

North State Intercity Bus to Rail Plan

Community Workshop
Thursday, January 16, 2024



How to Participate



To share questions/comments, please enter by using the **Q&A** button.



To improve the quality of your connection, close any applications you don't need during the meeting.



This meeting will be recorded

You can also email SRTA with your questions or comments any time to:
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Study Team / Speakers



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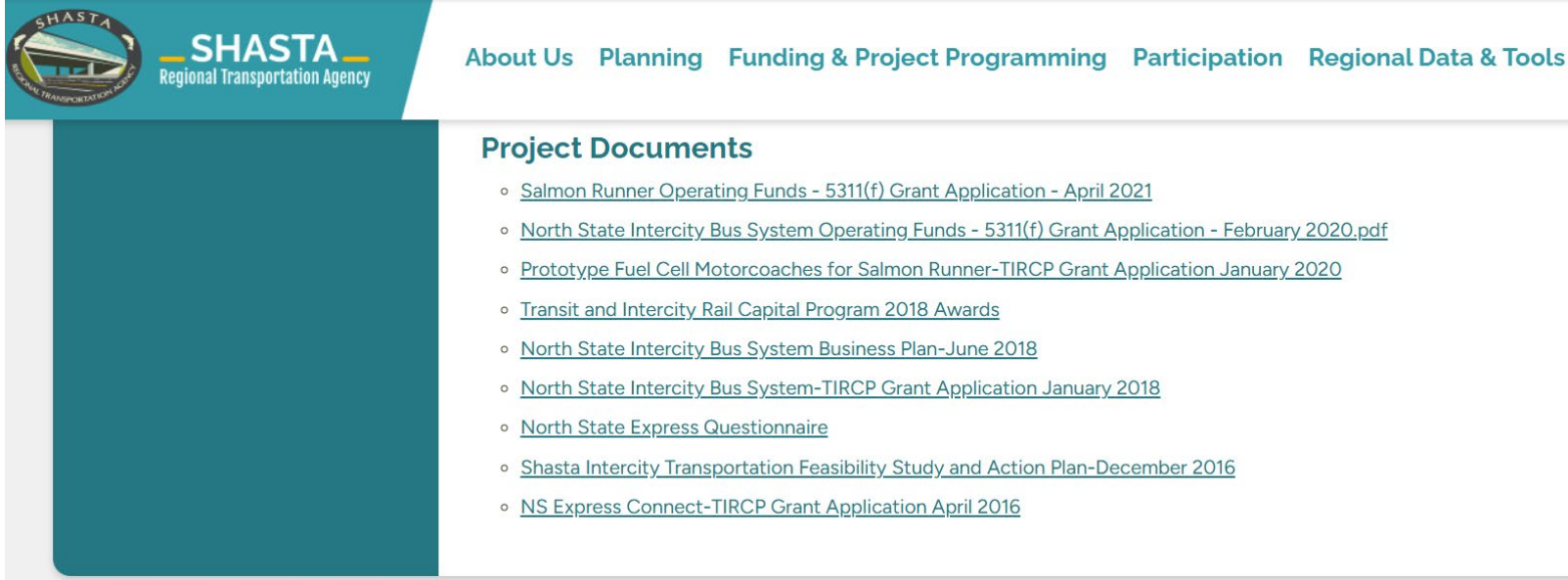
Gladys Cornell
Principal
AIM Consulting

Workshop Agenda

- 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

Overview of the North State Intercity Bus to Rail Plan

Project Background



SHASTA
Regional Transportation Agency

About Us Planning Funding & Project Programming Participation Regional Data & Tools

Project Documents

- [Salmon Runner Operating Funds - 5311\(f\) Grant Application - April 2021](#)
- [North State Intercity Bus System Operating Funds - 5311\(f\) Grant Application - February 2020.pdf](#)
- [Prototype Fuel Cell Motorcoaches for Salmon Runner-TIRCP Grant Application January 2020](#)
- [Transit and Intercity Rail Capital Program 2018 Awards](#)
- [North State Intercity Bus System Business Plan-June 2018](#)
- [North State Intercity Bus System-TIRCP Grant Application January 2018](#)
- [North State Express Questionnaire](#)
- [Shasta Intercity Transportation Feasibility Study and Action Plan-December 2016](#)
- [NS Express Connect-TIRCP Grant Application April 2016](#)

- **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 connections across the North State.
- **Funding:** This project is funded by a Caltrans Sustainable Transportation Planning Grant (Strategic Partnership Grant (FTA 5304)) and Local Transportation Funds (LTF). The estimated contract award budget is \$190,000. Work on the North State Intercity Bus to Rail Plan is expected to be complete by April 2025.

Partners





Figure 20: Historical Air Service – North State

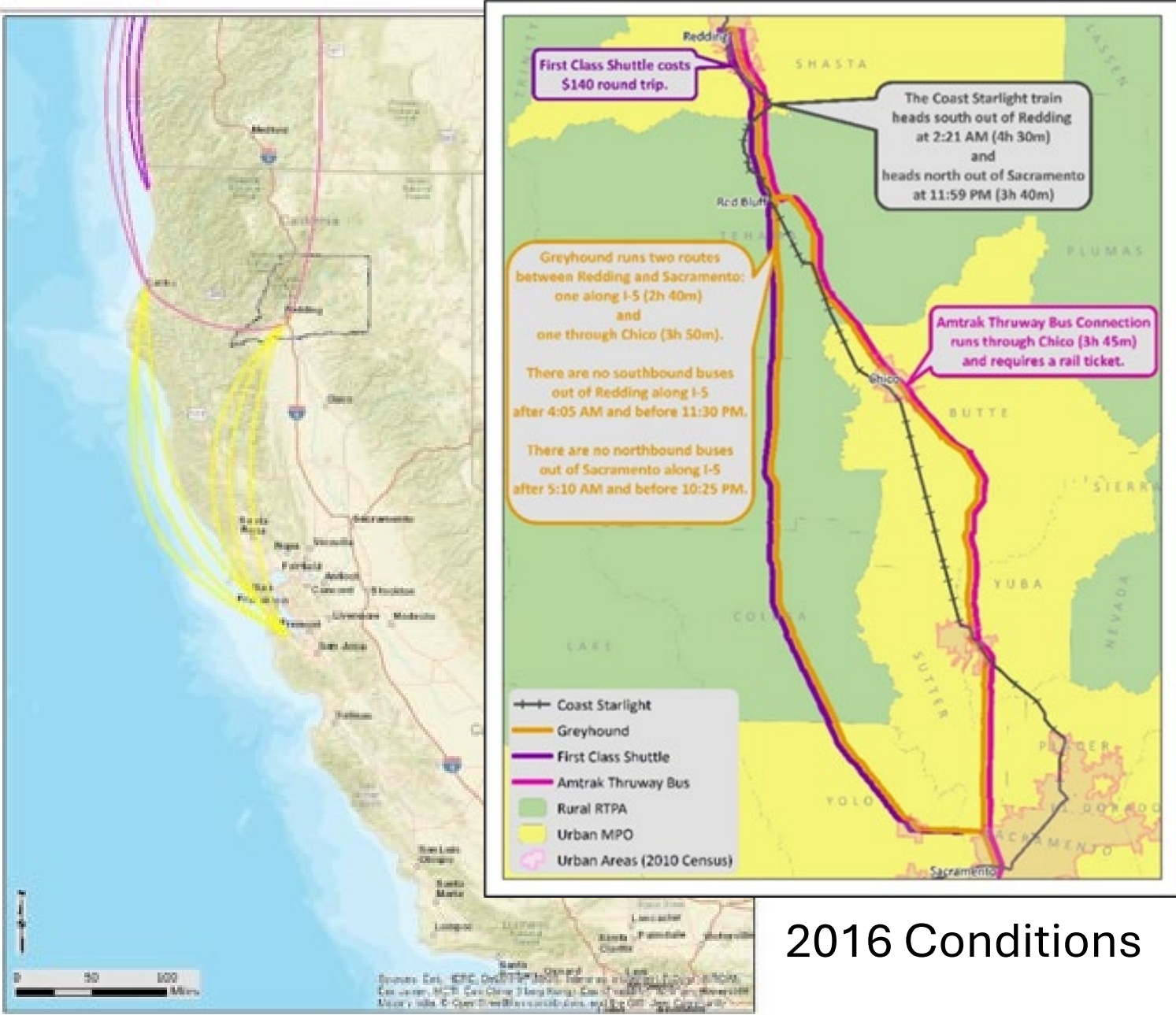
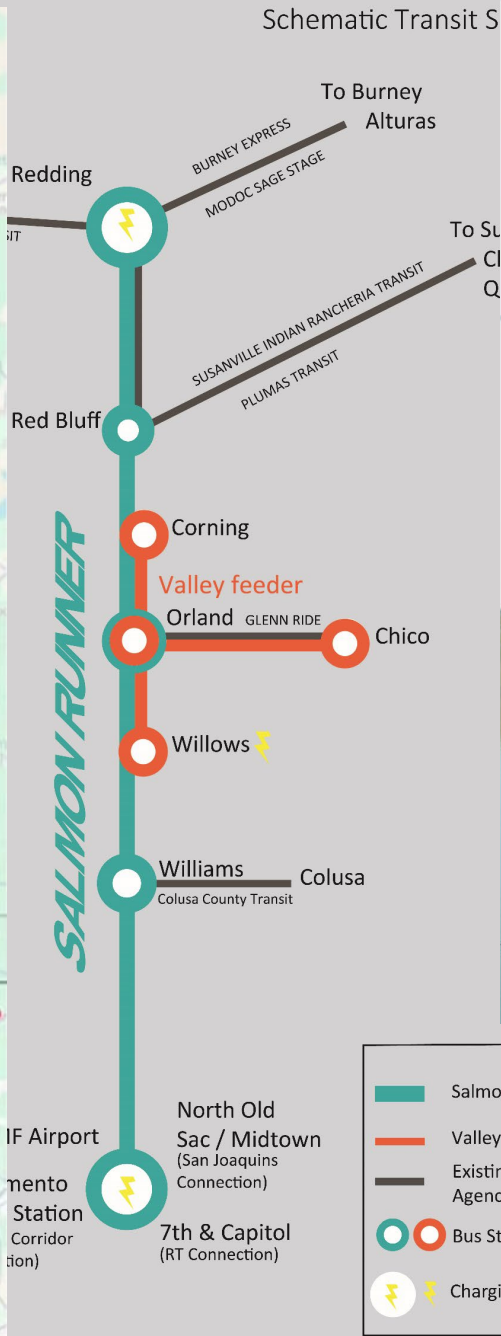


Figure 21: Current Air Service –North State

2016 Conditions

North State Intercity Bus

ROUTE 3



Project Background

Caltrans' Intercity Bus Planning Efforts

- Previously studied feasibility of coordinated statewide intercity bus network with stakeholder/partner agency input to identify planning parameters/concepts.
- Currently developing a statewide planning and implementation strategy that includes input from regional intercity bus planning efforts.

Caltrans' 2024 California State Rail Plan (CSRP)

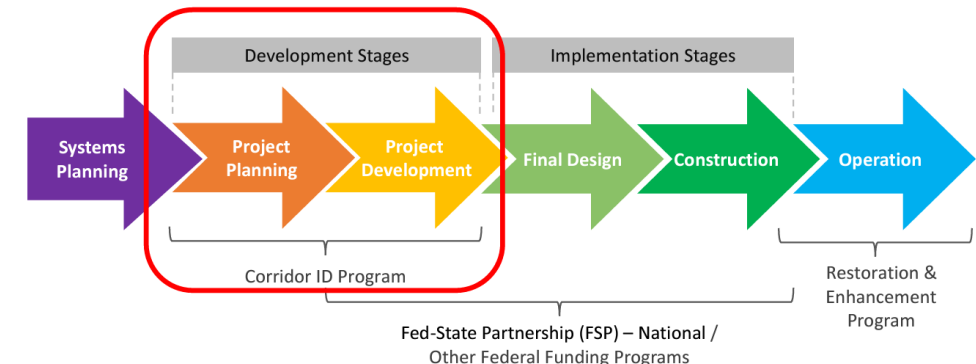
- CSRP establishes a vision and framework for 2050 for an integrated zero-emission rail and transit network with a focus on capture regional and long-distance trips.
- CSRP includes an intercity bus network acting as an extension of the state's rail network to provide from intercity bus service to rail hubs throughout the state.

Corridor Identification and Development Program (CID Program)

- As part of the Federal Railroad Administration's CID Program, Caltrans is a sponsor for five intercity rail corridors, including the **San Joaquin Valley Corridor** (from Redding to Merced).
- Caltrans is wrapping scoping for this planning effort and will soon begin development of a service development plan for the corridor.



