: Flight Connections (https://www.flightconnections.com/)

Scoring for Air Connectivity

Based on the information above, each of the hubs/routes was qualitatively scored for air connectivity as follows:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**3 – Moderate**
• **Chico** (via I-5 + SR 99 corridor)	**1 – Very low**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**4 – High**
• **Eureka–Arcata** (via SR 299 corridor)	**2 – Low**

Overall, Sacramento scored highest among the hubs/routes in terms of air connections, with direct access to significantly more destinations than the next highest scored hub/route, Reno. Eugene is ranked third, with two airports (one in Eugene and one in Medford), but each has substantially fewer direct destinations than Reno and neither has international passenger flights. Eureka–Arcata scored second to last in terms of air connectivity, offering minimal benefits over RDD in terms of access to direct destinations. Chico scored last, as there are no passenger airports in the Chico area.

5.1.1.4 Overall Ranking

A consolidated score was calculated for each hub/route by adding the individual scores for rail, intercity bus, and air connectivity. The hubs/routes were then ranked based on this consolidated score.

Table 5-2 summarizes the overall ranking from the connectivity assessment. Overall, Sacramento ranks the highest among the hubs, followed by Eugene. Chico and Reno are tied for lowest among the hubs, slightly below fourth-place Reno.

Table 5-2. Overall Rankings – Connectivity

Hub/route	Scoring by Criterion 5 = Highest 1 = Lowest			Sum	Ranking 6 = Highest 1 = Lowest
	Rail Connectivity	Intercity Bus Connectivity	Air Connectivity		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	4	4	3	11	5 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corr.)	4	4	3	11	5 (tie)
Redding – Chico Hub (Rail)	3	3	1	7	2 (tie)
Redding – Sacramento Hub (Bus)	5	3	5	13	6
Redding – Reno Hub (Bus)	3	2	4	9	3
Redding – Eureka–Arcata Hub (Bus)	1	4	2	7	2 (tie)

Source: AECOM, 2025

5.1.2 Travel Market Assessment

The assessment of travel markets looks at several different factors:

- Access to employment and business centers
- Access to sports/entertainment venues and tourism/recreation
- Access to medical care
- Access to higher education
- Historical and recent ridership
- Online questionnaire

5.1.2.1 Employment and Business Centers

As described in **Section 3.3.1**, Sacramento has by far the largest population and employment among the identified hubs/routes. With 2.4 million residents and 810,000 jobs, the Sacramento–Roseville–Folsom Metropolitan Statistical Area (MSA), consisting of Sacramento, Placer, El Dorado, and Yolo counties, is 3 to 5 times the size of the next largest core-based statistical area (CBSA), the Reno MSA (Washoe County). The Eugene–Springfield MSA is third among the potential hubs identified for this study, with Eureka–Arcata—the only micropolitan statistical area (μSA) among the hubs—ranking last in population and employment. Sacramento's unique position as the seat of California's state government also means it is the *de facto* headquarters location for state departments and a major office location for consultants and other private-sector companies that work closely with the state government. Sacramento's proximity to the Redding area also makes it a prime market for capturing business trips.

In terms of frequent demand for commuters, Chico offers the largest potential among the identified hubs/routes. As the closest hub and mid-sized city to Redding, Chico is within extended commuting distance of Redding, and the presence of Chico State (University) provides a significant opportunity to capture latent demand from commute trips by students, faculty, and staff to/from Redding and the other communities along the route (e.g., Red Bluff, Anderson). There is also significant potential demand between Redding and other communities along the corridor, including Red Bluff and Anderson. Initial

estimates from Tehama County's 2025 Regional Transportation Plan (RTP) indicate that 16.5 percent of Tehama residents commute to the Shasta area for work.

Scoring for Employment and Business Centers

Based on the information above, each of the hubs/routes was qualitatively scored according to potential ridership markets associated with employment and business centers:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**2 – Low**
• **Chico** (via I-5 + SR 99 corridor)	**3 – Moderate**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**3 – Moderate**
• **Eureka–Arcata** (via SR 299 corridor)	**2 – Low**

Sacramento scored the highest due to the large employment base and its position as the seat of state government, resulting in a very strong market for business travel but also potential opportunities for longer-distance commutes and/or alternative commutes (e.g., reduced hours per day, partial remote work, etc.). Eugene (via I-5) and Reno scored "moderate"; as mid-sized cities with significant employment and potential opportunities for commute ridership outside of the Shasta Region (e.g., Roseburg–Eugene, Susanville–Reno, etc.). Chico also scored "moderate" as it is the closest major city to Redding, with substantial opportunities for commute travel within the corridor between Redding and Chico. Eugene (via U.S. 97 + OR 58) and Eureka–Arcata scored last, slightly below the "moderate" corridors, primarily due to lower population densities and smaller employment bases as compared to other hubs.

5.1.2.2 Sports/Entertainment Venues and Tourism/Recreation

Among the identified hubs/routes, Sacramento is the only one that is home to a team in one of the five major professional sports leagues in the United States--Major League Baseball (MLB), the National Football League (NFL), the National Basketball Association (NBA), the National Hockey League (NHL), and Major League Soccer (MLS). The Golden One Center is the home of the NBA's Sacramento Kings and is in Downtown Sacramento, within a five-minute walk of Sacramento Valley Station.

As far as collegiate sports, the University of Oregon (Eugene), the University of California at Davis ("UC Davis"), California State University (CSU) at Sacramento (more commonly known as "Sacramento State"), and the University of Nevada, Reno ("UN Reno") are the only institutions along the identified hubs/routes represented in Division I of the National Collegiate Athletic Association (NCAA), the NCAA's most prestigious division. Among the other major colleges and universities along the identified hubs/routes, California State University at Chico ("Chico State") and California State Polytechnic University at Humboldt ("Cal Poly Humboldt") (Eureka) are members of Division II of the NCAA, while Southern Oregon University (Ashland) and the Oregon Institute of Technology ("Oregon Tech") (Klamath Falls) are members of the National Association of Intercollegiate Athletics (NAIA).

Golden One Center is also a major concert venue and was the only venue along the selected hubs/routes to host at least one of the top 10 highest-grossing concert tours of 2023 according to Billboard's Year-End Boxscore Charts.[49]

Tourism and recreation resources are generally widespread across the identified hubs and corridors. According to visitor use statistics for 2023 (calendar year) published by the National Park Service (NPS)[50], the Whiskeytown–Shasta Trinity National Recreation Area was by far the most visited National Park along the identified hubs/routes, with 920,000 visitors for 2023, followed by Crater Lake National Park (560,000), Lassen Volcanic National Park (419,000), Redwood National Park (409,000), Lava Beds National Monument (136,000), Oregon Caves National Monument and Preserve (32,000), and Tule Lake National Monument (3,000). Although not formally designated a National Park, the Tahoe National Forest, Lake Tahoe, and surrounding areas are also a major regional draw year-round. In addition, the entire North Coast region includes numerous California State Parks and is famous for its redwood forests and scenic coastal spots. More locally, the Trinity River, Shasta Lake, and Mount Shasta are also popular natural areas for tourism and recreation in and near the Shasta Region.

With the growth in gaming on tribal lands, casinos are also common throughout the North State Region and California and frequently serve as major regional draws. Casino demand can help bolster transit ridership, and it is common for larger gaming operations located in suburban or rural areas to offer free bus or shuttle transportation to bring customers in larger cities directly to/from the property. In addition to the Win-River Resort & Casino in Redding, popular casinos close to the Redding area include the Pit River Casino (Burney), Rolling Hills Casino and Resort (Corning), the Rain Rock Casino (Yreka), and the Blue Lake Casino Hotel (Blue Lake, near Arcata). Outside of California, Reno has also historically been a major hub for gaming. While the growth of Las Vegas and tribal gaming have contributed to Reno's steady decline over the past several decades, the city continues to have a large concentration of casinos.

In terms of urban tourism/recreation resources, Sacramento has by far the largest draw among the identified hubs/routes owing to its sizable population and its position as the seat of California's state government. The city includes a major convention center complex, numerous museums of regional and state significance (e.g., Old Sacramento, the State Capitol Museum, the Crocker Art Museum, etc.), the state fairgrounds, and other attractions. Due to the high concentration of casinos and hotels and proximity to Lake Tahoe, Reno also has some notable regional and national draw, with a large convention center complex and the National Bowling Stadium, which hosts bowling championships and other events. Major seasonal events along the identified hubs/routes include (but are not limited to) Cal Expo (California's state fair held in Sacramento), the Great Reno Balloon Race and the Reno Air Races (the latter will be moving to a new venue in Roswell, New Mexico in 2025), and the Oregon Shakespeare Festival in Ashland.

(49) Available at https://www.billboard.com/2023-year-end-boxscore-charts/#pmc-protected-embed-1.

(50) Available through the NPS's Integrated Resource Management Applications (IRMA) Portal at https://irma.nps.gov/Stats/.

Scoring for Sports/Entertainment Venues and Tourism/Recreation

Based on the information above, each of the hubs/routes was qualitatively scored for potential ridership markets associated with sports/entertainment and tourism/recreation:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**2 – Low**
• **Chico** (via I-5 + SR 99 corridor)	**4 – High**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**4 – High**
• **Eureka–Arcata** (via SR 299 corridor)	**4 – High**

Sacramento scored the highest, reflecting its proximity to the Redding area, the large variety and dense concentration of venues and amenities to draw in potential riders, and a robust network of local and regional transit that puts these destinations and events within easy reach of visitors. Chico, Reno, and Eureka–Arcata scored next highest with "high" potential ridership, while the Eugene corridors scored lowest. While many of the other hubs/routes outside of Sacramento offer significant opportunities for wilderness tourism and natural/outdoor recreation, it should be noted that these types of trips are often difficult to serve by transit, as destinations are often in remote, sparsely-populated areas and many visitors participating in recreational activities (e.g., camping, hiking/backpacking, boating, skiing, etc.) choose to bring their own gear and equipment.

5.1.2.3 Medical Care

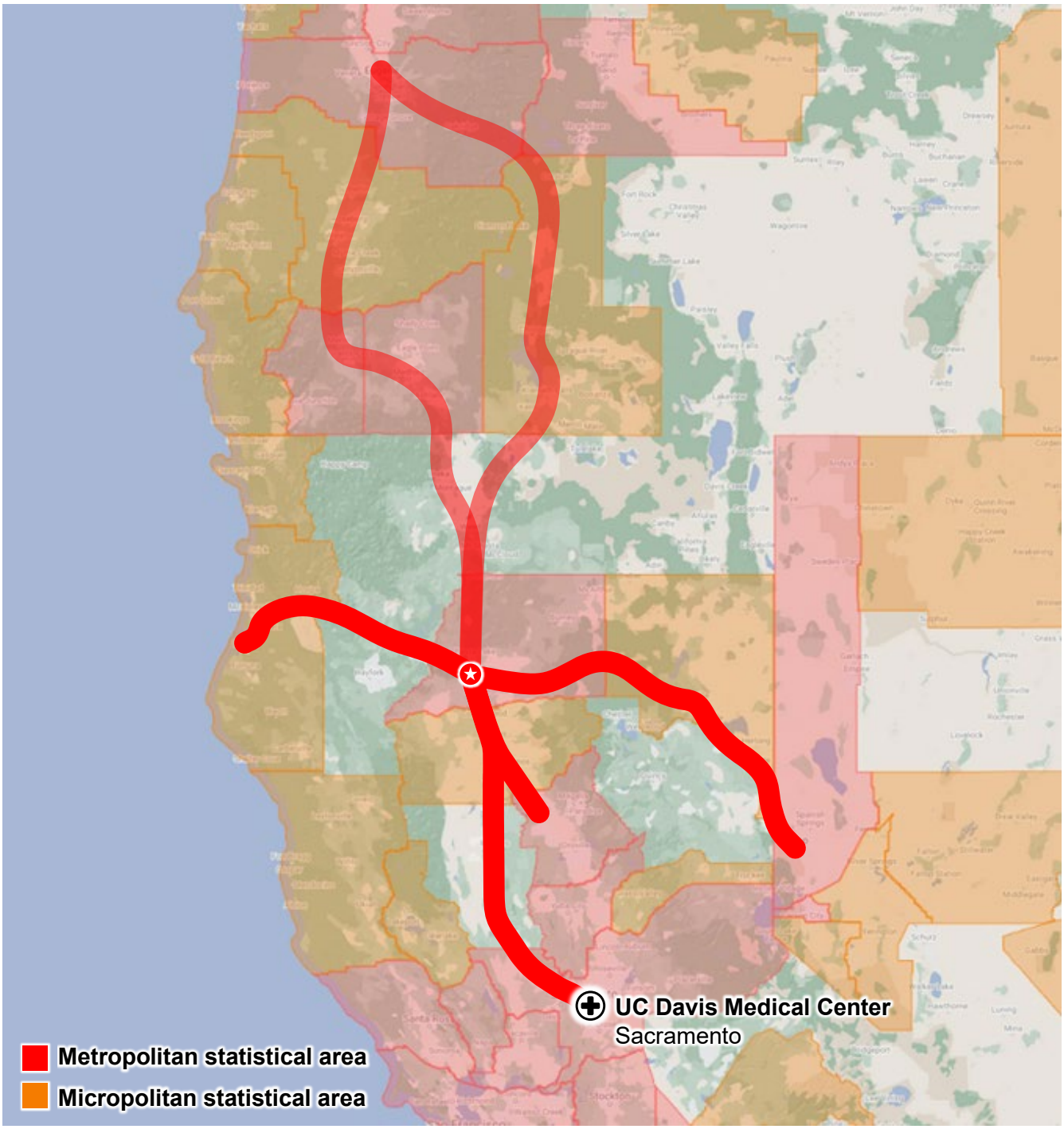
Access to medical care is an important factor in considering the utility and accessibility of public transportation. Due to geographic isolation and low population density, more rural areas such as the North State are not equipped to handle more serious injuries or provide more intensive or specialized types of medical care. Residents and visitors must frequently travel to larger cities and urbanized areas such as Sacramento and the Bay Area to access this level of medical care.

For this analysis, major hospitals were identified using data published by the Trauma Center Association of America.(51) Trauma centers are categorized into 4–5 different levels based on the level of care and resources available, with Level I trauma centers providing the most comprehensive care. This analysis focuses on Level I and Level II trauma centers, as these provide the most meaningful data for differentiation between the study hubs/routes; lower-level trauma centers are substantially more common and widespread. It should be noted that trauma center levels are assigned separately for adult and pediatric care.

Trauma centers directly accessible from each hub/route are shown in **Figure 5-11** (Level I adult), **Figure 5-12** (Level II adult), **Figure 5-13** (Level I pediatric), and **Figure 5-14** (Level II pediatric).

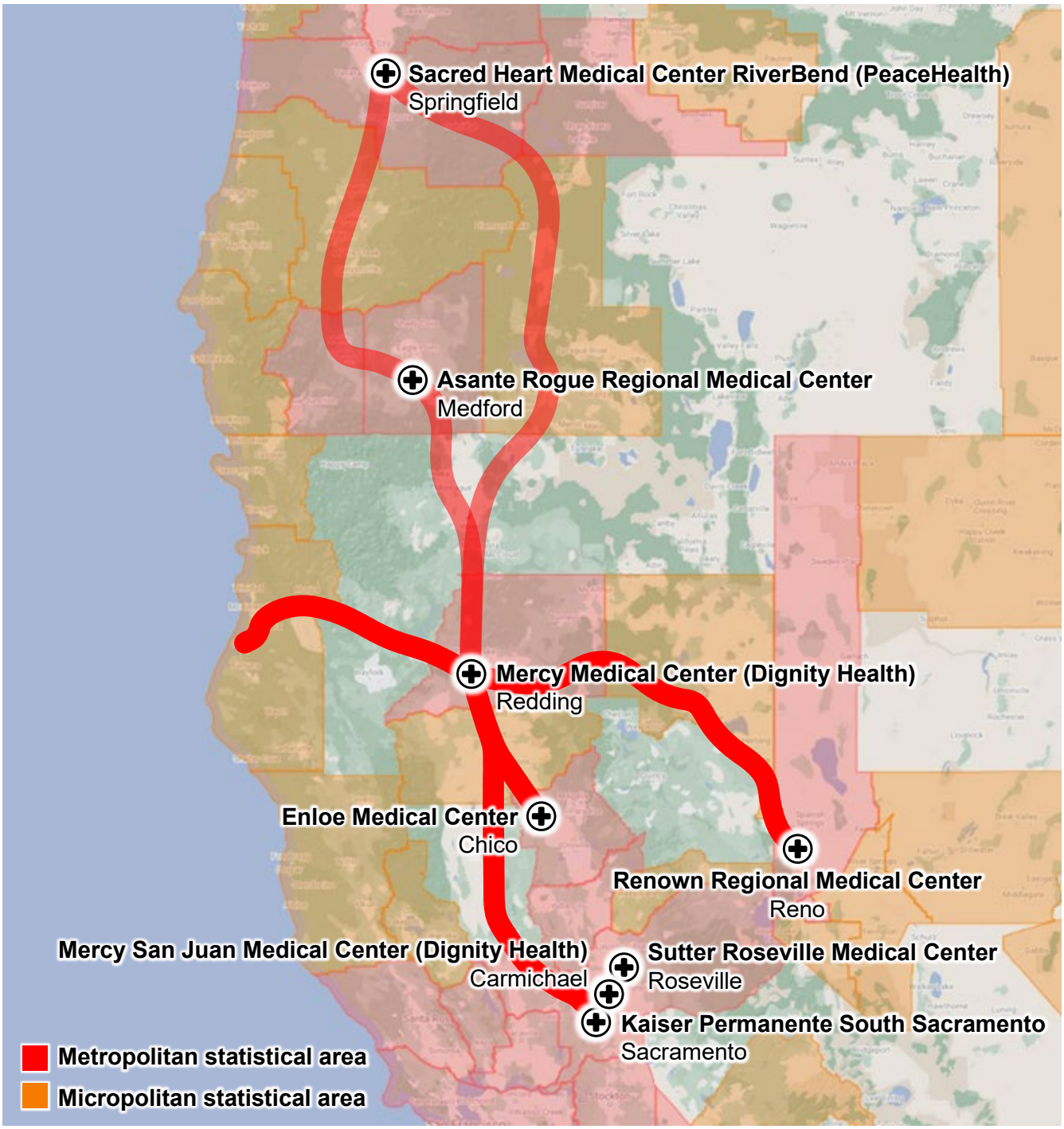
(51) Trauma Center Association of America. "Trauma Centers Digital Map". 2024. Accessed October 16, 2024. Available at https://www.traumacenters.org/page/USTraumaDisasterCenters.

Figure 5-11. Hospitals – Level I (Adult) Trauma Centers



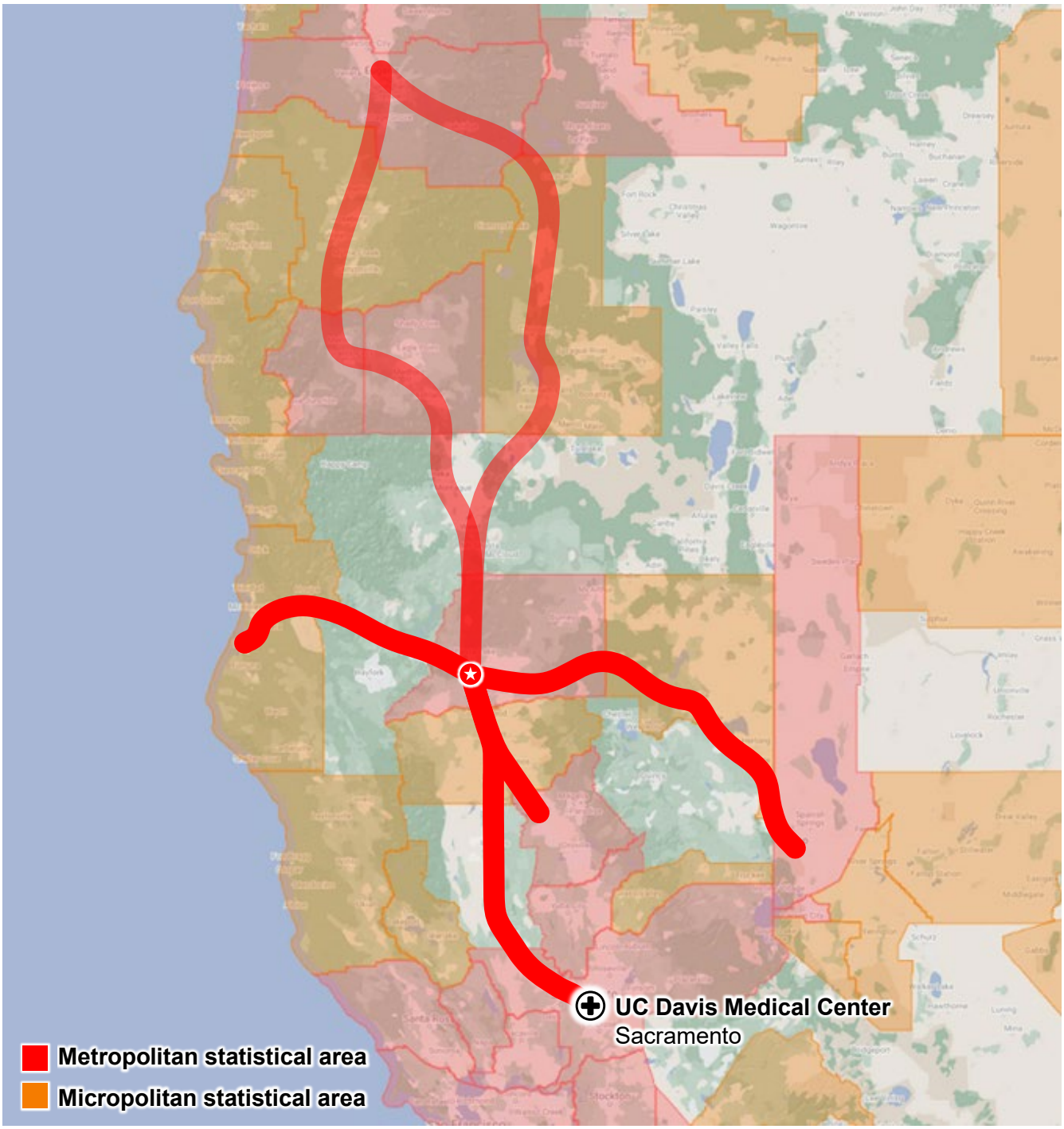
Source: Google MyMaps (base map), AECOM (annotations)

Figure 5-12. Hospitals – Level II (Adult) Trauma Centers



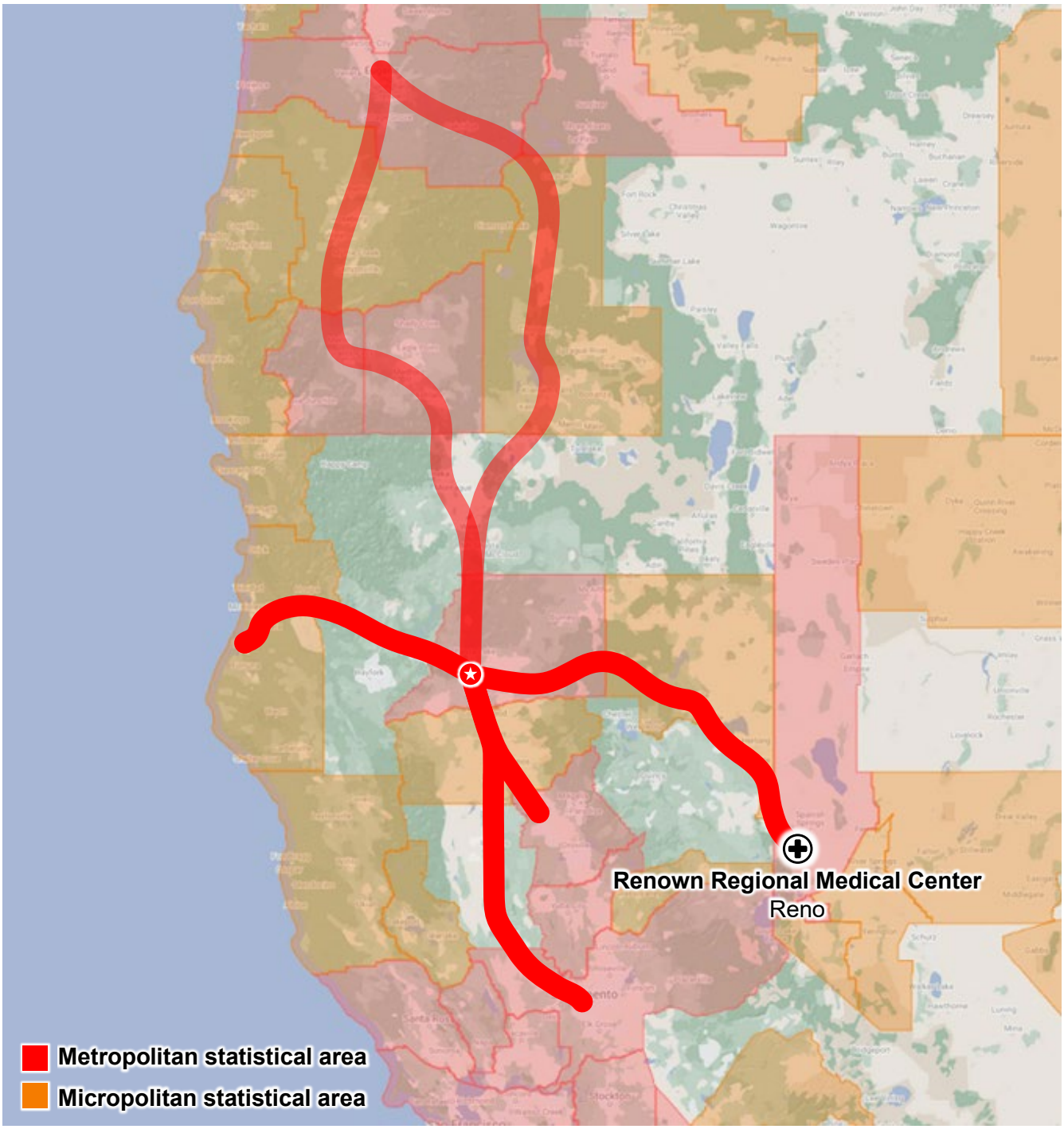
Source: Google MyMaps (base map), AECOM (annotations)

Figure 5-13. Hospitals – Level I (Pediatric) Trauma Centers



Source: Google MyMaps (base map), AECOM (annotations)

Figure 5-14. Hospitals – Level II (Pediatric) Trauma Centers



Source: Google MyMaps (base map), AECOM (annotations)

As shown in the figures, UC Davis Medical Center in Sacramento is the only facility designated as a Level 1 trauma center for either adult or pediatric care, and Sacramento is the only hub/route to provide direct access to a Level 1 trauma center. When extending beyond the hubs/routes to include second-order connections, multiple additional Level 1 trauma centers are available in the Bay Area, including Highland Hospital (Alameda Health) and UCSF Benioff Children's Hospital in Oakland; Zuckerberg San Francisco General Hospital in San Francisco; Stanford Health Care and Lucile Packard Children's Hospital in Palo Alto; and Santa Clara Valley Medical Center in San Jose. Community Regional Medical Center in Fresno is the next closest Level 1 trauma center and is still a notable distance closer than the next closest Level 1 trauma centers, located in Portland and Las Vegas.

As shown in **Figure 5-12** and **Figure 5-14**, there is somewhat less differentiation among the hubs/routes in terms of Level II trauma centers, although Sacramento has by far the most Level II trauma centers (3 total). Among the other hubs/routes, there are 2 Level II trauma centers for Eugene (1 in Eugene, 1 in Medford), 1 Level II trauma Center for Chico, and 1 Level II trauma center for Reno (the only Level II pediatric trauma center).

It should also be noted that Redding has 1 Level II trauma center (for adult care) at Mercy Medical Center. While the Eureka–Arcata does not have any Level I or Level II trauma centers, improved transit options in this corridor would allow residents and visitors of the Eureka–Arcata area to access more comprehensive medical care at the Level II trauma center in Redding.

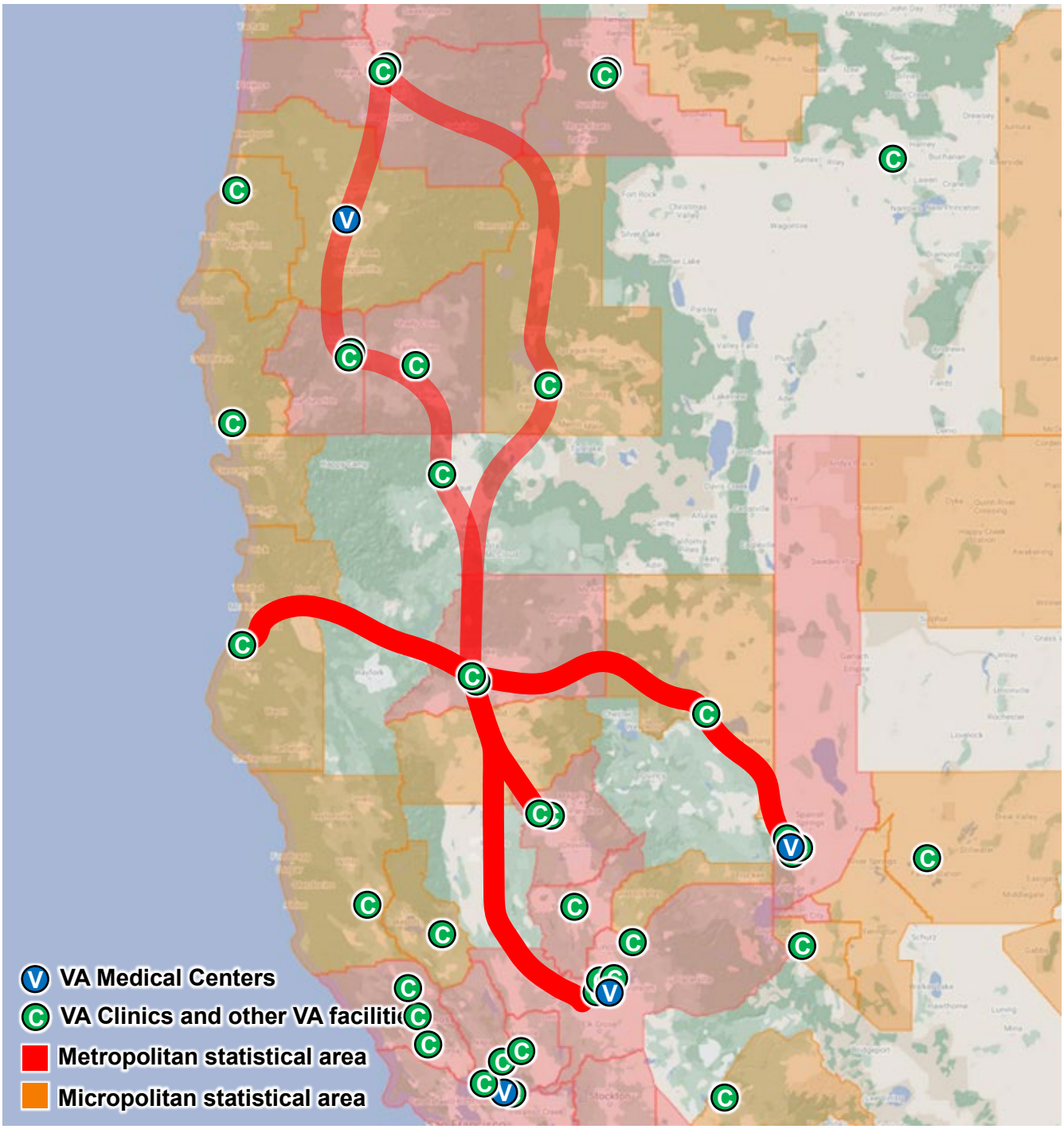
SRTA staff also identified access to United States Department of Veterans Affairs ("VA") facilities as a major area of concern in the North State Region. VA medical facilities are organized into 18 Veterans Integrated Service Networks (VISNs). Redding and the larger North State Region (with the exception of Del Norte County) are part of VISN 21 (Sierra Pacific), which generally covers Northern California, most of Nevada, Hawai'i, American Sāmoa, Guam, the Commonwealth of the Northern Mariana Islands, and the Philippines. Del Norte County and Oregon are part of VISN 20 (Northwest), which also includes Washington, Alaska, most of Idaho, and a small portion of Montana.

Locations of "VA Medical Center" facilities and other VA medical facilities (e.g., clinics) are illustrated in **Figure 5-15**.

As shown in **Figure 5-15**, VA Medical Centers are located in Reno, Sacramento, and Roseburg. These are the only VA Medical Centers directly accessible from the hubs/routes selected for analysis in this study. However, additional VA Medical Centers are accessible when considering second-order connections, including 5 in the Bay Area (Martinez, San Francisco, Livermore, Menlo Park, and Palo Alto), 1 in Fresno, and 2 in the Portland area.

Smaller VA facilities such as clinics are located throughout the region, including in Redding, Yreka, Susanville, Chico, Yuba City, Eureka, Clearlake, and Ukiah. Clinics in the Redding area, the Sacramento Valley, and in the northeastern portions of the Bay Area are generally organized under the "Northern California health care" group, which includes the VA Medical Centers in Sacramento and Martinez. Clinics along the North Coast and in the western part of the North State Region are generally organized under the "San Francisco health care" group, which includes the VA Medical Center in San Francisco. The Susanville (Diamond View) clinic is under the "Sierra Nevada health care" group, which includes the VA Medical Center in Reno

Figure 5-15. VA Medical Facilities



Source: Google MyMaps (base map), AECOM (annotations)

Scoring for Medical Care

Based on the data summarized above, each of the hubs/routes was qualitatively scored according to potential ridership markets associated with medical care:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**1 – Very low**
• **Chico** (via I-5 + SR 99 corridor)	**2 – Low**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**3 – Moderate**
• **Eureka–Arcata** (via SR 299 corridor)	**2 – Low**

Sacramento ranked by far the highest in terms of access to medical care, being the only hub/route with Level I trauma centers for both adult and pediatric care and the closest hub/route with a VA Medical Center. The Sacramento area is also home to multiple Level II (adult) trauma centers and multiple VA Clinics and other VA facilities. Eugene (via I-5) and Reno ranked next highest at “moderate”, followed by the remaining hubs/routes at “low” or “very low”.

5.1.2.4 Higher Education

Major colleges and universities are another major potential market because they generally have large campus populations consisting of students, faculty, and staff. Many students and other campus affiliates may not have readily available access to personal automobiles and therefore rely at least partially on public transit. Intercity transit can serve these markets as part of weekend excursion trips, holiday trips back home (e.g., in-state students returning home for Thanksgiving), and trips to/from the airport. Major campuses also typically attract a large number of visitors due to conferences, conventions, sporting/entertainment events, and other draws.

Major colleges and universities directly accessible from the hubs/routes selected for analysis in this study are illustrated in **Figure 5-16**.

Figure 5-16. Major Colleges and Universities by Enrollment (Fall 2023)

Source: Google MyMaps (base map), AECOM (annotations)

As shown in **Figure 5-16**, the Sacramento area is home to two major universities: Sacramento State and UC Davis. Each university has an enrollment notably larger than any of the other identified colleges and universities, with over 30,000 students at Sacramento State and over 40,000 students at UC Davis. In terms of enrollment, the University of Oregon in Eugene and UN Reno are the next highest, at 23,800 and 21,800, respectively. Chico State is next largest, with an enrollment of 14,000. The other identified universities are much smaller, with enrollment around 5,000–6,000; these include Cal Poly Humboldt in Eureka, Southern Oregon University in Ashland, and Oregon Tech in Klamath Falls.

Scoring for Higher Education

Based on the data in **Figure 5-16**, each of the hubs/routes was qualitatively scored according to potential ridership markets associated with higher education:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**3 – Moderate**
• **Chico** (via I-5 + SR 99 corridor)	**4 – High**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**3 – Moderate**
• **Eureka–Arcata** (via SR 299 corridor)	**4 – High**

Sacramento ranked the highest due to its proximity to the Redding area and its total enrollment (with the first and second largest schools among all of the selected hubs/routes), covering both of California's primary public university systems (UC and CSU). Chico and Eureka–Arcata followed in second place, each being home to schools in the CSU system (Chico State and Cal Poly Humboldt). The remaining hubs/routes are anticipated to have "moderate" demand. While Eugene and Reno are home to relatively large schools, the potential ridership market is anticipated to be smaller due to the distances from Redding and their out-of-state location.

5.1.2.5 Historical and Recent Ridership

This subsection provides a summary of available historical and recent ridership data for existing rail and bus services that operate within the same corridors as the routes selected for this study.

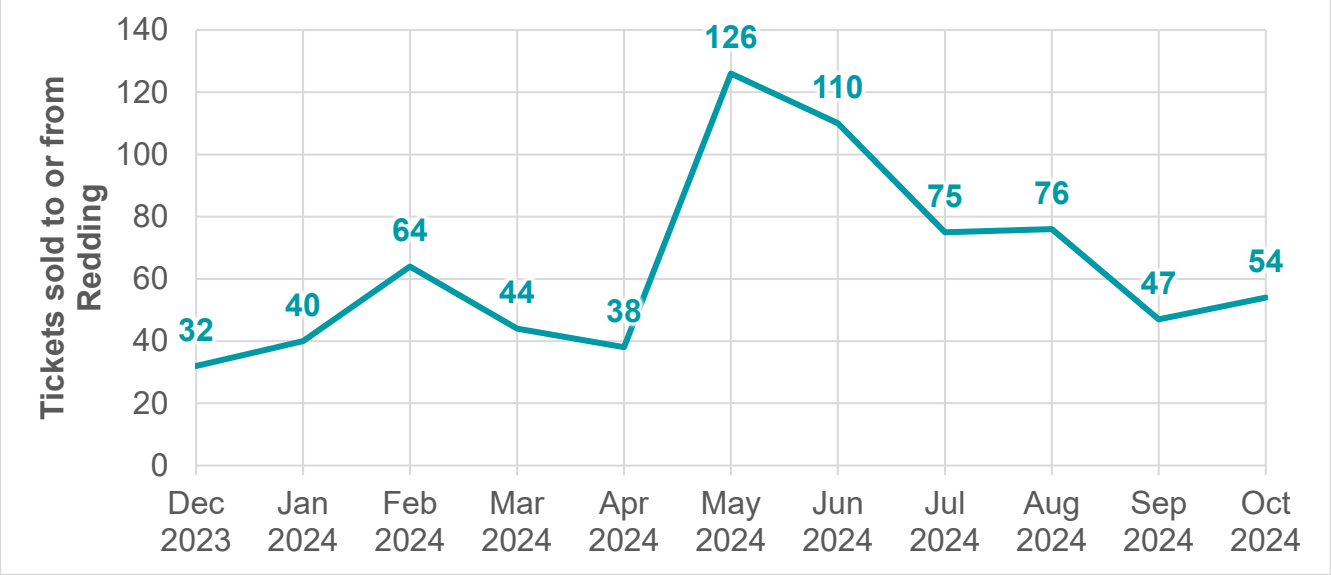
Available data on historical and current ridership performance of existing transit services in each of the corridors is limited. Even when data are available, they may not be at the appropriate level of detail to be useful. Below is a summary of the available data, organized by hub/route.

Eugene, Chico, and Sacramento

The Redding Area Bus Authority (RABA) provided information on FlixBus/Greyhound monthly ridership (based on tickets sold) to or from Redding for a recent 11-month period from December 2023 through October 2024, illustrated in **Figure 5-17**. As the data are not broken down by origin/destination, it is not possible to determine how much of the Redding ridership is along the southern portion of the route (Redding–Chico–Sacramento) versus the much longer northern portion of the route (Redding–Portland–Seattle). However, the data does provide a useful picture of the overall magnitude of the ridership generated in the Redding area.

It should be noted that the FlixBus service discontinued one of its 2 daily roundtrips serving Redding in or around September 2024; the data appear to indicate a preliminary drop in ridership, although there is insufficient data to conclude whether this was due primarily to the reduction in service or if other factors were also in play, such as seasonal trends in ridership. A second roundtrip has now been restored under the Greyhound brand name, which began on April 10, 2025.

Figure 5-17. Current Ridership – FlixBus/Greyhound



Source: AECOM, 2024

For Chico and Sacramento, FY24 ridership for Amtrak Thruway Route 3 is summarized in **Table 5-3**.

Table 5-3. Current Ridership – Amtrak Thruway Route 3

Stop	Annual ridership (FY24)	Average daily ridership (FY24)	Share of total
Lodi	3,157	8.63	1.8%
Elk Grove	4,175	11.41	2.4%
Sacramento (State Capitol)[(a)]	1,185	3.24	0.7%
Sacramento (Sacramento Valley Station)	118,170	322.87	68.4%
Davis	15,413	42.11	8.9%
Marysville	4,584	12.52	2.7%
Oroville	2,918	7.97	1.7%
Chico	18,852	51.51	10.9%
Red Bluff	1,436	3.92	0.8%
Redding	2,965	8.10	1.7%
Total	**172,855**	**472.28**	

Source: SJJPA

Note:
(a) Northbound drop-offs only.

As shown in **Table 5-3**, Sacramento is by far the largest market along Route 3, with more than two-thirds of the entire ridership for the route. Chico is a distant second with approximately 11 percent and 52 passengers per day. Red Bluff and Redding are at the lower end of the range, with 1–2 percent of the total route ridership and 10 riders per day or less.

RABA also provided monthly ridership figures for Route 99X (i.e., the Redding–Chico portion of Amtrak Thruway Route 3) from August 2024 through March 2025. This data is summarized in **Table 5-4**. As shown in **Table 5-4**, total monthly ridership in the initial months, in general, has trended upwards. As the service is still relatively new and only a small set of data is currently available, however, it is difficult to make any definitive conclusions.

Table 5-4. Current Ridership – RABA Route 99X

Ridership by month				
Month of service	**Linked (Amtrak) trips**	**Non-linked trips**	**Total ridership**	**Average passengers/trip**
August 2024 (a)	112	33	145	3
September 2024	363	98	461	4
October 2024	392	133	525	4
November 2024	497	96	593	5
December 2024	557	160	717	6
January 2025	436	184	620	5
February 2025	396	106	502	4
March 2025	535	75	610	5

Source: RABA

Note:
(a) Service started on August 22, 2024.

Reno via Susanville

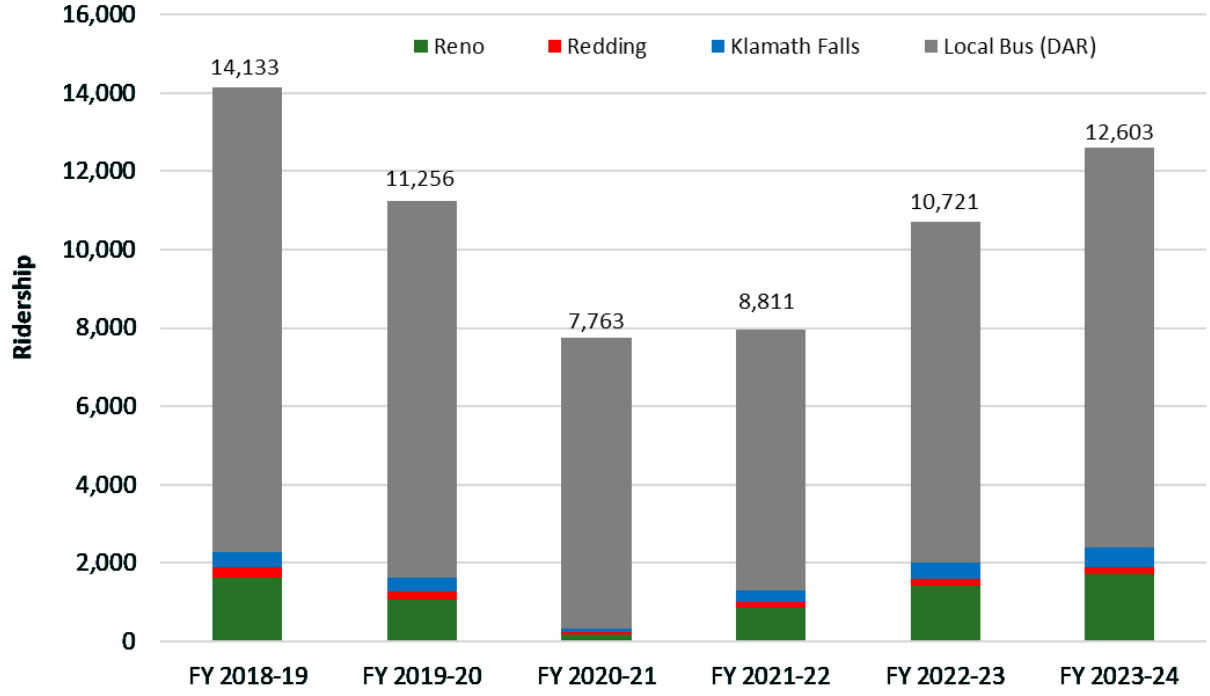
Historic and recent ridership data for Sage Stage are available from the 2024 *Modoc Short Range Transit Plan*.[52] Annual ridership for FY23/24 was 183 passengers for the Redding line and 1,723 for the Reno line—on average, approximately 4 and 13 passenger per day, respectively. Based on FY22/23 ridership data, the busiest stop in the entire Sage Stage intercity system (consisting of the Redding, Reno, Klamath Falls, and Canby lines) is the main terminal in Alturas at N. Main Street and W. 5th Street, which is served by all four lines, with an estimated 7.7 boardings per day. Of the stops served exclusively by the Redding and/or Reno lines, the following are the busiest:

- Reno–Tahoe International Airport: 2.2 boardings per day
- Susanville: 1.9 boardings per day
- Reno Amtrak Station: 1.7 boardings per day
- Redding (Mt. Shasta Mall): 0.6 boardings per day
- Redding Amtrak Station (RABA Downtown Passenger Terminal): 0.5 boardings per day

Historical ridership data by line are shown in **Figure 5-18**, and monthly ridership by line for FY23/24 is shown in **Figure 5-19**. These data show a general post-COVID recovery trend and a seasonal trend peaking in April–July and September–October.

(52) Refer to *Technical Memorandum One: Existing Conditions* available at https://modoctransportation.com/wp-content/uploads/2024/08/Modoc-Short-Range-Transit-Plan.pdf.

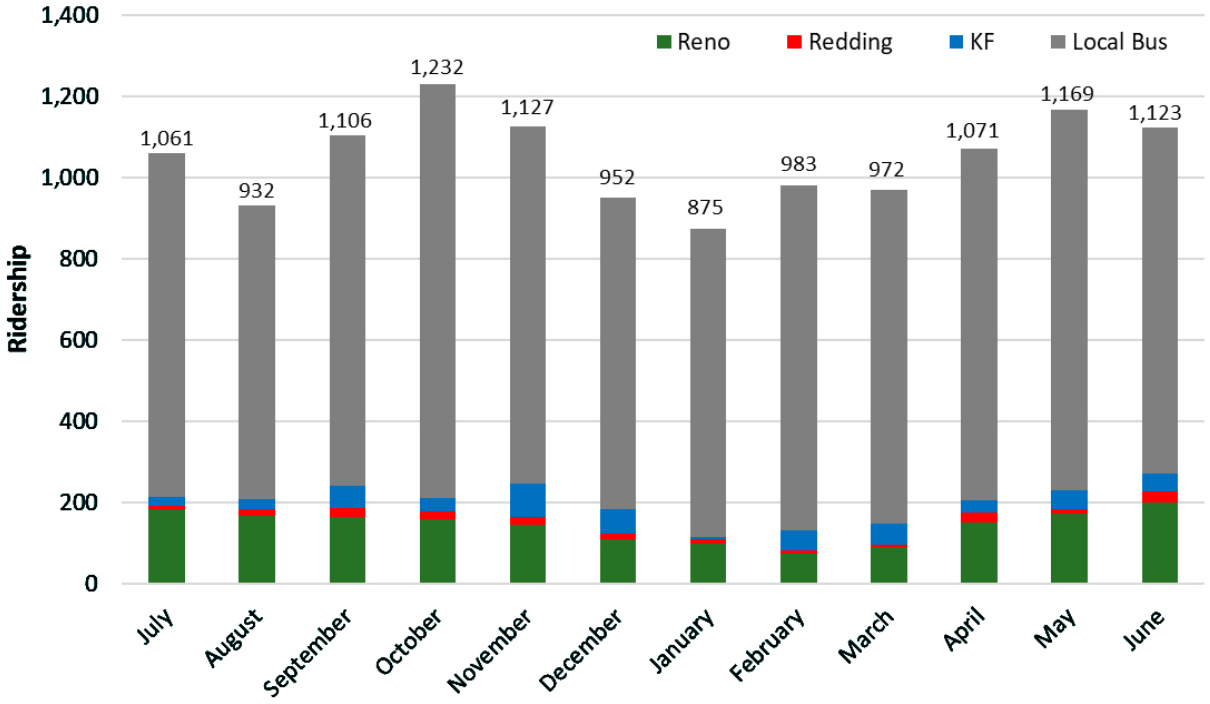
Figure 5-18. Historical Ridership – Sage Stage



Source: Modoc County Transportation Commission (https://modoctransportation.com/wp-content/uploads/2024/08/Modoc-Short-Range-Transit-Plan.pdf)

Note:
Canby line included in Redding, Klamath Falls, and local bus.

Figure 5-19. Current Ridership – Sage Stage (Monthly)



Source: Modoc County Transportation Commission (https://modoctransportation.com/wp-content/uploads/2024/08/Modoc-Short-Range-Transit-Plan.pdf)

Note: Canby line included in Redding, Klamath Falls, and local bus.

Eureka–Arcata

Historic ridership data for Trinity Transit's Redding and Willow Creek lines are summarized in **Table 5-5** and **Table 5-6**, respectively.

As shown in **Table 5-5**, ridership on the Redding line is primarily concentrated at the end points (Redding and Weaverville) and at the Douglas City Park & Ride, which is a transfer point to/from the Hayfork and Lewiston lines. Ridership in the "middle" portion of the route (Old Shasta, French Gulch, and Trinity Dam) is marginal. Average daily ridership on the line for FY18/19 was approximately 17 passengers.

As shown in **Table 5-6**, ridership on the Willow Creek line is similarly concentrated at the end points in Weaverville and Willow Creek, although there is some marginal ridership in Junction City and in the Del Loma, Burnt Ranch, Hawkins Bar, and Salyer areas. Average daily ridership on the line for FY18/19 was approximately 16 passengers.

Overall, ridership on the two lines had been on a general declining trend between FY15/16 and FY18/19.

Table 5-5. Historical Ridership – Trinity Transit (Redding Line)

Annual ridership	
FY13/14	3,857
FY14/15	4,703
FY15/16	5,002
FY16/17	4,526
FY17/18	4,745
FY18/19	4,350

Boardings by stop (FY18/19)	AM	PM	Total
Redding (Canby Road Transfer Facility)	114	360	**474**
Redding (Turtle Bay Exploration Park)	22	68	**90**
Redding (RABA Downtown Pass. Terminal)	753	575	**1,328**
Old Shasta	27	12	**39**
French Gulch	10	10	**20**
Trinity Dam	82	7	**89**
Douglas City	780	115	**895**
Weaverville (Martin Rd.)	294	622	**916**
Weaverville (Bremer St./Mill St.)	75	71	**146**
Weaverville (Library)	164	89	**253**
Weaverville (Chevron Mini-Mart)	48	52	**100**
Total	**2,369**	**1,981**	**4,350**

Source: Trinity Transit Short-Range Transit Development (Fiscal Years 2020/21 to 2024/25) (https://www.trinitycounty.org/sites/default/files/DOT/Full%20Final%20Short%20Range%20Transit%20Development%20Plan.pdf)

Table 5-6. Historical Ridership – Trinity Transit (Willow Creek Line)

Annual ridership	
FY13/14	6,203
FY14/15	6,232
FY15/16	5,782
FY16/17	4,462
FY17/18	3,704
FY18/19	4,086

Boardings by stop (FY18/19)	AM	PM	Total
Weaverville (Chevron Mini-Mart)	24	68	**92**
Weaverville (Martin Rd.)	121	848	**969**
Weaverville (Bremer St./Mill St.)	22	45	**67**
Weaverville (Library)	64	262	**326**
Junction City (Canyon Creek Rd.)	135	49	**184**
Junction City (Power House Rd.)	69	14	**83**
Junction City (Big Foot Campground)	1	0	**1**
Junction City (Trinity Canyon Lodge)	0	0	**0**
Junction City (E. Fork Rd./Helena)	9	21	**30**
Junction City (Pigeon Point Campground)	5	1	**6**

Annual ridership

Boardings by stop (FY18/19)	AM	PM	Total
Big Flat	59	5	**64**
Big Bar (Ranger Station)	46	6	**52**
Big Bar (Market)	29	8	**37**
Del Loma	112	5	**117**
Burnt Ranch (Post Office)	31	83	**114**
Burnt Ranch (Store)	45	67	**112**
Hawkins Bar	194	55	**249**
Salyer	66	50	**116**
Willow Creek (Blue Jay Ln./Gypo Ln.)	6	4	**10**
Willow Creek (Panther Rd.)	5	8	**13**
Willow Creek (SR 299 & SR 96)	844	600	**1,444**
Total	**1,887**	**2,199**	**4,086**

Source: Trinity Transit Short-Range Transit Development (Fiscal Years 2020/21 to 2024/25) (https://www.trinitycounty.org/sites/default/files/DOT/Full%20Final%20Short%20Range%20Transit%20Development%20Plan.pdf)

Trinity Transit staff also provided more recent data for these two lines, including total ridership for FY23/24, which was 2,310 passengers for the Redding line and 3,724 for the Willow Creek line. These data show further substantial decline in ridership on the two lines since FY18/19.

Trinity Transit staff also provided supplementary ridership data for a period spanning approximately three months in Summer 2024 (July 1–September 24), which are summarized in **Table 5-7**. The supplementary data, in particular, show that transfers between the two lines are not a major share of the ridership, which is perhaps due to a combination of low overall demand for transit service in a rural context and schedules that are not ideal for through journeys across the two lines.

Table 5-7. Current Ridership – Trinity Transit

	Jul 2024	Aug 2024	Sep 2024 (a)	Average daily value
Ridership by line				
Redding	221	425	348	16
Willow Creek	419	425	285	19
Total	**640**	**850**	**633**	—
Transfers				
Eastbound (*Willow Creek line to Redding line*)	19	26	12	1
Westbound (*Redding line to Willow Creek line*)	17	21	14	1
Total	**36**	**47**	**16**	**2**

Source: Trinity Transit, 2024

Note:
(a) Data represents partial month only (September 1–24).

Scoring for Historical and Recent Ridership

Based on the data summarized above, each of the hubs/routes was qualitatively scored according to potential demand based on historical and recent ridership data as follows:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**3 – Moderate**
• **Chico** (via I-5 + SR 99 corridor)	**3 – Moderate**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**2 – Low**
• **Eureka–Arcata** (via SR 299 corridor)	**3 – Moderate**

Overall, Sacramento scored by far the highest among the selected hubs/routes, with the data showing Sacramento as a major origin/destination for transit riders. Eugene, Chico, and Eureka–Arcata scored next highest at “moderate”, followed by Reno at “low”.

5.1.2.6 Online Questionnaire

From late August 2024 through late March 2025, SRTA conducted an online community questionnaire to gather valuable input from North State residents, transit users, and the public at large to inform the development of the North State Intercity Bus to Rail Plan.[53] The questionnaire included several questions to help characterize existing travel patterns among respondents, particularly in terms of regional/intercity destinations and the identified hubs/routes for this study. These questions touched on issues such as trip frequency, trip purpose, and potential demand for improved transit service.

Key findings from the questionnaire include the following:

- Approximately 50 percent of respondents said they traveled to the Sacramento area monthly.
- Among the selected hubs/routes, Sacramento ranked 1st as the top destination for travel, with more than 1 in 4 respondents ranking it as their 1st destination.
- Leisure/recreation is by far the most common trip purpose, irrespective of hub/route.
- Of the selected hubs/routes, Sacramento was the most diverse destination in terms of trip purpose, including leisure/recreation (63 percent of respondents), healthcare (34 percent of respondents), work (33 percent of respondents), and "other" (29 percent of respondents). Other hubs/routes were significantly more skewed towards leisure/recreation as the most common trip purpose.
- Almost 90 percent of respondents said they had destinations that they would like to see better connected by bus or rail. Of these respondents, 76 percent selected Sacramento as one of those

(53) Following completion of this online community questionnaire in September 2024, the SRTA Board requested that the time be extended to allow for more responses. The new deadline for the online community questionnaire was revised to end on March 24, 2025. Additionally, the SRTA Board requested that online questionnaires be develop for surrounding North State counties to get the perspective of travelers traveling outside of Shasta County, since the original questionnaire was oriented to Shasta County respondents. These additional questionnaires were also open through March 24, 2025.

destinations, significantly higher than Eugene and Southern Oregon (46 percent), Eureka–Arcata (44 percent), Chico (36 percent), or Reno–Carson City (26 percent).

- Among the selected hubs, Sacramento and Chico were the only hubs where the largest share of respondents expressed a desire for bus or rail service operating multiple times a day (more than two trips). For the other hubs, the largest share of respondents selected "daily" (one or two trips per day) as the desired service level.
- Respondents said they would be more likely to take improved bus or rail service as their primary mode of travel to Sacramento than to other destinations.

The questionnaire summary report, with more detailed discussion and analysis of the questions and responses, is provided in **Appendix B** for reference.

Scoring for Online Questionnaire

Each of the hubs/corridors was qualitatively scored in terms of the strength of the potential ridership market based on the responses received in the online questionnaire:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight Route (U.S. 97 + OR 58 corridor)	**3 – Moderate**
• **Chico** (via I-5 + SR 99 corridor)	**3 – Moderate**
• **Sacramento** (via I-5 corridor)	**5 – Very high**
• **Reno** (via Susanville)	**1 – Very low**
• **Eureka–Arcata** (via SR 299 corridor)	**3 – Moderate**

Overall, Sacramento ranked by far the highest, with a large share of questionnaire respondents identifying it as a frequent travel destination and expressing a desire for improved bus or rail service. Eugene (both via I-5 and via U.S. 97 + OR 58), Chico, and Eureka–Arcata ranked next highest at “moderate”, with Reno last at “low”; while the questionnaire results show some support for improved transit service to/from these areas, the responses indicate noticeably weaker potential markets than for Sacramento, particularly with respect to trip frequency and purpose.

5.1.2.7 Overall Ranking

A consolidated score was calculated for each hub/route by adding the individual scores for each criterion in the travel market assessment. The hubs/routes were then ranked based on this consolidated score.

Table 5-8 summarizes the overall ranking from the travel market assessment.

As shown in **Table 5-8**, Sacramento ranked the highest overall, followed by Chico in second place, Eugene (via I-5) and Eureka–Arcata tied in fourth place, Reno in fifth place, and Eugene (via U.S. 97 + OR 58) in last (sixth) place.

Table 5-8. Overall Rankings – Travel Markets

Hub/route	Scoring by criterion 5 = Highest 1 = Lowest						Sum	Ranking 6 = Highest 1 = Lowest
	Employ-ment and business centers	Sports/ entertain-ment and tourism/ recreation	Medical care	Higher education	Historical and recent ridership	Online question-naire		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	3	3	3	3	3	3	18	4 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	2	2	1	3	3	3	14	1
Redding – Chico Hub (Rail)	3	4	2	4	3	3	19	5
Redding – Sacramento Hub (Bus)	5	5	5	5	5	5	30	6
Redding – Reno Hub (Bus)	3	4	3	3	2	1	16	2
Redding – Eureka–Arcata Hub (Bus)	2	4	2	4	3	3	18	4 (tie)

Source: AECOM, 2025

5.1.3 User Experience Assessment

The user experience, including travel time and user comfort, can affect the demand for a new transit service. These criteria are discussed in more detail below.

5.1.3.1 Travel Times

All other things being equal, shorter travel times are generally preferable, while longer travel times are less desirable and will depress demand. For this criterion, one-way end-to-end travel times were estimated for each service concept:

- For bus concepts, travel times were developed as part of estimating the capital and O&M costs of the service and are based on Google Maps drive-time estimates. Adjustments to the maximum speed were incorporated to account for speed restrictions on some highways for vehicles with 3 or more axles. Extended dwell times of 5 minutes were assumed at select stop locations to provide mid-line recovery and augmented with additional end-of-line recovery and layover at the terminal as needed to ensure a minimum total recovery of the greater of 10 minutes or 10 percent of the total run time.
- For the Eugene rail service (via the Coast Starlight route), travel times were assumed to be the same as the existing Coast Starlight service.
- For the Chico rail service, travel times were based on similar estimates developed for the North Valley Rail project. The distance between Redding and Chico along the proposed rail route is approximately 74 miles, which is very close to the distance for North Valley Rail (approximately 76 miles between Chico and Natomas), and both have the same number of proposed stations (4 stations).

Based on this approach, the estimated one-way end-to-end travel times for each concept would be as follows:

- *Eugene bus service (via I-5):* 6 hours, 30 minutes
- *Eugene rail service (via the Coast Starlight route):* 9 hours, 20 minutes
- *Chico rail service:* 1 hour, 15 minutes
- *Sacramento bus service:* 3 hours, 20 minutes
- *Reno bus service:* 3 hours, 50 minutes
- *Eureka–Arcata bus service:* 3 hours, 10 minutes

For the Sacramento bus service, it should be noted that the reported travel time is for a trip between Redding and Midtown Sacramento; a trip between Redding and Sacramento Valley Station would be slightly shorter at just 3 hours.

Scoring for Travel Times

Each of the hubs/routes was then qualitatively scored in terms of these estimated travel times. Additional consideration was given in scoring the Eugene bus service (via I-5), as there are several key intermediate destinations along the route that would have shorter travel times than an end-to-end journey between Redding and Eugene. The final scoring based on travel times is summarized below:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**2 – Low**
○ via Amtrak Coast Starlight route (U.S. 97 + OR 58 corridor)	**1 – Very low**
• **Chico** (via I-5 + SR 99 corridor)	**5 – Very high**
• **Sacramento** (via I-5 corridor)	**4 – High**
• **Reno** (via Susanville)	**4 – High**
• **Eureka–Arcata** (via SR 299 corridor)	**4 – High**

The Chico rail concept scored the highest overall, followed by the Sacramento, Reno, and Eureka–Arcata bus concepts (tied for second overall). The two Eugene concepts—bus via I-5 and rail via the Coast Starlight route—scored the lowest.

5.1.3.2 User Comfort

Given the travel times involved for intercity travel, user comfort is also an important factor in evaluating the potential demand of a service. In general, rail provides a superior level of comfort to bus, as train cars are more spacious and generally provide for a smoother, less bumpy ride. Alignments that are relatively straight also generally offer higher levels of comfort than those that have tight curves. Due to the challenges of mountainous terrain and elevation changes, many of the existing road and rail alignments employ at least some level of curves.

Scoring for User Comfort

Based on these general principles, each of the hubs/routes was qualitatively scored in terms of user comfort:

• **Eugene**	
○ via I-5 corridor (Ashland, Medford, Grants Pass, Roseburg)	**3 – Moderate**
○ via Amtrak Coast Starlight route (U.S. 97 + OR 58 corridor)	**5 – Very high**
• **Chico** (via I-5 + SR 99 corridor)	**5 – Very high**
• **Sacramento** (via I-5 corridor)	**4 – High**
• **Reno** (via Susanville)	**3 – Moderate**
• **Eureka–Arcata** (via SR 299 corridor)	**2 – Low**

The two rail concepts—Eugene (via the Coast Starlight route) and Chico—scored the highest in terms of user comfort. Sacramento scored the highest among bus concepts, while Eureka–Arcata scored the lowest.

5.1.3.3 Overall Ranking

A consolidated score was calculated for each hub/route by adding the individual scores for travel time and user comfort. The hubs/routes were then ranked based on this consolidated score.

The overall ranking of the six service concepts based on user experience is summarized in **Table 5-9**. As shown in **Table 5-9**, the Chico bus service ranked the highest overall, followed by the Sacramento bus service. The Eugene bus service ranked last.

Table 5-9. Overall Rankings – User Experience

Hub/route	Scoring by criterion 5 = Highest 1 = Lowest		Sum	Ranking 6 = Highest 1 = Lowest
	Travel time	User comfort		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	2	3	5	1
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	1	5	6	3 (tie)
Redding – Chico Hub (Rail)	5	5	10	6
Redding – Sacramento Hub (Bus)	4	4	8	5
Redding – Reno Hub (Bus)	4	3	7	4
Redding – Eureka–Arcata Hub (Bus)	4	2	6	3 (tie)

Source: AECOM, 2025

5.2 Feasibility Analysis

This section evaluates the feasibility of the identified service concepts from the perspective of cost vs. benefit, geographic factors, and ease of implementation.

5.2.1 Cost vs. Benefit

Cost vs. benefit compares the implementation costs for the service to its potential demand and economic impact.

5.2.1.1 Costs

In general, implementation costs for rail service are substantially more expensive than for bus service due to the need for dedicated infrastructure to support train operations. Even in cases where an existing rail corridor is available and used currently by freight trains, the host railroads typically require substantial upgrades to the corridor to permit shared use by passenger trains. Rail service also typically requires the acquisition of new or used rolling stock (trainsets) and construction of stations and support facilities for train layover, stabling (overnight storage), and maintenance.

In contrast, bus service typically relies on existing road networks including freeways and local streets and does not require a dedicated corridor. Unlike train stations, curbside bus stops can be shared with existing local, regional, and intercity bus services, or new stops can usually be established relatively easily at minimal construction cost. Vehicles can be shared with or diverted from existing bus operations, or can be purchased new or used, and there is generally a large market of available manufacturers and resellers for diesel and gas-powered vehicles, although certain requirements (such as zero-emissions technology) may require special procurements for new vehicles similar to the process for procuring new trainsets. As zero-emission buses are still in the early development and adoption phase (particularly for commuter and intercity bus services), the number of qualified manufacturers able and willing to respond to new procurements is also limited.

Like stops, layover facilities can usually be established relatively easily at minimal or no cost using curbside locations (e.g., converting parking spaces), while vehicle storage and maintenance can often be handled at existing facilities (e.g., at bus yards for local transit agencies or private bus operators). Because buses rely heavily on existing road infrastructure, bus service can also offer more “granular”, more convenient coverage, with stops that are more frequent and/or in closer proximity to key destinations.

In the case of annual operating costs, trains are generally more efficient at moving high volumes of passengers, as buses are much smaller and there are difficulties in scaling up the capacity of bus service efficiently due to the increased staffing requirements. At lower levels of ridership or where ridership demand is much less, annual operating costs for a rail service can often quickly exceed those for an equivalent bus service.

5.2.1.2 Benefits

Economic benefits of new bus and rail service will accrue in several ways:

- *Economic benefits from the construction and operation of new transit service.* Benefits arise from construction and procurement activities and the creation of new jobs for transit operation and related service employment.
- *Economic benefits resulting from new person-trips.*
    - Additional tourism to Redding/Shasta County and other areas along the corridors (increased total and average visitor spending)
    - Additional spending at businesses at intermediate and destination hubs

    - Personal savings from trips taken on bus or rail rather than automobile (e.g., gas, parking, hotel, etc.)
    - Value of improved access to key destinations at intermediate and destination hubs
- *Savings to society through diverting vehicle miles traveled (VMT) to bus or rail.* Diversion to transit results in lower deaths and injuries, reduced greenhouse gas (GHG) and air pollutant emissions, and savings to municipalities due to reduced road construction and maintenance.
- *Increased attractiveness of the Redding area.* Better mobility options and improved access to health care and other services will attract new residents and businesses to the Redding area.

The amount of economic benefit will vary depending on various factors such as the following:

- *The amount of transit service provided.* Benefits would generally be proportional to the magnitude of the capital investment and operating expenses. The number of estimated riders would impact business spending and savings for riders.
- *Characteristics of the hubs/routes in terms of population, travel demand, visitation, and other factors.* There are significant differences in these factors for the proposed hubs/routes, with the Sacramento Hub having the greatest potential overall in most elements related to economic benefits to the Shasta Region and surrounding counties.
- *Travel times.* The amount of time spent in transit will influence the value for the user and the potential to support businesses in the corridor. Corridors and service concepts with shorter travel times will generally see larger economic benefits than those with longer travel times.

Some specific types of economic benefits are discussed in more detail in the following subsections.

Job Creation

Job creation benefits include direct and indirect employment related to the transit service, as well as induced employment generated by the above. These are described in more detail below.

- *Direct and indirect employment.* Operations and maintenance of transit service would directly and indirectly create jobs. Direct employment would include positions intrinsic to the operation of the transit service, including bus and train operators and crew (e.g., conductors), ticket agents, customer service representatives, and facility and infrastructure maintenance staff. In addition, the rail service would generate indirect employment in the supply chain and related industries that support the transit service, including fuel/energy providers, materials suppliers, hospitality services (e.g., motels, food, and other services for operators), and logistics.
- *Induced employment.* The increase in direct and indirect employment as a result of the transit service results in an overall increase in disposable income that could boost local economies. New jobs may bring in new residents and commuters to the area who require goods and services, stimulating further job creation in service sectors (e.g., retail, hospitality, restaurants) and other areas.

Business Development

Benefits related to business development include improved access to markets, opportunities for business relocation or expansion, and revitalization of local economies:

- *Improved access to markets.* An improved rail or bus connection could improve accessibility and reduce costs for businesses, encouraging regional companies to expand. Improved logistics and transportation infrastructure also often lead to increased trade between regions.

- *Opportunities for business relocation or expansion.* Companies considering relocation or expansion could be drawn to areas near rail or bus stations due to easier access to other markets and workforce mobility. The potential for business travelers to use a new transit service could also make cities along the corridor more attractive for regional headquarters or branch offices.

- *Revitalization of local economies.* Small towns along the route could experience a revitalization if the transit connections make them more accessible to commuters, tourists, or businesses. Tourism, in particular, is expected to be an important draw for the new services, as the North State Region and other areas along the selected corridors are rich in opportunities for sightseeing, outdoor recreation/sports, historic/cultural tourism, and other visitor activities.

Other Benefits

Improved transit service also brings other benefits related to sustainability and cost savings for travelers:

- *Sustainability.* The shift of trips to rail or bus, especially if it incorporates environmentally-friendly technologies, can contribute to reducing GHG emissions, aligning with sustainability and environmental goals. Communities promoting sustainable growth can also attract investment in sustainable business practices.

- *Cost savings for travelers.* Transit improvements can generate cost savings to travelers, such as through cheaper fares (relative to alternatives such as flying or long-distance driving). Additional economic benefits can be generated when these savings are reinvested in local economies.

New or expanded passenger rail service can often spur community and neighborhood investment and catalyze private development (e.g., transit-oriented development), and many local jurisdictions often implement changes to zoning, density, and other land use controls in conjunction with new train stations. While some of these benefits can be achieved with buses, it frequently requires substantially more investment in the quality of the service (e.g., high-quality stops, dedicated vehicles, etc.), such as for bus rapid transit. These benefits would be more difficult to achieve with bus service designed for smaller-scale investment and easy implementation.

Improved transit service can generate many types of other benefits that may be difficult to quantify or may not necessarily fall under the umbrella of “economic” benefits, such as stronger social ties and support systems (e.g., by making it easier to spend time with family and friends) or improved education levels of the general population (e.g., by making it easier to access higher education). Improvements in transit service can also generate increased ridership and increased farebox revenues, which may allow agencies to qualify for a larger portion of Federal Transit Administration (FTA) or state funding set aside for transit operations.

5.2.1.3 Evaluation of Service Concepts

High-level discussion of cost vs. benefit specific to the proposed service concepts is provided below:

- **Redding – Eugene Hub bus service (via I-5).** For this concept, operating costs are relatively high, and the highest among the bus-based service concepts. This is primarily due to the distance, as Eugene is the furthest away from Redding among the selected hubs. However, the benefits are also quite large, spread across a large geographic area encompassing the North State and Southern Oregon. Increased tourism is expected throughout the corridor, which includes major outdoor destinations such as Mt. Shasta and Shasta Lake and seasonal events such as the Oregon Shakespeare Festival in Ashland. The presence of privately-operated intercity bus service in the corridor currently and in the recent past is also a clear indicator of the potentially strong viability of this corridor from a cost v. benefit perspective.

- **Redding – Eugene Hub rail service (via Amtrak Coast Starlight route).** For this concept, there will likely be some economic benefits concentrated in Shasta and Siskiyou counties, as well as benefits from increased tourism in the Klamath Basin area (e.g., Crater Lake). Overall, however, benefits are substantially smaller than for the I-5 bus service due to a lack of major population centers and destinations along this route. Based on information in the Federal Railroad Administration's grade crossing inventory, current freight activity on this corridor is moderate, with most crossings seeing approximately 10–15 trains per day or less. Combined with the higher cost of constructing rail improvements, this service concept scored the lowest among the six concepts.

- **Redding – Chico Hub rail service.** For this concept, benefits are very strong due to the proximity to Redding and the presence of Chico State. The economic impacts of tying Redding directly into the statewide rail network via North Valley Rail and the larger Valley Rail program are expected to be quite large, although the higher cost of rail somewhat affects the overall score for this concept. Based on information in the Federal Railroad Administration's grade crossing inventory, current freight activity on this corridor is moderate, with most crossings seeing approximately 12 trains per day or less.

- **Redding – Sacramento Hub bus service.** For this concept, benefits are likely the strongest among the six concepts due to the size and proximity of the Sacramento region, the largest metropolitan area along any of the selected hubs/routes. Improved access to the seat of the state government, Sacramento International Airport, sports/entertainment venues (e.g., Golden 1 Center), and other destinations would likely generate wide-ranging economic impacts in tourism, business, and other areas. As for Eugene via I-5, the presence of privately-operated intercity bus service in the corridor is also a very clear indicator of the strength of this corridor from a cost v. benefit perspective.

- **Redding – Reno Hub bus service.** For this concept, there is some potential benefit associated with connecting Susanville and Redding and providing access to Lassen Volcanic National Park and tourism resources (gaming, winter recreation, etc.) in the Reno–Tahoe area, but the overall benefits are still likely lower than for most of the other concepts, and likely the lowest among the bus-based concepts. The lack of existing regional and intercity connections in this corridor, even via local transit (aside from the thrice-weekly Sage Stage service between Susanville and Reno), can also indicate relatively poor viability from a cost v. benefit perspective, even for a bus service.

- **Eureka–Arcata Hub bus service.** For this concept, there are strong potential economic benefits from improved transit service in this corridor, including recreation/tourism (both along the North Coast and the Trinity River), commute-related travel, and other benefits. While there is existing local transit service in this corridor, an enhanced alternative offering faster, more convenient one-seat rides has substantial potential to capture latent demand and associated benefits. By providing a strong east–west connection within the North State Region, this concept also works well in terms of complementing the north–south connections to/from Eugene, Chico, and Sacramento.

5.2.2 Geographic Factors

Geographic factors include the quality and reliability of the existing rail and road infrastructure (e.g., in terms of seasonal weather conditions) and engineering challenges (e.g., terrain, remoteness, etc.). Redding is at the northern end of the Sacramento Valley, and the areas directly north, east, and west of Redding are characterized by mountainous terrain in undeveloped natural wilderness or a sparsely-populated rural context. Seasonal weather patterns often bring winter storms and heavy rain- and snowfall that can temporarily disrupt access within and through the area. Significant swaths of the North State Region are also susceptible to wildfires and other natural disasters (e.g., landslides) that may damage or disrupt existing transportation infrastructure.

The terrain can also present engineering challenges, complicating constructability of new transit alignments and infrastructure and/or necessitating use of existing rail and highway corridors, which are often slower due to frequent curves, steeper grades, and more frequent elevation changes. Flatter, more even terrain avoids these issues and allows for more direct alignments and higher average speeds. Construction in more remote or sensitive areas may also result in greater environmental impacts to natural habitats and wildlife.

Additional discussion of geographic factors for the proposed service concepts is provided below:

- **Redding to Eugene Hub bus service (via I-5), Eugene rail service (via Coast Starlight route), Reno bus service, and Eureka–Arcata bus service.** For these concepts, the mountainous terrain and winter weather conditions can be expected to affect the quality and reliability of the service to some extent. Temporary closures and other disruptions due to severe weather or other natural events (e.g., wildfires, rockslides, fallen trees, high winds, snow, etc.) are likely from time to time, but longer-term, extended closures would be rare.
- **Redding to Chico Hub rail service and Sacramento bus service.** For these concepts, terrain and weather are much more favorable, as these areas are in flatter or mostly flat portions of the Sacramento Valley. The potential for seasonal weather patterns and other natural events to affect service quality or reliability is expected to be minimal.

5.2.3 Ease of Implementation

As mentioned in **Section 5.2.1.1**, bus service can typically use existing roadways and does not require dedicated infrastructure, while rail service is more restrictive in this regard, as some level of dedicated infrastructure is typically required, even when using an existing rail corridor currently used by freight trains.

In the case of rail service, most existing rail corridors are owned by freight railroads such as Union Pacific Railroad, and the process of coordination and negotiation with these host railroads for use of their infrastructure can be a lengthy and protracted process. Substantial planning, engineering/design, construction, and testing is also typically required as part of a new passenger rail service, and the much larger scale of investment (compared to bus service) means it may take time to find, apply for, and assemble various sources of funding to undertake the project. The success of the project in securing funding is dependent on the amount of funding available and the funding priorities at the local, regional, state, and federal levels. If funding is not readily available, it may be necessary to reduce the scale of the project or separate the project into segments or phases to allow an initial or startup service to begin operations before the rest of the project is fully funded and completed. Implementing a new passenger rail service from initial conception to start of operations is a process that can take anywhere from 5–10 years (on an aggressive schedule) to, more commonly, 10–20 years or more.