More information can be found at:
[California State Rail Plan | Caltrans](#)



CID Program Process

Overview of Potential Bus/Rail Hubs and Routes

① Redding – Eugene Hub

1A (Bus) : via I-5 route

Ashland, Medford, Grants Pass, Roseburg

1B (Rail): via Amtrak Coast Starlight route

Klamath Falls, Chemult

② Redding – Chico Hub (Rail): paralleling I-5 and SR 99

③ Redding – Sacramento Hub (Bus): via I-5 corridor

④ Redding – Reno Hub (Bus): via Susanville

⑤ Redding – Eureka/Arcata Hub (Bus): via SR 299 corridor

⑥ Ukiah/Clearlake – Williams (via SR 20 corridor) (identified only based on initial input for future study)

Routes/hubs were selected for analysis based initial analysis done as part of data collection:

- Demand (Highway traffic levels; visitor data)
- Population and employment
- Hub connectivity (bus, rail, and air)
- Key destinations (Major colleges and universities; major hospitals; major sports and entertainment venues)
- Key markets (tourism; recreation; business trips)



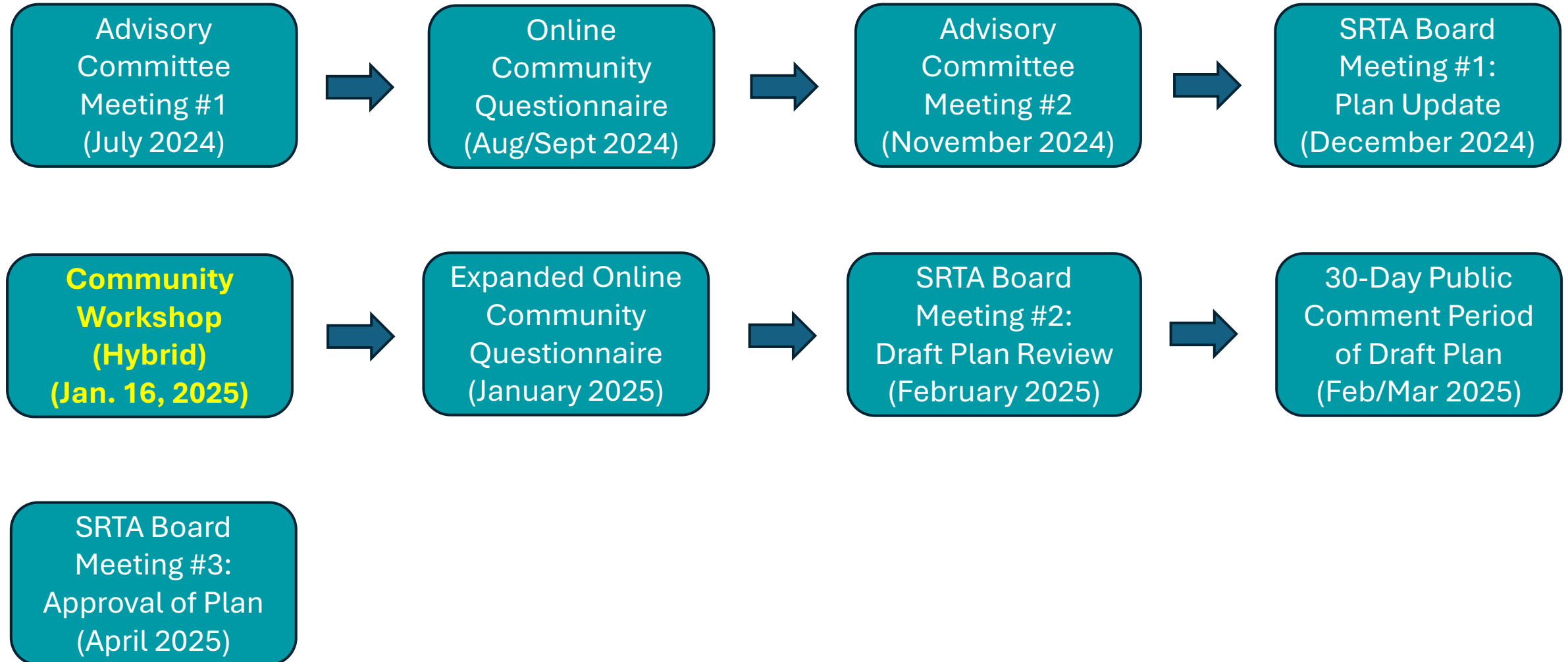
Engagement Warm-Up

Live Poll

Stakeholder and Public Outreach Process and Review of Input Received

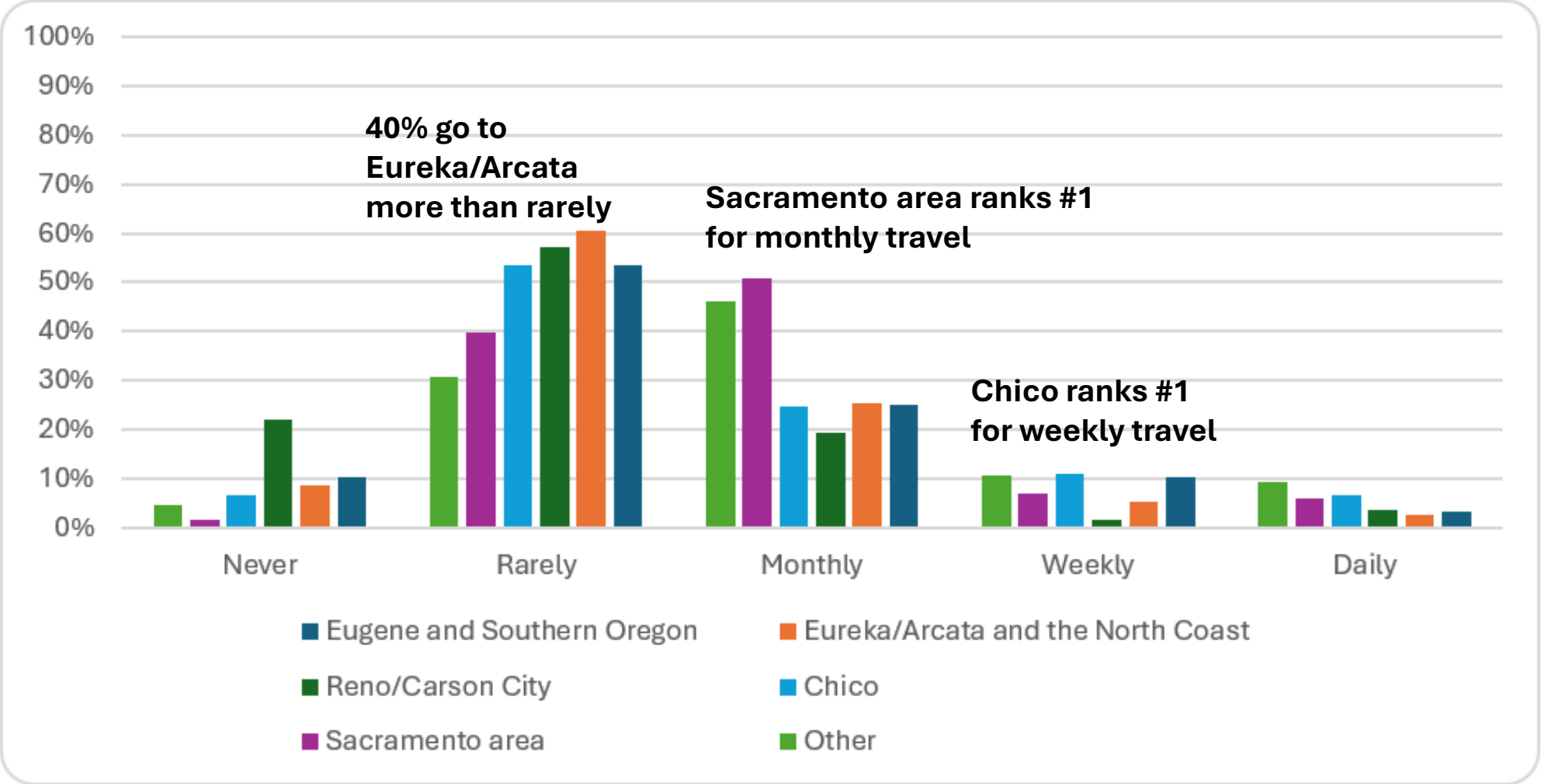
Review of the Stakeholder and Public Engagement Process

Review of the Engagement Process



Results for Shasta County-Focused Questionnaire

Question: How frequently do you travel to these destinations?



Existing Travel Frequency by Destination

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

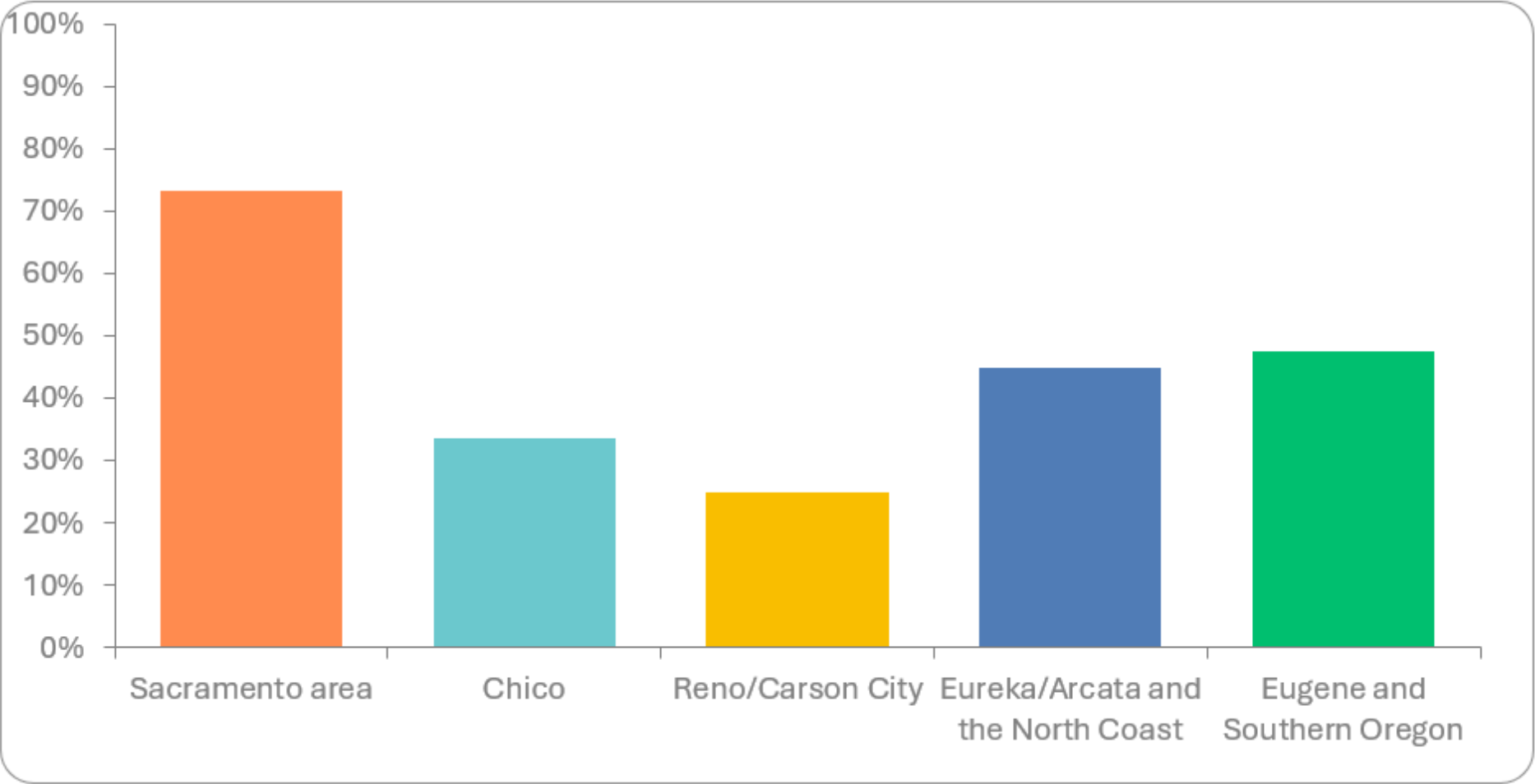
Question: What are the purposes for your travel to these destinations?

Results

- Leisure/Recreation Travel: Ranked #1
- Healthcare (including VA Facilities): Ranked #2
- Work: Ranked #3

Results for Shasta County-Focused Questionnaire

Question: Are there any destinations you would like to see better connected via bus or rail? If yes, please specify



Ranking of destinations desired for improved bus or rail connections

Results for Shasta County-Focused Questionnaire

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.