Most bus services, on the other hand, can be implemented very quickly with minimal approvals and can be up and running in a matter of months or years. Even in new transit corridors where a future rail service is the eventual goal, bus service is frequently implemented as a starter service to demonstrate the market potential, establish the demand in the corridor, and achieve immediate investment and benefits in the corridor while implementation of the rail service continues in the background.

Beyond this key distinction between rail and bus services, other considerations in terms of ease of implementation include governance (e.g., a service entirely within California would generally be easier to implement than an interstate service requiring coordination with other states) and progress on any previous planning and project development work (e.g., the Salmon Runner).

Additional discussion of ease of implementation specific to the proposed service concepts is provided below:

- The four bus concepts all rank higher than the two rail concepts, due to the issues with bus vs. rail implementation described above.
- **Sacramento bus service.** Of the four bus concepts, this concept ranks the highest because substantial effort has already been undertaken by SRTA to plan and implement this service (as the Salmon Runner). While additional funding is still required to initiate the service, significant progress has already been made to-date, even over the other three bus concepts analyzed in this plan. Additionally, there is opportunity to benefit from RABA's existing framework for intercity bus services between Redding and Chico.
- **Eureka–Arcata bus service.** This concept ranks next highest, as some planning for initial service enhancements (e.g., schedule/timetable coordination) in the route has already been spearheaded by Humboldt Transit Authority (HTA) and RABA. With existing local transit services and agencies along the route, there is also a framework in place for considering how best to implement more robust and substantive enhancements and to undertake a true "intercity" service as analyzed in this plan.
- **Eugene bus service (via I-5).** This concept follows in third place, as there is already an existing market in this route served by private intercity bus operators. Past service cuts by FlixBus/Greyhound and other deficiencies in intercity bus and rail service between Redding and Eugene have further highlighted the need for action and established a strong base of public support for an improved bus service. The length of the route, however, poses various planning and engineering challenges that may make implementation more difficult compared to the shorter routes (Sacramento and Eureka–Arcata). Additionally, the multi-state nature of the route would require more complex governance structures.
- **Reno via Susanville bus service.** This concept follows in fourth place as the last of the bus concepts. Like the Eugene bus service (via I-5), the Reno service is a longer route. However, there is no existing intercity transit service running the full length of this route, and the only transit service between Redding and Reno is operated by Sage Stage via Alturas. Implementation of this new service is likely to require more coordination and planning than for the other bus services, in terms of building public support, identifying an appropriate governance structure (especially given the interstate nature of the service), and other considerations.
- **Chico rail service.** Of the two rail service concepts, the Chico concept ranks higher (fifth overall) due to the much shorter distance and the ability to build off of the current efforts to implement North Valley Rail and the larger Valley Rail program. These other projects have established strong momentum at the regional and state levels for transit improvements in the North State Region and would directly facilitate implementation of a further extension of rail service north from Chico to Redding.
- **Eugene rail service (via Coast Starlight route).** The Eugene rail concept ranks last. At approximately 365 miles in total length, this route is five times the length of the Chico rail service, and while the Coast Starlight already operates along this route, substantial coordination would still be needed to address the requirements of the host railroad and the interstate nature of the service. From a practical standpoint, a service between Redding and Eugene would likely not make sense on its own and would need to at least be extended south to Sacramento to capture sufficient demand to make the service viable.

5.2.4 Overall Ranking

Table 5-10 summarizes the ranking for each of the service concepts based on the feasibility assessment described above. As shown in **Table 5-10**, the Sacramento bus service ranked the highest overall in each of the three criteria. The Eugene bus service (via I-5), Chico rail service, and Eureka–Arcata bus service also ranked relatively high in one or more of the categories. The Reno bus service ranked in the

middle (3 or 4) in each of the categories. The Eugene rail service (via the Coast Starlight route) ranked the lowest in each of the three criteria.

Table 5-10. Overall Ranking from Feasibility Assessment

Hub/route	Ranking 6 = Highest 1 = Lowest		
	Cost v. benefit	Geographic factors	Ease of implementation
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	5 (tie)	3 (tie)	4
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	1	3 (tie)	1
Redding – Chico Hub (Rail)	3 (tie)	5	2
Redding – Sacramento Hub (Bus)	6	6	6
Redding – Reno Hub (Bus)	3 (tie)	3 (tie)	3
Redding – Eureka–Arcata Hub (Bus)	5 (tie)	3 (tie)	5

Source: AECOM, 2025

5.3 Prioritization of Hubs/Routes

Table 5-11 summarizes the overall rankings from the demand/feasibility analysis and calculates a final score and ranking for the six service concepts. Ranking the concepts in this manner helps in assessing the relative importance and priority of each concept in the context of subsequent efforts such as detailed planning and implementation. As shown in Table 5-11, Sacramento is the highest-priority hub/route, with a final score far higher than any of the others. Chico is next in second place, followed by Eugene (via I-5) and Eureka–Arcata tied in third place; however, all three end up with very similar final scores (23 vs. 22 vs. 22). Reno ranked in fifth place and Eugene (via Coast Starlight route) ranked last.

Table 5-11. Prioritization Matrix of the Hubs/Routes

Hub/route	Ranking by criterion 6 = Highest 1 = Lowest						Sum	Overall ranking 6 = Highest 1 = Lowest
	Demand analysis			Feasibility analysis				
	Connect-ivity	Travel market	User experience	Cost v. benefit	Geographic factors	Ease of implemen-tation		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	5 (tie)	4 (tie)	1	5 (tie)	3 (tie)	4	22	4 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	5 (tie)	1	3 (tie)	1	3 (tie)	1	14	1
Redding – Chico Hub (Rail)	2 (tie)	5	6	3 (tie)	5	2	23	5
Redding – Sacramento Hub (Bus)	6	6	5	6	6	6	35	6
Redding – Reno Hub (Bus)	3	2	4	3 (tie)	3 (tie)	3	18	2
Redding – Eureka–Arcata Hub (Bus)	2 (tie)	4 (tie)	3 (tie)	5 (tie)	3 (tie)	5	22	4 (tie)

Source: AECOM, 2025

Chapter 6
Governance

The North State Region of California includes sixteen counties with multiple small and mid-sized transit agencies. These agencies often face challenges in terms of transportation infrastructure funding and are in dire need for better intercity transit. These funding gaps and fragmentation of transit services have made it difficult to introduce and sustain new needed services. This chapter explores governance options that could help these transit agencies better coordinate service and implement new intercity services.

6.1 Governance Components

A cohesive governance structure can ensure more effective collaboration among agencies and improve the ability to secure funding for new services. Specifically, improved organizational structure and governance can help transit agencies achieve several service objectives:

- New or better service – speed up service, enhance frequency, add weekend service, fill gaps
- Improved coordination with and between existing services
- Standardized branding, customer information, and signage
- Integrated marketing and ticketing
- Sharing of resources
- Improved opportunities for grant funding

Governance includes three distinct components, discussed in more detail in the following subsections:

- Service agreements
- Service management and operation
- Policy guidance and oversight

Service Agreements

One component of governance involves agreement(s) for coordination and service implementation. Potential types of agreements include the following:

- *Memorandum of understanding (MOU).* An MOU is a legal, non-binding agreement for agencies to engage in a combined effort to implement a project or services. The agreement identifies responsibilities for each party.
- *Contractual agreement.* This type of agreement engages a third party to perform a specific service usually through defined financial terms.
- *Cooperative agreement.* This type of agreement provides a future funding commitment between agencies and related obligations.
- *Joint powers agreement.* A joint powers agreement creates a new agency utilizing powers conferred by the individual parties to the agreement. It may require state legislation as well as a funding commitment.

With a single corridor, service agreements can typically be handled with cooperative agreements addressing service coordination, funding, and contract operation. If several agencies are involved, a less formal agreement in the form of an MOU could be utilized. In a multi-agency approach requiring new services and funding, however, there will normally be a formal agreement to define the goals and areas of responsibility. While there are different mechanisms available, as described above, this approach is typically executed through a joint powers agreement.

Service Management and Operation

With an MOU or similar agreement, a single responsible agency would typically provide direct service management, using specific agreements and contracts as needed. With a multi-agency joint powers agreement, one member agency is designated as the lead or managing agency to direct the planning and service implementation. Other members would concur in the lead agency approach through review and actions taken by the policy board.

Policy Guidance and Oversight

If a single agency is managing service, it is expected that the agency's board would fill this oversight role. If a multi-agency approach is utilized, it is common for a special policy board to be created with representatives of each member agency.

6.2 Governance Options

The following governance options were evaluated as part of the development of this Plan to provide a range of strategies potentially appropriate to one or more of the identified hubs/routes. While each option is likely feasible, there are benefits and challenges for each in terms of the needs of the North State Region. The following five governance options were included in this analysis:

- Service coordination agreement
- Corridor-specific agreements
- Regional transit service authority
- State intercity transit management
- Interstate transit agreement

Each option is discussed below in greater detail along with existing examples of these governance structures.

6.2.1 Service Coordination Agreement

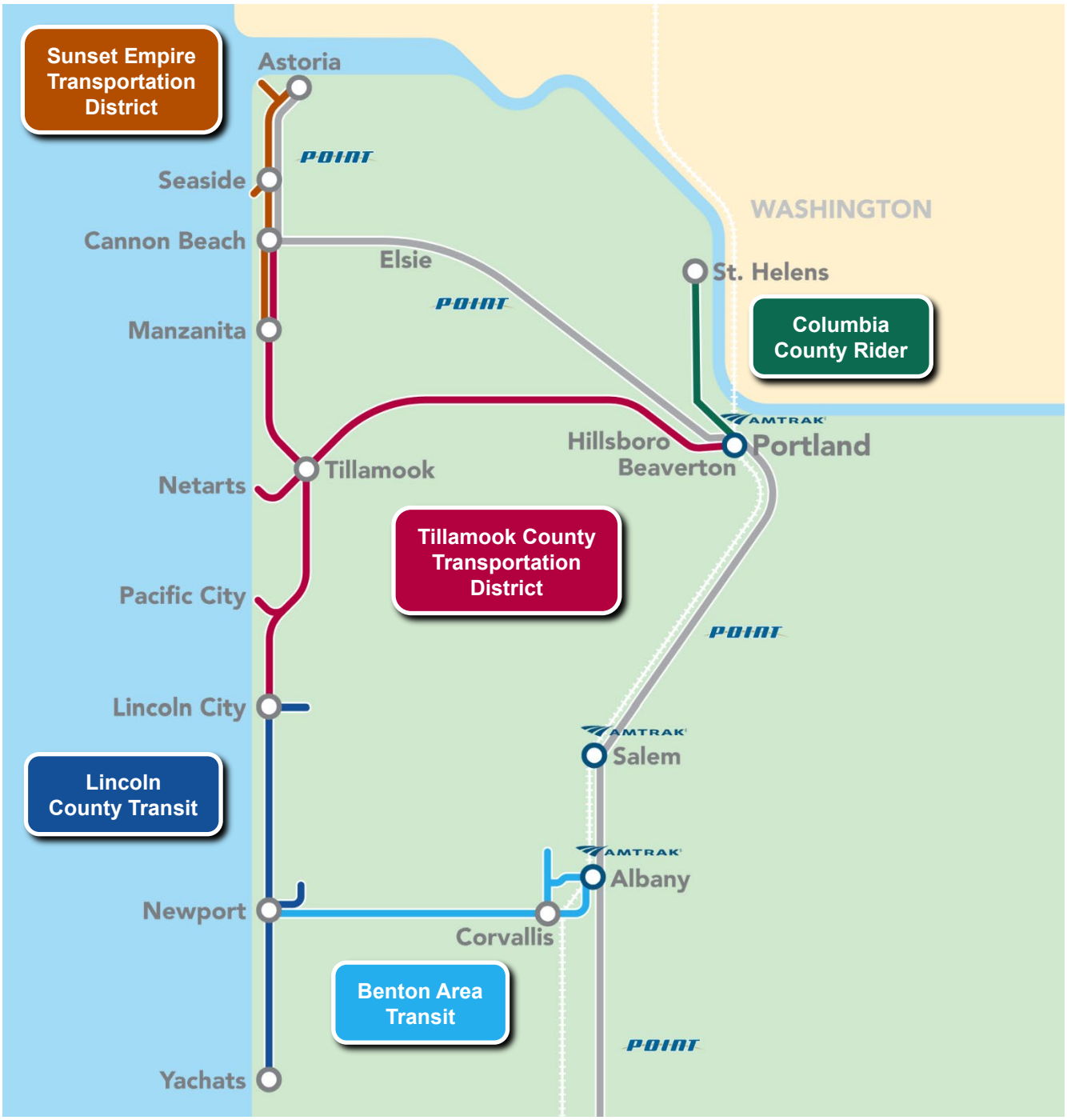
This option provides for a multi-agency arrangement to better coordinate schedules and fares. By creating an MOU or similar agreement, several transit agencies may also be able to better compete for new funding (state or federal) that could establish new service or enhance existing service (e.g., improving service frequency, expanding service span, adding weekend service, etc.). The agreement will typically identify one agency as the lead for coordination elements (website, signage, marketing, etc.). This type of agreement could facilitate improved coordination among the smaller North State Region transit agencies (e.g., Humboldt Transit Authority, Glenn Ride, Trinity Transit, and others) and help advocate for new funding. This approach relies on mutual cooperation, however, which may impede its effectiveness compared to other governance structures.

Existing Precedents

One current example of this governance structure is the NW Connector service in northwest Oregon, where five transit agencies established a service coordination agreement to coordinate schedules and connections as part of the Northwest Oregon Transit Alliance (NWOTA). This integrated system provides linked transit service between Portland and communities along the Oregon coast.

Figure 6-1 shows a map of the NW Connector service and the specific routes operated by each of the five participating agencies (Tillamook County Transportation District, Sunset Empire Transportation District, Lincoln County Transit, Columbia County Rider, and Benton Area Transit). The local services also connect with the POINT intercity bus service (shown in silver in **Figure 6-1**) operated by the Oregon Department of Transportation (ODOT), which is described in more detail under **Section 6.2.4** (State Intercity Transit Management).

Figure 6-1. NW Connector Map



Source: NW Connector (map), AECOM (annotations)

Tillamook County Transportation District	Columbia County Rider	Lincoln County Transit	Benton Area Transit	Sunset Empire Transportation District

The NW Connector agreement also established joint marketing and uniform signage (**Figure 6-2**). One of the five agencies, Tillamook Transit, took the lead in administrating the joint programs.

Figure 6-2. NW Connector Branding and Signage

Source: NW Connector

6.2.2 Corridor-Specific Agreement

For a single route or corridor, a new service can be established through individual agreements involving one or more agencies. A combination of individual agreements and/or MOUs can be used to define the service plan, connections, ticketing arrangements, and funding sources. The agreements would identify a single agency to manage contracts and implement other elements of the service. Policy board oversight would be provided by the lead agency's board, consistent with the individual agreements. This governance structure provides a straightforward approach, assuming one agency is able to manage both funding agreements and service implementation.

Existing Precedents

One existing local example of a corridor-specific agreement can be found in RABA, which initiated the Route 99X intercity bus service (**Figure 6-3**) between Redding and Chico in August 2024. This route is integrated with Amtrak Thruway Route 3 (**Figure 6-4**) by providing connecting service in Chico.

Several agreements outline the provisions for RABA to receive funding and implement the service:

- An MOU with SJJPA for a revenue guarantee provided through SJJPA with Amtrak funds.
- An interline service agreement with FlixBus to coordinate service.
- A ticketing agreement with Amtrak allowing for through ticketing as well as bus-only tickets.

Figure 6-3. RABA Route 99X Bus

Source: RABA

Figure 6-4. Amtrak Thruway Route 3

Source: SJJPA, CCJPA

RABA also has similar interline agreements with FlixBus/Greyhound for several of RABA's other routes, allowing ticket reservations for select stops through the FlixBus/Greyhound system. RABA routes and destinations covered through this agreement include Route 1 (Shasta Lake), Route 9 (Anderson), Route 44X (Canby Road Transfer Facility, Shasta College, Palo Cedro, Millville, Black Butte, and Shingletown

Park & Ride), and Route 299X (Shasta College, Bella Vista, Round Mountain, Montgomery Creek, and Burney).(54)

Outside of the North State Region, another example of a corridor-specific agreement can be found in Santa Cruz Metro, which leads the implementation of the Highway 17 Express connecting Santa Cruz and San Jose. The operation and funding of this service is defined in an MOU between Santa Cruz Metro, the Capitol Corridor Joint Powers Authority (CCJPA), SJJPA, and the Santa Clara Valley Transportation Authority (VTA). The MOU includes some VTA funding and provides for the route to function as the San Jose–Santa Cruz segment of Amtrak Thruway Route 6 (with funding from SJJPA).

The Highway 17 route provides 27 daily round trips with service to San Jose (Diridon) Station and San Jose State University. The route is operated, and largely funded, by Santa Cruz Metro. The annual operating budget is approximately $6 million, $4.4 million of which is provided by Santa Cruz Metro.

Figure 6-5. Amtrak Thruway Route 6

Source: SJJPA, CCJPA

Note: The Highway 17 Express is designated as the San Jose–Santa Cruz portion of San Joaquins Thruway Route 6.

In terms of future examples of corridor-specific agreements, the proposed Redding – Sacramento service via I-5 (a.k.a. Salmon Runner) is suited for this type of governance structure. This would potentially involve an MOU between RABA, Glenn Ride, and SJJPA (and, potentially other agencies), as well as other agreements, with RABA managing the service.

6.2.3 Regional Transit Service Authority

To implement a significant amount of new intercity bus and rail service in multiple corridors, a new multi-agency governance structure is a potential strategy. One approach, used in other California regions, is to create a new transit authority through state legislation and establishment of a joint powers agreement. The agreement could include multiple North State Region transit agencies and would define roles, functions, funding, and the organizational structure for the authority. Most joint powers agreements include a dedicated funding source authorized by one or more of the parties, with specific funding

(54) RABA is also a reseller of FlixBus and Greyhound tickets at the Downtown Passenger Terminal in Redding.

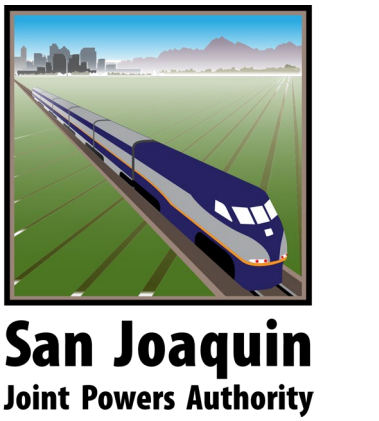
allocated for the authority's programs. Potential funding sources include a sales tax, parcel tax, payroll tax, and other options. Funding sources are particularly important for matching state and federal funds.

One member agency is typically selected as the managing agency responsible for management of service and capital improvements. Oversight is provided by a joint policy board comprised of member agencies. The authority can also take on additional roles through administrative actions or legislation.

A variation of this option would be for one or more North State Region agencies to join an existing joint powers authority, such as the SJJPA or the CCJPA.

Existing Precedents

One example of a regional transit service authority established through a joint powers agreement is the SJJPA, which was legislatively established in 2012 through Assembly Bill (AB) 1779 to take over responsibility for the San Joaquins service. That legislation allowed the SJJPA to be created through a joint powers agreement that has 10 members including the Sacramento Regional Transit District, SJRRC, and agencies from Bay Area and San Joaquin Valley counties. The SJRRC is designated as the managing agency and has established agreements with Amtrak and the state for service funding and operations.



Services managed by SJJPA include the Amtrak San Joaquins rail service between Bakersfield and Northern California (Oakland and Sacramento) and several connecting Thruway bus routes (**Figure 6-6**). Plans are being developed as part of the larger Valley Rail program and related projects for rail extensions in several corridors, including service as far north as Chico. SJJPA is eligible for state and federal funding.

In addition to serving as the managing agency for the SJJPA, the SJRRC also separately operates the Altamont Corridor Express (ACE) commuter rail service.

Figure 6-6. San Joaquins Network

Source: SJJPA

6.2.4 State Intercity Transit Management

An alternative to the creation of a new multi-agency authority could be an expanded state role. This could take the form of a new department or agency that would take more direct responsibility for intercity rail and bus service. A better-resourced state agency could establish new regional services and better coordinate local and private intercity services, while regional technical committees could provide direction to the state agency and help coordinate local service. The advantages of a State-run system

over a multi-agency system include access to a larger funding pool and provision of a unified policy direction across multiple regions.

This approach will likely require new state funding and the potential reallocation of current federal (Section 5311(f)) funds. In return, the State could directly implement a significant number of new intercity bus routes that would coordinate with and supplement the Amtrak Thruway bus services.

Existing Precedents

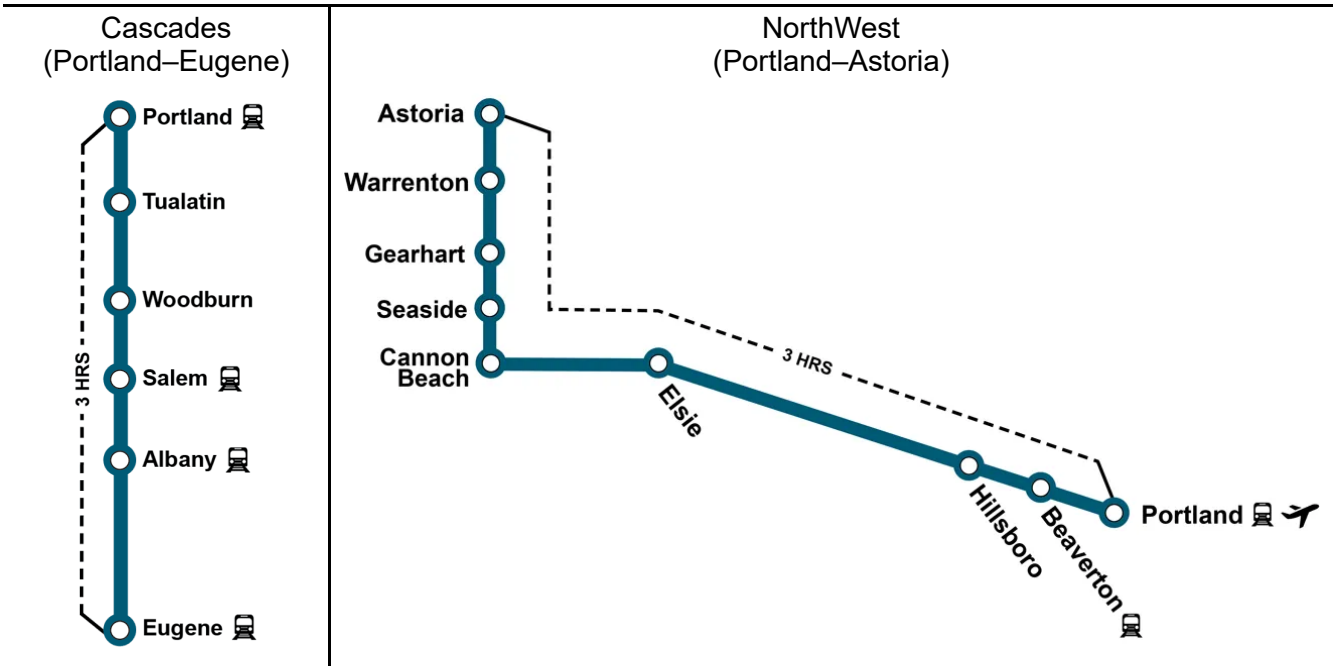
The state Departments of Transportation (DOTs) in both Oregon and Washington have established programs to directly fund and operate intercity bus routes.

The state of Oregon funds and manages a network of intercity buses. Branded as "POINT", the network of routes is managed by ODOT's Public Transportation Division and is intended to fill gaps in the intercity transit network by operating where service is limited or nonexistent. There are four POINT routes which include a Cascades service between Portland and Eugene that supplements the Amtrak Cascades rail service in that corridor. The POINT Cascades service operates five daily round trips. One of the other POINT routes operates two daily round trips, and the others operate one daily round trip.

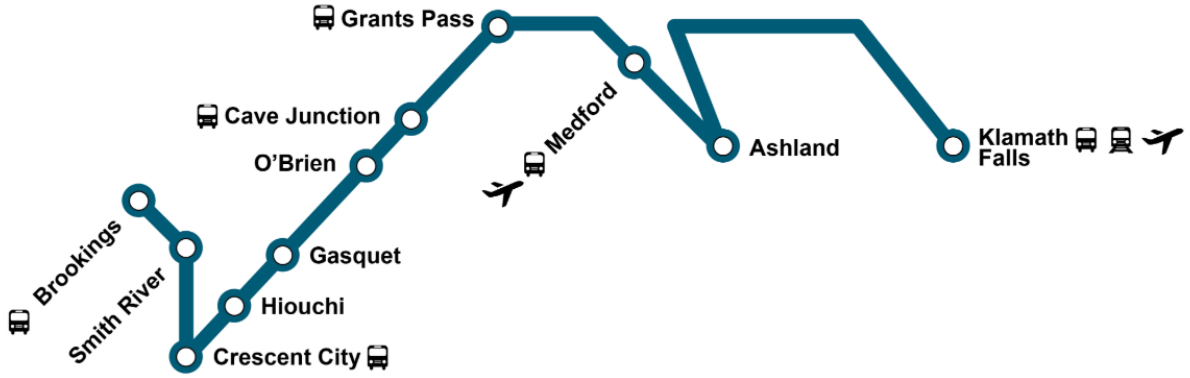
POINT buses connect to Amtrak stations (**Figure 6-7**), but the service is not specifically designed for rail connections (except the Cascades route) and is ticketed independently. POINT is an entirely contract-operated service with contracts being awarded through competitive procurements in accordance with all state and federal guidelines.

The service is partially funded from the federal Section 5311(f) program, which dedicates 15 percent of the formula funds to intercity bus services. State funding to match and supplement the federal funding comes from Oregon's Statewide Transportation Improvement Fund (STIF), which is funded by a payroll tax and other sources. This formula program generates over $250 million annually and funds public transit service throughout Oregon. POINT is funded from a 5-percent discretionary set-aside for projects of statewide significance. POINT's net annual cost to the state of Oregon is $1.5 million.

Figure 6-7. Oregon POINT



SouthWest (Klamath Falls–Brookings)



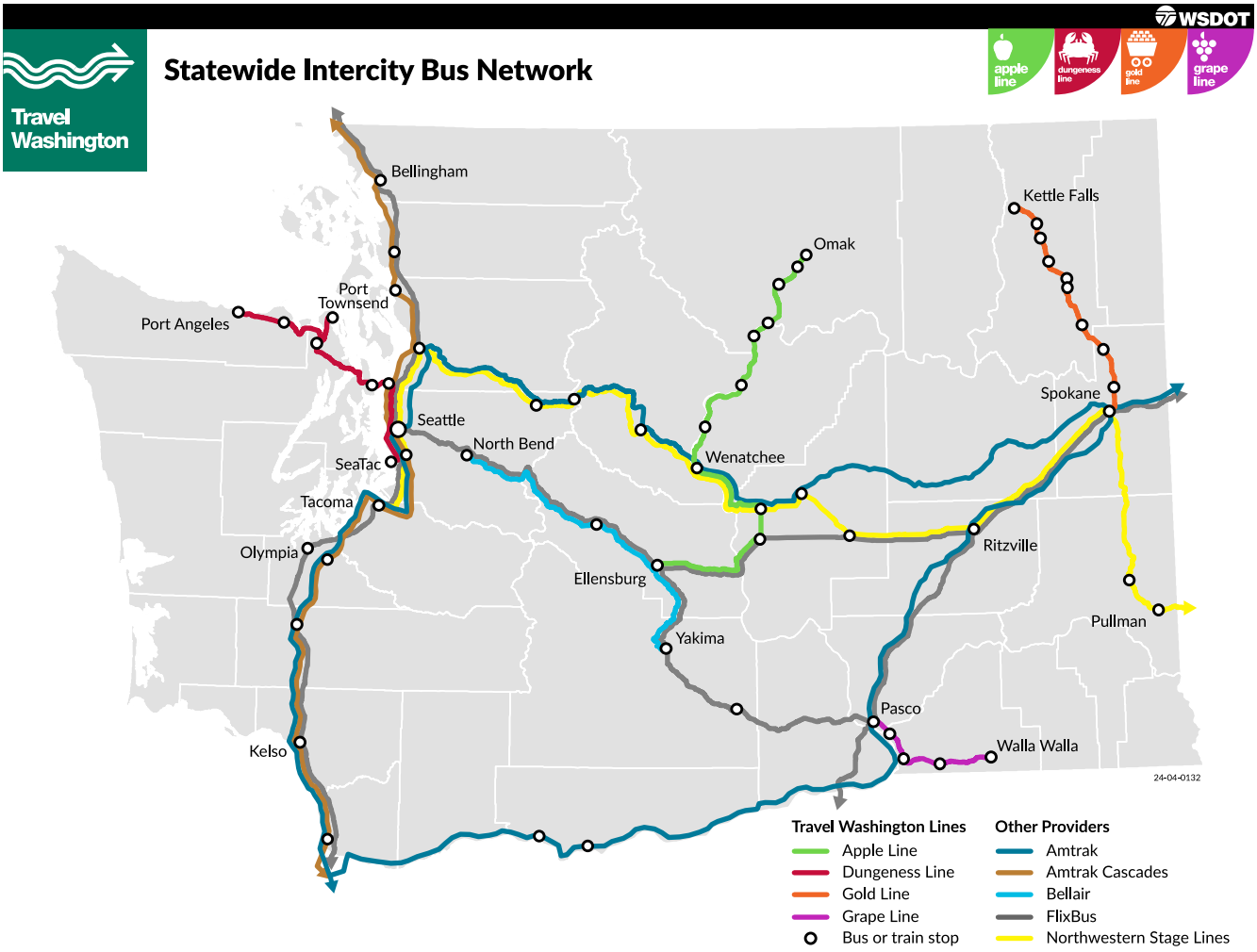
Eastern (Bend–Ontario)

Source: ODOT

The Washington State Department of Transportation (WSDOT) developed the first public–private partnership model in the country for a rural intercity bus program. Called "Travel Washington", this program encompasses four routes connecting rural areas to major cities and urban hubs. WSDOT branding for the routes (**Figure 6-8**) is based on regional themes ("Apple", "Dungeness", "Gold" and "Grape").

Travel Washington passengers can purchase an interline ticket to connect to multiple modes on a single trip. This includes transferring from Travel Washington buses to national intercity bus networks (e.g., Greyhound, Amtrak). WSDOT contracts with private operators, through a four-year contract, to operate the service, at an annual total contract cost of approximately $4 million. WSDOT also partners with transportation companies to provide in-kind (non-monetary) contributions, such as aligning schedules so that passengers from rural areas can seamlessly connect to the nationwide bus and train network, airports, and Washington's state ferry system.

Figure 6-8. Travel Washington



Source: WSDOT

FTA funds the Travel Washington service with Section 5311(f) funds, and WSDOT has implemented an innovative approach for providing the required local match for intercity services. Under the Section 5311 program, the required local match share of the net operating deficit of any funded service is limited to 50 percent of the operating cost. For Section 5311(f), this match comes from the unsubsidized connecting service provided by Greyhound. Careful attention to the design of the system allows WSDOT to fund the net operating deficit of the subsidized segment with federal dollars.

6.2.5 Interstate Transit Agreement

For new or expanded rail or bus services across state boundaries—i.e., Redding to Eugene via I-5 (bus) or the Coast Starlight route (rail), or Redding to Reno via Susanville—multi-state agreements would be needed. This would most likely be an agreement between state DOTs and Amtrak (for rail services) or the bus operating entities (for bus services). The state role would include funding and integration with other intercity transit services. Potential parties in interstate agreements for the North State Region would include California, Oregon, and Nevada.

One example of a service implemented through an interstate transit agreement is the Amtrak Cascades service in the Pacific Northwest (Figure 6-9). The service is operated by Amtrak, in partnership with the states of Washington and Oregon. Currently, seven round trips operate along the corridor each day: one Vancouver–Seattle, one Vancouver–Seattle–Portland, three Seattle–Portland, and two Seattle–Portland–Eugene. The route has been incrementally expanded over several decades and plans are under development for additional service. The service is supplemented by the Coast Starlight route operated by Amtrak.

Funding for the route is provided separately by the states of Washington and Oregon for the northern and southern halves of the route, respectively, with Union Station in Portland serving as the dividing point. Historically, the state of Washington has funded six daily round trips between Seattle and Portland and two daily round trips between Seattle and Vancouver (British Columbia). Oregon funds two daily round trips between Eugene and Portland.

The Cascades corridor is also served by Amtrak Thruway buses (partially funded by the state of Washington) and by ODOT's POINT bus service.

Figure 6-9. Amtrak Cascades

Source: Amtrak Cascades

6.3 Current Governance of Relevant Regional Agencies

Table 6-1 provides key information about the current governance structures of key agencies that may be involved directly or as stakeholders in implementing the identified hubs/routes. As mentioned earlier. RABA and other North State Region transit agencies would generally be a better fit than an entity like SRTA for operating the identified service concepts. In the case of RABA, their current role as the primary transit operator for Shasta County and its experience with the existing Route 99X service, provides RABA valuable experience operating intercity bus service.

Table 6-1. Governance Structures of North State Agencies

Organization	Members	Key functions	Governance structure
North State Super Region	16 Northern California counties	Planning-related coordination and collaboration	MOU
Redding Area Bus Authority (RABA)	Shasta County and cities of Redding, Shasta Lake, and Anderson	Transit, vanpools, and bikeshare	JPA
Shasta Regional Transportation Agency (SRTA)	Board comprised of local elected officials in Shasta County	Regional transportation planning and funding	Cooperative Agreement
Glenn Transit Service (GTS) – Glenn Ride	Regional Transit Committee (Glenn County, Orland, and Willows)	Fixed-route and demand-response services	JPA
Humboldt Transit Authority (HTA)	Humboldt County + 5 cities including Arcata and Eureka	Transit operation, including Redwood Transit System and the Willow Creek and Southern Humboldt Intercity transit services	JPA
Butte County Association of Governments (BCAG)	Cities of Chico, Oroville + 3 others and Butte County	MPO, RTPA, and transit operation (B-Line); planning North Valley Rail	JPA
Yuba–Sutter Transit	Yuba and Sutter counties + Marysville and Yuba City	Operates transit service	JPA
Sacramento Regional Transit District (SacRT)	Sacramento County and cities	Operate bus and rail transit service; contract service to Yolo County	State legislation
Sacramento Area Council of Governments (SACOG)	Sacramento, Sutter, Yolo, Yuba, El Dorado, Placer counties + 22 cities	MPO, RTPA for Sacramento, Sutter, Yolo, and Yuba counties	JPA
San Joaquin Regional Rail Commission (SJRRC)	San Joaquin County and seven cities	Manage ACE and San Joaquins service; plan Valley Rail extensions	JPA
San Joaquin Joint Powers Authority (SJJPA)	10 members including SacRT and SJRRC	Manage (through SJRRC) the Amtrak San Joaquins service	JPA
Altamont Corridor Express (ACE)	SJRRC, Alameda County CMA, Santa Clara VTA	Manage (through SJRRC) the ACE service (San Jose–Stockton)	Cooperative Services Agreement
Capitol Corridor Joint Powers Authority (CCJPA)	Eight counties including Sacramento, Yolo, Placer and BART counties	Manage (through BART) the Amtrak Capitol Corridor service	JPA

Source: AECOM

Chapter 7
Recommendations

This chapter summarizes key recommendations should SRTA and/or its regional partners decide to proceed with the implementation of any, or all, of the service concepts identified and evaluated in this study. The potential strategies are divided into general strategies, hub/route-specific strategies, and a strategic action plan in-terms of phasing-in of services in the near-term (within 5 years), mid-term (within 10 years) and long-term (10+ years) time horizons. These strategies have been presented for community review and input and updated based on feedback received. The hub/route-specific strategies are numbered in order of priority based on the overall rankings from the demand and feasibility analysis.

7.1 General Strategies

1. Support the Federal Railroad Administration (FRA) Corridor ID effort for the San Joaquin Valley Corridor, which is being conducted by Caltrans Division of Rail.

    - SRTA and other North State jurisdictions should engage closely with Caltrans on planning efforts related to the Corridor ID Program and, specifically, regarding the **San Joaquin Valley Corridor** (between Redding and Bakersfield), which proposes looking at improvements to the San Joaquins service, including potential future passenger rail service extensions to Chico and Redding.

    - Leverage local, regional, and statewide efforts to establish Redding as a central hub for intercity services in the North State (see related recommendation below).

2. Encourage Caltrans to increase their role in supporting the planning, funding, and operating of intercity transit service, including a connected and reliable statewide intercity bus service:

    - Support a dedicated department or agency for rural and intercity bus transit with staff familiar with operating transit and/or intercity services.

    - Advocate for expanded funding for intercity service (bus and rail).

    - Advocate for Caltrans to better support and encourage local transit agency efforts to coordinate service and fill service gaps.

    - Further empower the North State Super Region Working Group to support and advise Caltrans's efforts in the North State Region.

3. Conduct or support initial planning to designate and strengthen **Redding as the central multi-modal hub** for all existing and proposed North State Region intercity bus and rail services:

    - Work with public, private, and non-profit partners to further tie together the Redding Amtrak Station, RABA's Downtown Passenger Terminal, and the Shasta Bike Depot to establish an **integrated multi-modal mobility hub**.

    - Support the city of Redding and other partners to build, where feasible, additional mixed-use development in Redding's Downtown Strategic Growth Area, including development around the Redding Station/Downtown Passenger Terminal. The plan should address transportation first/last-mile connections and include a focus on addressing local and regional housing needs that align with state housing goals and funding opportunities.

    - Consider pursuing funding to provide staff resources and consultant funding for these activities. Potential funding sources include TIRCP, the State Rail Assistance (SRA) Program, and the federal Section 5311 and Better Utilizing Investments to Leverage Development (BUILD) programs.

4. Engage Amtrak (national) to determine if there is any way to improve capacity, seat availability, or reliability for the Coast Starlight long-distance service to address local and regional passenger rail transportation needs.

7.2 Strategies for Hubs/Routes

1. Redding – Sacramento Hub (bus) – I-5 Service (a.k.a. Salmon Runner)

2.1 Support the near-term funding and implementation of the service and consider the possibility of using RABA's Route 99X vehicles on this service initially prior to implementing zero-emission vehicles.

2.2 Consider a limited refresh of the North State Intercity Bus System Business Plan (2018) study to incorporate a stop at the future Midtown Sacramento Station, to re-assess costs for current conditions, to identify necessary transit connections in counties along I-5, to re-evaluate anticipated bus demand/ridership, and to finalize selection of bus vehicle type.

2.3 Coordinate with SJJPA on the transfer of funding currently provided by SJJPA to RABA (for operation of Route 99X) to make it applicable to the Salmon Runner service as well.

2.4 Identify other funding sources to supplement fare revenue and funding from SJJPA. Potential sources include SB 125, TIRCP, Tehama County Congestion Mitigation and Air Quality (CMAQ) funds (if eligible), and Glenn County sources.

2.5 Facilitate or support interagency agreements between RABA, Glenn Ride, SJJPA, and Amtrak to fund and implement an initial Salmon Runner service.