Answer Choices	0 (least likely)	1	2	3	4	5	6	7	8	9	10 (most likely)
Eugene and Southern Oregon	26	7	2	5	4	27	5	9	8	3	18
Eureka/Arcata and the North Coast	26	4	5	5	6	18	7	7	10	7	19
Reno/Carson City	27	6	2	9	3	20	9	5	10	6	11
Chico	24	6	1	5	3	16	8	11	12	6	20
Sacramento area	15	3	3	4	2	19	3	8	21	8	32
Other	17	2	2	0	1	5	1	3	11	5	21

Results for Shasta County-Focused Questionnaire

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

Answer Choices	Responses	Total
18-29	9.24%	11
30-39	14.29%	17
40-49	25.21%	30
50-59	16.81%	20
60 older	36.13%	43

Total responses and breakdown of respondents' age groups by percentage

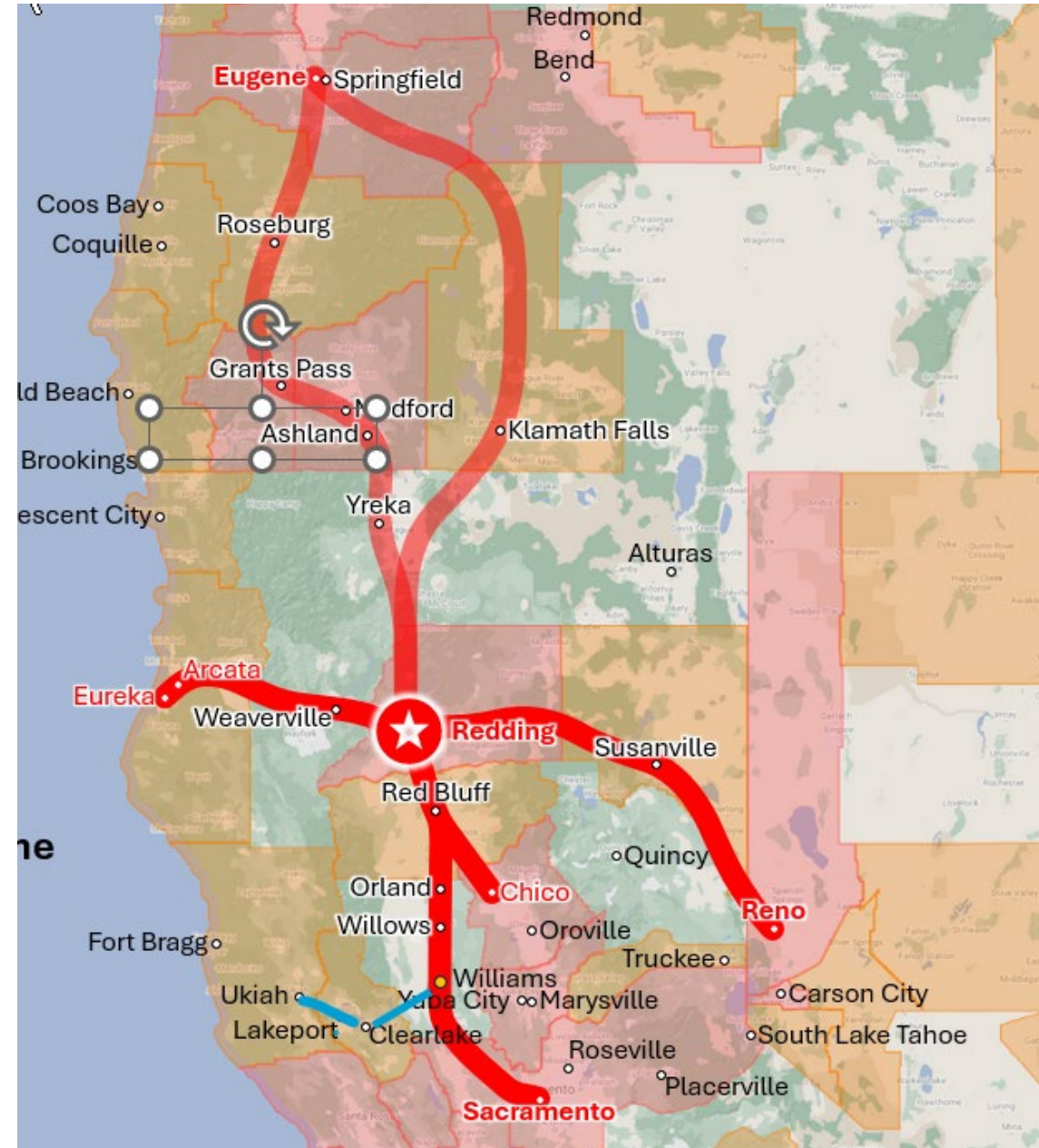
Summary of Results from the Community Questionnaire

(from other North State counties)

Number of Responses

(from counties participating to-date):

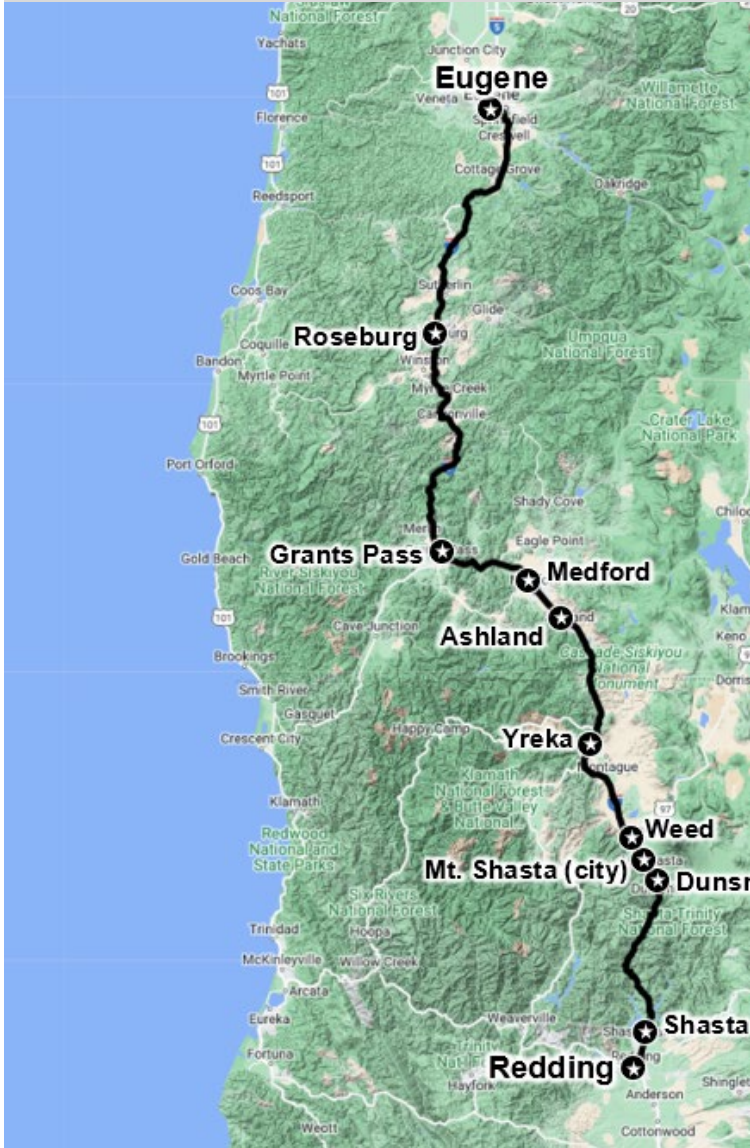
- Humboldt County: 40
- Siskiyou County: 23
- Butte County: 14
- Colusa County: 9
- Napa County: 9
- Del Norte County: 1



Service Concepts for Bus/Rail Hubs and Routes

Conceptual Service Plans for Selected Hubs & Routes

1A. Redding – Eugene (Bus)



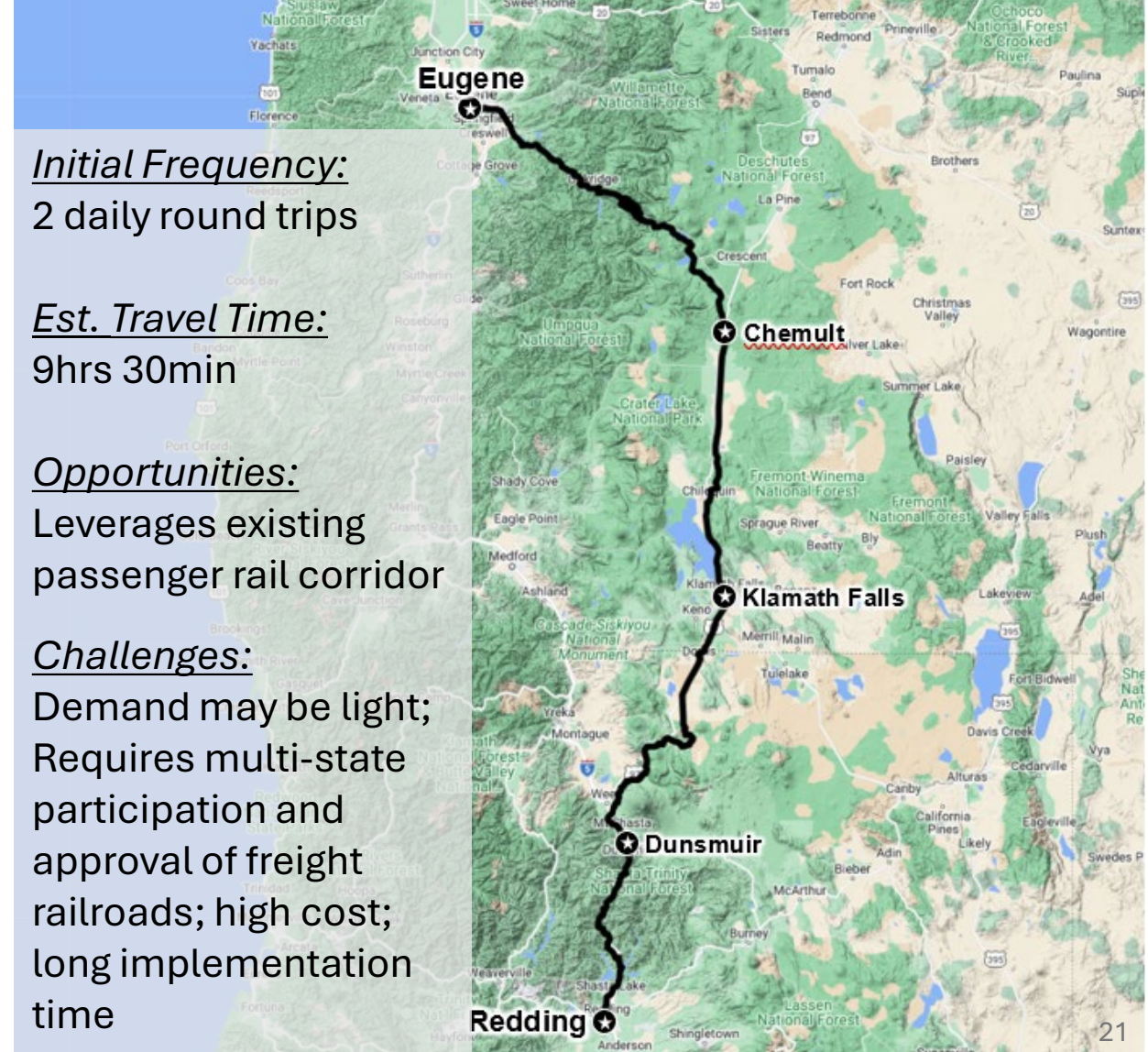
Initial Frequency:
2 daily round trips

Est. Travel Time:
7hrs 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

1B. Redding – Eugene (Rail)



Initial Frequency:
2 daily round trips

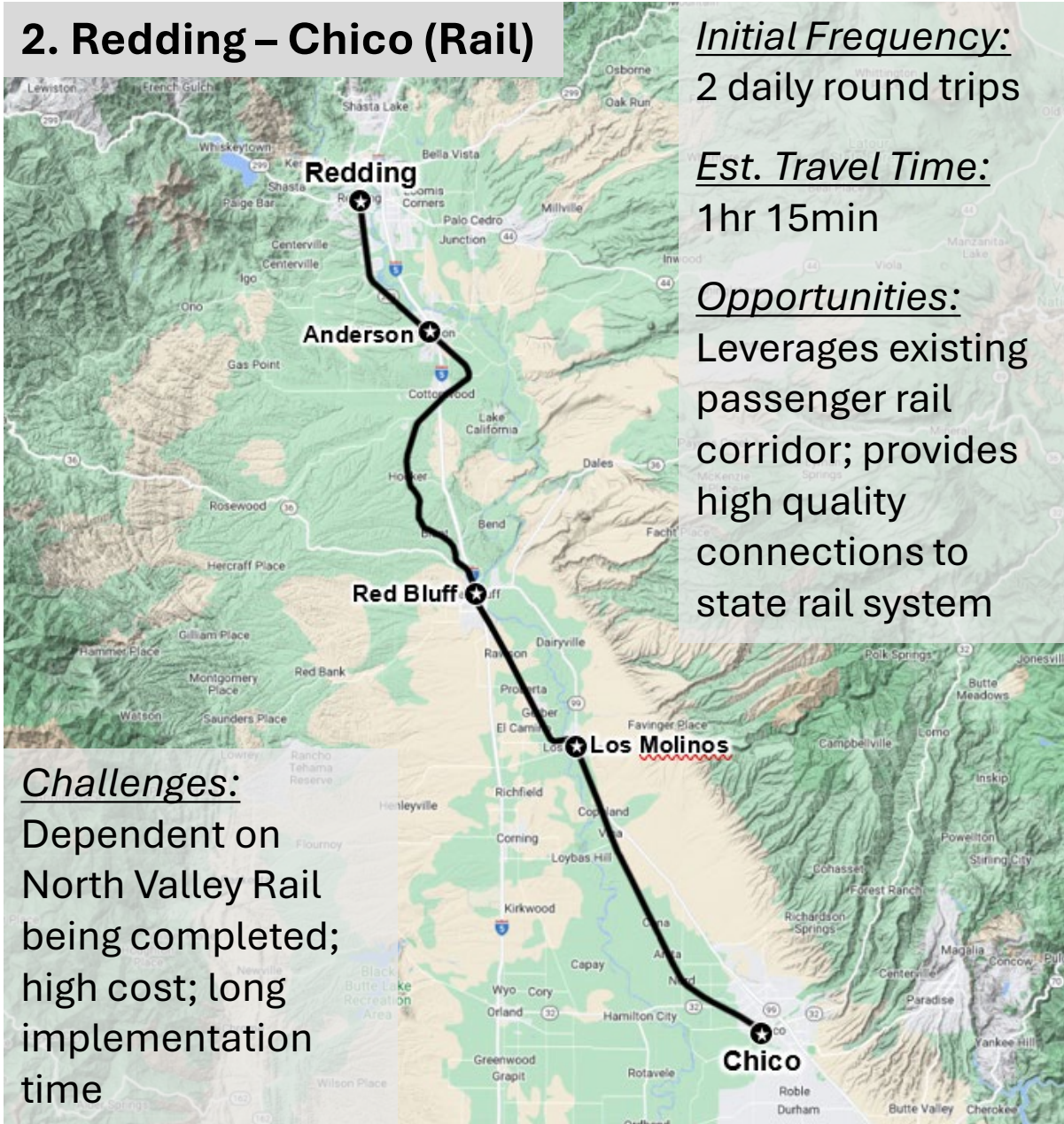
Est. Travel Time:
9hrs 30min

Opportunities:
Leverages existing passenger rail corridor

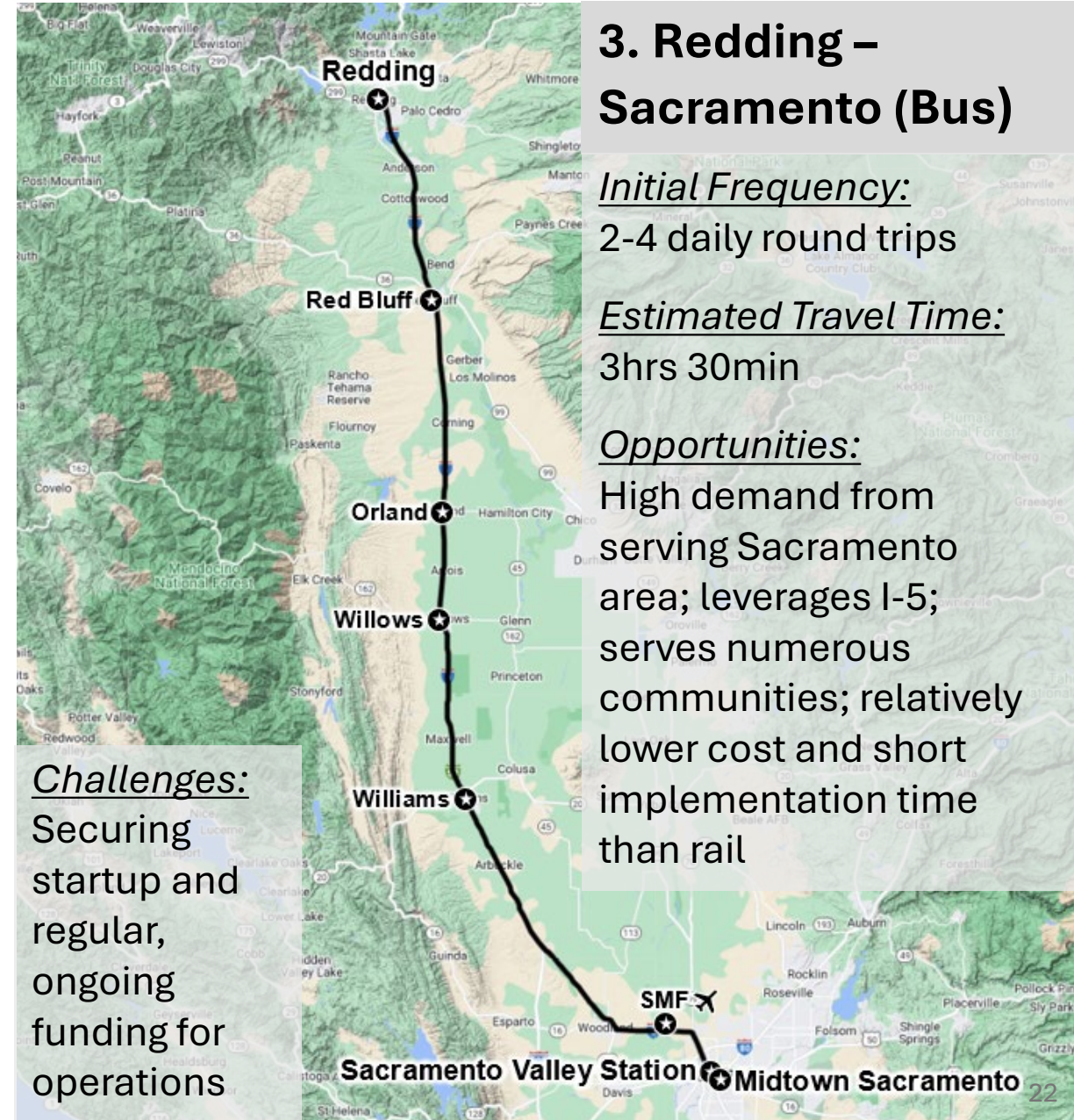
Challenges:
Demand may be light; Requires multi-state participation and approval of freight railroads; high cost; long implementation time