2.6 Consider evaluating a future extension to Davis to improve connections to UC Davis and Capitol Corridor service.

2. Redding – Chico Hub (bus and rail)

1.1 Collaborate with RABA to continue operating the current bus service between Redding and Chico utilizing existing funding and service agreements until service transitions to the Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner).

1.2 Provide input to Caltrans on the San Joaquin Valley Corridor ID planning efforts and advocate for exploration of a future rail extension to Redding when the ridership demand and need arises.

1.3 Collaborate with partners including RABA, the San Joaquin Joint Powers Authority (SJJPA), and Butte County Association of Governments (BCAG) to support Caltrans in the Corridor ID process.

3. Redding – Eureka–Arcata Hub (bus)

3.1 Collaborate with partner agencies to confirm consensus on the elements of the North State Express proposal produced by Humboldt Transit Authority and support the near-term implementation of an initial service phase.

3.2 Support establishing a Memorandum of Understanding for the North State Express transit agencies that will formalize plans for service coordination and expansion of intercity bus service.

3.3 Support the implementation of technological improvements that better coordinate transfers between systems and shorten travel times.

3.4 Develop a longer-term plan for a one-operator, single-seat service between Redding and Eureka–Arcata based on identified needs and performance metrics.

4. Redding – Eugene Hub (bus and rail)

4.1 Engage in discussions with regional partners and with Caltrans and Oregon DOT staff to explore in the near/mid-term a phased implementation of the proposed bus service along I-5.

- Consider initial service needs from Redding to Mt. Shasta and/or Yreka.
- Consider follow-up service between Redding and the Ashland–Medford area.
- Consider opportunities to leverage local bus operators/services.
- Engage Caltrans and Oregon DOT to explore this option and provide funding.
- Explore opportunities for coordination and potential partnerships with private-sector operators (e.g., FlixBus) to operate an intercity bus service that is better suited to the needs of North State passengers (e.g., time-of-day adjustments, additional stops, etc.).

4.2 Continue to support Caltrans and Oregon DOT efforts to improve Amtrak service between Redding and Eugene, including options to expand the geographic scope of service improvements to capture larger, more viable markets (e.g., Sacramento, Portland).

5. Redding – Reno Hub (bus)

5.1 Support long-term efforts to develop intercity bus service between Redding and Reno, including coordination with Caltrans and Nevada DOT on future planning.

7.3 Strategic Action Plan

Based on the strategies above, a Strategic Action Plan was produced that lists specific actions for each route/hub (see **Table 7**). These actions are also delineated by short-, medium, and long-term time horizons. Additionally, the hub/routes are listed in order of priority, which correspond to **Table 5-11**.

All actions shown in the table below will be brought back to the appropriate agency board at the appropriate time for further consideration and action.

Table 7-1. Strategic Action Plan

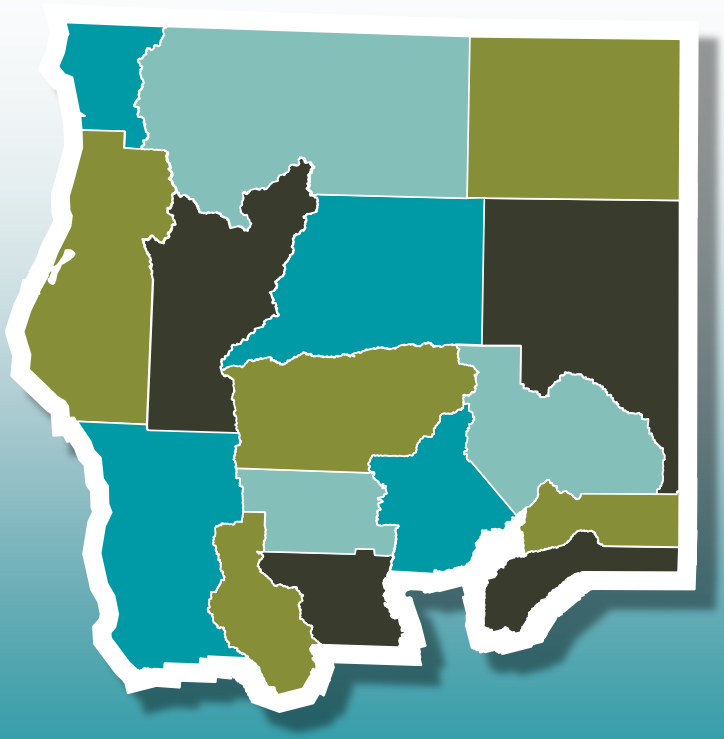
Hub / Route (ordered by priority)	Mode	Lead agency	Key partners (not prioritized)	Near-term (within 5 years)	Mid-term (within 10 years)	Long-term (10+ years)
Redding–Sacramento	Bus	RABA	SRTA Caltrans Division of Rail Caltrans Districts 2 and 3 SJJPA Tehama Rural Area eXpress (TRAX) Glenn Ride Colusa County Transit Agency Lake Transit Authority County RTPAs	Implement initial Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner) within two years	Expand frequency of Redding-Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Modify bus service to complement increased rail service to Redding
Redding–Chico	Bus	RABA	SJJPA SRTA Caltrans Division of Rail Caltrans Districts 2 and 3	Secure additional funding to maintain current 99X RABA service until service transitions to the Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Enhance and improve Glenn Ride express bus service to support planned North Valley Rail service to Chico	Cease Glenn Ride express bus service when intercity rail service established (see below)
	Rail	SJJPA	SRTA Union Pacific Caltrans Division of Rail Caltrans Districts 2 and 3	Participate in the Corridor ID planning project and advocate for inclusion of rail service to Redding	Complete Corridor ID project development phase	Implement intercity rail service by extending North Valley Rail service
Redding–Eureka/ Arcata	Bus	HTA or Trinity Transit or RABA	SRTA Humboldt County Association of Governments Trinity County Transportation Commission Caltrans Districts 1 and 2	Implement improvements related to this corridor identified in the North State Express Plan	Develop plan to study a one-operator service between Redding and Eureka–Arcata and potentially implement one-operator service	Implement one-operator, single-seat service

Redding–Ashland–Medford–Eugene	**Bus**	North State Super Region Agencies (*single lead TBD*)	SRTA Caltrans Division of Rail Caltrans District 2 Oregon DOT	Conduct study to explore a phased implementation of intercity bus service as follows: Phase 1 (within the North State Region); Phase 2 (Redding to Ashland / Medford); and Phase 3 (to Eugene). Implement initial service phase along I-5 within the North State Region.	Implement Phase 2 intercity bus service from Redding to Ashland / Medford area	Implement Phase 3 intercity bus service from Redding to Eugene
Redding–Reno	Bus	Caltrans Division of Rail	SRTA North State Super Region Agencies Nevada DOT RABA	Coordinate with Nevada DOT on implementation of new service		Pending coordination efforts
Redding–Klamath Falls–Eugene	Rail	Caltrans Division of Rail	SRTA North State Super Region Agencies Amtrak / Union Pacific Caltrans District 2 Oregon DOT	Focus on improving existing Amtrak's Coast Starlight long-distance rail service in terms of seating availability, better arrival/departure times, and reliability of service (i.e. on-time performance).		Pending coordination efforts
All corridors	Rail and bus	RABA or City of Redding	Caltrans District 2 SRTA SJJPA Amtrak / Union Pacific McConnell Foundation	Conduct a planning study to designate and strengthen Redding as the central hub for existing and proposed North State intercity bus and rail services, and propose multi-modal improvements.	Implement improvements and new development to establish an integrated multi-modal mobility hub	

Source: AECOM

Statement per California Government Code Section 7550:

Shasta Regional Transportation Agency, Agreement number 2024-04, in the amount of $189,956.43 (of which includes a subconsultant agreement for work done on this same document in the amount of $38,000). This North State Intercity Bus to Rail Plan is one of one produced under this agreement.



North State Intercity Bus to Rail Plan

Appendix A: Online Community Questionnaire

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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Appendix A.1

Shasta County-Focused Questionnaire

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North State Intercity Bus to Rail Plan

Community Questionnaire

Many communities of the North State region are nearly entirely disconnected from major economic, educational and healthcare centers of the rest of the state. There are minimal options for travel from Redding to major urban areas unless you have access to a personal automobile as Amtrak's Coast Starlight services arrives and departs in the early morning and the Redding Regional Airport flights are still somewhat limited, though destinations and flights have improved. The goal of the North State Intercity Bus to Rail Plan is to coordinate and plan for better intercity bus options in the short- and mid-term and improved passenger rail transportation in the long-term between the Shasta region and the Greater Sacramento metropolitan areas, the Bay Area and north into Oregon as well as improve connections across the North State. To assist the SRTA team please take 5-10 minutes and answer the following community questionnaire.

1. How frequently do you travel to these destinations?
Select one for each destination

	Daily	Weekly	Monthly	Rarely	Never
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Eugene and Southern Oregon
- Eureka/Arcata and the North Coast
- Reno/Carson City
- Chico

Sacramento area

Other

3. What are the purposes for your travel to these destinations? (select all that apply)

	Leisure/Recreation	Healthcare (Including VA Facilities)	School	Work	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

☐ Yes

☐ No

5. If yes, please specify.

☐ Eugene and Southern Oregon

☐ Eureka/Arcata and the North Coast

☐ Reno/Carson City

☐ Chico

☐ Sacramento area

Other (please specify)

6. What modes of transportation do you currently use for travel? (select all that apply)

	Bus	Rail	Car	Airplane	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? *(Rank each from 0 to 10, with 0 being "not at all likely" and 10 being "extremely likely")*

	0	1	2	3	4	5	6	7	8	9	10
Eugene and Southern Oregon	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations?
(Rank each from 0 to 10, with 0 being "not at all likely" and 10 being "extremely likely")

	0	1	2	3	4	5	6	7	8	9	10
Eugene and Southern Oregon	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- [ ] Not willing to pay more for bus or train
- [ ] 10–20% more for bus or train
- [ ] 5–10% more for bus or train
- [ ] More than 20% for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Shasta County.

12. Where do you live? (ZIP code) - *Optional*

13. How old are you? - *Optional*

- [ ] Less than 18
- [ ] 40–49
- [ ] 18–29
- [ ] 50–59
- [ ] 30–39
- [ ] 60 or older

Done

Appendix A.2

Questionnaires for Other North State Counties

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Butte: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Marysville/Yuba City	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Orland	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Marysville/Yuba City
- Sacramento
- Orland
- Redding
- Eureka/Arcata
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Marysville/Yuba City	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Orland	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Marysville/Yuba City

☐ Sacramento

☐ Orland

☐ Redding

☐ Eureka/Arcata

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Marysville/Yuba City	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Orland	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Marysville/Yuba City	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Orland	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Marysville/Yuba City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Orland	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Marysville/Yuba City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Orland	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

◯ Not willing to pay more for bus or train

- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Butte County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Colusa: North State Interregional Rail and Bus Connections Survey

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We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Yuba City	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Sacramento
- SF Bay Area
- Yuba City
- Chico
- Ukiah
- Redding
- Eureka/Arcata
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Yuba City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Ukiah	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Sacramento

☐ SF Bay Area

☐ Yuba City

☐ Chico

☐ Ukiah

☐ Redding

☐ Eureka/Arcata

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Yuba City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Ukiah	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
Eureka/Arcata	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Yuba City	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Yuba City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Yuba City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Colusa County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Del Norte: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Crescent City	◯	◯	◯	◯	◯
Grants Pass/Medford, OR	◯	◯	◯	◯	◯
Eureka	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Weed/Yreka	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Crescent City
- Grants Pass/Medford, OR
- Eureka
- Redding
- Chico
- Sacramento
- SF Bay Area

Weed/Yreka

Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Crescent City	☐	☐	☐	☐	☐
Grants Pass/Medford, OR	☐	☐	☐	☐	☐
Eureka	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Weed/Yreka	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Crescent City

☐ Grants Pass/Medford, OR

☐ Eureka

☐ Redding

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Weed/Yreka

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations

below?

	Bus	Rail	Car	Airplane	Other
Crescent City	☐	☐	☐	☐	☐
Grants Pass/Medford, OR	☐	☐	☐	☐	☐
Eureka	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Weed/Yreka	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Crescent City	◯	◯	◯	◯	◯
Grants Pass/Medford, OR	◯	◯	◯	◯	◯
Eureka	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Weed/Yreka	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Crescent City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Grants Pass/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Weed/Yreka	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Crescent City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Grants Pass/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Weed/Yreka	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Del Norte County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59

◯ 60 or older

Done

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Humboldt: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Medford Airport	◯	◯	◯	◯	◯
Crescent City	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Medford Airport
- Crescent City
- Redding
- Chico
- Sacramento
- SF Bay Area
- Santa Rosa

Ukiah

Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Medford Airport	☐	☐	☐	☐	☐
Crescent City	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Santa Rosa	☐	☐	☐	☐	☐
Ukiah	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Medford Airport

☐ Crescent City

☐ Redding

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Santa Rosa

☐ Ukiah

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Medford Airport	☐	☐	☐	☐	☐
Crescent City	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Santa Rosa	☐	☐	☐	☐	☐
Ukiah	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Medford Airport	◯	◯	◯	◯	◯
Crescent City	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Medford Airport	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Crescent City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at

all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Medford Airport	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Crescent City	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ukiah	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Humboldt County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Lassen: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
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Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Reno	◯	◯	◯	◯	◯
Klamath Falls	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/ Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Reno
- Klamath Falls
- Redding
- Eureka/ Arcata
- Chico
- Sacramento
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Reno	☐	☐	☐	☐	☐
Klamath Falls	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/ Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Reno

☐ Klamath Falls

☐ Redding

☐ Eureka/ Arcata

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Reno	☐	☐	☐	☐	☐
Klamath Falls	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/ Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Reno	◯	◯	◯	◯	◯
Klamath Falls	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/ Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Reno	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Klamath Falls	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/ Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Reno	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Klamath Falls	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/ Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Lassen County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Mendocino: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Eureka/Arcata
- Chico
- Sacramento
- Redding
- Santa Rosa
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Santa Rosa	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Eureka/Arcata

☐ Chico

☐ Sacramento

☐ Redding

☐ Santa Rosa

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Santa Rosa	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Rosa	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

◯ Not willing to pay more for bus or train

◯ 5-10% more for bus or train

◯ 10-20% more for bus or train

◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Mendocino County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Modoc: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Reno, NV	◯	◯	◯	◯	◯
Klamath Falls, OR	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Reno, NV
- Klamath Falls, OR
- Eugene, OR
- Redding
- Chico
- Sacramento
- Eureka/Arcata

SF Bay Area

Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Reno, NV	☐	☐	☐	☐	☐
Klamath Falls, OR	☐	☐	☐	☐	☐
Eugene, OR	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Reno, NV

☐ Klamath Falls, OR

☐ Eugene, OR

☐ Redding

☐ Chico

☐ Sacramento

☐ Eureka/Arcata

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Reno, NV	☐	☐	☐	☐	☐
Klamath Falls, OR	☐	☐	☐	☐	☐
Eugene, OR	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Reno, NV	◯	◯	◯	◯	◯
Klamath Falls, OR	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Klamath Falls, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at

all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Klamath Falls, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Modoc County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Napa: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Redding	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Stockton	◯	◯	◯	◯	◯
SF Bay area	◯	◯	◯	◯	◯
Los Angeles	◯	◯	◯	◯	◯
Santa Cruz/Monterey	◯	◯	◯	◯	◯
Truckee/Tahoe/Reno, NV	◯	◯	◯	◯	◯
Mendocino	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Redding
- Sacramento
- Chico
- Eureka/Arcata
- Stockton
- SF Bay area

- Los Angeles
- Santa Cruz/Monterey
- Truckee/Tahoe/Reno, NV
- Mendocino
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Redding	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Stockton	☐	☐	☐	☐	☐
SF Bay area	☐	☐	☐	☐	☐
Los Angeles	☐	☐	☐	☐	☐
Santa Cruz/Monterey	☐	☐	☐	☐	☐
Truckee/Tahoe/Reno, NV	☐	☐	☐	☐	☐
Mendocino	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

- ◯ Yes
- ◯ No

5. If yes, please specify

- ☐ Redding
- ☐ Sacramento
- ☐ Chico
- ☐ Eureka/Arcata
- ☐ Stockton
- ☐ SF Bay area
- ☐ Los Angeles

- [ ] Santa Cruz/Monterey
- [ ] Truckee/Tahoe/Reno, NV
- [ ] Mendocino
- [ ] Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Redding	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Stockton	☐	☐	☐	☐	☐
SF Bay area	☐	☐	☐	☐	☐
Los Angeles	☐	☐	☐	☐	☐
Santa Cruz/Monterey	☐	☐	☐	☐	☐
Truckee/Tahoe/Reno, NV	☐	☐	☐	☐	☐
Mendocino	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Redding	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Stockton	◯	◯	◯	◯	◯
SF Bay area	◯	◯	◯	◯	◯
Los Angeles	◯	◯	◯	◯	◯
Santa Cruz/Monterey	◯	◯	◯	◯	◯
Truckee/Tahoe/Reno, NV	◯	◯	◯	◯	◯
Mendocino	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Stockton	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Los Angeles	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Cruz/Monterey	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Truckee/Tahoe/Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Mendocino	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Stockton	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Los Angeles	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Santa Cruz/Monterey	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Truckee/Tahoe/Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Mendocino	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

◯ Not willing to pay more for bus or train

◯ 5-10% more for bus or train

◯ 10-20% more for bus or train

◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail

service in Napa County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Placer: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Sacramento	◯	◯	◯	◯	◯
Beale Air Force Base (Yuba County)	◯	◯	◯	◯	◯
San Francisco Bay Area	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Sacramento
- Beale Air Force Base (Yuba County)
- San Francisco Bay Area
- Redding
- Eureka/Arcata
- Chico
- Reno, NV

Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Sacramento	☐	☐	☐	☐	☐
Beale Air Force Base (Yuba County)	☐	☐	☐	☐	☐
San Francisco Bay Area	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Sacramento

☐ Beale Air Force Base (Yuba County)

☐ San Francisco Bay Area

☐ Redding

☐ Eureka/Arcata

☐ Chico

☐ Reno, NV

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Sacramento	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
Beale Air Force Base (Yuba County)	☐	☐	☐	☐	☐
San Francisco Bay Area	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Sacramento	◯	◯	◯	◯	◯
Beale Air Force Base (Yuba County)	◯	◯	◯	◯	◯
San Francisco Bay Area	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Beale Air Force Base (Yuba County)	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
San Francisco Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at

all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Beale Air Force Base (Yuba County)	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
San Francisco Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Placer County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Plumas: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Lake Tahoe	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Redding
- Eureka/Arcata
- Chico
- Sacramento
- Reno, NV
- Lake Tahoe
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐
Lake Tahoe	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Redding

☐ Eureka/Arcata

☐ Chico

☐ Sacramento

☐ Reno, NV

☐ Lake Tahoe

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below??

	Bus	Rail	Car	Airplane	Other
Redding	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐
Lake Tahoe	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Redding	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Lake Tahoe	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Lake Tahoe	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Lake Tahoe	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Plumas County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Siskiyou: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

The Shasta Regional Transportation Agency (SRTA), in collaboration with regional partners, is conducting a study to improve interregional rail and bus connections across Northern California. This important initiative focuses on enhancing travel along Interstate 5 and the north-south rail corridor while exploring ways to connect our region to neighboring areas and key destinations.
We want to hear from you! Your input will help us better understand community travel needs, identify priorities, and create a plan that benefits residents, commuters, and visitors alike. Whether you regularly use interregional transportation or have ideas to share, your feedback is essential to shaping a more connected Northern California.
Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Eugene, OR	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Eugene, OR
- Ashland/Medford, OR
- Eureka/Arcata
- Redding
- Chico
- Sacramento
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Eugene, OR	☐	☐	☐	☐	☐
Ashland/Medford, OR	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Eugene, OR

☐ Ashland/Medford, OR

☐ Eureka/Arcata

☐ Redding

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Eugene, OR	☐	☐	☐	☐	☐
Ashland/Medford, OR	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Eugene, OR	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Siskiyou County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Tehama: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

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Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Redding
- Chico
- Sacramento
- SF Bay Area
- Eureka/Arcata
- Reno, NV
- Eugene, OR
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐
Eugene, OR	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Redding

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Eureka/Arcata

☐ Reno, NV

☐ Eugene, OR

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Redding	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Eureka/Arcata	☐	☐	☐	☐	☐
Reno, NV	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
Eugene, OR	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Redding	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Reno, NV	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Tehama County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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Trinity: North State Interregional Rail and Bus Connections Survey

Help Shape the Future of Northern California's Transportation Connections!

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Thank you for taking a few minutes to complete this survey and share your voice in this exciting effort!

1. How frequently do you travel to these destinations?

	Daily	Weekly	Monthly	Rarely	Never
Eureka/Arcata	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯
Eugene	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

2. Please rank and select your top 3 destinations for travel.

- Eureka/Arcata
- Redding
- Ashland/Medford, OR
- Eugene
- Chico
- Sacramento
- SF Bay Area
- Other

3. What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (including VA facilities)	School	Work	Other
Eureka/Arcata	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Ashland/Medford, OR	☐	☐	☐	☐	☐
Eugene	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

4. Are there any destinations you would like to see better connected via bus or rail?

◯ Yes

◯ No

5. If yes, please specify

☐ Eureka/Arcata

☐ Redding

☐ Ashland/Medford, OR

☐ Eugene

☐ Chico

☐ Sacramento

☐ SF Bay Area

☐ Other

Other (please specify)

6. What modes of transportation do you currently use for travel to the following destinations below?

	Bus	Rail	Car	Airplane	Other
Eureka/Arcata	☐	☐	☐	☐	☐
Redding	☐	☐	☐	☐	☐
Ashland/Medford, OR	☐	☐	☐	☐	☐
Eugene	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐

	Bus	Rail	Car	Airplane	Other
Sacramento	☐	☐	☐	☐	☐
SF Bay Area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

7. How frequently would you like bus or rail services to/from these destinations?

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Eureka/Arcata	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯
Eugene	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

Other (please specify)

8. If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

9. If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	1	2	3	4	5	6	7	8	9	10
Eureka/Arcata	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Redding	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Ashland/Medford, OR	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Eugene	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

	1	2	3	4	5	6	7	8	9	10
Chico	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Sacramento	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
SF Bay Area	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯

10. If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

- ◯ Not willing to pay more for bus or train
- ◯ 5-10% more for bus or train
- ◯ 10-20% more for bus or train
- ◯ More than 20% more for bus or train

11. Please share with us any additional comments you have about improving intercity bus and rail service in Trinity County.

12. Where do you live? (ZIP code)

13. How old are you?

- ◯ Less than 18
- ◯ 18-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60 or older

Done

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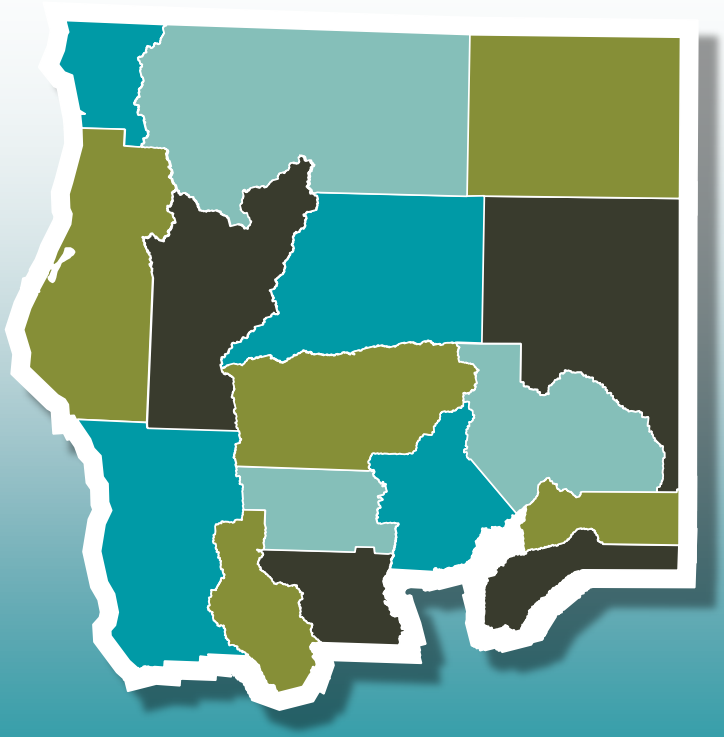

North State Intercity Bus to Rail Plan

Appendix B: Community Questionnaire Results Report

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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SRTA North State Intercity Bus to Rail Plan Questionnaire – In Progress Results

Questionnaire Summary – April 2025

Introduction

The North State Intercity Bus to Rail Plan (NSIBRP) will identify potential intercity bus service options for the short (approx. 5 years) and mid-term (approx. 5-10 years) between Shasta County and various destinations. The NSIBRP also explores potential passenger rail services in the long-term to greater Sacramento Region and the Bay Area, and Oregon via connections to existing or planned rail systems. These service improvements aim to improve connections within the Shasta region to the greater North State Region and California generally, addressing the current isolation of many communities from the state's major economic, educational, and healthcare hubs.

Figure 1: Digital flyer distributed to the community and stakeholders

The need for the NSIBRP is based on the limited travel options from Shasta County to destinations around the state including economic hubs in the urban centers that are constrained for individuals without access to a personal vehicle. Additionally, the timing and reliability of existing intercity services, incuding Amtrak's Coast Starlight rail service and FLIX bus service are very poor. Also flights are currently limited from the Redding Regional Airport.

To gain an understanding of what types of services potential riders would likely utilize, the Shasta Regional Transportation Agency (SRTA) conducted an online community questionnaire to collect feedback to gauge the needs of residents in the region for intercity travel. Details of how this community questionnaire was developed and administered are discussed in the Methodology Section below.

It is critical that the transportation needs expressed by the future riders of potential intercity bus and rail connections are closely considered in the NSIBRP. Therefore, responses to the

community questionnaire will be utilized to inform both the analysis of potential service options and the recommendations on how best to prioritize these service options. This input will be combined with input received as part of a community workshop and stakeholder outreach efforts, which will take place later in the process of developing the NSIBRP.

Questionnaire Methodology

Developing Awareness for the Community Questionnaire

The engagement team connected with various stakeholders, including over 250 local businesses, religious institutions, educational establishments at all levels, underrepresented and disadvantaged communities, human service agencies, and local government bodies within the region. Their goal was to inform these stakeholders about the questionnaire and request their assistance sharing the notification with their respective members. Additionally, the team actively engaged with over 30 social media groups in Shasta County. They extended invitations to these groups, encouraging them to participate in the questionnaire. Notable groups included in this outreach effort were the *Shasta Community Page*, *Redding Community*, *Redding News*, *Burney CA Events*, and other relevant groups.

Development of Questions

The formulation of the questions involved extensive collaboration between SRTA and the consultant team, entailing multiple rounds of editing to ensure the right mix of questions was developed. SRTA contributed by informing the process with their deep knowledge of the geography and their understanding of the key needs of the community in terms of intercity travel. SRTA's knowledge of community needs is based on deep relationships with numerous community stakeholders. This knowledge base is also supported by the data collection done as part of planning for this project.

The questions were formed to provide the planning team with an understanding of community members current, most frequently travel destinations within the regional study area. In addition, the project team wanted to understand how often community members traveled to these destinations and the purposes for travel as well as any perceived barriers and/or opportunities to provide better transit service within the region. The answers to the questions will help the planning team to evaluate the most appropriate core routes as well as location of bus/rail hubs.

Administration of the Questionnaire

The community questionnaire was posted on SRTA's website and was originally open to the public between August 21 and September 23, 2024, and then extended until March 24, 2025. A total of 160 responses were received during this response period. The results of these responses are detailed in the Questionnaire Results section.

Limitations of the Community Questionnaire

While useful for gaining an initial understanding of the needs of residents in Shasta County and in surrounding areas, the community questionnaire had several limitations. The sample size of the respondents, while strong for this type of outreach, is nonetheless limited. This was a result that the SRTA's e-mail distribution was limited to rely on stakeholder to distribute further and was not marketed directly to all residents in the County and beyond. Also, the questionnaire was limited in time and only online, limiting participation, especially for populations that may lack ease of access to the internet or are busy and may not have found out in time. Finally, Oregon and Nevada (both of which have hubs – Eugene and Reno – are being studied as destinations for potential intercity services), were not included or discussed in the advertised through the e-blast publicized the questionnaire.

Questionnaire Results

The results for the 13 questions from the community questionnaire are summarized below. These results are a based on the responses collected from participants. Prior to these results, the questions are shown along with a short description of the purpose of the question.

Q1: How frequently do you travel to these destinations?

Select one for each destination

	Daily	Weekly	Monthly	Rarely	Never
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

Q1 Purpose

Understanding what destinations respondents currently travel to most frequently will provide insight on how to prioritize destinations/hubs for the overall NSIBRP.

Q1 Results

The survey findings indicate that a majority of respondents from all regions exhibit infrequent travel patterns, with most indicating rare or monthly travel frequency. Chico demonstrates the highest number of daily travelers, while Eugene/Southern Oregon and Reno/Carson City show

lower daily travel figures. Regarding weekly travel, Chico records the highest response at 14, with Reno/Carson City reporting the lowest at 2. Monthly travel patterns are highest for the Sacramento area (73), showing relatively strong interest; the other destinations are somewhat lower, ranging from 24 to 39, suggesting moderate interest. Furthermore, Eureka/Arcata boasts the highest number of respondents traveling infrequently (96), followed by Eugene/Southern Oregon (90), Chico (89), and Reno/Carson City (85). In terms of responses indicating no travel at all, Reno/Carson City was the most common choice (39 responses).

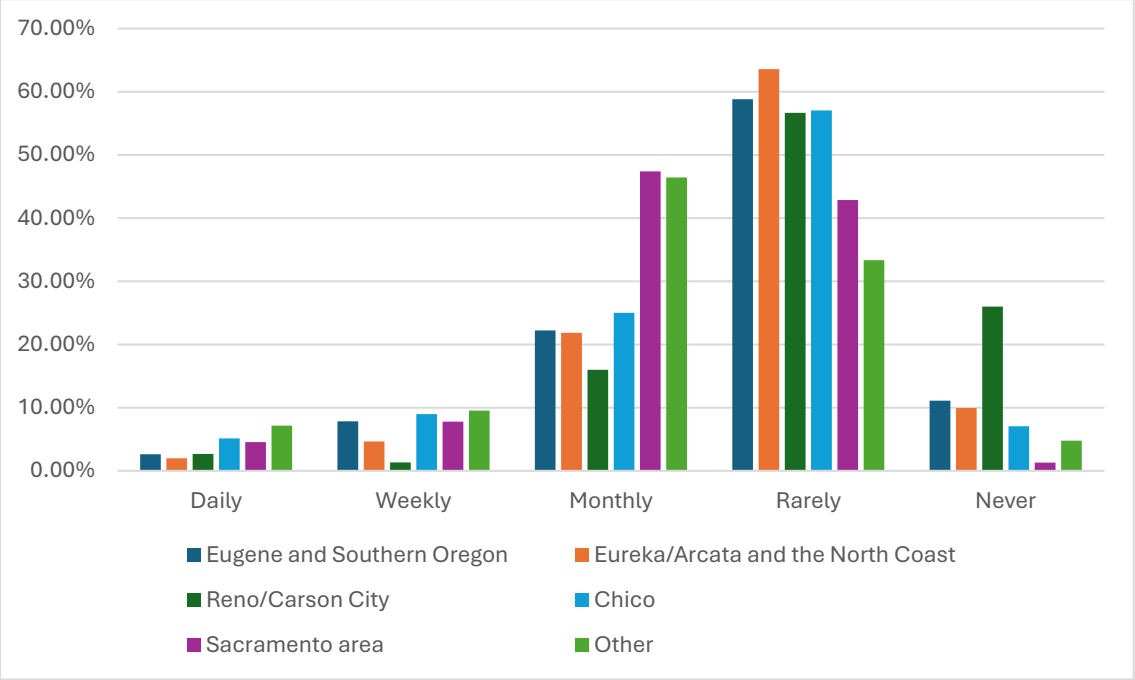


Figure 2: Overview of responses regarding travel frequency by destination

Answer Choices	Daily	Weekly	Monthly	Rarely	Never
Eugene and Southern Oregon	4	12	34	90	17
Eureka/Arcata and the North Coast	3	7	33	96	15
Reno/Carson City	4	2	24	85	39
Chico	8	14	39	89	11
Sacramento area	7	12	73	66	2
Other	6	8	39	28	4

Table 1: Number of responses for travel frequency by destination

Frequency (Daily, Weekly, Monthly, Rarely, Never)

<u>Daily</u>

- Eugene and Southern Oregon: 4 respondents

- Eureka/Arcata and the North Coast: 3 respondents
- Reno/Carson City: 4 respondents
- Chico: 8 respondents
- Sacramento area: 7 respondents
- Other: 6 respondents

Overall: Limited daily travel, with Chico having the highest engagement.

Weekly

- Eugene and Southern Oregon: 12 respondents
- Eureka/Arcata and the North Coast: 7 respondents
- Reno/Carson City: 2 respondents
- Chico: 14 respondents
- Sacramento area: 12 respondents
- Other: 8 respondents

Overall: Weekly travel is low, with Chico, Sacramento, and Eugene showing slightly higher numbers.

Monthly

- Eugene and Southern Oregon: 34 respondents
- Eureka/Arcata and the North Coast: 33 respondents
- Reno/Carson City: 24 respondents
- Chico: 39 respondents
- Sacramento area: 73 respondents
- Other: 39 respondents

Overall: Monthly travel is moderate across most regions, with Sacramento showing a notably higher number of respondents than the other destinations.

Rarely

- Eugene and Southern Oregon: 90 respondents
- Eureka/Arcata and the North Coast: 96 respondents
- Reno/Carson City: 85 respondents
- Chico: 89 respondents
- Sacramento area: 66 respondents
- Other: 28 respondents

Overall: Many respondents report rarely traveling, with Eureka/Arcata and Chico showing the highest number of responses.

Never

- Eugene and Southern Oregon: 17 respondents
- Eureka/Arcata and the North Coast: 15 respondents
- Reno/Carson City: 39 respondents
- Chico: 11 respondents
- Sacramento area: 2 respondents
- Other: 4 respondents

Overall: Very few respondents report never traveling to these destinations.

Summary of the Open-Ended Comments the 'Other' Section of the Question[no change; confirm; seems there would be more]

San Francisco/Bay Area: 5 respondents mention regular visits for various reasons, including family gatherings.

Redding: Mentioned multiple times as a common destination, possibly for family visits and medical appointments.

Dunsmuir/Mt. Shasta: Noted for recreational trips, including long-distance backpacking along the Pacific Crest Trail.

Medford, OR: A destination for medical appointments and preferred for flights, especially for those living in the northern parts of Siskiyou County.

Other Travel Destinations:

- LA and Bay Area: Both are mentioned frequently as destinations for various trips, possibly for family visits, medical reasons, or other activities.
- San Francisco: Listed multiple times for family visits and medical purposes (Stanford Health, UCSF).
- Tahoe and Oakland: These are mentioned but with less frequency compared to other destinations.

Medical-Related Travel:

- Locations like Palo Alto (Stanford Health) and UCSF in the Bay Area are noted for health-related trips, with some respondents indicating they travel to these places for treatment.
- Airports: San Francisco International and Sacramento International airports are commonly used for travel, with some preferring Medford due to its proximity.

For additional insights from the community questionnaire, please see the **Appendix A** for raw responses to fields within this question that allowed for open-ended responses. [NEED UPDATED RAW RESPONSES FOR APPENDIX] – SEE E-MAIL

Q2: Please rank and select your top 3 destinations for travel.

Q2 Purpose:
Understanding what destinations respondents are prioritizing for future travel will provide insight on how to prioritize destinations/hubs for the overall NSIBRP.

Q2 Results
The most preferred travel destination is the Sacramento area, which received the highest average score of 4.57 and the most first-choice votes (67) among respondents. Eureka/Arcata ranked second with a score of 3.96, receiving 34 second-choice votes and 44 third-choice votes. Eugene/Southern Oregon followed in third place with a score of 3.70 and a balanced vote distribution. Chico ranked fourth with a score of 3.53, reflecting moderate popularity with 16 first choice and 34 second-choice votes. Reno/Carson City came in fifth with a score of 2.92, showing less overall preference. "Other" ranked lowest with a score of 2.32 and received the most last-choice votes (92).

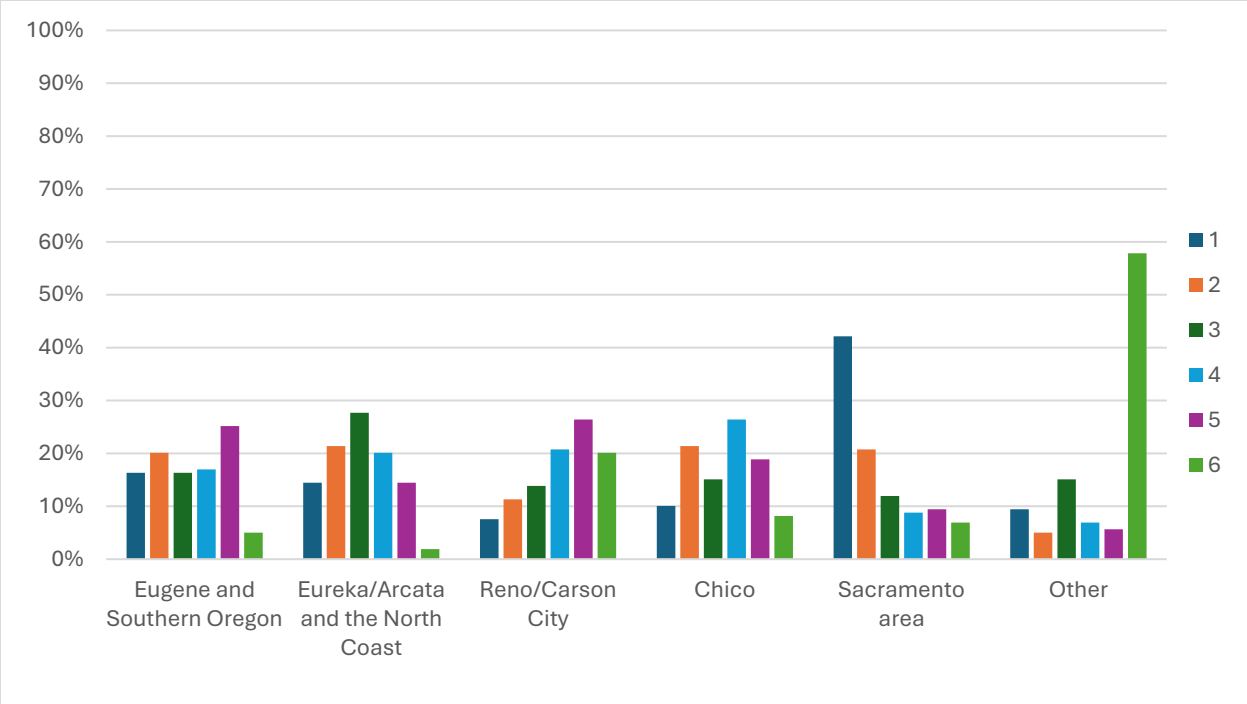


Figure 1: Overview of rankings for destinations

Answer Choices	1	2	3	4	5	6	Score
Eugene and Southern Oregon	26	32	26	27	40	8	3.70
Eureka/Arcata and the North Coast	23	34	44	32	23	3	3.96
Reno/Carson City	12	18	22	33	42	32	2.92
Chico	16	34	24	42	30	13	3.53
Sacramento area	67	33	19	14	15	11	4.57
Other	15	8	24	11	9	92	2.32

Table 2: Total number of responses of rankings for destinations + average score

Note: The scores are estimated using a weighted average system based on respondents' rankings of destinations. Each ranking position (1st through 6th) is assigned a point value: 1st choice = 6 points, 2nd = 5 points, and so on, down to 6th choice = 1 point. The number of votes a destination receives for each ranking is multiplied by the corresponding point value, and these points are summed to give the total score for that destination. The total points are then divided by the number of votes to calculate the average score, which reflects the destination's overall preference among respondents.