Conceptual Service Plans for Selected Hubs & Routes

2. Redding – Chico (Rail)

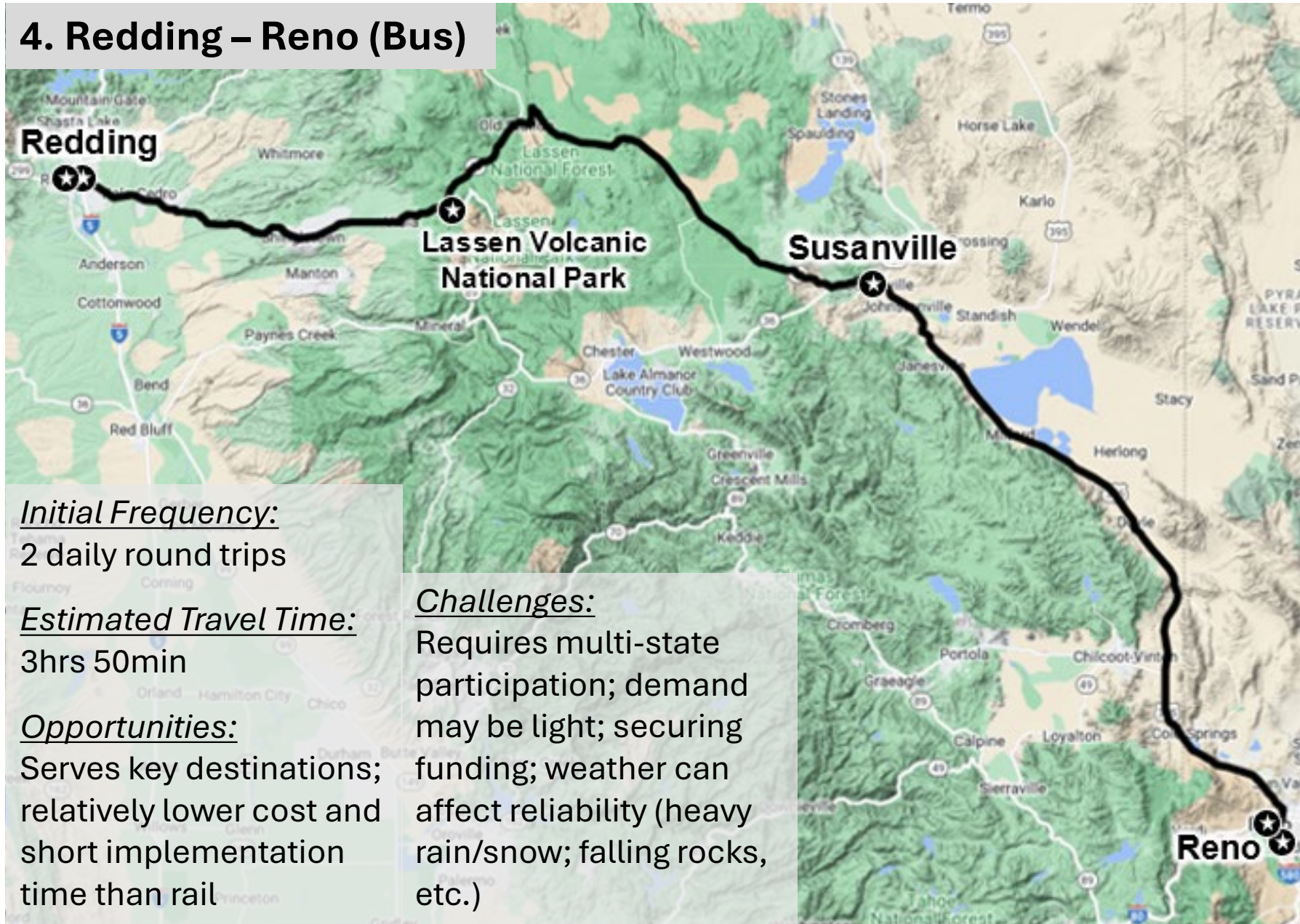


3. Redding – Sacramento (Bus)



Conceptual Service Plans for Selected Hubs & Routes

4. Redding – Reno (Bus)



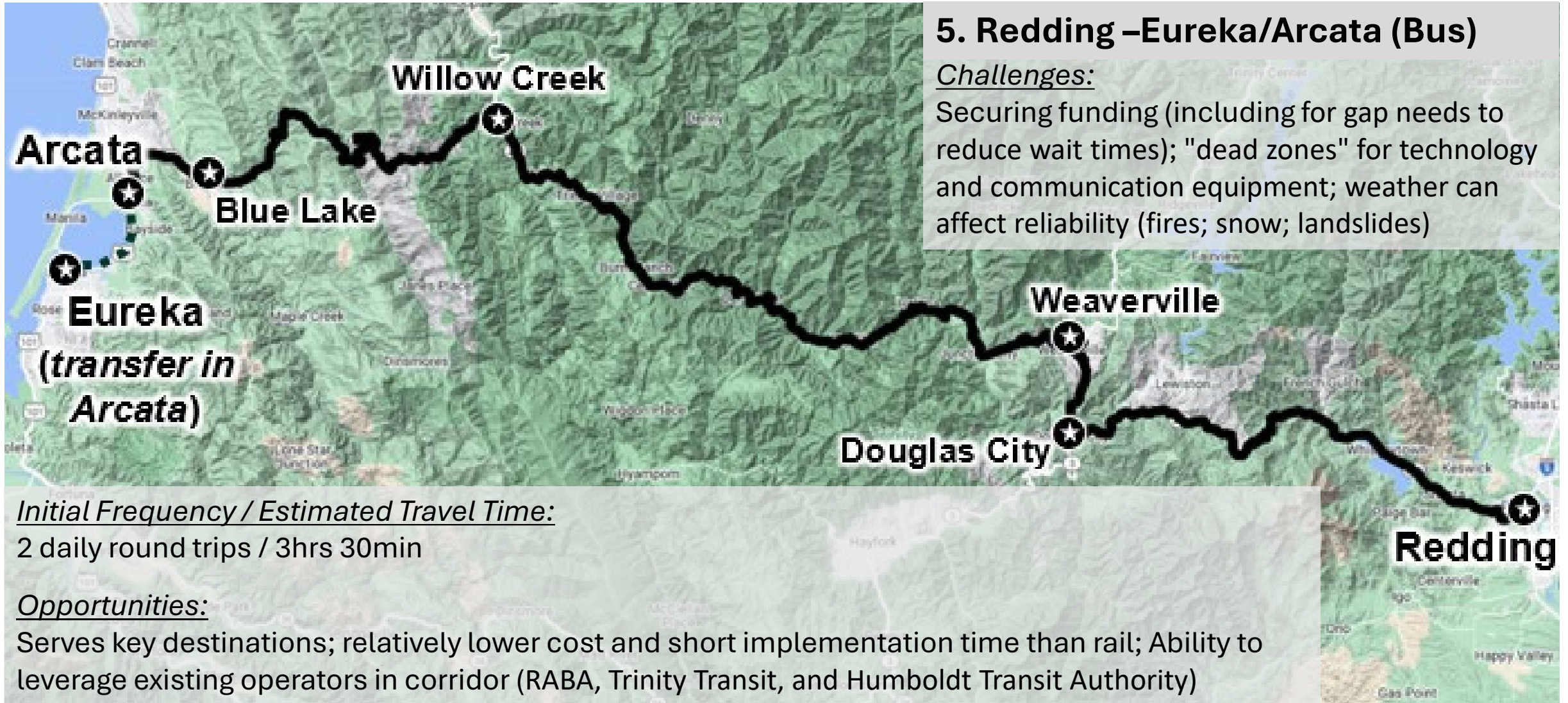
Initial Frequency:
2 daily round trips

Estimated 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; weather can
affect reliability (heavy
rain/snow; falling rocks,
etc.)

Conceptual Service Plans for Selected Hubs & Routes



Evaluation of Potential Demand/Feasibility and Prioritization

Evaluation Criteria to Assess Potential Demand and Feasibility

Factors in Assessing Potential Demand

- Connectivity Assessment
- Travel Market Assessment
- User Experience

Factors in Assessing Feasibility

- Cost v. Benefit
- Geographic Factors (Engineering, Constructability, and Reliability)
- Ease of Implementation

Potential Demand: Connectivity Assessment

Passenger Rail Connectivity



Intercity Bus Connectivity

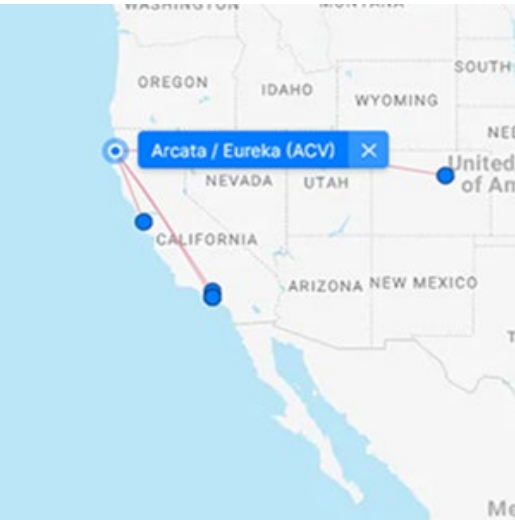
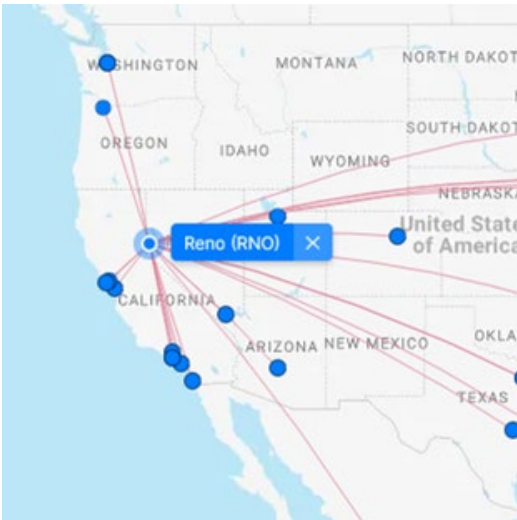
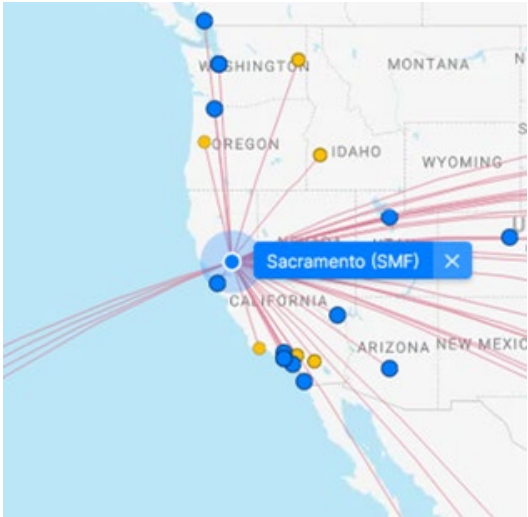
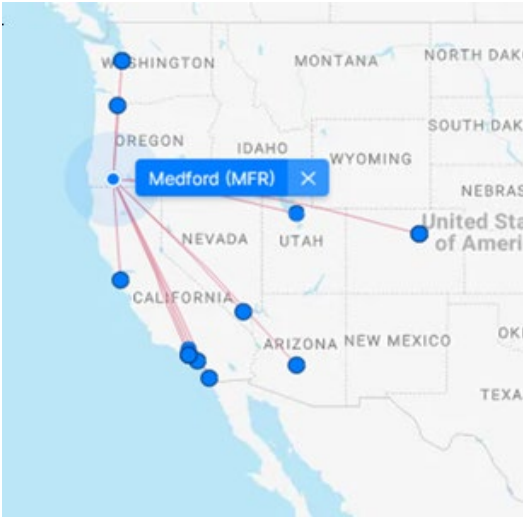
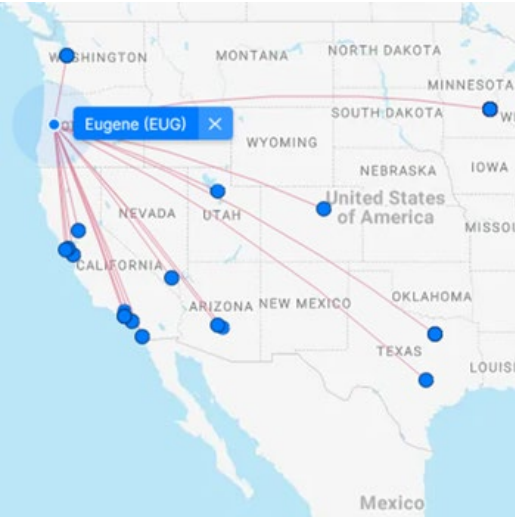
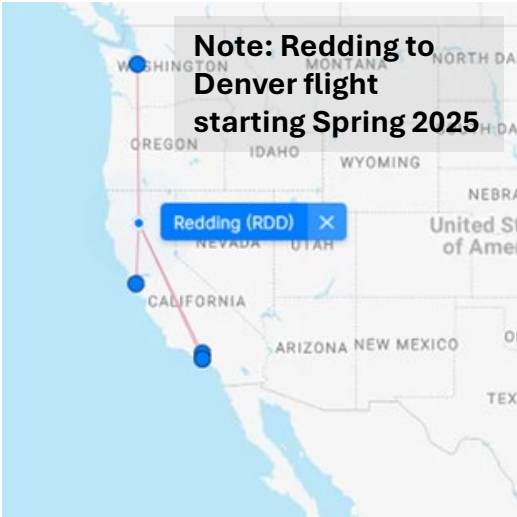
Station/stop		Major intercity bus connections	Key destinations
Eugene			
Eugene		Oregon POINT (Cascades) ^(a)	Albany, Salem, Woodburn, Tualatin, Portland
		Link Lane (Florence–Eugene Connector) ^(a)	Florence
		Pacific Crest Bus Lines (Bend–Eugene Express) ^(a)	Bend, Redmond (Airport)
via I-5	Ashland	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

*Reno – Additional Intercity Bus Connection: Sage Stage from Redding to Alturus, then Alturus to Reno (or Klamath Falls)

Station/stop		Major intercity bus connections	Key destinations
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

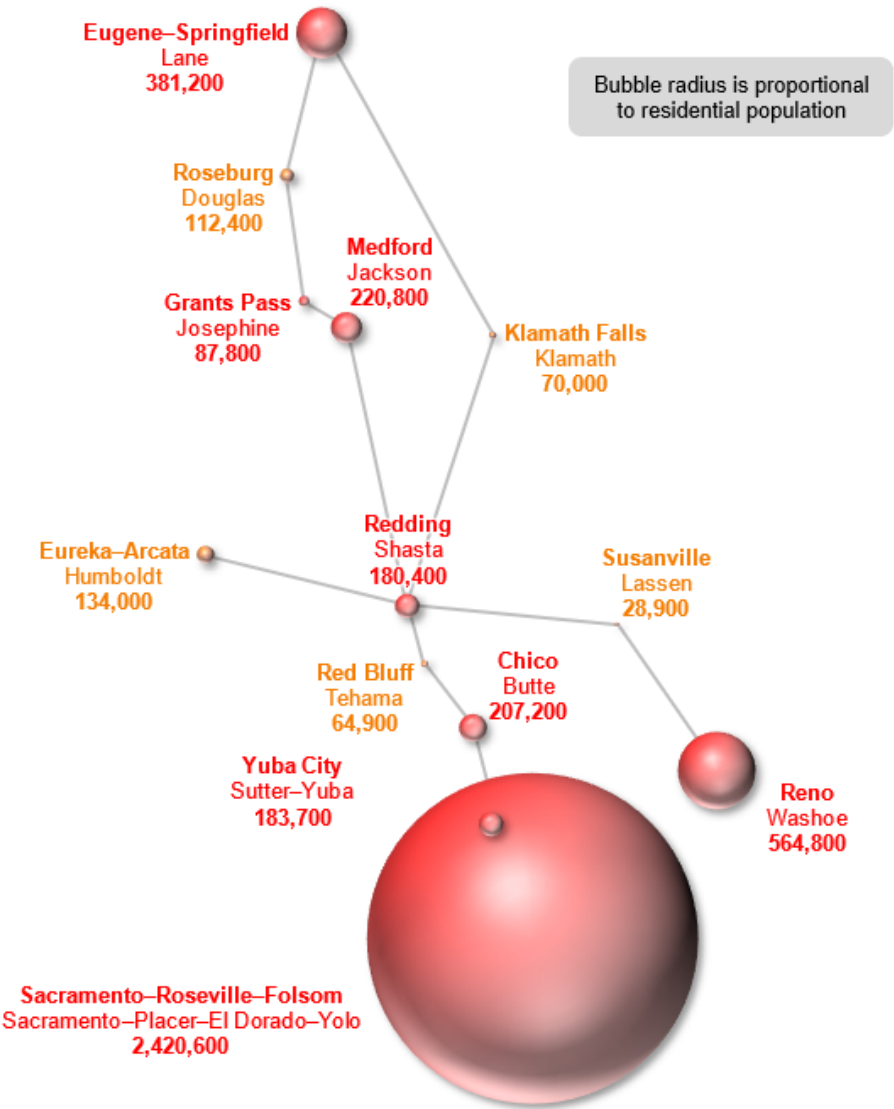
Potential Demand: Connectivity Assessment

Air Connectivity

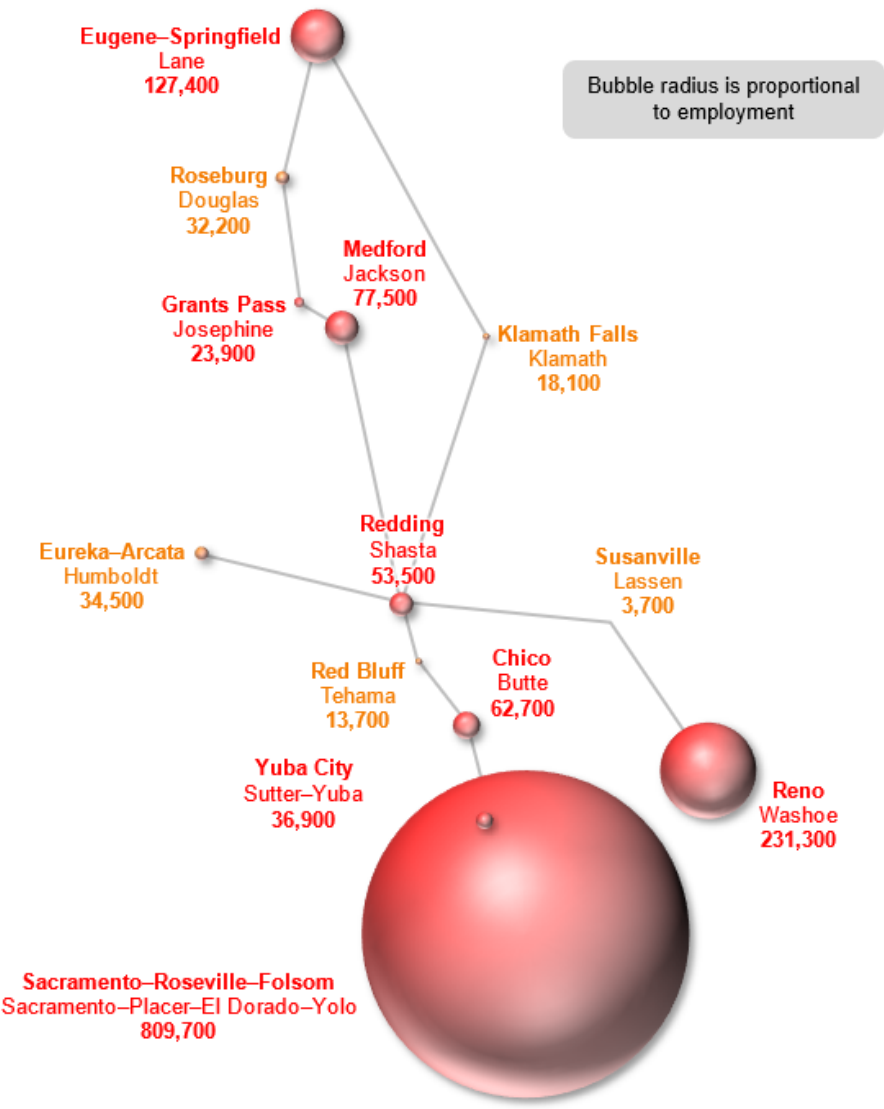


Potential Demand: Travel Market Assessment

Employment and Business Centers



Population by Region



Employment by Region

Potential Demand: Travel Market Assessment

Sports/Entertainment Venues and Tourism/Recreation

- **Redding – Eugene Hub (Bus, I-5):**
 - Sports Venues: University of Oregon (Eugene) and Southern Oregon University (Ashland)
 - Entertainment: Rain Rock Casino (Yreka)
 - Tourism: Mount Shasta, Lake Shasta, Ashland (incl. annual Shakespeare Festival), Crater Lake National Park, Rogue River/Valley, etc.
- **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

Potential Demand: Travel Market Assessment

Sports/Entertainment Venues and Tourism/Recreation

- **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

Potential Demand: Market Assessment

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 Medical 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)

Level II (Adult) Trauma Centers

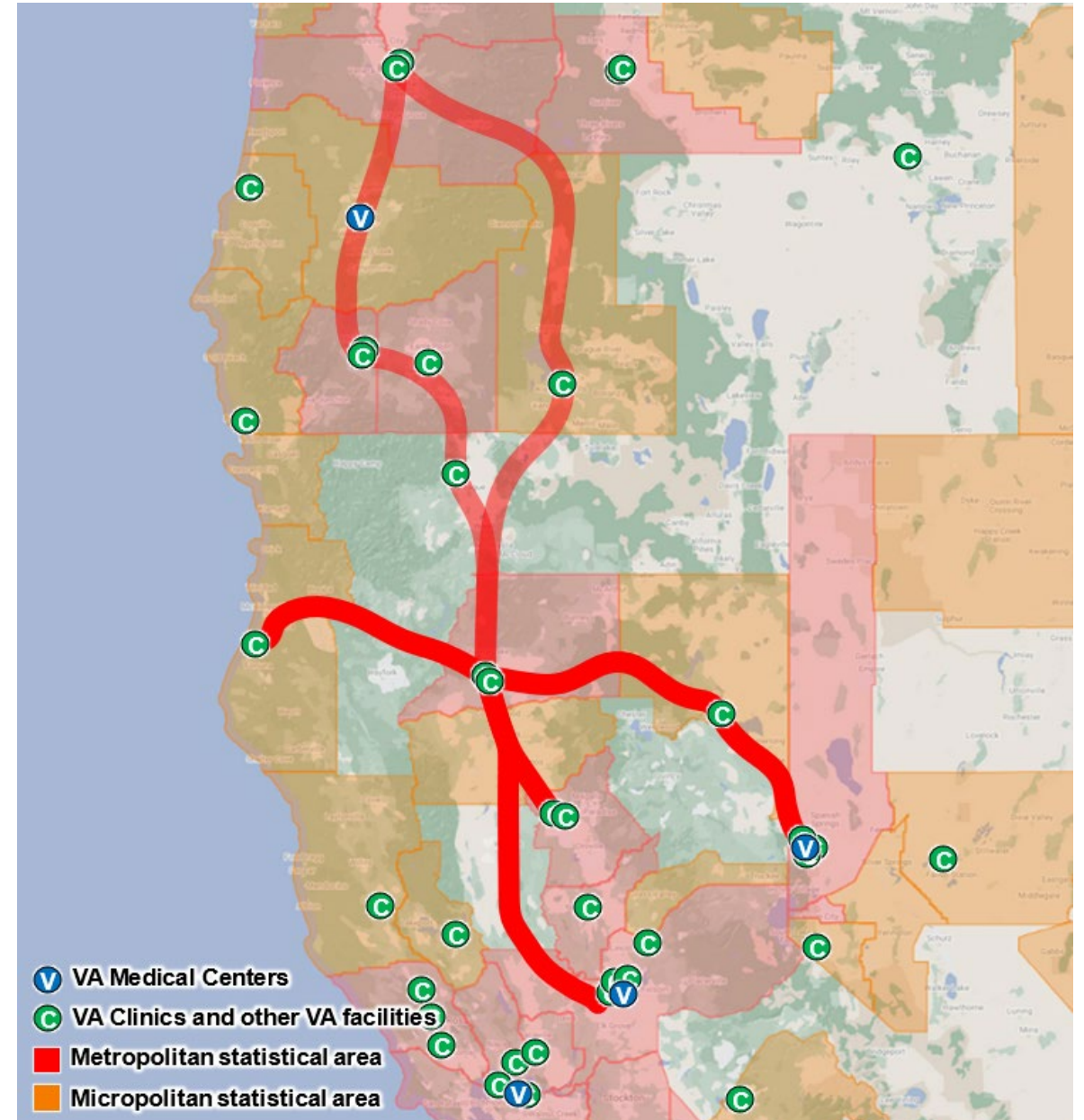


Potential Demand: Travel Market Assessment

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.

VA Medical Centers and Clinics



Potential Demand: Travel Market Assessment

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).

Major Colleges and Universities

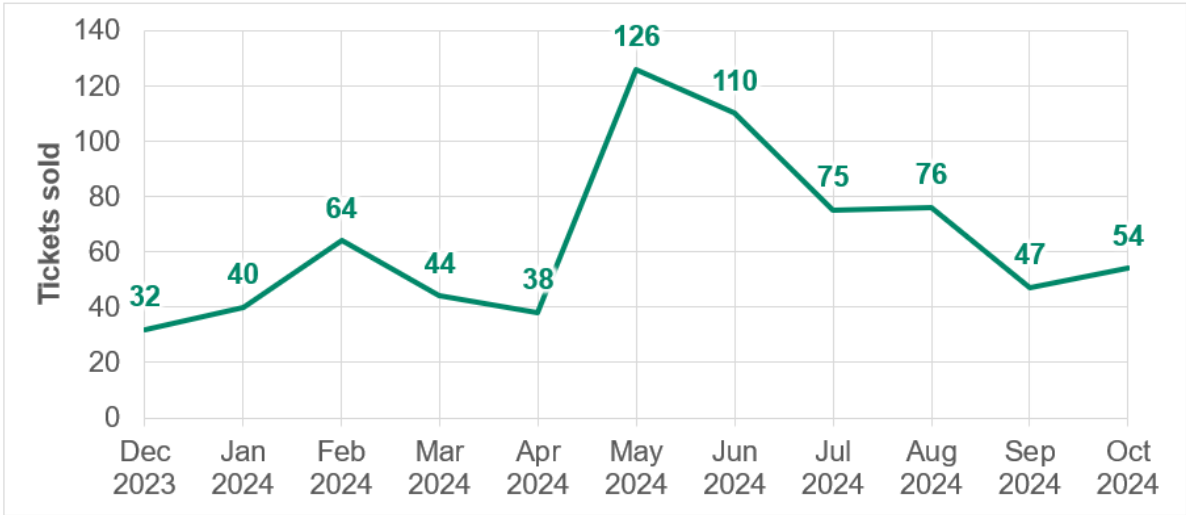


Potential Demand: Travel Market Assessment

Recent Ridership of Intercity Bus Services to/from Redding

- Recent ridership of relevant intercity bus services in the North State Region were assessed to gauge understanding of patterns in demand for intercity bus travel.

Recent Flix/Greyhound Ridership at Redding



Stop	Annual ridership (FY 17)	Average daily ridership (FY 17)	Share of total
Lodi	3,131	8.58	2.4%
Elk Grove	4,403	12.06	3.4%
Sacramento (State Capitol)	(a) 1,194	3.27	0.9%
Sacramento (Sacramento Valley Station)	85,454	234.12	65.0%
Davis	10,895	29.85	8.3%
Marysville	3,420	9.37	2.6%
Oroville	2,652	7.27	2.0%
Chico	15,310	41.95	11.7%
Red Bluff	1,414	3.87	1.1%
Redding	3,528	9.67	2.7%
Total	131,401	360.00	

Historic Ridership of Former Amtrak Thruway Route 3

	Aug-24	Sep-24	Oct-24	Nov-24
99X- Amtrak	145	461	525	593

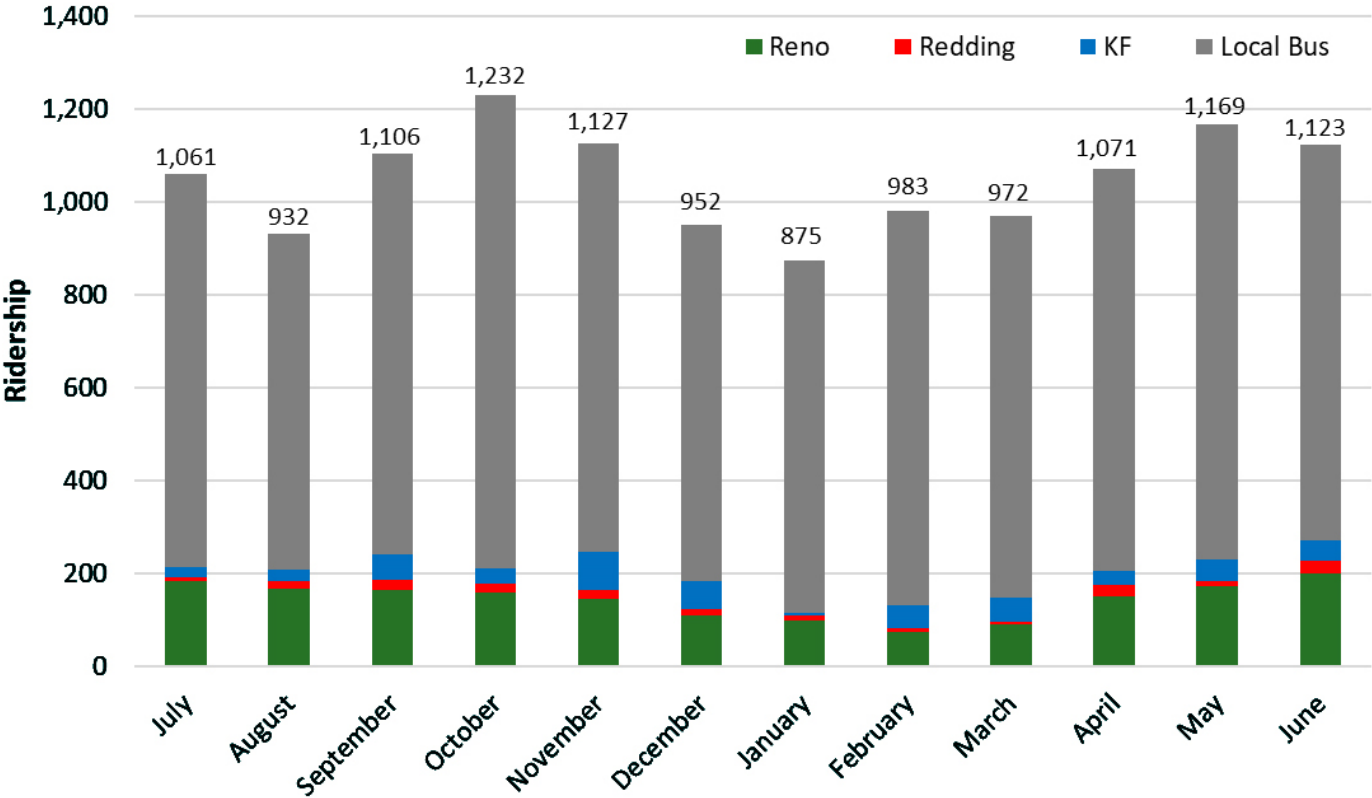
Recent RABA Route 99X-Amtrak Route

Note: The new RABA service to/from Redding ridership is trending somewhat than former Amtrak Thruway service.