Q3: What are the purposes for your travel to these destinations?

	Leisure/Recreation	Healthcare (Including VA Facilities)	School	Work	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

Q3 Purpose

Understanding the purpose of respondents' current travel will provide insight on how develop conceptual schedules for future services and how best to develop strategies for first/last mile connections.

Q3 Results

Travel data shows that leisure is the primary reason for visiting destinations. All five destinations reported 100 or more respondents for leisure travel, with Eureka/Arcata (129 respondents), Eugene/Southern Oregon (120), and Reno/Carson City (107) leading. Sacramento is the top destination for healthcare visits (55), followed by Chico (29) and Eugene/Southern Oregon (27). For work, Sacramento again leads with 53 respondents, while Chico has 32, and both Eugene and Reno have 8 each. In education, Chico has the highest number of respondents (17), followed by Sacramento (10). Additionally, many travelers have unspecified reasons, with notable figures for "Other" travel in Sacramento (46), Eugene (33), and Chico (31).

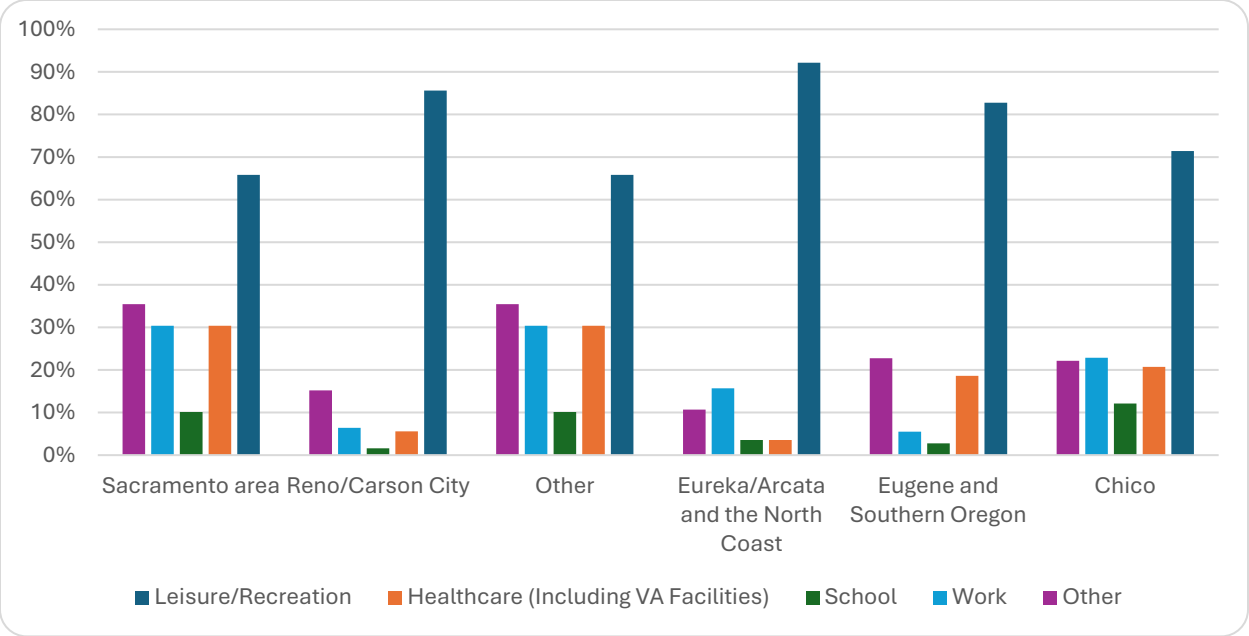


Figure 4: Overall results for travel purpose by destination

Answer Choices	Leisure/Recreation	Healthcare (Including VA Facilities)	School	Work	Other
Eugene and Southern Oregon	120	27	4	8	33
Eureka/Arcata and the North Coast	129	5	5	22	15
Reno/Carson City	107	7	2	8	19
Chico	100	29	17	32	31
Sacramento area	100	55	10	53	46
Other	52	24	8	24	28

Table 3: Total raw data from respondents' selections for travel purpose by destination

Summary of the Open-Ended Comments the 'Other' Section of the Question

<u>Shopping is a major reason for travel to:</u>

- Eureka/Arcata (specifically mentioned as a shopping destination),
- Redding (from Red Bluff),
- Sacramento and Redding (for shopping and cultural activities),
- Medford (for airport access),
- Orange County, and Grocery shopping.

<u>Visiting family is frequently cited, particularly in:</u>

- San Francisco, Bay Area, Marin & Sonoma Counties, and Happy Valley.
- The SF Bay Area is also a destination for family healthcare purposes.

Healthcare travel is noted for:

- Redding (for VA healthcare),
- Travel to the coast for health reasons, especially for those sensitive to heat during the summer,
- San Francisco/Bay Area (medical care).

Airports are significant travel hubs for:

- Medford, Sacramento (SMF), and San Francisco (SFO), which are cited for connecting flights and international travel.

Cultural and recreational reasons:

- People travel to San Francisco for cultural events, museums, and plays.
- Kid's activities and sports events are mentioned for Chico and the San Francisco/San Jose area.

Overall Themes

- Travel to larger cities like Redding, Sacramento, San Francisco, and Medford is primarily driven by shopping, visiting family, accessing airports, and healthcare.
- Recreational activities, such as cultural events and kid's activities, also form a notable portion of the travel purposes.

For additional insights from the community questionnaire, please see the Appendix for raw responses to fields within this question that allowed for open-ended responses.

Q4: Are there any destinations you would like to see better connected via bus or rail?

☐ Yes

☐ No

Q4 Purpose

This question provides data on how potential riders are prioritizing destinations. This will help to prioritize hubs and routes under consideration in the NSIBRP.

Q4 Results

The questionnaire results reveal a compelling interest in expanding and enhancing bus or rail links to multiple destinations. A substantial majority of respondents (140) have expressed a keen desire for improved bus or rail connections to specific destinations, indicating a strong demand for upgraded transportation options. In contrast, only 20 respondents have indicated a lack of interest, suggesting that very few travelers find the current connectivity adequate or have no preference for improvements.

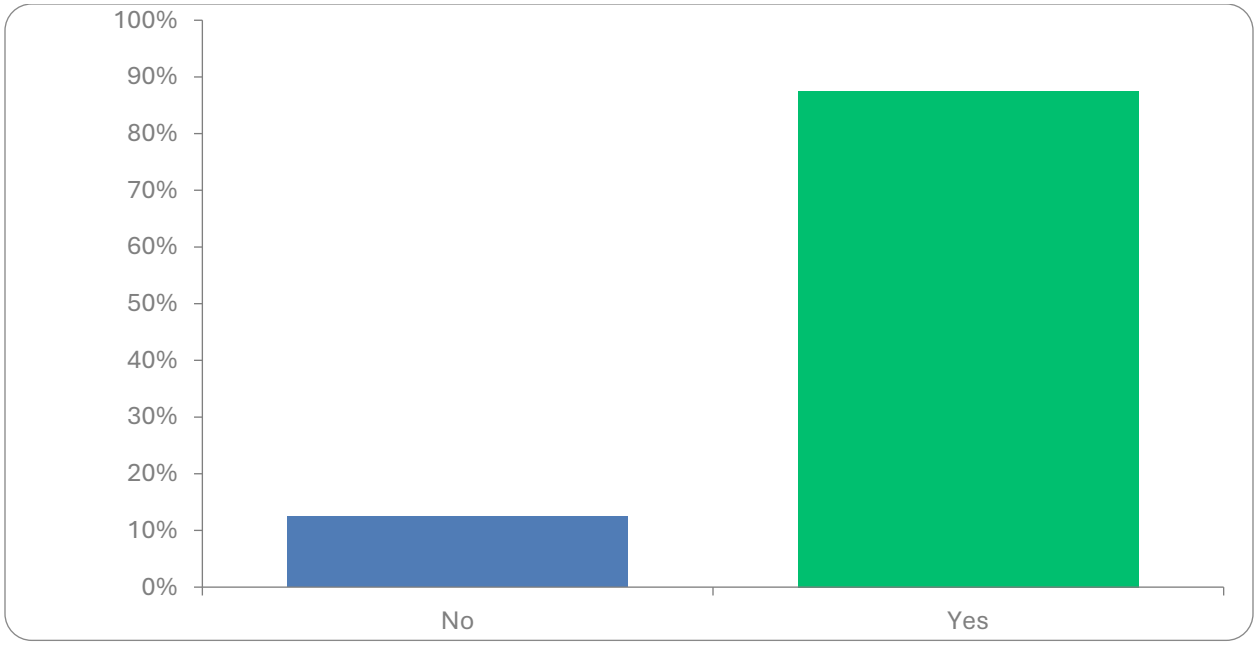


Figure 5: Overall results indicating desire for improved bus and rail connections

Answer Choices	Total	
Yes	140	
No	20	

Table 4: Total responses for desire for improved bus and rail connections

Q5: If yes, please specify

- ☐ Eugene and Southern Oregon
- ☐ Chico
- ☐ Eureka/Arcata and the North Coast
- ☐ Sacramento area
- ☐ Reno/Carson City

Other (please specify)

Q5 Purpose

This question is linked to Q4, so it is the same purpose.

Q5 Results

The questionnaire results indicate that the Sacramento area is the top priority for transportation improvements, with 107 respondents expressing a need for better bus or rail connections. Following closely are Eugene/Southern Oregon and Eureka/Arcata, with 64 and 61 responses, respectively, requesting improved connectivity. Chico and Reno/Carson City also have significant interest, with 50 and 36 respondents seeking better transportation options. Additionally, 72 respondents expressed a need for improved connections to unspecified or additional destinations beyond the main options provided.

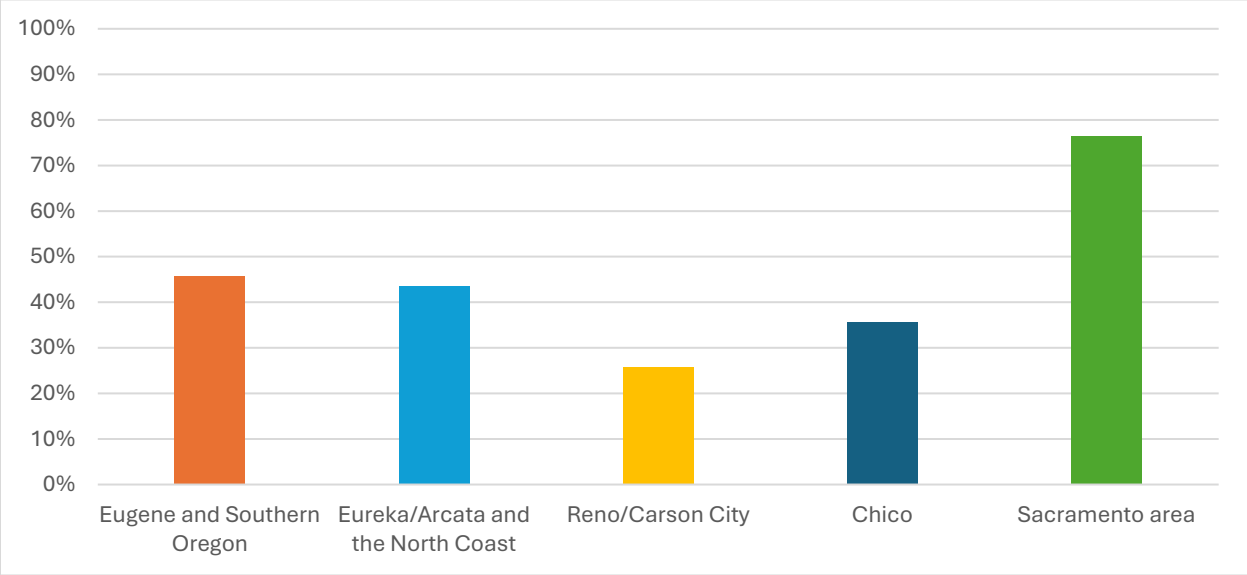


Figure 6: Overall results specifying which destinations are desired for improved bus and rail connections

Answer Choices	Responses
Eugene and Southern Oregon	64
Eureka/Arcata and the North Coast	61
Reno/Carson City	36
Chico	50
Sacramento area	107
Other	72

Table 5: Total responses specifying which destinations are desired for improved bus and rail connections

Summary of the Open-Ended Comments the 'Other' Section of the Question

Frequent Mentioned Destinations:

- Many respondents want improved connectivity to Redding, the Bay Area, San Francisco, Sacramento, and Los Angeles. Several also mention Ashland, Medford, and other Southern Oregon areas.

Concerns About Train Schedules:

- Some comments express concerns about inconvenient train schedules, such as late-night departures (e.g., a 12:30 am train from Dunsmuir) and limited options for connections.

Desired Airport Access:

- Multiple respondents highlight the need for better transportation to Sacramento International Airport (SMF) and San Francisco International Airport (SFO), along with requests for improved air travel options, particularly to Denver, Seattle, LAX, and San Diego.

Challenges in Rural Areas:

- Some people from more rural areas, such as Mount Shasta, express dissatisfaction with the lack of intercity bus options. There are also mentions of wanting better public transportation to areas near backpacking trails and other smaller towns.

Connection Between Major Cities:

- Improved transportation links between Redding, Chico, Sacramento, and the Bay Area are in high demand, with requests for multiple daily trips and connections to major transit hubs.

Other Requested Improvements:

- Direct travel options to Seattle and more frequent train services during the day, rather than at inconvenient hours.
- Affordable transportation to SFO due to the high costs of flights and parking.
- Connectivity between smaller cities like Weed, Mount Shasta, and Yreka with larger hubs like Redding.

Overall, the comments reflect a desire for expanded and more convenient transportation services, with a particular emphasis on improving schedules, increasing frequency, and providing better connections to key cities and airports.

For additional insights from the community questionnaire, please see the **Appendix A** for raw [NEED TO GET THIS FROM AIM AND REPLACE IN THE APPENDIX] responses to fields within this question that allowed for open-ended responses.

Q6: What modes of transportation do you currently use for travel?

	Bus	Rail	Car	Airplane	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

Q6 Purpose

This question was designed to understand if users are currently inclined to utilized public transportation, even in its current limited form, or if their interest in the study indicates they may want new options would do a mode shift. This will contribute to the estimation of demand in the NSIBRP.

Q6 Results

Most respondents throughout various locations prefer cars as their main means of transport. Sacramento (144), Chico (141), Eugene (140), Chico (141), Eureka/Arcata (138), and Reno/Carson City (125) report a significant number of car users. In contrast, bus and rail options are much less popular. Although Sacramento leads in bus (20) and rail (19) usage, these figures are still considerably lower than car usage. Typically, destinations have fewer than 10 respondents opting for bus and rail. Air travel is also infrequent across most areas, except for "Other" destinations, where 25 respondents indicated they fly. Other regions display minimal airplane use, with numbers ranging from 1 to 10. A few respondents noted other unspecified transportation methods, ranging from 5 to 7 respondents across all destinations.

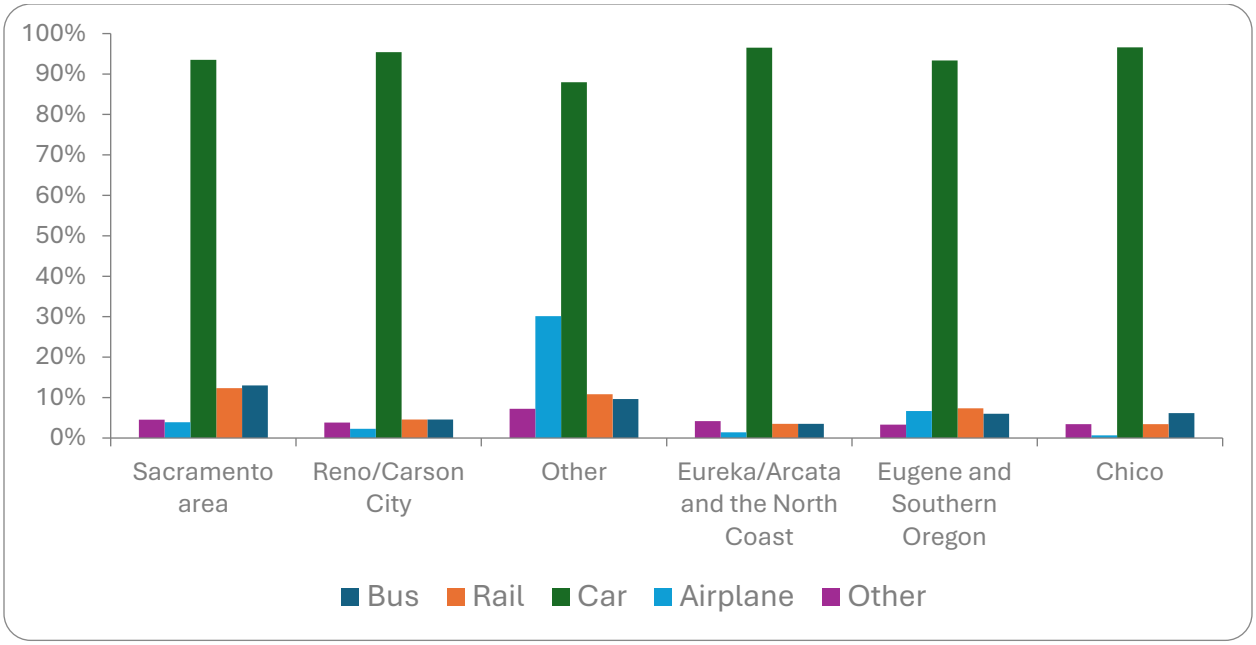


Figure 7: Overall results specifying what mode of travel is currently used

Answer Choices	Bus	Rail	Car	Airplane	Other
Eugene and Southern Oregon	9	11	140	10	5
Eureka/Arcata and the North Coast	5	5	138	2	6
Reno/Carson City	6	6	125	3	5
Chico	9	5	141	1	5
Sacramento area	20	19	144	6	7
Other	8	9	73	25	6

Table 6: Total responses specifying what mode of travel is currently used

Summary of the Open-Ended Comments the 'Other' Section of the Question

- Redding and Red Bluff: Important stops for regional travelers.
- Eugene and Southern Oregon: An area where increased connectivity, such as flights or buses, could benefit commuters and tourists.
- Dunsmuir/Mt. Shasta: An area with potential for expanded transit options.
- Siskiyou County: Currently limited to local buses and Greyhound services, the county needs better connectivity, particularly to the coast.
- Airports (Redding and Medford): Access by bus to these regional airports is desired, especially for those traveling for work or leisure. Direct access to larger hubs like SMF (Sacramento), SFO (San Francisco), and Oakland would greatly benefit residents and travelers.

Additional Comments

- Toll Roads: The discussion may explore whether toll roads could impact travel efficiency and costs.
- Air travel: Direct flights from Medford to various destinations for business and pleasure would be helpful, reducing reliance on larger airports like SFO, Oakland, or LAX.
- Other major areas discussed for better connectivity include Palo Alto, the San Francisco Bay Area, San Jose, and Los Angeles.

This reflects concerns about transportation infrastructure in the Northern California/Southern Oregon region and the need for enhanced transit options, whether by bus, toll road, or air travel. The overall goal seems to be making these areas more accessible for business and leisure travel.

For additional insights from the community questionnaire, please see the **Appendix A** for raw responses to fields within this question that allowed for open-ended responses.

Q7: How frequently would you like bus or rail services to/from these destination

	Multiple times a day (more than two trips)	Daily (one or two trips per day)	Weekly	Weekends only	Other
Eugene and Southern Oregon	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

Other (please specify)

Q7 Purpose

Similar to Q6, this question seeks to understand if users interested in the would be open to new options and consider a mode shift. This will contribute to the estimation of demand in the NSIBRP.

Q7 Results

A substantial number of respondents favor multiple daily services, especially in the Sacramento area (62 responses) and Chico (49 responses), indicating a strong desire for more frequent

transportation choices. Daily bus or rail services rank as the second most popular option overall, with Sacramento (59) and Chico (51) again at the forefront of demand. However, a notable number of respondents also showed in interest in daily transportation to/from the other destinations, including Eureka/Arcata (48), Eugene (47), and Reno/Carson City (40).

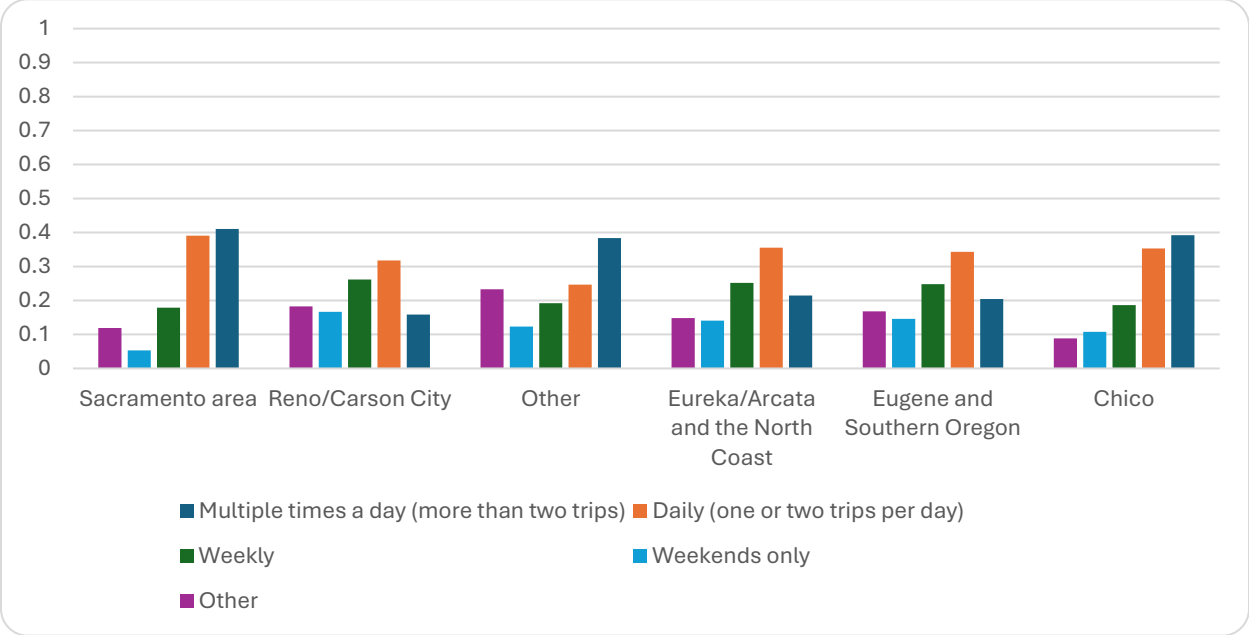


Figure 8: Overall results specifying frequency desired for bus or rail services by destination

Weekly services are moderately favored, attracting 22–34 respondents in various regions, with Chico lowest among the five destinations. Weekend-only transportation is the least desired, with Sacramento reporting the fewest respondents (8) opting for this choice. Other areas show slightly more interest, but weekend-only services remain the least preferred option. A smaller number of respondents prefer transportation frequencies outside of the listed options, suggesting there may be niche needs or preferences not covered by standard schedules.

Answer Choices	Multiple Times a Day	Daily	Weekly	Weekend Only	Other
Eugene and Southern Oregon	28	47	34	20	23
Eureka/Arcata and the North Coast	29	48	34	19	20
Reno/Carson City	20	40	33	21	23
Chico	49	51	22	14	17
Sacramento area	62	59	27	8	18
Other (specify)	28	18	14	9	17

Table 7: Total responses specifying frequency desired for bus or rail services by destination

Summary of the Open-Ended Comments the 'Other' Section of the Question

- Red Bluff and Redding: Frequent service is requested, as these are major shopping and cultural destinations for many.
- Dunsmuir/Mt. Shasta: Important for regional travel, with connections to nearby towns.
- Ashland and Medford: These Southern Oregon cities are also significant for both commuters and leisure travelers.
- Hammond Ranch (Weed), Yreka: Desire for better transportation to more remote areas like Hammond Ranch.
- Major Urban Centers: Connections to airports and larger hubs such as SMF (Sacramento), MFR (Medford), Oakland, SFO (San Francisco), and Los Angeles are in high demand.
- Toll Roads: Mentioned as a potential solution for more efficient travel in some areas.

For additional insights from the community questionnaire, please see the **Appendix A** for raw responses to fields within this question that allowed for open-ended responses.

Q8: If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations?

(Rank each from 0 to 10, with 0 being “not at all likely” and 10 being “extremely likely")

	0	1	2	3	4	5	6	7	8	9	10
Eugene and Southern Oregon	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Q8 Purpose

This question seeks to understand the level of interest in potential riders being frequent intercity bus users. This will contribute to the estimation of demand in the NSIBRP.

Q8 Results

Sacramento had the highest number of respondents (42), rating it at 10, indicating strong interest in using improved bus services as the primary mode of travel. A combined 82 respondents gave it a score of 8 or higher, reflecting strong potential demand for bus travel if service is improved. Chico (24) and Eureka/Arcata (23) also received relatively high ratings of 10, showing a significant interest in bus services. Chico had 52 respondents rating it an 8 or higher, and Eureka/Arcata had 44, indicating moderate demand for bus travel improvements. Both Eugene/Southern Oregon (21) and Reno/Carson City (13) had lower ratings of 10. Reno received slightly lower overall interest.

Across all destinations, there are a notable number of respondents (21–43) who rated their likelihood of using bus services as 0, indicating a segment of the population is highly unlikely to switch to buses, even if services are improved.

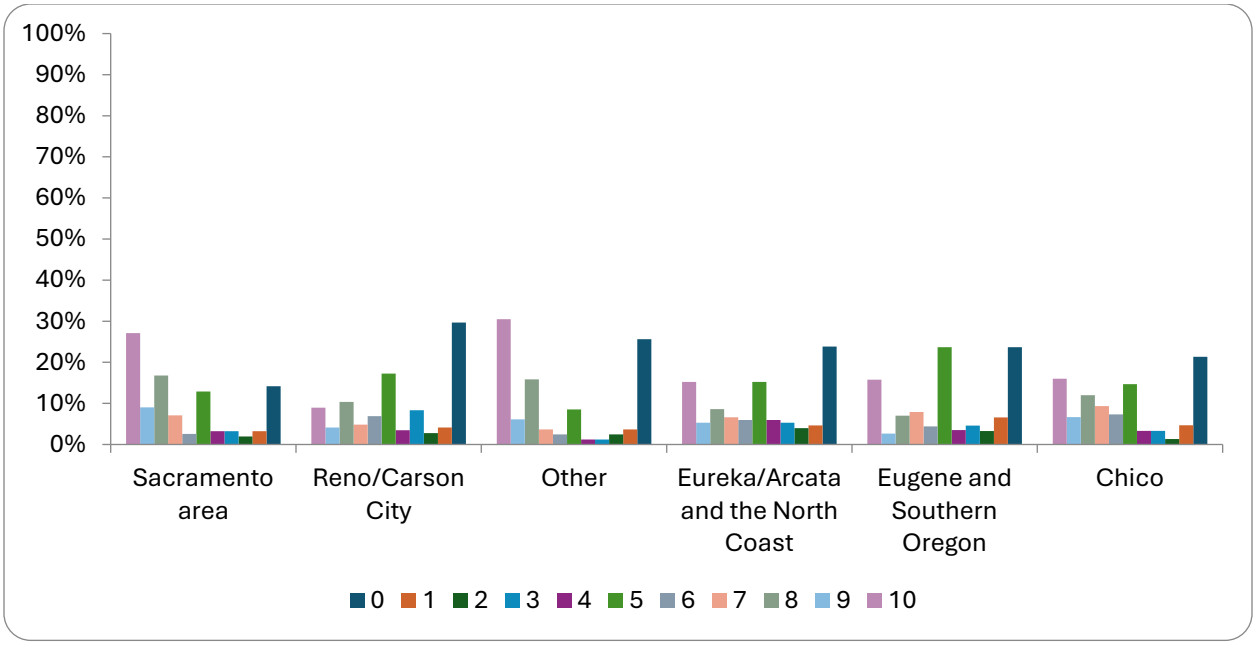


Figure 9: Overall results indicating likelihood of taking a bus as the primary mode of travel to destinations with bus service improvements

Answer Choices	0 (least likely)	1	2	3	4	5	6	7	8	9	10 (most likely)
Eugene and Southern Oregon	36	10	5	7	6	33	6	13	11	4	21
Eureka/Arcata and the North Coast	36	7	6	8	9	23	9	10	13	8	23
Reno/Carson City	43	6	4	11	5	25	10	7	15	6	13
Chico	32	7	2	5	5	22	11	14	18	10	24
Sacramento area	22	5	3	5	5	20	4	11	26	14	42
Other	21	3	2	1	1	7	2	3	13	5	25

Table 8: Total responses indicating likelihood of taking a bus as the primary mode of travel to destinations with bus service improvements

Q9: If intercity train service was improved, how likely would you be to consider taking a train as your primary mode of travel to the following destinations? (Rank each from 0 to 10, with 0 being "not at all likely" and 10 being "extremely likely")

	0	1	2	3	4	5	6	7	8	9	10
Eugene and Southern Oregon	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Eureka/Arcata and the North Coast	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Reno/Carson City	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Chico	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sacramento area	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Q9 Purpose

This question seeks to understand the level of interest in potential riders being frequent intercity rail users. This will help feed into the estimation of demand in the NSIBRP.

Q9 Results

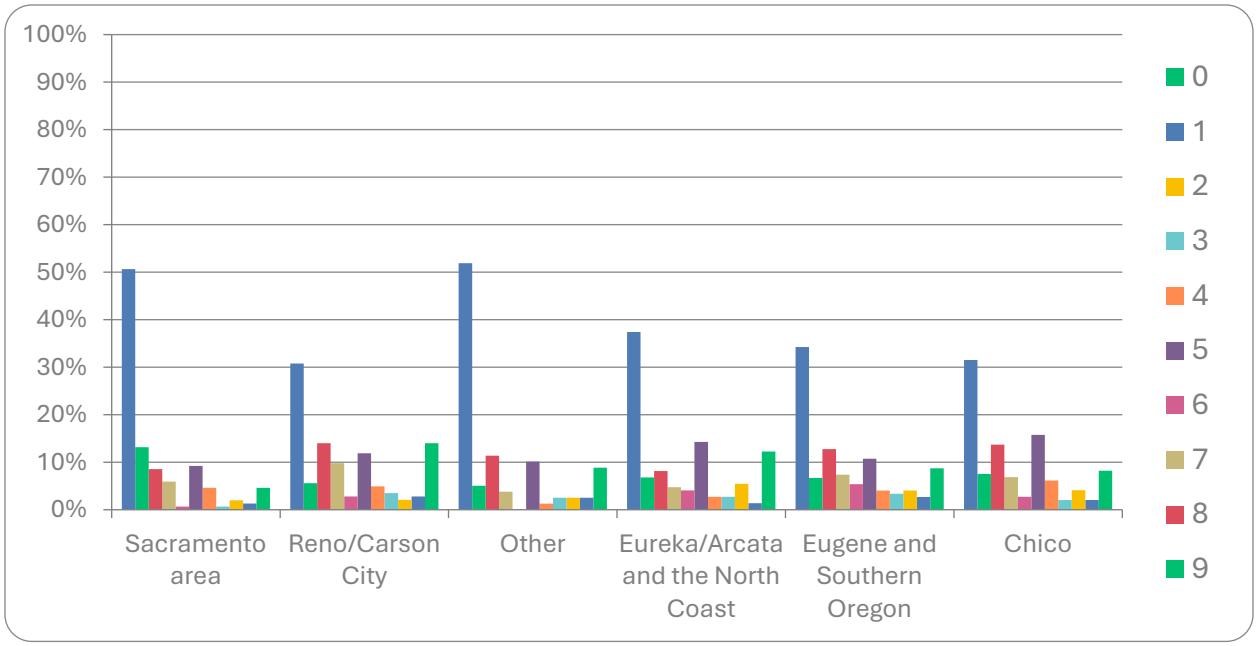


Figure 10: Overall results indicating likelihood of taking a train as the primary mode of travel to destinations with train service improvements

The Sacramento area achieved the highest score of 10 from 77 respondents, showcasing strong potential for residents to choose train travel as their main option with better services. An additional 33 respondents rated it an 8 or 9, pointing to significant potential demand. Eureka/Arcata followed in second place, with 55 respondents giving a score of 10, indicating a strong preference for improved train services. Overall, it attracted substantial interest, with

many respondents providing high ratings. Eugene and Southern Oregon also performed well, receiving 51 ratings of 10, which reflects a positive interest in enhanced train services. Chico (46 ratings of 10) and Reno/Carson City (44 ratings of 10) rounded out the five destinations, showing a moderate level of interest. Chico exhibited a slightly more balanced rating distribution, while Reno saw a slightly higher number of low scores (20 scored 0), indicating some skepticism.
Additionally, the "Other" category garnered 41 ratings of 10, suggesting that certain, unspecified destinations could also benefit from better train services.

Answer Choices	0	1	2	3	4	5	6	7	8	9	10
Eugene and Southern Oregon	13	4	6	5	6	16	8	11	19	10	51
Eureka/Arcata and the North Coast	18	2	8	4	4	21	6	7	12	10	55
Reno/Carson City	20	4	3	5	7	17	4	14	20	8	44
Chico	12	3	6	3	9	23	4	10	20	11	46
Sacramento area	7	2	3	1	7	14	1	9	13	20	77
Other	7	2	2	2	1	8	0	3	9	4	41

Figure 9: Total responses indicating likelihood of taking a train as the primary mode of travel to destinations with train service improvements

Summary of the Open-Ended Comments the 'Other' Section of the Question
Respondents show a strong preference for improved intercity train services to destinations such as Sacramento, Eugene and Southern Oregon, and Eureka/Arcata and the North Coast, with many ranking these routes as extremely likely options for future travel

- San Francisco/Bay Area and Los Angeles: Several respondents mention regular visits for various reasons, including family gatherings, medical purposes, connections to airports, and other activities.
- Redding: Mentioned multiple times as a common destination, possibly for family visits and medical appointments.
- Dunsmuir/Mt. Shasta: Noted for recreational trips, including long-distance backpacking along the Pacific Crest Trail.
- Medford, OR: A destination for medical appointments and preferred for flights, especially for those living in the northern parts of Siskiyou County.

Q10: If a bus or train service offered significant time savings or comfort compared to driving, how much more would you be willing to pay?

☐ Not willing to pay more for bus or train ☐ 10–20% more for bus or train

☐ 5–10% more for bus or train ☐ More than 20% for bus or train

Q10 Purpose

This question seeks to understand the intensity of interest in alternatives if they can provide superior service to driving. This question helps to determine how to approach projects in terms of operating times and schedule development.

Q10 Results

A large number of respondents (51) indicated they would consider paying 5-10% extra for bus or train services that provide notable time savings or increased comfort compared to driving. An even greater group (64 respondents) expressed a willingness to pay 10-20% more, highlighting a strong demand for services that enhance the travel experience.

A smaller segment of respondents (24) mentioned they might pay more than 20% for upgraded bus or train services, reflecting some interest in premium pricing, though it is less prevalent. On the other hand, 34 respondents indicated they would not pay any additional amount for bus or train services, demonstrating that some prioritize cost over added comfort or time savings.

In summary, most respondents are open to paying more for improved bus or train services, particularly within the 5-20% range, while a significant minority is opposed to any price hike. This presents a market opportunity to enhance services and attract a broader customer base.

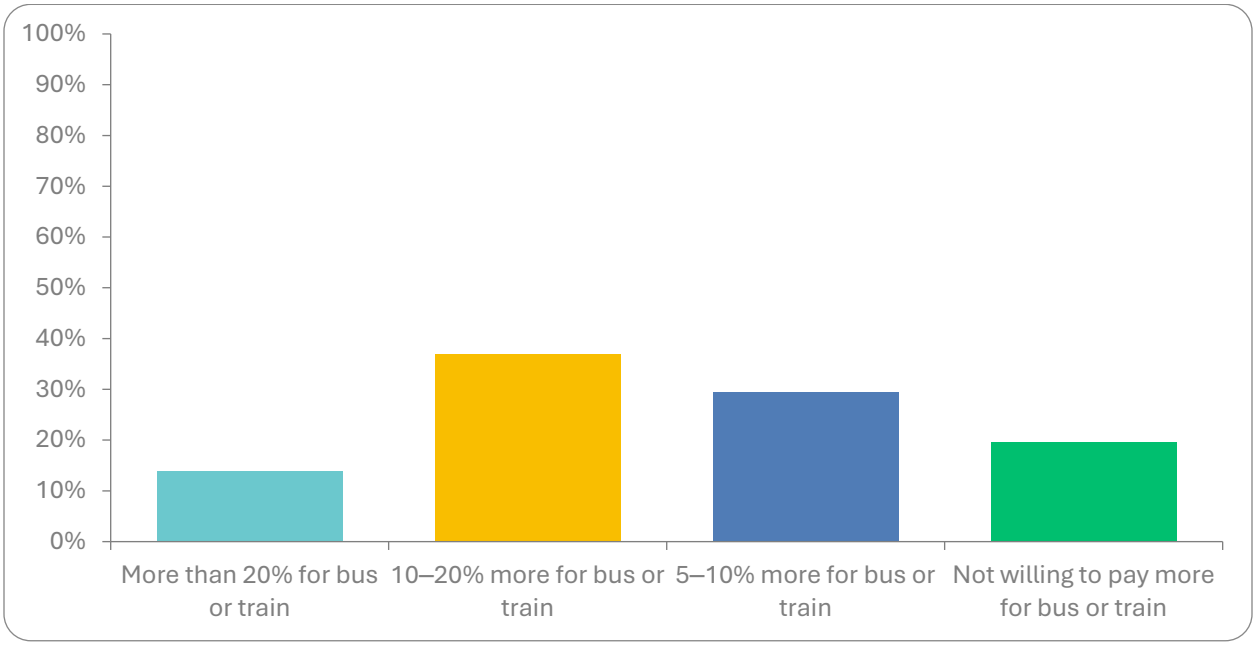


Figure 11: Overall results indicating willingness to be pay more for bus or train services if travel times is significantly faster or more comfortable than driving

Answer Choices	Not willing to pay more for bus or train	5–10% more for bus or train	10–20% more for bus or train	More than 20% for bus or train	Total
Responses	34	51	64	24	160

Table 10: Total responses indicating willingness to be pay more for bus or train services if travel times is significantly faster or more comfortable than driving

Q11: Please share with us any additional comments you have about improving intercity bus and rail service in Shasta County.