Potential Demand: Travel Market Assessment

Recent Ridership of Intercity Bus and Rail Services to/from Redding

	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	—



Recent Trinity Ridership

Dunsmuir/Redding Amtrak Ridership Stations (FY 2023)

--Redding: 7,008

--Dunsmuir: 3,507

Recent Sage Stage Ridership

Potential Demand: 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

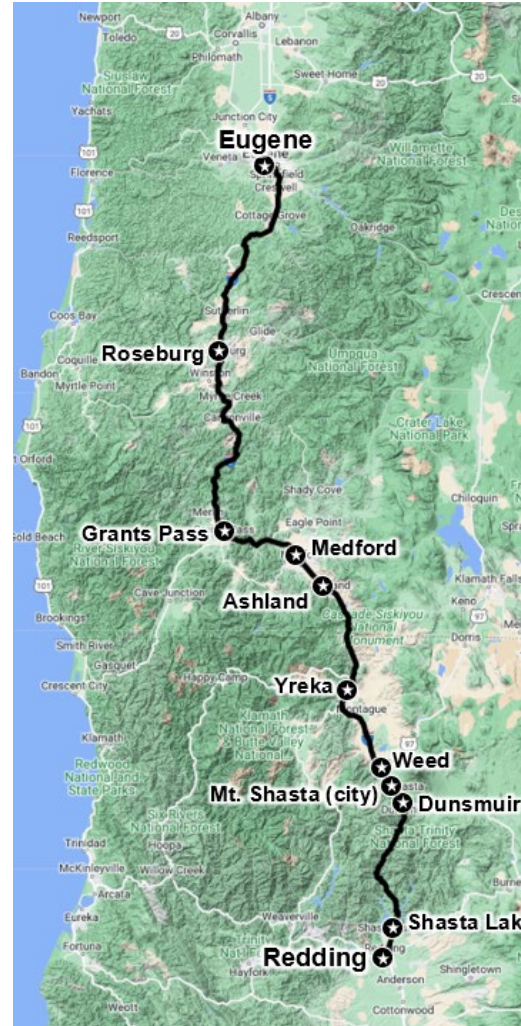
Cost v. Benefit

- 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.

Feasibility Assessment

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.



Feasibility Assessment

Ease of Implementation

- Rail projects are more difficult to implement given high level of new infrastructure needed (additional tracks, new 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 than 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)

Initial Prioritization: Preliminary Overall Rankings

	Demand Assessment			Feasibility Assessment			Overall Assessment	
<u>Hub/Route</u>	Connectivity (to other intercity services) Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	Travel Market Assessment Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	User Experience Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	Cost v. Benefit Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	Geographic Factors (Engineering, Constructability, Reliability) Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	Ease of Implementation Ranking Score 6 = <i>Highest</i> 1 = <i>Lowest</i>	Sum	Overall Ranking 6 = <i>Highest</i> 1 = <i>Lowest</i>
1A. Redding – Medford/Ashland – Eugene Hub (Bus, I-5)	4 (tie)	4 (tie)	1	5 (tie)	3 (tie)	4	21	3
1B. Redding – Eugene Hub (Rail, Amtrak Corridor)	4 (tie)	1	3 (tie)	1	3 (tie)	1	13	1
2. Redding – Chico Hub (Rail)	2 (tie)	5	6	3	5	2	23	5
3. Redding – Sacramento Hub (Bus)	6	6	5	6	6	6	35	6
4. Redding – Reno Hub (Bus)	5	2	4	2	3 (tie)	3	19	2
5. Redding – Eureka/Arcata Hub (Bus)	2 (tie)	4 (tie)	3 (tie)	5 (tie)	3 (tie)	5	22	4

Key Implementation and Planning Strategies

Key Implementation Strategies

Identify and secure funding

- Capital – Rail (track, stations, cars, storage areas)
- Capital – Bus (vehicles, transit centers, chargers)
- Operating (fares, federal, state, local)

Establish agreements for service and funding

- Construction and procurement contracts
- Contract service agreements
- Funding agreements
- Service coordination agreements

Key Implementation Strategies

Pursue Intercity Bus vehicle acquisition

- Determine specifications (size, accessibility, restrooms)
- Determine zero-emission vehicle strategy
- Determine strategy for funding and acquisition

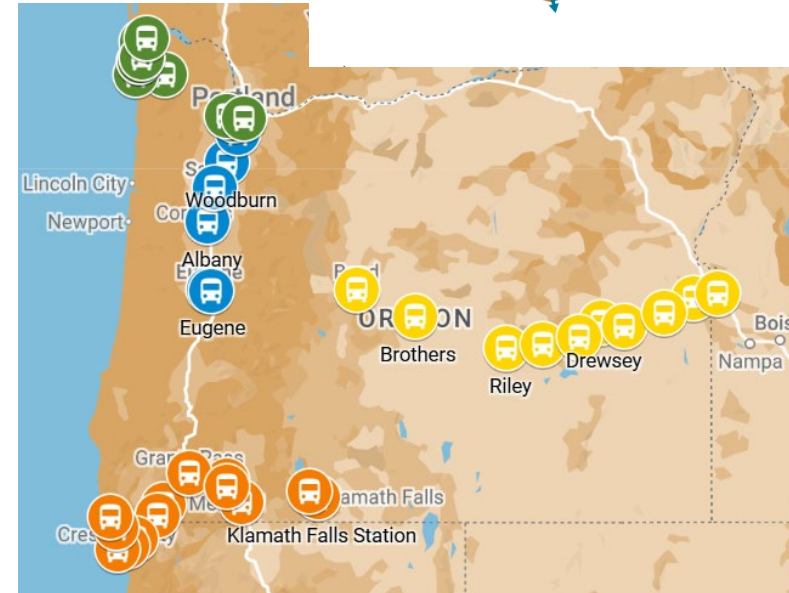
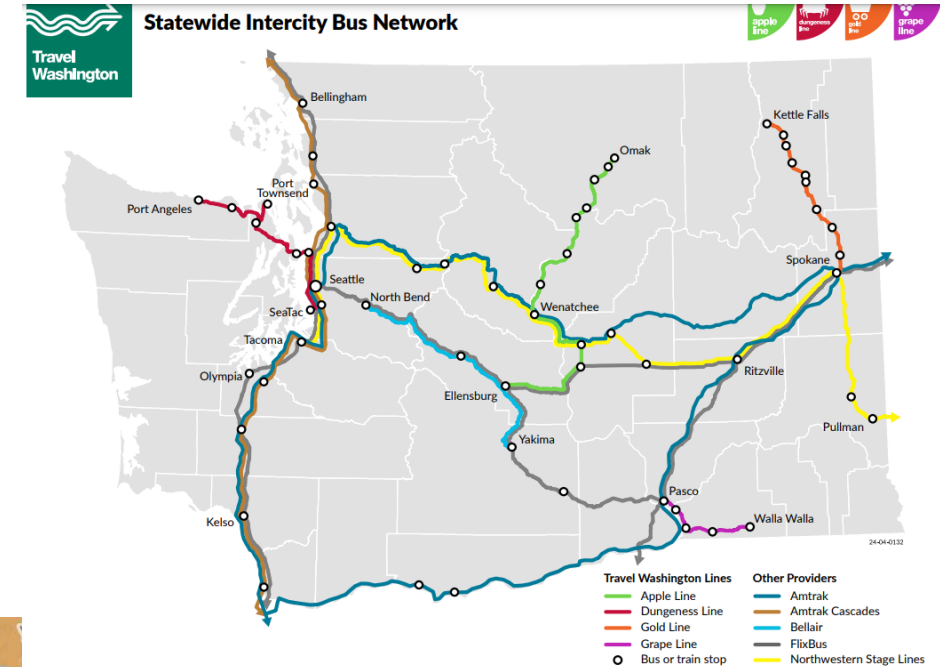
Encourage Caltrans to increase support for intercity transit services (especially for multi-state routes)

- Support the Corridor ID planning and develop strategies to expand rail service
- Increase funding and programs supporting intercity bus services

State Intercity Transit Management

Example - Oregon & Washington DOTs

- State management of intercity bus routes (four in each state)
 - Oregon POINT
 - Travel Washington
- Coordinates service with other local and private intercity service



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 Joaquins and Capitol Corridor.