Q11 Purpose
This question allows for additional comments of all kinds that are not captured in all other questions, which can provide valuable details to the thinking of potential riders.

Q11 Results
Respondents called for better schedules, more rail options, and improved access to essential services and regional destinations. Expanding services to neighboring counties like Siskiyou is also a priority.

- Low Usage of Existing Services: Some respondents observe that local buses are often empty, questioning the value of current services, especially for rural residents who rely on personal transportation.
- Medical and Essential Travel: Many people primarily use bus and rail services for medical appointments. However, concerns exist over their practicality for these purposes.
- Comparison with Siskiyou County: Respondents from Siskiyou County note that Shasta County's transportation is better, though Siskiyou still struggles with limited options for essential travel and airport access.
- Poor Timetables and Inconvenient Service: Many complain that current bus and train schedules, particularly for travel to Sacramento and the Bay Area, could be faster and more timed, making them less appealing than driving.
- Need for More Rail Services: There is strong interest in increasing rail services, with suggestions for trains that run during daylight hours and provide more reliable connections to key destinations.

- Airport Connectivity: Several respondents expressed a need for frequent, direct service to major airports like SMF (Sacramento) and better connections to Chico via Red Bluff.
- Regional and Economic Connectivity: Improving bus and rail services would help integrate Shasta County into larger economic zones, such as the Bay Area and Southern Oregon, allowing for greater mobility for residents and visitors alike.
- Public Transportation Challenges: There is a strong sentiment that public transportation needs to be more efficient, faster, and more affordable to be a viable alternative to driving.

For additional insights from the community questionnaire, please see the **Appendix A** for raw responses to fields within this question that allowed for open-ended responses.

Demographic Questions

Q12: Where do you live? (ZIP code)

Q12 Purpose

Understanding where potential riders of intercity service live provide key information in the planning of stops/stations locations, connections, etc.

Q12 Results

Answer Choices	Responses
96003: Bella Vista, Jones Valley, Mountain Gate, Palo Cedro, Redding, Shasta Lake	30
96001: Centerville, Keswick, Redding, Shasta	28
96067: Dunsmuir, Mount Shasta	22
96002: Redding	13
96007: Anderson, Happy Valley, Redding	9
96088: Shingletown	5
95691: West Sacramento	2
95973: Chico, Cohasset, Nord	2
96019: Redding, Shasta Lake	2
96097: Yreka	2
89002: Henderson	1
95521: Arcata, Blue Lake, Eureka, Manila, Samoa	1
95913: Artois	1

95928: Butte Creek Canyon, Chico, Durham, Magalia, Paradise town	1
95948: Gridley	1
96008: Bella Vista	1
96013: Burney, Johnson Park	1
96016: Cassel	1
96022: Cottonwood, Lake California	1
96024: Douglas City, Lewiston	1
96025: Castella, Dunsmuir	1
96027: Etna	1
96049: Happy Camp	1
96069: Millville, Oak Run	1
96073: Bella Vista, Millville, Palo Cedro	1
96080: Bend, Dales, Paynes Creek, Proberta, Red Bluff	1
96091: Coffee Creek, Trinity Center	1
96093: Douglas City, Junction City, Weaverville	1
96094: Carrick, Edgewood, Lake Shastina, Weed	1
96130: Johnstonville, Spaulding, Stones Landing, Susanville	1
96963: Veracruz (Mexico)	1

Table 11: Total responses by respondents' zip code

Q13: How old are you?

- ☐ Less than 18
- ☐ 18-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60 or older

Q13 Purpose

Understanding general age groups assists in determining what destinations and services to provide access to as part of intercity services.

Q13 Results

The results of this question indicate that the Shasta County area is heavily weighted to older population groups.

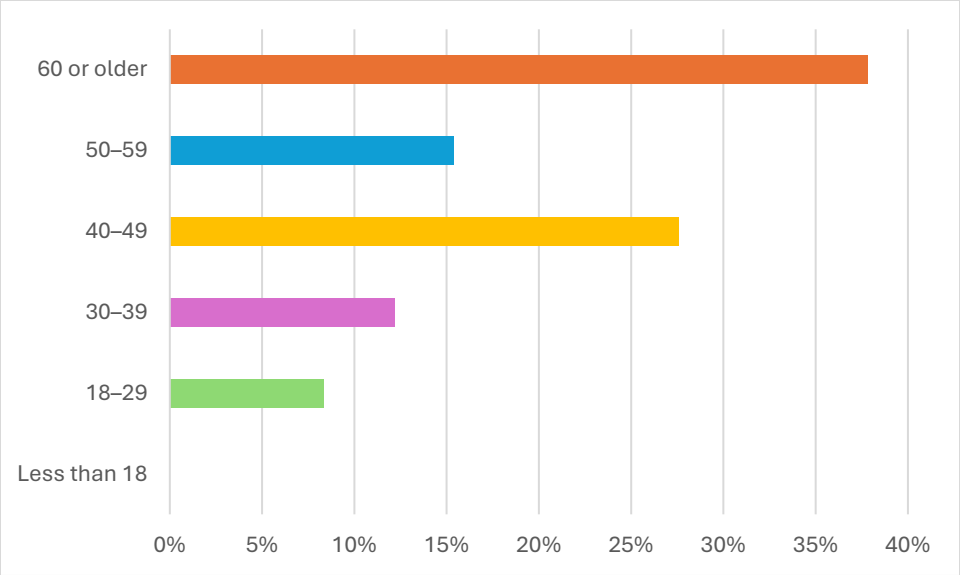


Figure 12: Overall results indicating respondents' age group

Answer Choices	Responses	Total
Less than 18	0%	0
18–29	8%	13
30–39	12%	19
40–49	28%	43
50–59	15%	24
60 older	38%	59

Table 12: Total responses and breakdown of respondents' age groups by percentage

General Conclusions

Key findings and conclusions from the questionnaire include the following:

- The demographics of the respondents weight heavily to an older age group, indicating a focus on services such as access to medical facilities (including VA hospitals and medical offices) and leisure activities should be prioritized in the planning of routes, stations and stops.
- Access to Sacramento is clearly a priority for respondents. Many of the findings listed below indicate that service to/from the Sacramento area will likely be a high priority for future intercity services. The findings including:
    - Approximately 50 percent of respondents said they traveled to the Sacramento area monthly.
    - Among the selected hubs/corridors, Sacramento ranked 1st as the top destination for travel, with more than 1 in 4 respondents ranking it as their 1st destination.

- Respondents said they would be most likely to take improved bus or rail service as their primary mode of travel to Sacramento than to other destinations.
- Of the selected hubs/corridors, Sacramento was the most diverse destination in terms of trip purpose, including leisure/recreation (63 percent of respondents), healthcare (34 percent of respondents), work (33 percent of respondents), and "other" (29 percent of respondents). Other hubs/corridors were significantly more skewed towards leisure/recreation as the most common trip purpose.
- Almost 90 percent of respondents said they had destinations that they would like to see better connected by bus or rail. Of these respondents, 76 percent selected Sacramento as one of those destinations, significantly higher than other corridors.
- Among the selected hubs, Sacramento and Chico were the only hubs where the largest share of respondents expressed a desire for bus or rail service operating multiple times a day (more than two trips). For the other hubs, the largest share of respondents selected "daily" (one or two trips per day) as the desired service level.

- While services to Sacramento had the highest interest in the results from the responses, there was strong interest in the routes to/from Eureka-Arcata and Eugene/Southern Oregon. The route to Reno had limited interest, thought there was still significant interest. Of respondents who said they had destinations that they would like to see better connected by bus or rail, 46 percent selected Eugene/Southern Oregon, 44 percent selected Eureka/Arcata, 36 percent selected Chico, and 26 percent selected Reno/Carson City.
- Leisure/recreation is the by far most common trip purpose, irrespective of hub/corridor.

Attachment A – Raw Responses to Open-Ended Questions

Q1: How frequently do you travel to these destinations? (Raw Responses)

- Redding
- I have family and friends in the North state. We frequently visit each other or plan get-togethers within the region.
- San Francisco/Bay Area
- Dunsmuir/Mt Shasta
- Long-distance backpacker. Mostly Pacific Crest Trail (Mex>Canada)
- Redding and Medford, OR, usually for doctors' appointments
- Burney to Plumas County & Burney to Mt Shasta
- Yreka, Marin County, Rio Vista, CA
- Weed, and Mount Shasta.
- Dunsmuir to Mt Shasta
- LA
- Marin County
- We utilize the airport in Medford for all airplane trips. It is closer than the Redding airport for those in the northern part of Siskiyou County.
- Central Coast
- Siskiyou County and Trinity County
- UCSF
- North Bay Area, Vacaville, Vallejo
- Williams, Napa area, Martinez, Vacaville Alameda,
- San Jose Area
- Marysville
- Tahoe
- Even though I say rarely, I do go to those places for vacation and to the Sacramento airport, they just aren't monthly. I'd say I frequent each of those areas at least 3 times a year.
- Santa cruz
- The Bay Area, Southern California
- Rarely for me means a few times a year, but not monthly.
- Bay Area (Danville)
- Sacramento Airport--is what I mean when I hit Sacramento as I don't go there otherwise
- Sacramento and Chico area quarterly maybe.
- San Fransisco
- SF Bay Area
- Chowchilla
- Las Vegas
- I would go more often if public transportation was provided.
- Orange County, Bay Area

- San Francisco

Q3: What are the purposes for your travel to these destinations? (Raw Responses)

- Eureka/Arcata, North coast - Other: shopping
- Shopping and visiting family members.
- Redding from Red Bluff
- Shopping
- Sacramento: connection to Bay Area trains; Other (Redding) shopping and cultural activities
- San Francisco
- Dunsmuir/Mt Shasta
- Appointments
- Family visits, shopping
- Groceries
- Orange County
- Airport
- Grocery shopping
- Travel to and from Sac Airport.
- Family and friends
- Toll Roads
- Visiting Family Members in Marin & Sonoma County
- Medical Care in San Francisco"
- Visit family
- Flying into/out of SFO and SMF airports
- To visit family or connecting flights out of state
- Visiting family
- Redding, but assuming this stop would be covered between mt Shasta and sac/other destinations.
- Family
- Family, holistic classes not available in our area, church events
- Redding VA healthcare
- San Jose Area
- Happy Valley
- Would love to see bus service to Sac Airport. I think many people would use, as it's a 2.5 hr trip, then parking during trip and/or having someone drive. Thank you!
- To connect myself to other parts of the country
- I have family in the Sacramento and Southern California areas.
- Family and leisure.
- Bay Area
- Other are for friends
- transportation to other areas.
- Other: Visit family
- Portland

- SF Bay Area
- If a family member or friend gets stuck somewhere or has car trouble. No specific destination.
- Family
- Bay Area - to a BART station. I would go a couple times per month, if there was efficient, affordable, and convenient transportation.
- Airport

Q5: If yes, please specify. (Raw Responses)

- Going north to Oregon directly from Humboldt County; not having to go to Oakland/SF or Sacto for connections
- I wish the train schedule in Dunsmuir had more options than just 12:30 am. Being a woman, I would not want to be there alone at that hour.
- Redding from Red Bluff
- I would like multiple daily trips between Redding-Chico-Sacramento that has feeders to areas east/west and north/south of those points.
- Redding, CA
- Dunsmuir/Mt Shasta
- Towns close to the backpacking trails.
- Redding
- Ashland and Medford. All local public buses in Mount Shasta seem to be contained within the county. Greyhound and Flixbus don't serve Mount Shasta very well.
- The Bay Area
- Weed, Mount Shasta, Yreka, and Redding
- Santa Cruz, Orange County
- Los Angeles
- Troll Roods
- Sacramento Airport
- Southern Oregon to Siskiyou County and Siskiyou County to Redding.
- UCSF/Bay Area; Redding to Yreka
- Vacaville and Alameda and Napa areas
- Redding
- LA
- Anderson, CA
- Anywhere really. Bay Area would be great.
- The Bay Area and Southern California
- San Francisco, San Francisco Bay Area
- Bay Area
- Redding to Sacramento airport
- Sacramento: for the airport. All others: for recreation, not just destinations but also stops in between, e.g, Mt Shasta, Trinity River (rafting, camping/huts) on the way to Eureka. Another place people like to visit from Redding is Bend - skiing, hiking, fun town.
- Sacramento airport

- UC Davis and SMF
- Would be great to have a bus to Lassen Park, better rail transport to Sac and Bay area and Ashland/Medford and Portland
- San Franscico, Bay Area
- Orange County and Southern California
- San Francisco
- Well I know that major airports usually have a transit system of their own. And can help connect people. I also have family that travel to visit from Arkansas and it's cheaper to buy a ticket to Sacramento than to Redding. And if they're looking for a cheaper option they obviously can't afford to rent a car. And every one in the family is at work when they arrive then they're just sitting there waiting for there ride spending money they don't have to spend on food.
- Chowcilla
- Mt. Shasta, Dunsmuir
- Sacramento Airport and downtown, Bay Area at a Bart station.
- To get to the Airport
- Bay Area
- Bay Area

Q6: What modes of transportation do you currently use for travel? (Raw Responses)

- SF Bay Area
- motorcycle
- Redding from Red Bluff
- For Eugene & Southern OR: if I have a medical appt, I call MediCal Partnership for a ride; Sacto: train; Redding: ride with someone or AMTRAK=
- Dunsmuir/Mt Shasta
- RV
- Redding. A but would be little use for me because I am bringing my recycling. I would like to be able to get to the Redding and Medford airports by bus.
- The only bus in Siskiyou County is the local bus and greyhound, neither go to the coast and I would absolutely utilize it to travel to the coast!
- Airplane from Medford to other destinations for work and pleasure.
- Palo Alto, CA
- North Bay Area
- Boat
- San Jose Area
- Berkeley
- LA
- SF Bay Area
- I've looked many times at going to Chico and Sac by bus. Or even to the Bay Area. Not possible with reasonable travel times and connections.
- SF Bay Area
- Bay Area

Q7: How frequently would you like bus or rail services to/from these destinations? (Raw Responses)

- San Francisco
- Red bluff to Redding
- Bay Area
- Redding: multiple trips ... a lot of folks would like to shop there or go to cultural events
- Monthly
- Dunsmuir/Mt Shasta
- Redding, Ashland, and Medford
- Hammond Ranch in Weed, Redding, Yreka
- Orange County, Santa Cruz. Dunsmuir to Mt Shasta
- Redding
- a few times per year.
- SF bay area
- Toll Roads
- SFO
- SMF
- MFR
- Bay Area
- Oakland
- Bi-weekly or monthly
- Palo Alto, CA
- San Francisco Bay Area
- North Bay Area
- Redding connects to all other destinations by bus or rail.
- San Jose Area
- Happy Valley
- Long weekend
- Monthly airport trips.
- I'm not sure how often I would travel, as I haven't had the option to get out of town much. It will be exciting to see what these options do for my family!
- For extended trips to The Bay Area and Southern California
- Bay Area
- My other is monthly to Sacramento for the airport. And Eureka/Arcata only in the summer for leisure.
- I don't need a way to get to these places at this time but I feel like it should happen daily. If there was an option when for this when people purchased their plane tickets i feel like you would see a huge amount of people that would choose this option.
- No specifics, just sporadically as desired.

Q11: Please share with us any additional comments you have about improving intercity bus and rail service in Shasta County.

- More stops along 299 and 44 in both directions
- "The costs must be comparable to driving, including family discounts or a way a family of 4 could afford to take a train or bus to the proposed locations without paying 4x the amount to drive a car.
- Willing to pay and able to pay are sometimes coinciding.
- Passenger safety and the quality and training of the drivers would impact whether or not I'd use this transportation.
- Ev
- Trains to Redding are sold out. We are denied transportation
- Why is Redding not mentioned?
- I prefer the train to the bus. Most of my bus or train journeys would be to airports, SMF, SFO, and MFR.
- Improve the frequency of rail trips
- We need clean, safe, reliable service multiple times per day.
- My primary considerations for bus and train service are convenient times (NOT like current Amtrak service through Redding), amenable clientele (not gross or dangerous people), price, and frequent enough service that I wouldn't have to wait 12 hours for a connection.
- Weekend trips would be great, especially traveling with family.
- As far as Intercity, because of living in Redding, where there's never been any public transport to really access that, I would have to say that I usually use friends or my own car when necessary. It would be a lifestyle change for sure. Now, inner city, it's a totally different ball game! The way our inner-city buses are right now; it’s never been seen possible to use them to have a functioning life.
- Rail commuter to Sacramento from Redding to meeting work
- Recently, I read about the proposed North Valley Rail service that is planned to connect Chico, Gridley, Marysville/Yuba City, Plumas Lake, and Sacramento (https://northvalleyrail.org). I firmly believe that Shasta County would greatly benefit by doing its part to join this proposal. In some way. Redding is an ideal city to be a part of North Valley Rail.
- Rail service to Sacramento airport would be ideal
- Please improve the bus/rail connections to Sacramento and San Francisco!
- Outlying areas in Shasta County still need help getting into Redding for medical visits, and the inter-city bus system needs to be more user-friendly to access medical office locations within the city.
- Rail would entice me to these areas more frequently. Bus or rail to SMF or RNO would be great, but timing and availability at all hours are needed."
- My family could travel together by bus or train. Traveling alone would allow me to be efficient with my time and work while I travel.
- When my son enters college at SOU, it would be very helpful for him to take a train or bus from Ashland to Siskiyou County.
- Waiting for intermountain service

- How will they be kept clean? What will security be like?
- A commuter train to Sacramento and Ashland would be great. They have commuter trains in Southern California to visit San Diego, Santa Barbara, and SLO. Bus is not an option,
- Provide more to meet timely service and not have to wait so long to get to where you need to go. Even going to the local lake or down to Vacaville once in a while to shop
- Bus from Trinity County to Redding rail, Dr.s, clinics, shopping.
- I've been trying to find ways to go to central/southern California and the service (particularly train) leaving (or passing through) Redding has inconvenient schedules (2-3AM). They seem to be scheduled around the convenience of other cities instead. Duration of the trip is also inconvenient with traveling taking longer than driving for a similar price. People will pay for comfort AND time savings AND reliability, especially if they don't need to drive thru heavy traffic cities.
- Connecting to bigger airports and other major transportation connections is important.
- any daily service connecting North Valley to Sacramento or even the Sacramento airport run on the I-5 will be beneficial
- The arrival time at a destination like Redding at 3am or so is ridiculous.
- great need for this service
- We do not need more transit service
- I don't travel out of redding much because I don't drive. Having this option would allow me to take my kids out of town more frequently!
- I would really like to see improved bus and rail in the North state. I would like the departure and arrival times to be during sunlight hours as I am a single female and do not want to leave or arrive to a place by myself when it is dark. The rumor is circulating that decision-makers in our area would like to put all resources and funding toward improving and bolstering air travel so efforts are being made to not prioritize or make effective bus and train because that will hinder air travel improvements in Redding. As a Redding citizen, I would really like to see more bus and train as the cost of the ticket will be more affordable than a plane ticket. Also, I care about the sustainability of my travel habits and would much prefer to travel by a high occupancy bus or train. I thoroughly enjoy taking Amtrak the one time I did, but it was a complicated system having to catch a bus to Chico to get on an Amtrak to Oakland that wasn't in the middle of the night.

  I travel across the country to see family and I really struggle with the time and cost of driving to SAC, paying for parking for a week, returning after a 5 hour flight, and having to drive 2 hours to get back to Redding.
- Thank you for thinking about this, it is such a big need towards our area, being connected and being more able to access the rest of the state for work and leisure opportunities.
- If these services were available daily or multiple times daily, to and from these locations, I think it would do a lot to support commerce in our community. People in other areas see this region as a travel destination and making it more accessible via train or bus could only be an improvement.

- When I have lived in places that had decent public transportation options, I used them extensively and I am willing to pay to avoid driving. But the trip can't take significantly longer and I need reasonable "last mile" options to make it work. Amtrak is almost useless from Redding because of the its schedule. Timing bus routes to match up with the train so that people can get to/from the train without driving is important because I am not willing to leave my car in the train parking lot for days. Thanks for seeking public input on this. I would love to have more public transportation options in the North State.
- 1. Consider adding Bend to the study. 2. Publicize options more widely. 3. Consider integrating ticketing across operators.
- Amtrak has a bad reputation in Shasta County because it is not reliable. Better communication that there are buses running from Redding to Chico would be greatly appreciated. I don't think many people in Redding know about this route and times. And I agree with the man talking that the consultant has not done a full investigation of the needs of Shasta county. Thank you for hosting this.
- I'd be willing to pay more if bus/rail was convenient and frequent. But I don't think others would. A daytime train to Oregon would be optimal - such a beautiful route but not easy to access and you can't see it in the dark!
- Airporter service! Straight to the Sacramento airport from Redding.
- It would be nice to take a train to San Jose that didn't leave Redding in the middle of the night.
- Better disabled access and subsidized fee schedule
- Train service to the Sacramento airport multiple times a day would be the most helpful
- Well I would like to see more availability on the outskirts of town. I don't know what the demand response looks like when it comes to the outskirts of redding, red bluff, or Chico but I do know that there's a lot of college students that won't do in person classes because they don't have the option to have a reliable ride to get them where they need to go. As well as people that dropped out of college because they live so far out that their internet connection isn't always 100% or comes in and out too much.
- Not interested in bus service
- Would be nice to align trains with tour groups for Yosemite.
- Your survey does not indicate how long a train would take, and #10 is poorly written: "...how much more would you be willing to pay..." my question is: More than WHAT? Give me a price range, and I'll tell you if I'm willing to pay it.
- Redding REALLY NEEDS DIRECT service to the Sacramento Airport and downtown, to the Bay Area, and to southern Oregon (Ashland & Medford) & Eugene"
- No middle of the night

Beyond Shasta Results

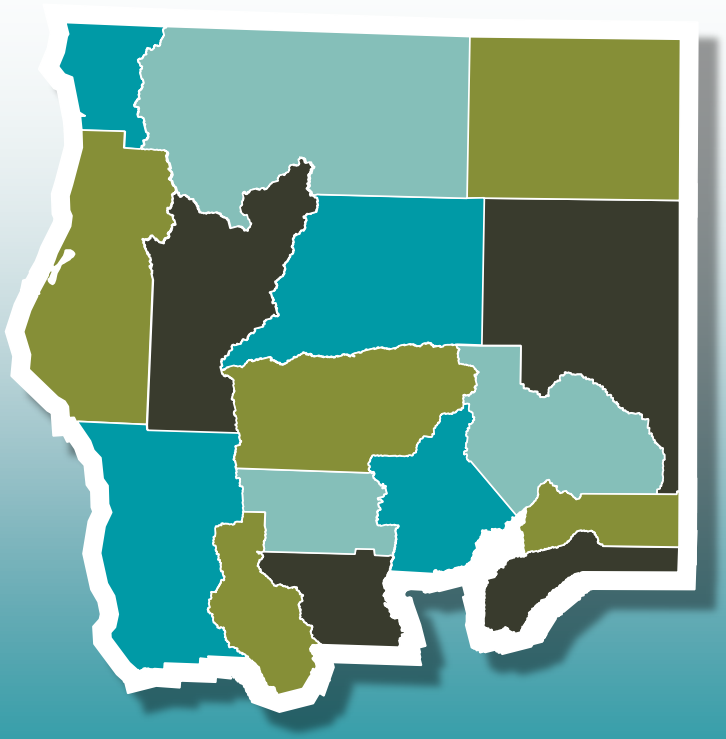
In addition to the Shasta County-focused questionnaire, SRTA decided to develop variations of that questionnaire tailored to other North State Region counties with the goal of expanding the geographic scope. These questionnaires cover respondents in the following counties: Butte, Colusa, Del Norte, Humboldt, Lassen, Mendocino, Modoc, Napa, Placer, Plumas, Siskiyou, Tehama, and Trinity. closed on March 24, 2025A total of 100 responses were received. When combined with the 160 comments from Shasta-focused questionnaire, a total of 260 responses were received.

County	Response Count
Humboldt	40
Siskiyou	25
Butte	14
Colusa	10
Napa	9
Tehama	1
Del Norte	1
Modoc	0
Trinity	0
Lassen	0
Mendocino	0
Placer	0
Plumas	0

These responses support Shasta's responses for better connections to Sacramento, based on the question: Are there any destinations you would like to see better connected via bus or rail? If yes, please specify.

	Total
SF Bay Area	51
Sacramento	44
Redding	39
Medford Airport, Ashland/Medford, OR	25
Santa Rosa	20
Other	20
Chico	12
Eugene, OR	10
Crescent City	9
Eureka/Arcata	9
Ukiah	8
Marysville/Yuba City	8
Santa Cruz/Monterey	4
Los Angeles	2

Orland	1
Truckee/Tahoe/Reno, NV	1
Mendocino	1
Ukiah	0
Stockton	0



North State Intercity Bus to Rail Plan

Appendix C: Community Workshop Summary Report

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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North State Intercity Bus to Rail Plan

Community Workshop Summary (from January 16, 2025)

Introduction

On January 16, 2025, at 5:30 p.m., the Shasta Regional Transportation Agency (SRTA) hosted a community workshop as part of the North State Intercity Bus to Rail Plan study. The purpose of the workshop was to share the project team's findings to date and the potential service concepts for bus/rail hubs and to receive input on the work to date from community members throughout the potential service area. It was held online via Zoom, with an in-person option in the Salmon Room at SRTA's office.

Brief Project Background

The North State Region has limited transportation options to major urban areas, which impacts access to essential services. The North State Intercity Bus to Rail Plan seeks to address these challenges by exploring ways to enhance intercity bus service in the short-term and mid-term, while also evaluating long-term opportunities for passenger rail connections. This plan aims to improve regional connectivity, linking the Shasta County to Greater Sacramento, the Bay Area, Oregon and Nevada, while also providing better travel options within the North State Region, ultimately providing more travel options for residents and visitors.

Zoom Community Workshop with the project team

Meeting Format

The community workshop was hosted online via Zoom, allowing attendees to join remotely. At the same time, an in-person option was available at the Salmon Room, located at the Shasta Regional Transportation Agency's offices at 1255 East Street, Suite 202, Redding, CA. The meeting featured presentations from project team members including summary of the purpose, need and goals for the plan, overview of the public participation process, summary of public input to date, service concepts for bus/rail hubs and routes, evaluation of potential demand and implementation and planning strategies, three live polls, and a question-and-answer session at the end. A total of 20 community members attended the workshop, providing feedback on proposed improvements to intercity bus and passenger rail options for the region.

Presentation: Introduction

At the beginning of the presentation, Gladys Cornell, the Principal at AIM Consulting, greeted the community members who attended the virtual meeting. She then guided attendees on how to use Zoom features for live polls and the Q&A session that would take place during the meeting. Afterward, she welcomed and introduced the project team to the community. The presenting team members was composed of the following members:

- Sean Tiedgen, Executive Director, Shasta Regional Transportation Agency
- Jennifer Pollom, Senior Transportation Planner, Shasta Regional Transportation Agency
- John Andoh, Transit General Manager, Redding Area Bus Authority
- Daniel Krause, Project Manager, AECOM

- Jim Lightbody, Project Planner, AECOM
- Daniel Hartman, Project Engineer, AECOM
- Gladys Cornell, Principal, AIM Consulting

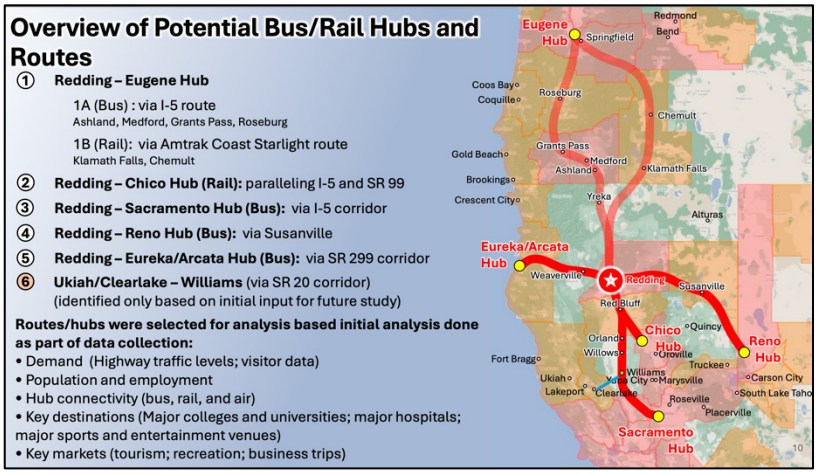
Lastly, Cornell reviewed the workshop agenda, which included the following items:

- North State Intercity Bus to Rail Plan Overview
- Engagement Warm-Up: Live Poll
- Stakeholder and Public Outreach Process and Review of Input Received
- Service Concepts for Bus/Rail Hubs and Routes
- Evaluation of Potential Demand/Feasibility and Prioritization
- Key Implementation and Planning Strategies
- Next Steps
- Opportunity to Participate in Online Questionnaire
- Question and Answer Session

Cornell introduced Sean Tiedgen, Executive Director for SRTA, and Jennifer Pollom, Senior Transportation Planner for SRTA, to present the project overview.

North State Intercity Bus to Rail Plan Overview

Tiedgen provided an overview of the project's purpose: to improve intercity bus and passenger rail options connecting the Shasta Region to major areas like Greater Sacramento, the Bay Area, and Oregon, while enhancing local connections.



Potential Bus/Rail Hubs and Routes Slide

Pollom discussed the project's history and background, as well as its funding, which includes a Caltrans Sustainable Transportation Planning Grant and Local Transportation Funds, with a budget of $190,000. She mentioned the study is expected to be completed by April 2025.

Pollom passed the presentation to Daniel Krause, Project Manager for AECOM on the study, to review several related Caltrans efforts, including:

- **Intercity Bus Planning**: Caltrans previously studied the feasibility of a coordinated statewide intercity bus network and is now developing a statewide planning strategy that incorporates regional intercity bus planning input.
- **2024 California State Rail Plan (CSRP)**: This plan outlines a vision for a zero-emission rail and transit network by 2050, including an intercity bus network that connects to rail hubs across the state.
- **Corridor Identification and Development Program (CID Program)**: Caltrans sponsors five intercity rail corridors, including the San Joaquin Valley Corridor (Redding to Merced), and is wrapping up scoping to begin developing a service plan for this corridor.

Krause discussed potential bus and rail hubs, including connections between Redding and Eugene, Chico, Sacramento, Reno, and Eureka/Arcata. Another corridor was mentioned –Ukiah/Clearlake to Williams – which would be for future study. These routes were selected based on traffic, population, connectivity, and key destinations like colleges and major venues.

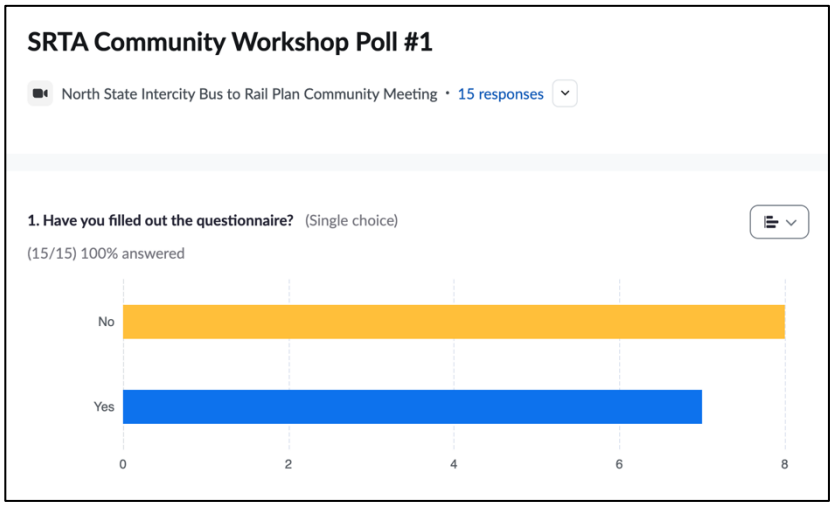
Engagement Warm-up: Live Poll

Cornell facilitated an online poll which involved three questions:

1. Have you filled out the online community questionnaire already?
2. Where are you from?
3. If you had convenient intercity bus/rail service available to you, what would be your top destination?

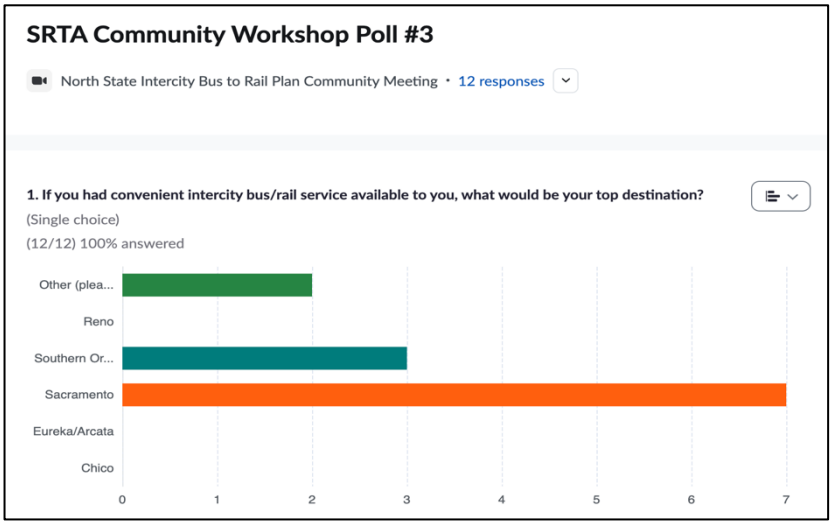
Results

1. **Have you filled out the online community questionnaire?**
   - 47% said Yes
   - 53% said No
2. **Where are you from?**
   - 8% from Butte
   - 42% from Shasta
   - 25% from Siskiyou
   - 8% from Tehama
   - 17% from "Other (please type in chat)"
     - Two audience members commented "Siskiyou" in the chat.
     - One audience member commented "Marin" in the chat.



Live Poll #1 Results

3. **If you had convenient intercity bus/rail service available to you, what would be your top destination?**
   - 58% said Sacramento
   - 25% said Southern Oregon/Eugene
   - 17% "Other (please type in chat)."
     - Sacramento (2)
     - **Redding (1)**
     - Eureka/Arcata to Chico (4)



Live Poll #3 Results

Stakeholder and Public Outreach Process and Review of Input Received

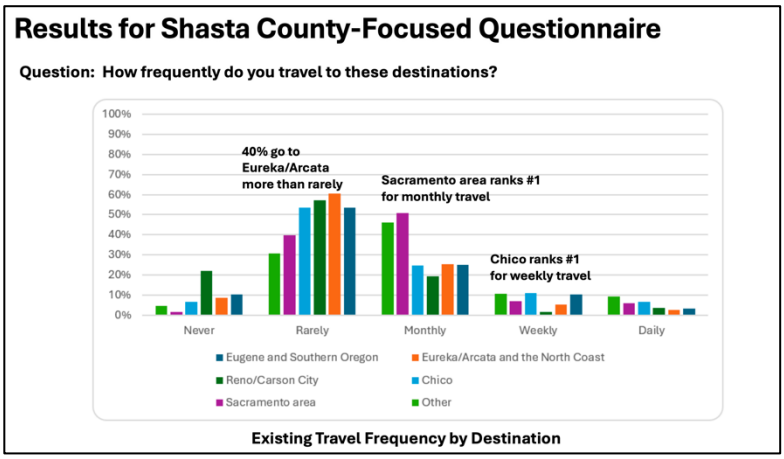
After the polls ended, Cornell presented the project's stakeholder and public outreach process, as well as reviewed input received from the North State Intercity Bus to Rail Plan online questionnaire that SRTA launched in August.

Engagement Process Timeline

Cornell presented the project's stakeholder and community engagement timeline, announcing that the expanded community online questionnaire will close at the end of January. She also outlined the next steps, including a SRTA board meeting in February to review the draft plan, a 30-day public comment period on the draft, and a subsequent board meeting to approve the final plan. Cornell explained that the project team originally launched an online community questionnaire focused on Shasta County community members in August and presented the findings to date. In addition, she explained that the project team then launched a modified online community questionnaire to other Counties within the potential service area. She also mentioned all questionnaires will remain open until the end of January.

Results for Shasta County-Focused Questionnaire

Cornell reviewed key questions from the Shasta County-focused questionnaire and the recent findings. For example, when asked how frequently they travel to various destinations, 40% of respondents reported traveling to Eureka/Arcata more than rarely. The Sacramento area ranked #1 for monthly travel, while Chico ranked #1 for weekly travel.



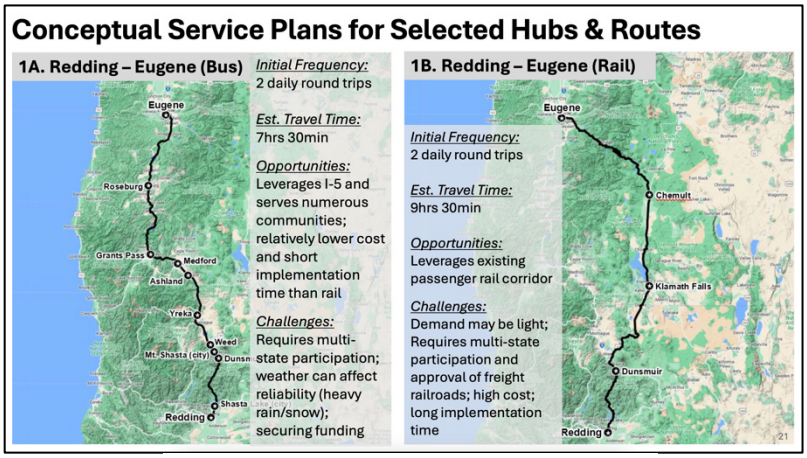
Questionnaire Results Slide

Cornell also reviewed several other questions from the Shasta County-focused questionnaire and their results, which provided further insights into community travel patterns and needs. These questions and their responses are detailed in **Attachment A**.

Service Concepts for Bus/Rail Hubs and Routes

Cornell then passed the presentation back to Krause, who reviewed conceptual service plans for several hubs and routes, focusing on frequency, travel time, opportunities, and challenges.

One bus route discussed was Redding - Eugene, with two daily round trips and an approximately 7.5-hour travel time. It offers opportunities such as using I-5, serving multiple communities, and lower costs. Challenges include multi-state coordination, weather impacts, and funding.



Redding – Eugene Bus/Rail Hubs & Routes Slide

The planned frequency of the Redding - Eugene rail route is two daily round trips, but travel time is

9.5 hours. While it uses an existing rail corridor, challenges include light demand, approval from freight railroads, high costs, and longer implementation timelines.