Implementation Strategies

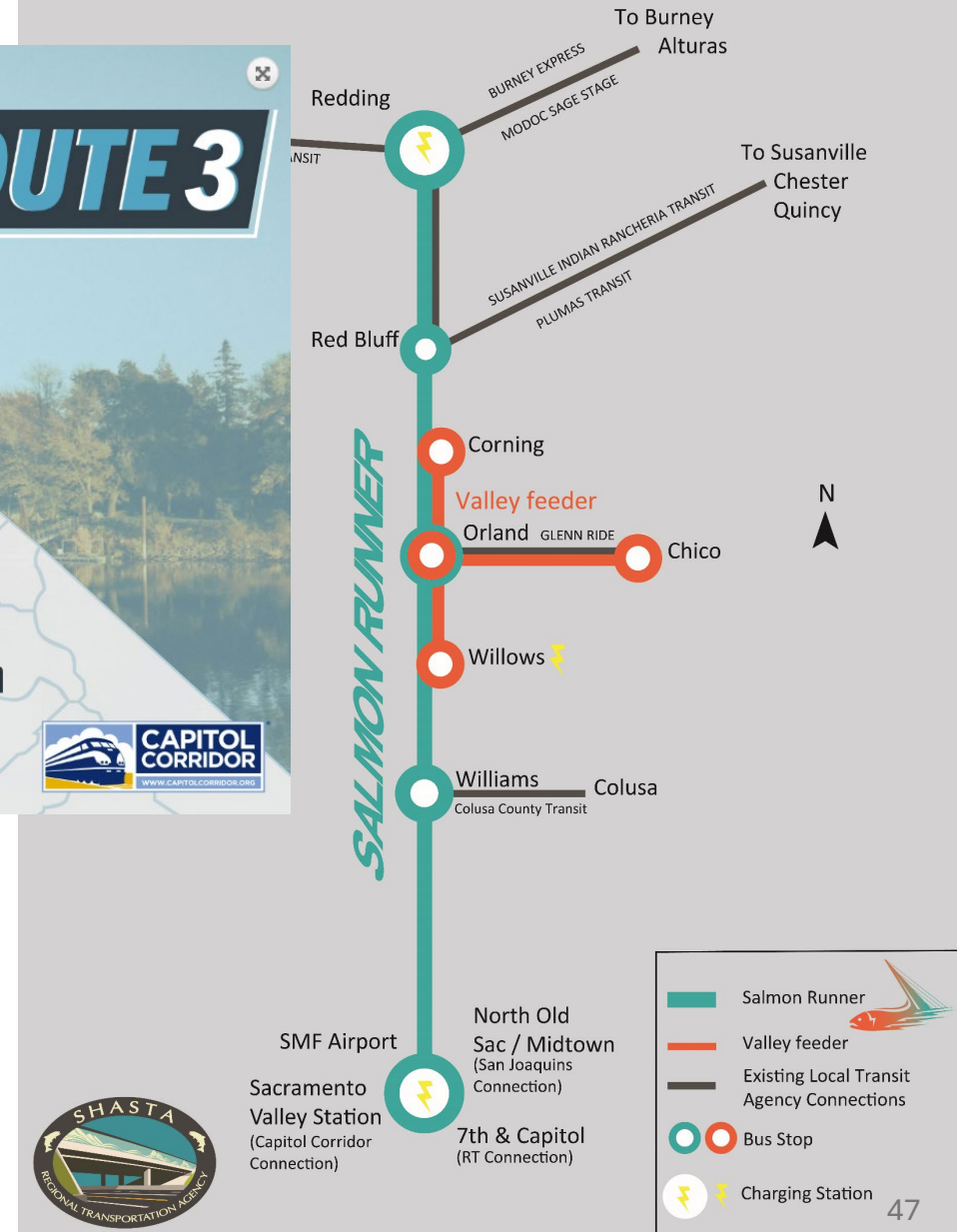
Near-Term: Salmon Runner/Valley Feeder

- 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



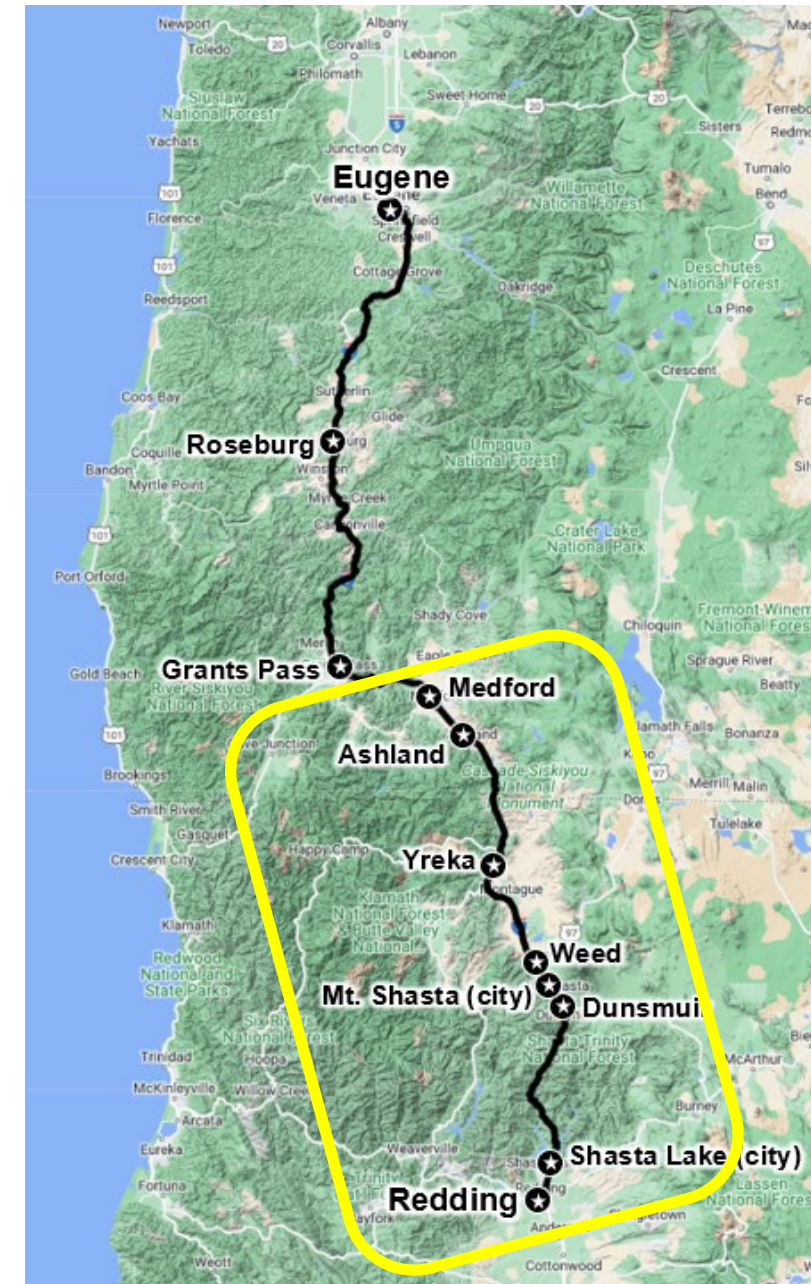
North State Intercity Bus

Schematic Transit Service Map



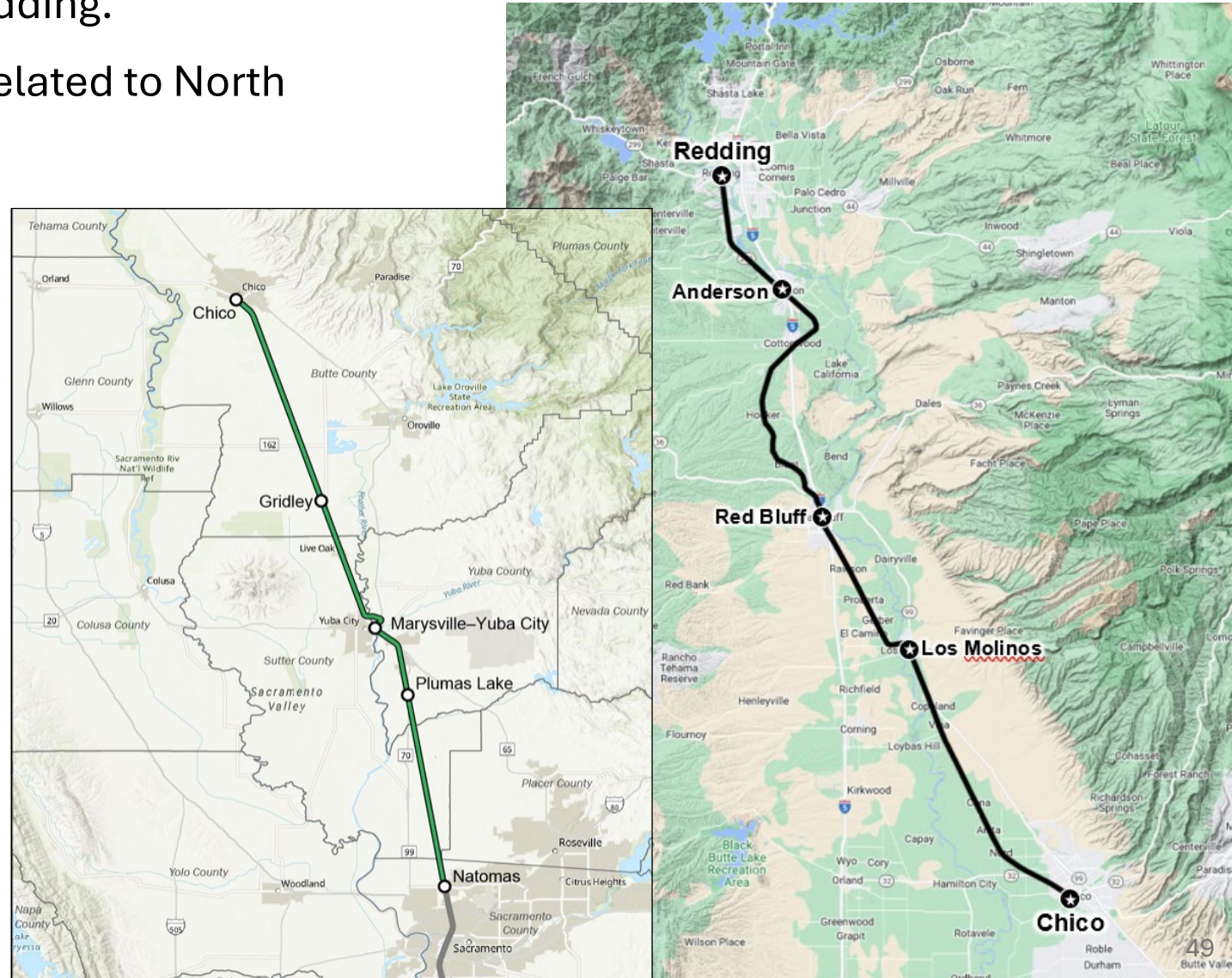
Key Planning Strategies

- 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.



Key Planning Strategies

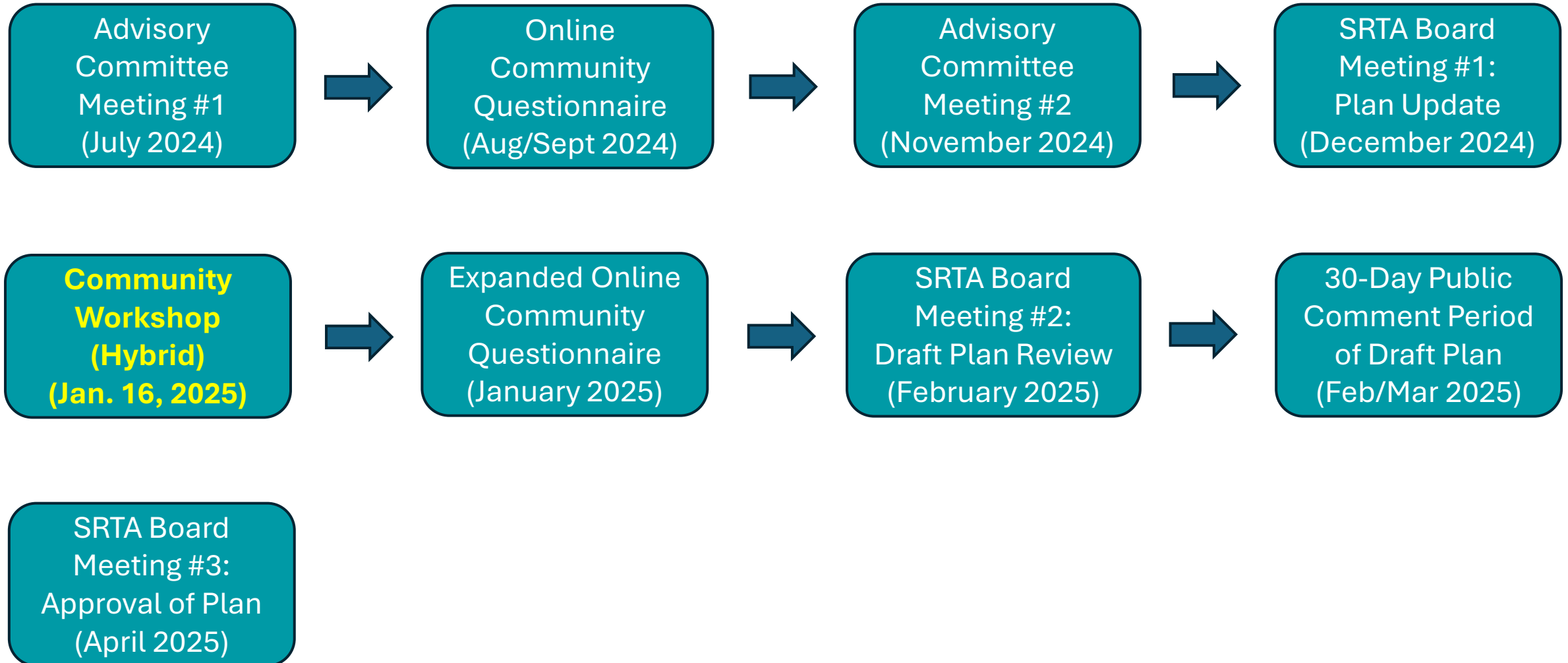
- Conduct early planning efforts to further exploration of establishing passenger rail service to Redding.
- Support efforts by BCAG and SJJPA related to North Valley Rail.
- Engage closely with Caltrans on planning efforts related to Corridor ID Program and specifically regarding the **San Joaquin Valley Corridor** (from Redding to Merced).
- Seek funding to provide staff resources for this engagement.



Next Steps

Next Steps

Review of the Engagement Process



Opportunity to Participate in Online Questionnaire

Opportunity to Participate in Online Questionnaire



<https://www.srta.ca.gov/373/North-State-Intercity-Bus-to-Rail-Plan>

North State Region Survey

We also invite residents of the North State region to participate in our survey to help shape the future of intercity transit connections. Your feedback is essential for understanding the unique needs and priorities of each community as we work to improve transit services across the region. Please select the appropriate survey link based on the county you live in and share your input. Thank you for contributing to this important initiative!

Shasta: <https://www.surveymonkey.com/r/FVZSQLZ>

Mendocino: <https://www.surveymonkey.com/r/6HFNBFW>

Plumas: <https://www.surveymonkey.com/r/PYPXTKK>

Tehama: <https://www.surveymonkey.com/r/ZKT6BWT>

Lassen: <https://www.surveymonkey.com/r/Z2PKY9J>

Trinity: <https://www.surveymonkey.com/r/PX25QP9>

Colusa: <https://www.surveymonkey.com/r/PXB38S5>

Humboldt: <https://www.surveymonkey.com/r/PNV9LMB>

Siskiyou: <https://www.surveymonkey.com/r/PNMYHCK>

Placer: <https://www.surveymonkey.com/r/ZND2KLW>

Modoc: <https://www.surveymonkey.com/r/ZNS2BV3>

Del Norte: <https://www.surveymonkey.com/r/PZYMFLM>

Napa: <https://www.surveymonkey.com/r/PZRGZJY>

Butte: <https://www.surveymonkey.com/r/PZ3DKVX>

Question and Answer Session