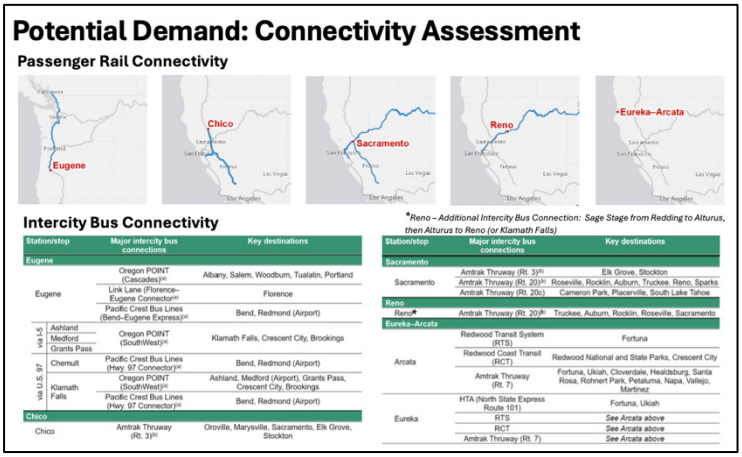
The Conceptual Service Plans for Selected Hubs & Routes are listed in **Attachment B**.

Evaluation of Potential Demand/Feasibility and Prioritization

Krause covered several key factors in assessing both potential demand and feasibility for transportation services in the North State Region, which included:

Factors in Assessing Potential Demand:

- Connectivity Assessment:
  - Passenger rail connectivity
  - Intercity bus connectivity
  - Air connectivity
- Travel Market Assessment:
  - Employment and business centers
  - Sports/entertainment venues, tourism, and recreation
  - Medical care (non-VA facilities)
  - Higher education
- Recent Ridership of Intercity Bus Services to/from Redding
- User Experience:
  - Travel time
  - User comfort



Connectivity Assessment Slide

Krause identified several potential demand service locations, for example, Redding–Eugene Hub (Bus, I-5), which includes sports venues like the University of Oregon in Eugene and Southern Oregon University in Ashland, the Rain Rock Casino in Yreka, and popular tourist destinations such as Mount Shasta, Ashland (Oregon Shakespeare Festival), Crater Lake National Park, and the Rogue River/Valley. See **Attachment C** for more locations and detail.

Then Krause highlighted several key factors in assessing project feasibility, including:

Factors in Assessing Feasibility:

- Cost vs. Benefit
- Geographic Factors:
  - Engineering
  - Constructability
  - Reliability
- Ease of Implementation

He explained that rail projects are generally more challenging to implement due to the need for new infrastructure, while bus projects are simpler, relying on existing roadways and basic bus stops. New services are easier to introduce in corridors with existing routes and within California compared to multi-state routes. Successful implementation also depends on prior planning efforts and the ability to secure funding at local, regional, state, and federal levels.

For more details on Cost vs. Benefit and Geographic Features, see **Attachment C.**

Key Implementation and Planning Strategies

Krause introduced Jim Lightbody, project planner at AECOM, who outlined key implementation and planning strategies.

The implementation strategies included:

- Securing funding for rail and bus infrastructure, such as track, stations, vehicles, and transit centers, as well as operating costs, service and funding agreements, construction contracts and service agreements.
- Pursuit of intercity bus vehicle acquisition, focusing on specifications, zero-emission strategies, and funding.
- Encouraging Caltrans to support multi-state routes, expand rail service, and increase funding for intercity bus services through coordination agreements.

Lightbody also covered implementation strategies for near-term operations, including the North State Express and the Salmon Runner/Valley Feeder services. See **Attachment D** for further details. These immediate operational efforts are part of a broader vision to enhance transportation connectivity in the North State.

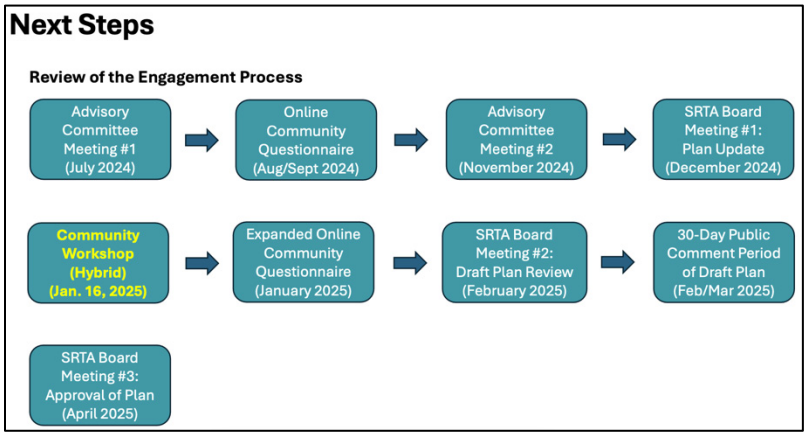
The key planning strategies focus on strengthening Redding as the central hub for intercity bus and rail services, improving infrastructure, fostering collaboration, and securing funding. This will help create a more efficient and integrated regional transportation network. See **Attachment D** for more details.

Opportunity to Participate in Online Community Questionnaire

Lightbody then gave the presentation to Cornell, who concluded by inviting participants to take part in the North State Region Survey online questionnaire. A link to the survey was shared in the Zoom chat, and four audience members submitted their responses by the end of the presentation.

Next Steps

After the conclusion of this community workshop, the expanded questionnaire will close at the end of January 2025. SRTA's board will convene in February 2025 to review the draft plan. Then, during February and March, the public will have a 30-day period to provide feedback on the plan. Finally, in April, the SRTA board will meet one last time to consider approval the plan.



Next Steps Slide

Question and Answer Session

After the presentation concluded Cornell facilitated the question-and-answer session in which the team reviewed the questions posed in the Zoom chat room and also allowed participants an opportunity to ask any remaining questions to the project live.

Zoom and In-Person Questions and Answers:

- Question: Will you be stopping in Ashland Oregon too or just Medford Oregon?
  - Response: Yes, we would, absolutely. That's a key destination and tourist location.
- Question: Does Sacramento mean downtown? or Airport? That should be broken out as there is a big difference as to destination plans (leisure versus work/health in particular).
  - Response: The airport is along the way to downtown. We could stop potentially to the airport along the way to downtown.
- Question: Will there be a stop to UC Davis which is a major medical facility?
  - Response: We have not considered that yet, but it's a great idea and we'll take it into consideration.
- Question: Did you normalize the results from the survey vs. age group? Retired people have more time for leisure/recreation and a greater need for medical care.
  - Response: That's a good comment. We wanted to understand all the reasons people would want to travel and work relations was a common reason and purpose for travel.
- Question: Is Amtrak interested in establishing/re-establishing some of these bus routes? For example, they used to go between Sacramento and Medford.
  - Response: We have not heard anything in that regard. One of the purposes of this study is to fill the gaps of services that no longer exist. Thank you for letting us know about that historic service.
- Question: When are you thinking about Redding to Sac airport?
  - Response: It's on the map. The idea would be to stop there. It depends on the Salmon Runner and it's a high priority bus corridor so it would be faster than others due to that. I can't provide an exact time frame at this point.
- Question: Utilizing communication with Amtrak to make better schedules, or one's that are not in the middle of the night, is that talked about? To use existing partnerships infrastructure in this as well.
  - Response: At the beginning of the study, we looked at why we need better intercity service and this issue you bring up is a key one. It's hard to improve on these issues, it's an Amtrak national issue. With that said, we've identified the issue, and we've talked about with SRTA if they can reach out to Amtrak and improve things.
- Question: I saw that weather can play a part, especially with cars and buses going on some of these routes but I didn't hear anything mentioned for the rail aspect. Would snow not delay the rail?
  - Response: Yes, there is a possibly. There is always a chance, but it is less likely on the rail side. Freight, their business is running Freight, and they work to clear the snow. It doesn't mean it won't happen, but it does mean that scoring of the rail connection from Redding [are higher in this regard] because of that. The biggest impact of weather are those on the highway.

Awareness and Notifications

A comprehensive community engagement plan was implemented to inform and involve both the Shasta community and other communities across the North State Region. More than 300 key stakeholders, including local community-based organizations, businesses, transit advocates, environmentalists, and non-profit groups, were directly contacted through personalized email invitations to participate the community workshop. In addition, individuals who completed the online questionnaire launched in August 2024 were also notified and encouraged to attend.

- On December 12th, 2024, and January 7th, 2025, the project team sent an email blast inviting important stakeholders and community members to attend the workshop.
- Reminders were sent on January 15th and 16th, 2025, to the project email list and registered participants.
- The engagement team also shared an informative graphic on various social media groups in Sacramento, focusing on groups in Shasta, Redding, and Sacramento. They posted it on December 18th and, as a final reminder, January 7th. These groups consisted of:
    - *Shasta Community Information*
    - *Today in Shasta County*
    - *What's Happening near Mt Shasta, CA Group*
    - *Events in Shasta, Tehama and Surrounding Areas*
    - *It Takes a Village 530- Shasta Lake*
    - *Mt Shasta Connect*
    - *Friends 4 Shasta*
    - *Ride Shares ~ Mount Shasta*
    - *Redding, Anderson, Cottonwood, RedBluff…All of The North State!*
    - *Redding CA Businesses*
    - *Redding News*
    - *Everything Redding*
    - *Shaping Redding's Future*
    - *Redding Businesses*
    - *Everything Sacramento and More*
    - *Sacramento Happenings*
    - *Sacramento, CA*
    - *Sacramento Events*
    - *Sacramento County Community Awareness*

Flyer used to advertise the workshop

Attachment A: Results for Shasta County-Focused Questionnaire

- **Question: Please rank and select your top 3 destinations for travel.**
- Results:
  - Sacramento: Ranked #1
  - Eureka/Arcata (including North Coast): Ranked #2
  - Eugene/Southern Oregon: Ranked #3
- **Question: What are the purposes for your travel to these destinations?**
- Results:
  - Leisure/Recreation Travel: Ranked #1
  - Healthcare (including VA Facilities): Ranked #2
  - Work: Ranked #3
- **Question: Are there any destinations you would like to see better connected via bus or rail? If yes, please specify**
- Results:
  - Sacramento area: Ranked #1
  - Eugene and Southern Oregon: Ranked #2
  - Eureka/Arcata and the North Coast: Ranked #3
- **Question: If intercity bus service was improved, how likely would you be to consider taking a bus as your primary mode of travel to the following destinations?**
- Results:
  - Sacramento was identified as the highest likelihood for using bus as primary mode with bus improvements.
  - Close behind Sacramento were Chico, Eureka/Arcata, and Eugene/Southern Oregon.
- Other Results:
  - Leisure was identified as the primary reason for travel to the following destinations:
    - Eureka/Arcata #1, Eugene/Southern Oregon #2 and Reno/Carson City #3
  - Sacramento is the top-ranking destination for work and healthcare visits.
  - Chico is top-ranking destination for education-related travel.
  - Respondents called for better schedules and more bus and rail options.
  - Expanding services to neighboring counties like Siskiyou is also a priority.
- **Demographic Information of Respondents:**
  - Respondents were generally from Shasta
  - County (initial questionnaire only targeted the one county).
  - There were a few other respondents from outside the County
- Number of Responses (from counties participating to-date):
  - Humboldt County: 40
  - Siskiyou County: 23
  - Butte County: 14
  - Colusa County: 9
  - Napa County: 9
  - Del Norte County: 1

Attachment B: Conceptual Service Plans for Selected Hubs and Routes

- Redding – Eugene (Bus)
  - Initial Frequency: 2 daily round trips
  - Est. Travel Time: 7hr 30min
  - Opportunities: Leverages I-5 and serves numerous communities; relatively lower cost and short implementation time than rail
  - Challenges: Requires multi-state participation; weather can affect reliability (heavy rain/snow); securing funding
- Redding – Eugene Rail (Rail)
  - Initial Frequency: 2 daily round trips
  - Est. Travel Time: 9hr 30min
  - Opportunities: Leverages existing passenger rail corridor
  - Challenges: Demand may be light; Requires multi-state participation and approval of freight railroads; high cost; long implementation time
- Redding – Chico (Rail)
  - Initial Frequency: 2 daily round trips
  - Est. Travel Time: 1hr 15min
  - Opportunities: Leverages existing passenger rail corridor; provides high quality connections to state rail system
  - Challenges: Dependent on North Valley Rail being completed; high cost; long implementation time
- Redding – Sacramento (Bus)
  - Initial Frequency: 2-4 daily round trips.
  - Est. Travel Time: 3 hrs 30min
  - Opportunities*:* High demand from serving Sacramento and Airport; leverages I-5; serves numerous communities; relatively lower cost and short implementation time than rail.
  - Challenges*:* Securing startup and regular, ongoing funding for operations.
- Redding – Reno (Bus)
  - Initial Frequency: 2 daily round trips.
  - Est. Travel Time: 3hrs 50min
  - Opportunities*:* Serves key destinations; relatively lower cost and short implementation time than rail.
  - Challenges*:* Requires multi-state participation; demand may be light; securing funding; winter weather.
- Redding – Arcata/Eureka (Bus)
  - Initial Frequency: 2 daily round trips (for costing purposes only).
  - Est. Travel Time: 3hrs 30min
  - Opportunities*:* Serves key destinations; relatively lower cost and short implementation time than rail; Ability to leverage existing operators in corridor (RABA, Trinity Transit, and Humboldt Transit Authority).
  - Challenges*:* Securing funding (including for gap needs to reduce wait times); "dead zones" for technology and communication equipment; weather (summer fires; winter snow and landslides.

Attachment C: Evaluation of Potential Demand/Feasibility and Prioritization

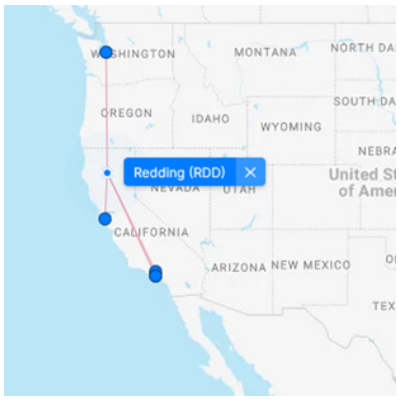
Potential Demand: Connectivity Assessment

- Passenger Rail Connectivity

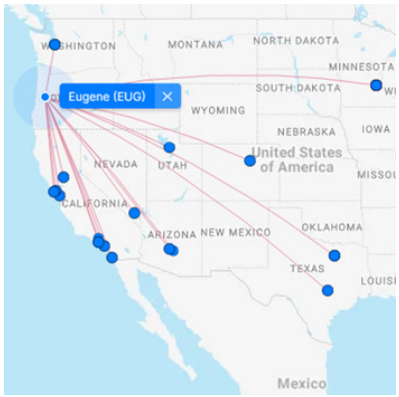
- Intercity Bus Connectivity

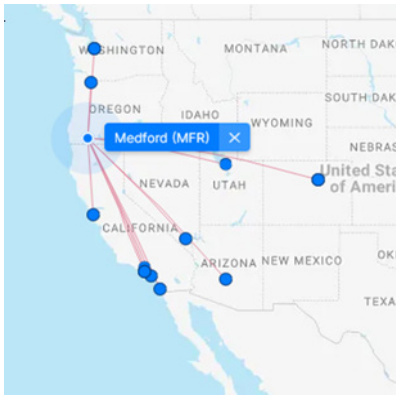
Station/stop		Major intercity bus connections	Key destinations
Eugene			
Eugene		Oregon POINT (Cascades)[a]	Albany, Salem, Woodburn, Tualatin, Portland
		Link Lane (Florence–Eugene Connector[a]	Florence
		Pacific Crest Bus Lines (Bend–Eugene Express)[a]	Bend, Redmond (Airport)
via I-5	Ashland	Oregon POINT (SouthWest)[a]	Klamath Falls, Crescent City, Brookings
	Medford		
	Grants Pass		
via U.S. 97	Chemult	Pacific Crest Bus Lines (Hwy. 97 Connector)[a]	Bend, Redmond (Airport)
	Klamath Falls	Oregon POINT (SouthWest)[a]	Ashland, Medford (Airport), Grants Pass, Crescent City, Brookings
		Pacific Crest Bus Lines (Hwy. 97 Connector)[a]	Bend, Redmond (Airport)
Chico			
Chico		Amtrak Thruway (Rt. 3)[b]	Oroville, Marysville, Sacramento, Elk Grove, Stockton
Sacramento			
Sacramento		Amtrak Thruway (Rt. 3)[b]	Elk Grove, Stockton
		Amtrak Thruway (Rt. 20)[b]	Roseville, Rocklin, Auburn, Truckee, Reno, Sparks
		Amtrak Thruway (Rt. 20c)	Cameron Park, Placerville, South Lake Tahoe
Reno			
Reno		Amtrak Thruway (Rt. 20)[b]	Truckee, Auburn, Rocklin, Roseville, Sacramento
Eureka–Arcata			
Arcata		Redwood Transit System (RTS)	Fortuna
		Redwood Coast Transit (RCT)	Redwood National and State Parks, Crescent City
		Amtrak Thruway (Rt. 7)	Fortuna, Ukiah, Cloverdale, Healdsburg, Santa Rosa, Rohnert Park, Petaluma, Napa, Vallejo, Martinez
Eureka		HTA (North State Express Route 101)	Fortuna, Ukiah
		RTS	*See Arcata above*
		RCT	*See Arcata above*
		Amtrak Thruway (Rt. 7)	*See Arcata above*

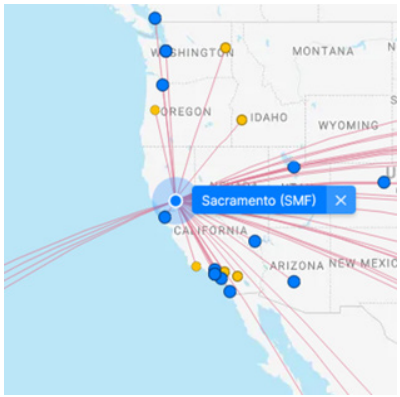
- Air Connectivity

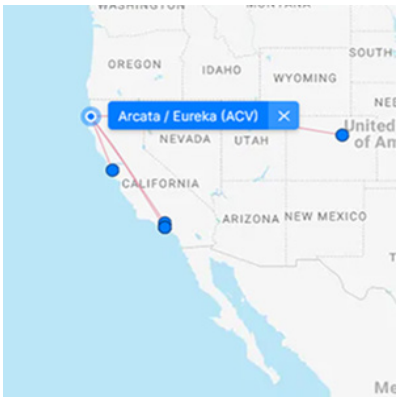


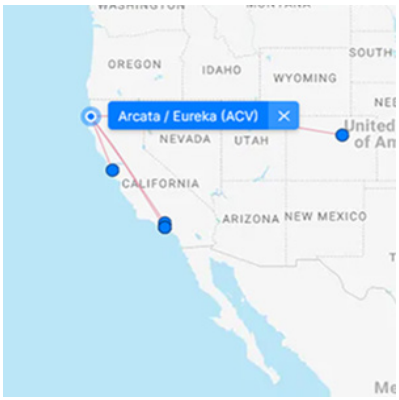
Note: Redding to Denver flight starting Spring 2025











Potential Demand: Travel Market Assessment

- Sports/Entertainment Venues and Tourism/Recreation
  - Redding – Eugene Hub (Rail):
    - Sports Venues: University of Oregon (Eugene) and Oregon Tech (Klamath Falls)
    - Entertainment: KLA-MO-YA Casino (Klamath Falls)
    - Tourism: Mount Shasta, Lake Shasta
  - Redding – Chico Hub (Rail):
    - Entertainment: Mechoopda Casino
    - Tourism: Lake Oroville, Chico Air Museum, Historic Downtown
  - Redding – Sacramento Hub (Bus):
    - Sports/Entertainment: Golden One Center (home of the NBA's Sacramento Kings and a major concert venue, etc.)

        - Sports Venues: University of California at Davis, Sacramento State, Heart Health Park
        - Tourism: American River, Museums, State Capitol, Tahoe, etc.
    - Redding – Reno Hub (Bus):
        - Entertainment: Major hub for gaming
        - Sports Venues: University of Nevada, Reno
        - Tourism: Lake Tahoe and surrounding mountains.
    - Redding – Arcata/Eureka Hub (Bus):
        - Tourism: North Coast region (include Redwood National and State Parks), scenic coastal areas,
        - Whiskeytown–Shasta Trinity National Recreation Area, Humboldt Bay National Wildlife Refuge
        - Sports Venues: Cal Poly Humboldt
        - Entertainment: Blue Lake Casino Hotel
- Medical Care: Non VA-Facilities
    - Travel related to medical care is a key factor in planning for improved intercity services.
    - Level 1 Trauma Centers (Adult and Pediatric): Only one in the study area – UC Davis Medica Center (near the Sacramento Hub)
    - Level 2 Trauma Centers (Adult): Located at all hubs except Arcata/Eureka
    - Level 2 Trauma Centers (Pediatric): Only one in the study area – Renown Regional Medical Center (in Reno Hub)
- Medical Care: VA-Facilities
    - Three VA Medical Centers accessible along proposed intercity routes:
        - Roseburg, OR (along route to Eugene)
        - Sacramento (terminal of the Sacramento route)
        - Reno (terminal of the Reno route)
    - Numerous VA Clinics serving all hubs/routes in the study area.
- Higher Education
    - Major colleges and universities are present at every hub location.
    - Highest demand would in the Sacramento area given the presence of Sacramento State and UC Davis, both which have high enrollment numbers (30,200 and 40,900 respectively as of 2023).

User Experience:

- Travel time:
    - The travel time of a given route effects user experience. Shorter trip times will in general increase demand, while long travel time will depress demand. Travel time of the route was examined.
- User Comfort:
    - User comfort is a key aspect of demand.
    - Train cars provide a superior level of comfort to buses generally, as they are more spacious and can have a smoother ride.
    - Routes that are relatively straight have to those that are numerous tight curves will provide high level of user comfort.
    - Quality of infrastructure will also influence comfort (rough road or tracks can be bumpy)
    - Bus routes along I-5 are more comfortable than those on smaller, curvy roads
        - Eugene route is somewhat curvy, but I-5 route has more gradual curves
        - Sacramento route is generally straight and flat

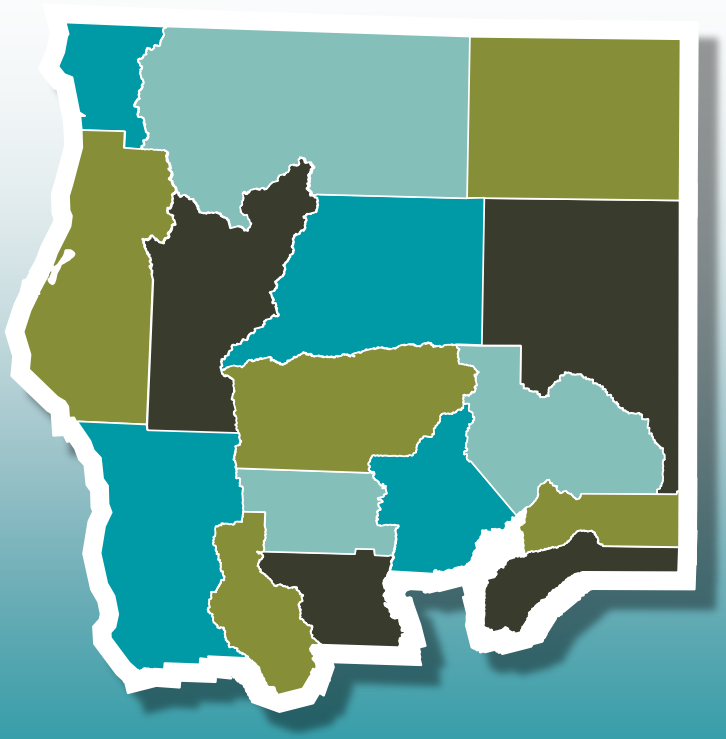
Feasibility Assessment:

- Cost v. benefit
    - This factor compares implementation costs to the potential demand potential economic benefit.
    - Implementing new intercity rail service is vastly more expensive than implementing new intercity bus services. However, rail projects can provide great benefit in corridors with high demand.
    - Annual operating cost for rail services are generally higher than operating bus services.
- Geographic Factors (Engineering, Constructability, and Reliability)
    - Routes that are generally straight/flat are easier to engineer and construct.
    - Improvements in mountainous areas can lead to engineering challenges.
- Reliability of Service: Weather can affect reliability by slowing or shutting down service
    - Redding-Eugene (Bus) – Route is generally mountainous including the Siskiyou Pass.
    - Redding-Reno – Route traverses over two mountainous areas.
    - Redding-Arcata/Eureka – Route generally mountainous and curvy.
- Ease of Implementation
    - Rail projects are more difficult to implement given high level of new infrastructure needed (additional tracks, news stations or upgrades to existing stations, layover facilities, etc.) compared with implementing bus projects, which utilize existing roadway infrastructure and require bus stops that are less complex train stations.
    - Easier to implement new intercity bus and rail services in corridors where existing services already exist v. corridors with no service.
    - Intercity bus and rail routes entirely within California are less difficult to implement than multi-state routes.
    - Amount of previous planning and project development work completed.
    - Level of difficulty in securing funding (dependent on priorities at the local, regional, state and federal levels)

Attachment D: Key Implementation and Planning Strategies

- Implementation Strategies
    - Near-Term: North State Express
        - North State Express is a collaboration of North State transit operators, which is being spearheaded by Humboldt Transit Authority along with RABA, Redwood Coast Transit Authority, Mendocino Transit Authority, Trinity County, Lake Transit Authority, Nevada County Transit Service Commission and Yurok Tribal Transportation.
        - The goal is to improve intercity bus service in the North State region due to reduced Greyhound/FlixBus service along I-5 and eliminated along Hwy 101; through increases in service levels, better coordination amongst different service providers, new buses, coordinated fares and one unique branding.
        - Opportunities exist for travel to Siskiyou, Modoc, Glenn and Butte Counties.
        - In near-term, consider utilizing service and fare coordination, branding and costs covered through Caltrans Division of Rail with connectivity to San Joaquin's and Capitol Corridor.
    - Near-Term: Salmon Runner/Valley Feeder
        - RABA started operating Amtrak Thruway Route 3/RABA Route 99X in partnership with SJJPA and Amtrak.
        - The MOU allows for this route to evolve into a route that is extended to Sacramento via I-5
        - with a feeder connection on SR-32 to Chico
        - Status – Service to Chico is operating 2 times every day. Connection to another bus to Sacramento in Chico.
        - Next steps needed for implementation including RABA Board approval, funding from SB 125, Tehama County CMAQ, Amtrak fares, SJJPA subsidy, coordination with Glenn County, develop a schedule that could start with 2 trips, expanding to 4 trips later.
        - Use existing renewable diesel buses and obtain new electric/hydrogen buses later
- Key Planning Strategies
    - Conduct initial planning to strengthen Redding as the central hub for all existing and future intercity bus and rail services.
        - Work with partners to further tie together the Redding Amtrak Station, RABA's Downtown Transit Center, and Shasta Bike Depot an integrated multi-modal mobility hub.
        - Explore the potential for transit-oriented development around the Redding Station/Downtown Transit Center with a focus on housing).
        - Seek funding sources, such as TIRCP, the State Rail Assistance Program, Federal CMAQ and the Federal 5311(f).
    - Leverage efforts related to the North State Express to improve travel times within Redding – Eureka/Arcata route.
    - Explore in the near-term a phased implementation of the proposed bus service along I-5 for Redding – Eugene route.
        - Consider initial service from Redding to Ashland/Medford.
        - Consider leveraging local bus operators/services.
        - Engage Caltrans and Oregon DOT to explore this option.
    - Conduct early planning efforts to further exploration of establishing passenger rail service to Redding.
        - Support efforts by BCAG and SJJPA related to North Valley Rail.

- Engage closely with Caltrans on planning efforts related to Corridor ID Program and specifically regarding the San Joaquin Valley Corridor (from Redding to Merced).
- Seek funding to provide staff resources for this engagement.



North State Intercity Bus to Rail Plan

Appendix D: Public Comments

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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From: Jeff Stone <stonepitts2@gmail.com>
Sent: Thursday, January 16, 2025 7:29 PM
To: Public Communication <questions@srta.ca.gov>
Subject: North State Intercity Bus to Rail Plan

[You don't often get email from stonepitts2@gmail.com. Learn why this is important at https://urldefense.com/v3/__https://aka.ms/LearnAboutSenderIdentification__;!!ETWISUBM!wRUWeTxa4eqZaY1xn1Dc_ESQiukoiyrYb9Rr4yd-tn4MnQXbVGdKEJePwVL0WR-779843FydasAuzAes_1wanQ$]

Hello,

I was the one that asked the question on this evening's Zoom presentation about whether Amtrak might be interested in establishing/re-establishing some of the proposed bus routes.

The Sacramento-Medford Amtrak Thruway bus service was discontinued on October 25, 2009, presumably because of low ridership. Contributing factors were poor publicity (nobody knew about it) and the California state law (known as the Greyhound Protection Act, since repealed) that required a ticketed train connection to ride all Thruway busses.

I have been trying to get an answer from Amtrak California regarding re-establishment of this route, but their bureaucracy is so impenetrable that all I get is crickets. I would hope that your staff could at least enquire of Amtrak whether they would like to participate in the wonderful efforts you are making to improve public transportation connectivity in Northern California and Southern Oregon (I would also hope that you have better connections with them than I do). I think it would be worth a try, as they are actively trying to promote their rail services, which efforts (should) include improved feeder bus service.

Thanks for all that you are doing!

Jeff Stone
Yreka, CA

From: Herbert Allan McLane
To: Jenn Pollom
Subject: Thursdays Meeting
Date: Saturday, January 18, 2025 2:35:10 PM

[You don't often get email from hmclane@mac.com. Learn why this is important at https://urldefense.com/v3/__https://aka.ms/LearnAboutSenderIdentification__;!!ETWISUBM!wRUWeTxa4eqZaY1xn1Dc_ESQiukoiyrYb9Rr4yd-tn4MnQXbVGdKEJePwVL0WR-779843FydasAuzAes_1wanQ$]

To: Jennifer ,
I attended the Zoom meeting on Thursday and am happy to have learned what is being planned. I would like to add some ideas and information to the project's public input.
Frankly, we need a Marshall Plan to deal with our transportation issues and to add good alternatives to our transit current transit options.
May I send you several documents? I have written several documents based on research I've done after having the opportunity to travel in Europe four different times (2012,2015,2018 and 2019). I'm not a professional in the field but I feel having traveled by train in the USA on Amtrak since 1990 and having the experience of traveling through Europe, I have seen the possibilities that rail can give the region and the nation.

I work in Pages on my iPad. What format would you like and I'll send it.

Thank you,
Herbert Allan McLane
Mount Shasta Ca.

From: klilienbecker@gmx.net <klilienbecker@gmx.net>
Sent: Saturday, January 18, 2025 6:54 AM
To: Public Communication <questions@srta.ca.gov>
Subject: Bus-Rail Connections

You don't often get email from klilienbecker@gmx.net. Learn why this is important

Thank you for a very informative session on Thursday evening. I am always looking for ways to travel by bus or rail as I like being chauffeured. I'd like to add a few comments to those you might have already received.

- Is it possible to integrate ticketing across the various agencies in the North State, or at least some of the more commonly used once? I realize this can be logistically difficult and also costly to implement but it lowers the hurdle to getting people to ride.
- Please consider in your schedule planning how your services integrate with others, e.g., Amtrak, flights at the Sacramento airport (of course, not every flight can be served without either long waits or just being missed)
- One of the speakers mentioned that shorter travel times increase demand. Agreed. Other factors are cost, reliability, accessibility, ease of use, transfer connections, wifi access, comfort and friendliness of service. For example, I appreciate when drivers assist with the luggage. For example, I love riding the FlyAway bus from the Los Angeles Airport to Union Station.
- Please either remove from the presentation or qualify considerations that would be the same (or worse) if one traveled by car. Weather and landslides affect not only buses and trains but also cars. Same for wifi access between Redding and Eureka. That's not unique to buses.
- I suggest doing more outreach to let people know what is already available and what you are planning. Highlight the benefits (e.g., comfort, being chauffeured, on-board toilet, wifi) and that one could take the kids on "an adventure". Have booths at the farmers' markets and other community events. Ask for volunteers to staff them (I would!). We have to work to increase ridership to make this all worthwhile.

Thank you for all you do to make Shasta County a north state hub, increasing connections to other area, and improving services for everyone within our County.

Karin Lilienbecker

Note: Shasta Regional Transportation Agency received two attachments from Mr. McLane in his e-mail. These attachments include “Learn about Railways” and “New American Rail” and are available upon request. Submit a request to jpollom@srta.cagov.

From: Herbert Allan McLane <hmclane@mac.com>
Sent: Friday, February 14, 2025 2:02 PM
To: Jenn Pollom <jpollom@srta.ca.gov>
Subject: My vision with supporting references

You don't often get email from hmclane@mac.com. Learn why this is important

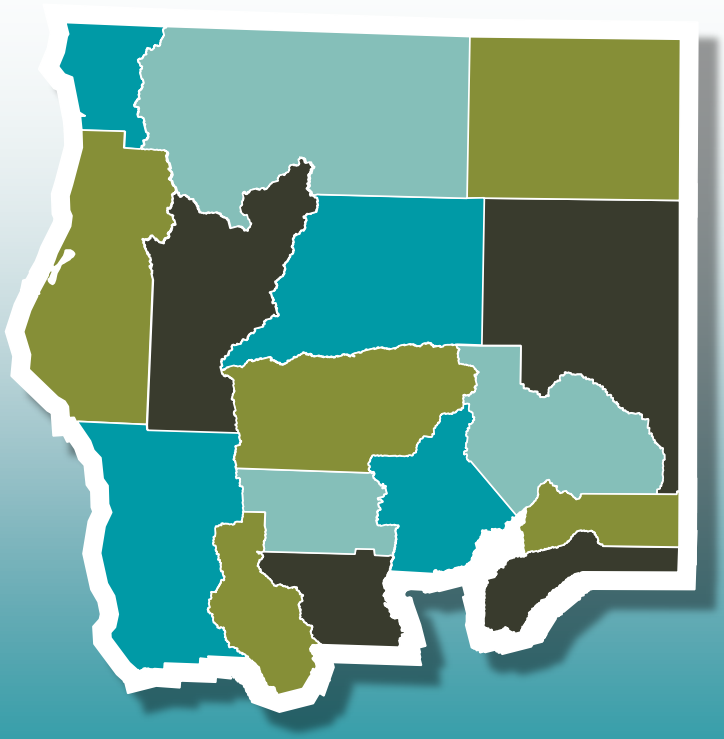
Jenn,

Here are two documents I’ve written that illustrate a vision of what I feel we (Northern California and Southern Oregon) should be working towards. The second file is a list of webinar links and supplemental information that supports my vision.

I’m interested in supporting better passenger (and cargo) service for our region. I am aware of Oregon’s efforts to increase the Cascade service. **The connection of the regions north of Sacramento and south of Eugene along the I-5 corridor seems to be needed.**

Respectfully,

Herbert McLane
Mount Shasta, CA.



North State Intercity Bus to Rail Plan

Appendix E: Rail Routes Considered and Eliminated

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612
aecom.com

To:
Jenn Pollom, SRTA
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

CC:
Sean Tiedgen, SRTA

Project name:
North State Intercity Bus to Rail Plan

From:
Daniel Krause
Anthony Mangonon
Daniel Hartman
Jim Lightbody

Date:
4/9/2025

FINAL

Memorandum

Subject: Rail Routes Considered and Eliminated

During initial analysis of the North State Intercity Bus to Rail Plan, two rail-based service concepts were selected for evaluation:

- Redding to Eugene via the existing Coast Starlight route
- Redding to Chico via the Union Pacific Railroad ("UP") Valley Subdivision

In the process leading up to the selection of these two service concepts, additional rail alignments connecting Redding with the identified hubs were evaluated but eliminated from further consideration in the plan:

- Redding to Eugene along a rail corridor roughly paralleling the Interstate 5 (I-5) corridor
- Redding to Sacramento along a rail corridor running along on the west side of the Sacramento Valley
- Redding to Reno (via Susanville) along a new rail corridor
- Redding to Eureka–Arcata along a new a new rail corridor

This technical memorandum summarizes the analysis of potential rail alignments along these corridors.

General Approach

The evaluation of potential rail alignments is a high-level feasibility analysis, primarily from an engineering and cost perspective and focusing on the availability of existing rail alignments for potential reuse or upgrade to support passenger service, as in almost all cases, this would be the most feasible option for achieving rail service in these corridors. All-new (greenfield) alignments would likely be

substantially more expensive, require land acquisition, and potentially result in substantial environmental impacts.

As a high-level review, this evaluation is not intended to be an exhaustive analysis of potential environmental impacts, natural hazard risks (e.g., flooding, landslides, wildfires, etc.), or other feasibility considerations. Instead, the analysis identifies one or more key engineering constraints or cost–benefit considerations that would make potential rail alignments in these corridors unlikely.

Mapping of existing rail alignments is based on geospatial data compiled and published by the California Department of Transportation (Caltrans)(1) and may include some segments or rights-of-way that are no longer in regular use as rail corridors, such as abandoned trackage or rail-to-trail conversions.

Eliminated Rail Route to Eugene Hub

Existing rail alignments in the North State region and Southern Oregon are illustrated in **Figure 1**.

As shown in **Figure 1**, an existing rail alignment is available in this corridor using the following lines:

- *UP Valley Subdivision:* Redding to South Dunsmuir
- *UP Black Butte Subdivision:* South Dunsmuir to Black Butte
- *Central Oregon & Pacific Railroad ("CORP") Siskiyou Subdivision:* Black Butte to Medford
- *CORP Roseburg Subdivision:* Medford to Springfield Junction
- *UP Brooklyn Subdivision:* Springfield Junction to Eugene

The Coast Starlight operates on the UP portions of this alignment, but there are no passenger trains on the CORP segments, which are currently used only by freight trains. While there are relatively straighter sections—such as through the Rogue Valley and on the approach into Eugene—the alignment is otherwise quite consistently curvy throughout, winding its way through mountainous forest terrain adjacent to creek and riverbeds. Average train speed would likely be constrained in many areas without substantial improvements to the line. Competitive travel times and speeds for trains would be difficult to achieve without substantial investments in the line. Significant investment may also be needed just to bring the rail corridor to a state of good repair and allow for shared use of the corridor by passenger and freight trains. Any major construction activities in sensitive areas could also result in significant environmental impacts.

The alignment is entirely owned by freight railroads, and more than half of the entire route is located in Oregon, requiring a significant amount of interstate and public–private coordination to realize a new passenger service in this corridor. Based on recent projects in California, the lack of any existing passenger rail service, and a very mountainous terrain, the cost for such a project would be prohibitive, easily within the range of $500 million to $1 billion or more. With an implementation timeline on the order of a decade or more, such a project would also not address the need for an immediate/near-term solution for improved transit in this corridor.

Given these considerations, an intercity bus service along the I-5 corridor, designed primarily around convenient, daytime service and emphasizing easy and equitable access for the varied communities along the corridor, was pursued instead. This would be a substantial improvement over the existing FlixBus service, which is not ideal for North State passengers (timepoints are in the very late evening

(1) Available for visualization and download at https://gisdata-caltrans.opendata.arcgis.com/datasets/2ac93358aca84aa7b547b29a42d5ff52_0/explore.

and very early morning hours) and does not have any intermediate stops between Redding and Eugene. Unlike a new passenger rail service, a new intercity bus service can be implemented much faster and at significantly less cost, as the need to construct new, dedicated infrastructure to operate the service is minimal or non-existent.

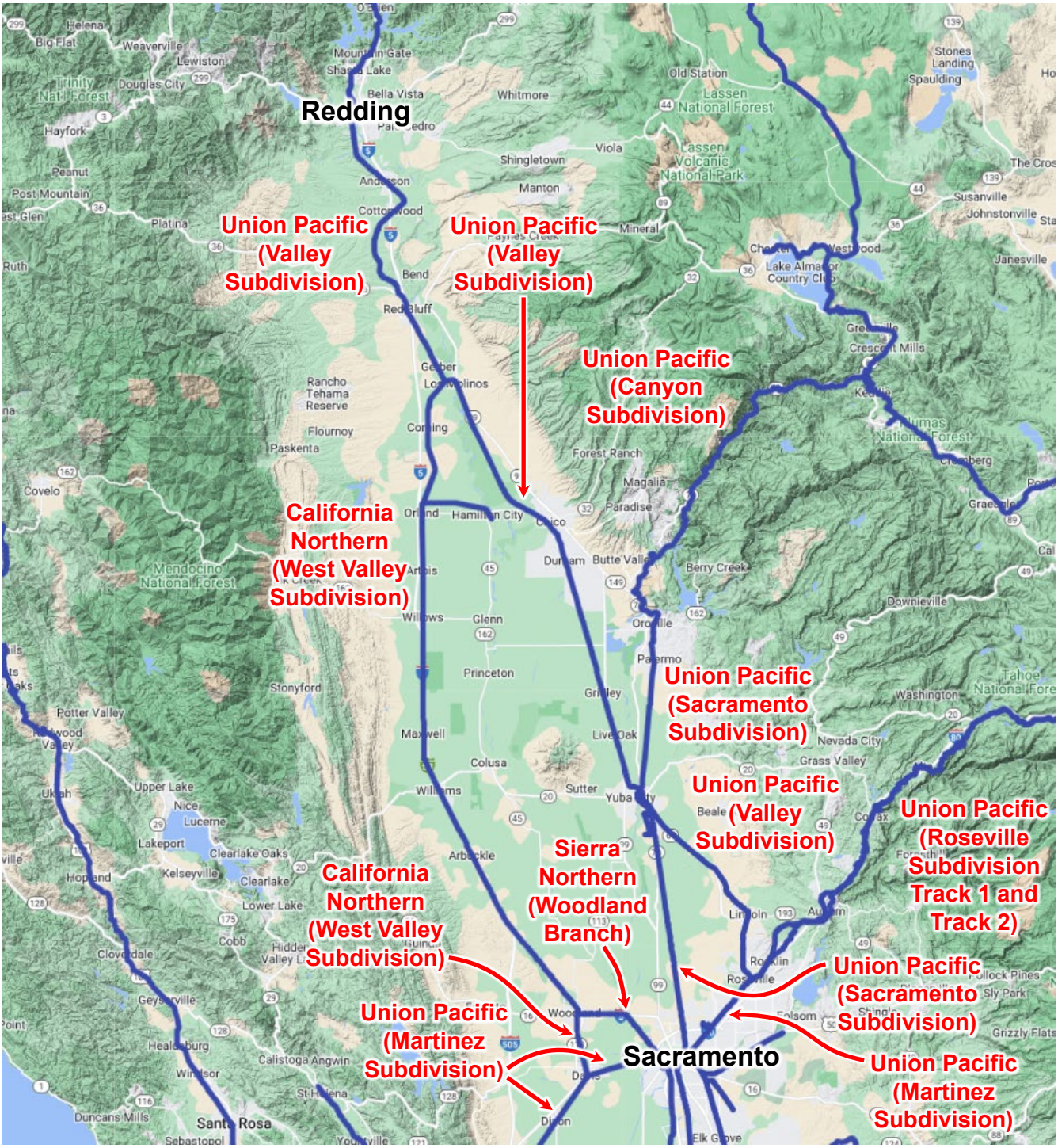
Figure 1. Existing Rail Alignments – Eugene

Source: Google MyMaps (base map), AECOM (annotations), 2024

Eliminated Rail Route to Sacramento Hub

Existing rail alignments in the northern Sacramento Valley region are illustrated in **Figure 2**.

Figure 2. Existing Rail Alignments – Sacramento



Source: Google MyMaps (base map), AECOM (annotations), 2024

Establishing a new passenger rail service between Redding and Sacramento would be easiest with the existing alignment used by the Coast Starlight via the UP Valley Subdivision (north of Binney Junction) and UP Sacramento Subdivision (south of Binney Junction). This same alignment will carry future Valley Rail and North Valley Rail trains to/from a northern terminus in Chico. Providing direct rail service to/from Sacramento would therefore only require the much shorter extension from Chico north to Redding, a distance of only 73 miles by rail.

As currently envisioned, the main Valley Rail station in Sacramento will be located in Midtown Sacramento (between 19th Street and 20th Street just south of Q Street), instead of Sacramento Valley Station (SVS), Sacramento's current intercity rail and transit hub. Access between the Midtown Sacramento station and SVS or the larger Downtown/Capitol Mall area will generally require a first-mile/last-mile connection via SacRT buses or the nearby SacRT light rail transit (LRT) stations (16th Street and 23rd Street). However, Valley Rail will have additional stations located elsewhere in Sacramento, allowing for good access to/from much of the larger metropolitan area, including the following stations:

- *Elk Grove:* Immediately north of Laguna Boulevard
- *Sacramento City College:* Immediately north of Sutterville Road, co-located with the Sacramento Regional Transit District (SacRT) Blue line light rail transit (LRT) station
- *Old North Sacramento:* Near Del Paso Boulevard and the Blue line's Globe Avenue station
- *Natomas:* Immediately south of Elkhorn Boulevard, with a bus connection for Sacramento International Airport

As discussed in more detail in the *North Valley Passenger Rail Strategic Plan*(2), Caltrans is also currently studying options to bring Valley Rail and/or North Valley Rail trains directly into SVS via the connection at Haggin (where the UP Martinez Subdivision crosses over the UP Sacramento Subdivision). While this requires substantial coordination to realize, it would allow for direct connections with the Capitol Corridor, the SacRT Gold line, and other transit services at SVS, while also improving access to Downtown, the Railyards, and other key destinations in Sacramento.

One alternative option for a new passenger rail service between Redding and Sacramento would involve use of the California Northern Railroad ("CFNR") West Valley Subdivision, running roughly parallel to I-5. Under this option, trains would use the UP Valley Subdivision from Redding to South Gerber, taking the wye junction(3) west of Tehama to access the CFNR. The alignment passes directly through the historic centers of small towns in the I-5 corridor (including Corning, Orland, and Willows) before reaching Woodland and then Davis in the south. From there, trains would be able to take the northeastern leg of the wye at Davis to join the UP Martinez Subdivision and access Sacramento.

While this option appears quite attractive at face value, significant coordination is likely to be required with the CFNR and UP, perhaps most notably with respect to the wye junction at Davis. Ideally, such a service would serve Davis at the junction, adjacent to the existing Capitol Corridor station. This would allow the service to capture the potential market to/from UC Davis, as well as facilitate connections with the Capitol Corridor for service to/from the Bay Area. Even more ambitious plans could involve through-running the new service to allow one-seat rides to/from the Bay Area. As a historic station from a much earlier time, however, Davis has many deficiencies that have been grandfathered in due to age, including curved platforms, a highly-constrained layout hemmed in by grade crossings and surrounding

(2) Available at https://northvalleyrail.org/wp-content/uploads/2024/07/nvprsp-final-report-20240516.pdf.

(3) A "wye junction" (or simply "wye") is a junction of three rail lines arranged in a roughly triangular configuration like the letter "Y".

development, poor access into and out of the station, and other issues. The prospect of inserting a new passenger service at this location on a currently freight-only alignment could become the start of a more complex, time-intensive, and cost-intensive process to rethink the entire station.

There may also be other areas of potential concern for this alternative option, which could include (but are not necessarily limited to) the following:

- The Martinez Subdivision is a major freight corridor for UP as well as a busy corridor for passenger trains on the Capitol Corridor, which may require additional considerations for the segment between Davis and Sacramento.
- Grade crossing density through Woodland is quite high and may become a potential flashpoint in terms of competing concerns regarding neighborhood access, noise, air quality, traffic safety, service reliability, and other considerations.
- Demand outside of the major stations in Redding, Davis, and Sacramento may be insufficient to sustain and support the significant investment in a new passenger rail service, as the I-5 corridor through Tehama, Glenn, and Colusa counties is very sparsely populated.

The alignment (excluding the Davis–Sacramento section) would stretch a total of over 150 miles from Davis to Redding, over twice the length of an extension of North Valley Rail from Chico. Unlike an "extension" of North Valley Rail and Valley Rail, this option would also be less able to leverage the benefits of these other projects and the associated economies of scale, including shared rolling stock, shared maintenance facilities, etc.

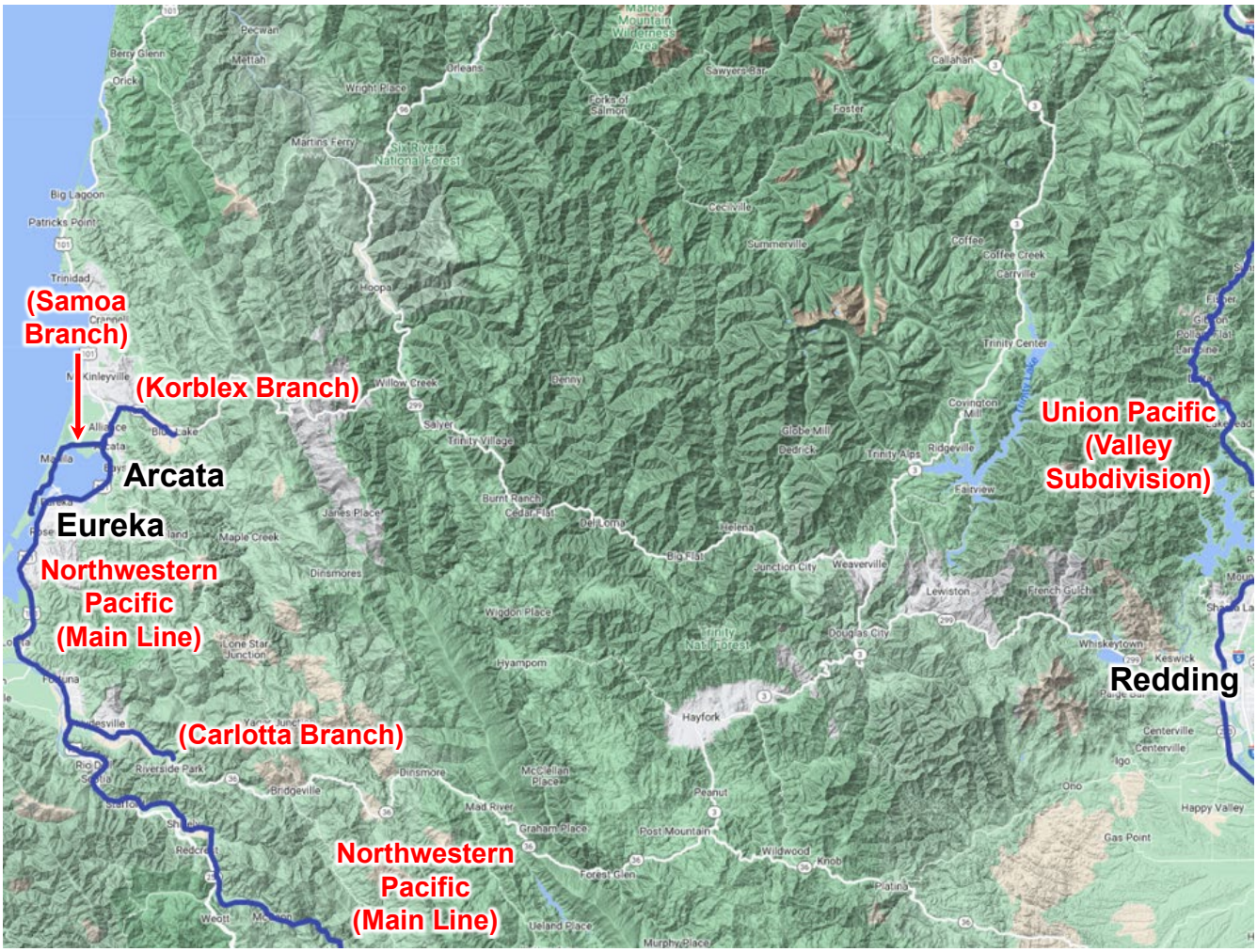
Given these complications, the timeline to implement this alternative option would likely be at least a decade or more, which does not adequately address the need for immediate improvements to transit service between Redding and Sacramento. Instead, a high-quality intercity bus service, as envisioned in the Salmon Runner, offers significant benefits at a fraction of the cost and time of a new passenger rail service in the I-5 corridor. SRTA has already invested substantial resources into the implementation of the Salmon Runner, which is also supported by the San Joaquin Joint Powers Authority (SJJPA) as a critical step in bringing bus-only ticketing to Amtrak Thruway Route 3.(4)

Eliminated Rail Route to Eureka–Arcata Hub

Figure 3 shows the existing rail alignments in the area between Redding and Eureka–Arcata. As shown in the figure, there are no existing rail alignments available. A rail service in this corridor would require significant new construction in difficult terrain—the straight-line distance between Redding and Arcata (Korblex) is on the order of 90 miles. Given the prohibitive cost, potential environmental impacts, and other considerations, rail service in this corridor was deemed infeasible. A high-quality intercity bus service could offer many of the same benefits as rail at a very small fraction of the cost.

(4) Bus-only ticketing is currently only available for the Chico–Redding portion of Amtrak Thruway Route 3. This segment was transferred to Redding Area Bus Authority (RABA) in August 2024 and is operated as RABA's Route 99X. A transfer is required in Chico between Route 99X and Amtrak Thruway Route 3 buses for Route 99X passengers traveling to/from areas south of Chico.

Figure 3. Existing Rail Alignments – Eureka–Arcata



Source: Google MyMaps (base map), AECOM (annotations), 2024

Eliminated Rail Route to Reno Hub

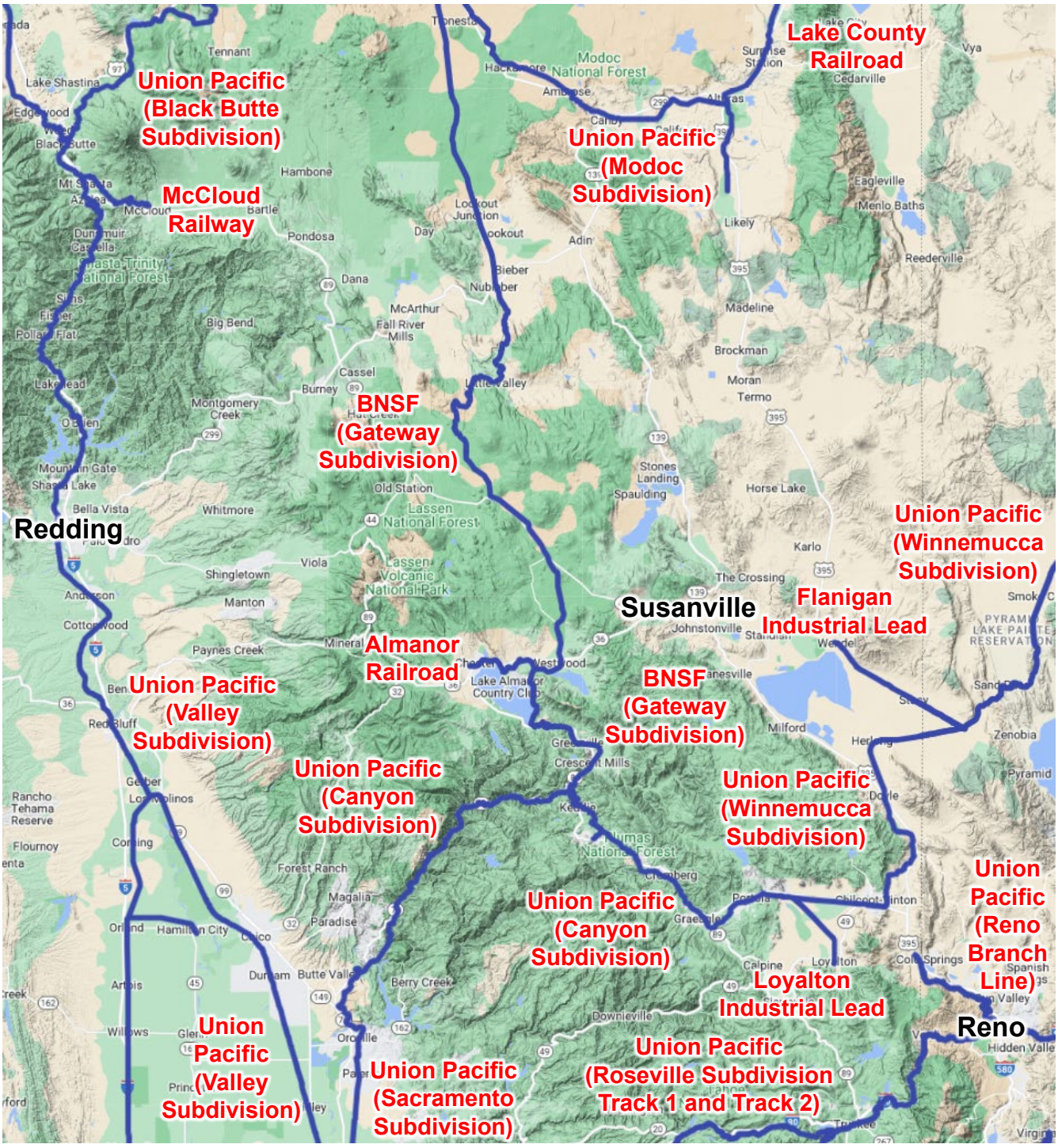
Existing rail alignments in the area between Redding and Susanville are shown in **Figure 4**. There are no existing rail alignments available between Redding and Susanville, and the closest available east–west alignments involve significant out-of-way detours to the south to Marysville to access the UP Sacramento Subdivision and UP Canyon Subdivision (i.e., the Feather River Route), or north to Klamath Falls in Oregon to access the BNSF Gateway Subdivision. The travel time loss on these detours is significant and would make a train journey wholly uncompetitive in this corridor.

Susanville was originally served by the Southern Pacific Railroad's Fernley & Lassen line, which connected Westwood (on what is now known as the BNSF Gateway Subdivision) with Flanigan and Fernley in Nevada, via Susanville and Wendel. The portion of this line between Wendel and Flanigan is still extant and is known as the Flanigan Industrial Lead (see **Figure 4**). The portion between Westwood and Wendel via Susanville, however, has been repurposed in a rail-to-trail project as the Buzz Johnson National Recreational Trail and is therefore no longer readily available for use. Converting part or all of

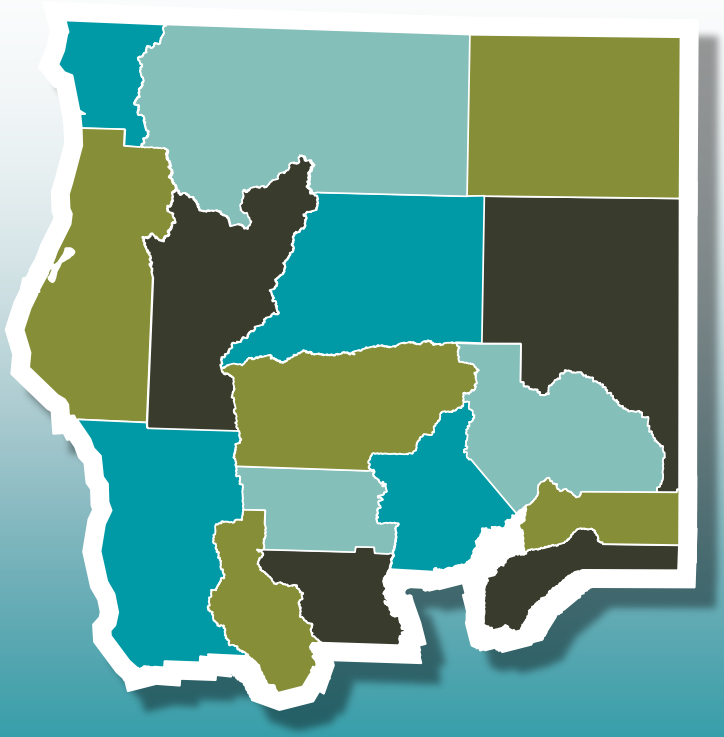
the right-of-way back to a functional rail line may not be physically infeasible but would not address the lack of a more direct route all the way west to Redding.

In particular, the distance between Redding and Chester (terminus of the Almanor Railroad) is more than 60 miles as the crow flies. A faster, more direct route would ultimately require new construction, which would be prohibitively expensive at these distances. Getting from Susanville to Reno would similarly also involve substantial all-new construction, even assuming that portions of the UP Winnemucca Subdivision and the Reno Branch Line can be used.

Figure 4. Existing Rail Alignments – Reno via Susanville



Source: Google MyMaps (base map), AECOM (annotations), 2024



North State Intercity Bus to Rail Plan

Appendix F: Bus Cost Estimates

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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Cost Estimates Summary

Route	Service hours	Additional non-revenue charging hours	Service miles	Total vehicles		New stops	New charging stations	Transit operator (Option 1)	Transit operator (Option 2)	Annual O&M costs (2025)		Capital costs (2025)
				Diesel	Electric					Low estimate	High estimate	
Eugene (via I-5)	10,276		472,748	4		1		RABA Intercity	Rogue Valley Transportation District (RVTD)	$ 1,590,000	$ 1,900,000	$ 4,210,000
Sacramento	5,330	1,066	250,244		2	1	2	RABA Intercity	Glenn Ride	$ 990,000	$ 1,060,000	$ 3,040,000
Reno via Susanville	6,210		302,950	2		1		RABA Intercity	Lassen Rural Bus (Commuter Bus)	$ 960,000	$ 1,350,000	$ 2,110,000
Arcata	5,013		207,758	2		0		RABA Intercity	Humboldt Transit Authority (HTA) (Commuter Bus)	$ 780,000	$ 1,000,000	$ 2,100,000

Additional non-revenue charging hours (for battery-electric routes only)	20%

*Note: Capital costs for the Sacramento service assume 2 new charging stations (at the RABA Maintenance Facility and the RABA Downtown Passenger Terminal). The service requires a third charging station at the Sacramento end of the route, which would involve an agreement with SacRT for shared use of their charging station at SacRT's Bus Maintenance Facility #1 (BMF-1) in Midtown Sacramento. The costs associated with this agreement have not been included in the total costs presented here, but they can be assumed to result in a marginal increase in annual O&M costs to cover wear and tear from use of the charging infrastructure, compensation for the costs of electricity consumption, etc.

Capital cost assumptions

Item	Unit cost (2024)	Allocated contigency	Comments
45' Diesel Bus	$1,000,000	5%	Source: APTA 2024 Database for 45' Diesel fuel bus. (Busi, CB,MB, manufactured 2020 or later and purchased in the State of CA)
Intercity Electric Bus	$1,100,000	5%	Source: RABA Salmon Runner procurement process (assumes Gillig Brand new can run 1 trip Redding to Sacramento with 30% remaining and charge 20-30 minutes each end)
Hydrogen Vehicle	$1,400,000		Source: RABA Salmon Runner procurement process
Stop	$10,000	30%	Cost allowance for pole mounted sign and info sleeve, concrete pad and bench (no shelter), and either curb cut (for on-street stop) or minor pavement markng (for off street stop); assumes joint operation agreement and no ROW purchase
EV Charger	$275,500	30%	Estimating electric vehicle charging infrastructure costs across major U.S. metropolitan areas (https://theicct.org/sites/default/files/publications/ICCT_EV_Charging_Cost_20190813.pdf)

Spares

Fleet size and capital costs do not include spare vehicles.

Zero-emission buses

Only the Sacramento service has been costed assuming zero-emission (battery-electric) buses at this time, as RABA has already successfully tested a battery-electric bus on this route. As battery-electric buses are still in the early development and adoption phase and have yet to see mass production and widespread use on commuter and intercity bus routes, it is uncertain whether the technology would be feasible for the other routes, which may pose more difficult challenges due to terrain / topography and other constraints.

O&M Cost Comparables

Transit agency	Mode	Source	Annual vehicle revenue miles	Annual vehicle revenue hours	Annual operating cost	Cost per mile	Cost per hour	Cost per mile (2025)	Cost per hour (2025)
Redding Area Bus Authority (RABA)	Bus	NTD, 2023	684,594	41,345	$5,488,215	$8.02	$132.74	$8.79	$145.49
RABA Intercity	Intercity	Email					$155.00		$155.00
Siskiyou County Transit (STAGE)	Bus	NTD, 2023	304,153	10,221	$3,523,306	$11.58	$344.71	$12.70	$377.81
Rogue Valley Transportation District (RVTD)	Bus	NTD, 2023	1,252,924	86,389	$14,585,675	$11.64	$168.84	$12.76	$185.05
Josephine County Transit (Bus)	Bus	NTD, 2023	186,897	12,506	$1,356,686	$7.26	$108.48	$7.96	$118.90
Josephine County Transit (Commuter Bus)	Commuter Bus	NTD, 2023	250,403	8,146	$1,526,253	$6.10	$187.36	$6.68	$205.35
Umpqua Public Transportation District (UTrans) (Bus)	Bus	NTD, 2023	289,969	14,545	$1,385,608	$4.78	$95.26	$5.24	$104.41
Umpqua Public Transportation District (UTrans) (Commuter Bus)	Commuter Bus	NTD, 2023	159,555	5,649	$932,000	$5.84	$164.98	$6.40	$180.82
Lane Transit District (LTD)	Bus	NTD, 2023	2,220,514	174,945	$39,691,771	$17.88	$226.88	$19.59	$248.66
Tehama Rural Area Express (TRAX)	Bus	NTD, 2023	463,998	20,838	$1,562,499	$3.37	$74.98	$3.69	$82.18
Glenn Ride	Bus	NTD, 2023	126,125	5,282	$795,058	$6.30	$150.52	$6.91	$164.97
Butte County Association of Governments (B-Line)	Bus	NTD, 2023	981,899	68,031	$8,698,863	$8.86	$127.87	$9.71	$140.14
Trinity Transit	Bus	NTD, 2023	116,650	3,462	$640,150	$5.49	$184.91	$6.01	$202.66
Yuba–Sutter Transit (Bus)	Bus	NTD, 2023	497,053	41,852	$4,741,997	$9.54	$113.30	$10.46	$124.18
Yuba–Sutter Transit (Commuter Bus)	Commuter Bus	NTD, 2023	266,963	6,960	$1,329,474	$4.98	$191.02	$5.46	$209.36
Sacramento Regional Transit District (SacRT)	Bus	NTD, 2023	7,219,695	618,702	$121,328,770	$16.81	$196.10	$18.42	$214.93
Modoc Transportation Agency (Sage Stage)	Bus	NTD, 2023	77,706	2,627	$295,384	$3.80	$112.44	$4.17	$123.24
Lassen Rural Bus (Bus)	Bus	NTD, 2023	68,947	4,389	$490,274	$7.11	$111.71	$7.79	$122.43
Lassen Rural Bus (Commuter Bus)	Commuter Bus	NTD, 2023	121,943	3,331	$662,907	$5.44	$199.01	$5.96	$218.12
Humboldt Transit Authority (HTA) (Bus)	Bus	NTD, 2023	618,300	29,982	$3,930,557	$6.36	$131.10	$6.97	$143.68
Humboldt Transit Authority (HTA) (Commuter Bus)	Commuter Bus	NTD, 2023	227,354	6,817	$1,237,898	$5.44	$181.59	$5.97	$199.02
Redwood Coast Transit Authority (RCT)	Bus	NTD, 2023	354,391	14,154	$1,756,556	$4.96	$124.10	$5.43	$136.02
Yosemite Area Regional Transportation System (YARTS)	Bus	NTD, 2023	474,121	17,365	$3,678,726	$7.76	$211.85	$8.50	$232.19
Kings Area Regional Transit (KART)	Bus	NTD, 2023	706,051	43,782	$5,154,467	$7.30	$117.73	$8.00	$129.03

Cost Escalation	1.09600572

Route Detail: Eugene (via I-5)

	Vehicle miles	Vehicle minutes		Total vehicle minutes	Total vehicle hours
		Travel time	Dwell & end-of-line recovery		
One-way total	324	384	38	422	7
Daily total	1,295			1,689	28
Annual total	472,748			616,556	10,276

End-of-line recovery (minutes)	23

Stop	Location	Stop type	Length (miles)	Vehicle travel time (minutes)	3+ axle speed penalty (minutes)	Dwell time (minutes)
Redding	RABA Downtown Transit Center (Redding Amtrak)	Transit center	9.3	14	1	5
Shasta Lake (city)	Cascade Blvd. & Shasta Dam Blvd.	Existing on-street stop	45.6	48	4	0
Dunsmuir	Dunsmuir City Hall	Existing on-street stop	9.0	15	1	0
Mt. Shasta (city)	Mt. Shasta Shopping Center	Existing on-street stop	9.2	12	1	0
Weed	U.S. 97 & N. Weed Blvd.	Existing on-street stop	26.6	27	2	0
Yreka	Yreka Transit Center	Transit center	38.6	46	3	5
Ashland	Southern Oregon Univ.: Shasta Hall at Stadium St.	No Infrastructure – On-street	16.3	23	1	0
Medford	Front St. Station	Transit center	29.7	35	2	5
Grants Pass	500 NW 6th St.	Existing on-street stop	68.1	68	5	0
Roseburg	SE Washington Ave. & SE Rose St.	Existing on-street stop	71.4	71	5	0
Eugene	Eugene Station	Transit center	N/A	N/A	N/A	N/A

Route Detail: Sacramento

	Vehicle miles	Vehicle minutes		Total vehicle minutes	Total vehicle hours
		Travel time	Dwell & end-of-line recovery		
One-way total	171	199	20	219	4
Daily total	686			876	15
Annual total	250,244			319,819	5,330

End-of-line recovery (minutes)	10

Stop	Location	Stop type	Length (miles)	Vehicle travel time (minutes)	3+ axle speed penalty (minutes)	Dwell time (minutes)
Redding	RABA Downtown Transit Center (Redding Amtrak)	Transit center	32.0	33	2	5
Red Bluff	Rio St. & Walnut St. (TRAX Bus & Ride)	Existing on-street stop	30.9	30	2	0
Orland	Newville Rd. & 9th St.	Existing on-street stop	16.4	16	1	0
Willows	Walmart Supercenter (470 Airport Rd.)	Existing on-street stop	26.7	26	2	0
Williams	Starbucks (5th. & E St.)	No Infrastructure – On-street	50.7	49	4	0
SMF (Stop 1)	Terminal A	Existing on-street stop	0.3	3		0
SMF (Stop 2)	Terminal B	Existing on-street stop	10.8	14		0
Sacramento Valley Station	Sacramento Valley Station	Transit center	2.2	10		5
Midtown Sacramento	Midtown Sacramento Station	Existing on-street stop	1.4	6		0
	SacRT BMF-1 (non-revenue stop for charging only)		N/A	N/A	N/A	N/A

Route Detail: Reno via Susanville

	Vehicle miles	Vehicle minutes		Total vehicle minutes	Total vehicle hours
		Travel time	Dwell & end-of-line recovery		
One-way total	208	232	23	255	4
Daily total	830			1,021	17
Annual total	302,950			372,592	6,210

End-of-line recovery (minutes)	13

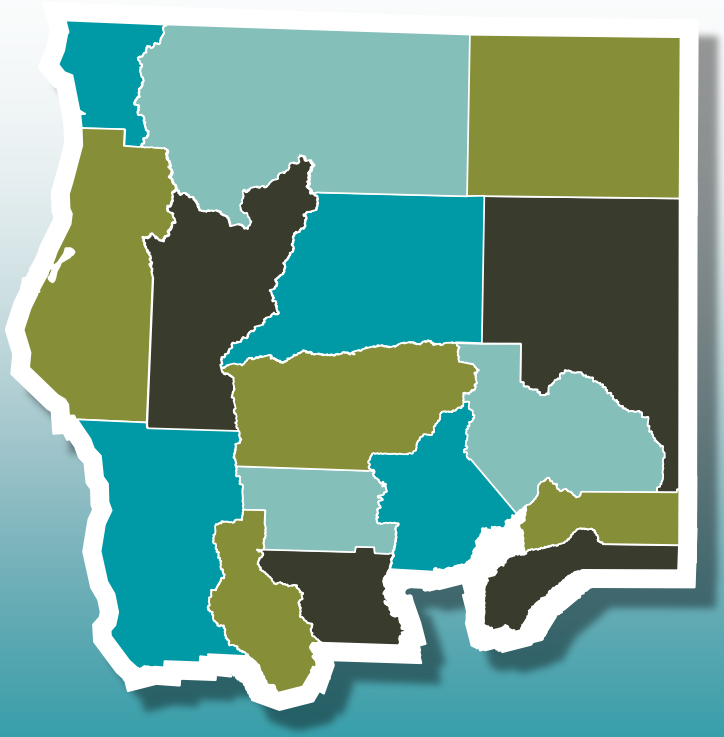
Stop	Location	Stop type	Length (miles)	Vehicle travel time (minutes)	3+ axle speed penalty (minutes)	Dwell time (minutes)
Redding (Stop 1)	RABA Downtown Transit Center (Redding Amtrak)	Transit center	3.0	8	0	5
Redding (Stop 2)	Canby Rd. Transfer Center (Mt. Shasta Mall)	Existing on-street stop	46.7	52	0	0
Lassen Volcanic NP	Loomis Museum	No Infrastructure – Off-street	67.7	76	0	5
Susanville	Riverside Dr. at Walmart	Existing on-street stop	85.1	85	0	0
Reno (Stop 1)	Reno Amtrak (Downtown)	Existing on-street stop	5.0	11	0	0
Reno (Stop 2)	Reno–Tahoe International Airport (RNO)	Existing on-street stop	N/A	N/A	N/A	N/A

Route Detail: Arcata

	Vehicle miles	Vehicle minutes		Total vehicle minutes	Total vehicle hours
		Travel time	Dwell & end-of-line recovery		
One-way total	142	186	20	206	3
Daily total	569			824	14
Annual total	207,758			300,760	5,013

End-of-line recovery (minutes)	10

Stop	Location	Stop type	Length (miles)	Vehicle travel time (minutes)	3+ axle speed penalty (minutes)	Dwell time (minutes)
Redding	RABA Downtown Transit Center (Reddding Amtrak)	Transit center	7.9	14	0	5
Whiskeytown (Stop 1)	Whiskeytown National Recreation Area Visitor Center	Existing on-street stop	5.4	8	0	0
Whiskeytown (Stop 2)	Oak Bottom Boat Launch	Existing on-street stop	25.1	30	0	0
Douglas City	Douglas City Park and Ride	Transit center	6.6	9	0	5
Weaverville	Trinity County Library	Existing on-street stop	55.5	68	0	0
Willow Creek	SR 299 & SR 96	Existing on-street stop	32.8	42	0	0
Blue Lake	Blue Lake Casino Hotel (Chartin Rd. & Chartin Rd.)	Existing on-street stop	9.0	15	0	0
Arcata	Arcata Transit Center	Transit center	N/A	N/A	N/A	N/A



North State Intercity Bus to Rail Plan

Appendix G: Rail Cost Estimates

April 2025

SHASTA REGIONAL TRANSPORTATION AGENCY

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Capital Costs

As this is a preliminary planning project, discussions with the host railroad have not yet occurred and therefore we have to use assumptions for developing our capital cost estimates. These assumptions are based off of similar estimates completed for the North Valley Rail project (Natomas–Chico) and the larger Valley Rail program.

Key assumptions

- For the cost of stations and layover facilities, use the unit costs from North Valley Rail, updated to 2025 dollars
- For the cost of a layover and maintenance facility, double the cost of a layover facility
- For track improvement costs, use the unit costs from North Valley Rail, updated to 2025 dollars, with the following modifications:
  - Apply a 50% reduction factor for the Redding–Chico segment due to the proposed service level (2 trains per direction per day) being half of the service level for North Valley Rail
  - Apply a 75% reduction factor for the Redding–Eugene segment due to the interstate nature of the service
- For rolling stock:
  - Assume the Redding–Chico service would use trainsets that are part of the Valley Rail and North Valley Rail services
  - Assume the Redding–Eugene service would require 2 new trainsets

Unit costs

Item	Unit cost (millions, 2025 dollars)
Track improvements	
North Valley Rail (unadjusted)	**$2.78** per mile
Redding–Chico (50% reduction)	**$1.39** per mile
Redding–Eugene (75% reduction)	**$0.70** per mile
Station	**$38.9** each
Layover	**$34.7** each
Layover and maintenance facility	**$69.4** each

Chico to Redding

Item	Description	Quantity	Unit	Unit cost (millions)	Cost (millions)
Stations	Red Bluff	1	each	$38.9	$38.9
	Anderson	1	each	$38.9	$38.9
	Los Molinos	1	each	$38.9	$38.9
Layover facilities	Redding	1	each	$38.9	$38.9
Track improvements	50% reduction from North Valley Rail cost	74	miles	$1.4	$102.9
Total					**$258.5**

Redding to Eugene

Item	Description	Quantity	Unit	Unit cost (millions)	Cost (millions)
Layover facility	Redding	1	each	$34.7	$34.7
Layover & maintenance facility	Eugene	1	each	$69.4	$69.4
Track improvements	75% reduction from North Valley Rail cost	365	miles	$0.7	$255.5
Subtotal					*$359.6*
Trainsets					$210.0
Miscellaneous station improvements					$26.3
Total					**$595.9**

Operations & Maintenance (O&M) Costs

As this is a preliminary planning project, evaluation of the potential O&M costs is based on similar operating services. In this case, estimated O&M costs for the San Joaquins service developed as part of the Valley Rail program serve as the basis for the cost assumptions.

Unit costs (millions)

• Base unit cost using *San Joaquins* costs	$120.8	per train-mile
• Reduced unit costs for service operating more than 500,000 miles per year	$96.6	per train-mile

Chico to Redding

One-way travel distance	74	miles
Service level	4	trains per day
Service days	365	days per year
Annual train-miles	108,040	train-miles
Unit cost (millions)	$120.8	per train-mile
Subtotal	*$13,051,232*	
Layover facility annual costs	$367,500	
Total	**$13,418,732**	

Redding to Eugene

One-way travel distance	365	miles
Service level	4	trains per day
Service days	365	days per year
Annual train-miles	532,900	train-miles
Unit cost (millions)	$96.6	per train-mile
Subtotal	*$51,478,140*	
Layover facility annual costs	$367,500	
Layover and maintenance facility annual costs	$840,000	
Total	**$52,685,640**	