

Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2021-22

Grant Category (choose only one)

☒	Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)	☒	Strategic Partnerships (MPOs and RTPAs only)
	Sustainable Communities Competitive (11.47% Local Match requirement)		Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
	Sustainable Communities Competitive Technical (11.47% Local Match requirement)		Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)

Application Submittal Type

☒	New	☒	Prior Phases	☒	Re-Submittal
	New Application		Continuation of a prior project. If so, list the project title below.		Re-submittal from a prior grant cycle. If so, list below how many times grantee has submitted an application for this project

PART B. PROJECT INFORMATION

Project Title and Location

Project Title			
Project Location (City)		Project Location (County)	

PART D: Funding Information

- Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)
☐ Minimum Local Match ☐ Over-Match
- What is the source of Local Match funds being used?
 (MPOs – Federal Toll Credits, PL, and FTA 5303 Funds cannot be used to match Sustainable Communities Competitive)
☐ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures
☐ Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost

PART C. CONTACT INFORMATION

	Applicant	Sub-Applicant	Sub-Applicant
Organization (legal name)			
Street Address			
Phone Number			
City			
Zip Code			
Executive Director Name			
Title			
Contact Person Name			
Contact Person Title			
Phone Number			
Contact E-mail address			

PART D. COMPLIANT HOUSING ELEMENT

City/County Applying for Sustainable Communities Grants	Yes (X)	No (X)
Does the City/County have a compliant Housing Element?		
Has the City/County submitted Annual Progress Report to HCD for calendar years 2018 and 2019?		

PART E. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name

PART F. LETTERS OF SUPPORT

List all letters of support received for the proposed project.

Name/Agency	Name/Agency



Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

PART G. APPLICATION NARRATIVE

FY 2021-22

Project Information

Organization (legal name)	
Project Title	
Project Area Boundaries	

Application Narrative

1. Project Description 150 words maximum (10 points)

Briefly summarize the project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. **Do not exceed the space provided.**

2. Project Justification (30 points)

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.
- List the ramifications of not funding this project.
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.).
- Competitive applications support the need for the project with empirical data.
- Describe how this project addresses issues raised.
- Describe the impact of not funding the project.
- **Do not exceed the space provided.**

3. Project Justification (continued)

4. Grant Specific Objectives (Total 20 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-3D below, as applicable:

- Caltrans Strategic Management Plan
- California Transportation Plan (CTP) 2040
- Modal Plans that Support the CTP 2040
- Title VI and Environmental Justice

3A. Grant Specific Objectives (5 points)

- List and explain how the proposal would accomplish the Federal Planning Factors (Grant Application Guide, Chapter 4.2), achieve the Caltrans Mission and the Grant Program Objectives (Grant Application Guide, Chapter 1.2.)
- **Do not exceed the space provided.**

3B. Grant Specific Objectives (5 points)

- Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State Highway System (or multimodal transportation system for transit-focused projects).
- Clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project.
- **Do not exceed the space provided.**

3C. Grant Specific Objectives (5 points)

- Explain how the proposal strengthens government-to-government relationships.
- Outline the entities involved with the proposed project and how partnerships will be strengthened as a result.
- **Do not exceed the space provided.**

3D. Grant Specific Objectives (5 points)

- Explain how the proposal results in programmed system improvements.
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.
- **Do not exceed the space provided.**

4. Project Management (Total 40 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website, <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

4A. Scope of Work (20 points)

4B. Cost and Schedule (20 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only. Task **Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work	
(x)	Ensure these items are completed prior to submitting to Caltrans
x	Use the Fiscal Year 2021-22 template provided and in Microsoft Word format.
x	Include the activities discussed in the grant application.
x	List all tasks using the same title as stated in the Project Cost and Schedule.
x	Include task numbers in accurate and proper sequencing, consistent with the Project Cost and Schedule.
x	Ensure that sub-task numbers are not included.
x	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
x	Include a thorough and accurate narrative description of each task.
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee can charge against this Task. This Task must only include the following activities and deliverables: • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for the procurement of a consultant (if needed). This task for the <u>grantee only</u> .
x	Public outreach task must include detailed public participation and services to diverse communities.
x	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment.
x	Must include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback. (Excludes technical projects)
x	The final product must include a summary of next steps your agency will take towards implementing the project.
x	Achievable project deliverables must be listed for each Task.
x	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

SCOPE OF WORK

Project Information	
Grant Category	Strategic Partnerships Transit
Grant Fiscal Year	FY 2021 -22
Project Title	North State Intercity Bus to Rail Plan
Organization (legal name)	Shasta Regional Transportation Agency

Introduction

While the North State region spans over one third of California's geographic area, the many communities of the region are almost entirely disconnected from the major economic, educational, and healthcare centers of the rest of the state. There are minimal options for travel from Redding and Chico to major urban areas unless you have access to a personal automobile. Public transportation riders must rely on limited intercity connections and the existing options have a number of constraints: unreliability, limited destinations, inconvenient schedules, poor on-time performance, confusing ticket purchasing, lack of station services, frequent stops, indirect routes, need for transfers, and prohibitive costs. Options became even more limited since October of 2019 with service cuts, including:

- Amtrak Thruway Bus service between Redding and Sacramento was cut in October 2019 to twice daily, down from 4 times daily. Tickets are still only available as part of a rail trip.
- Air service for Redding was cut in March 2020 to once daily to San Francisco International Airport, down from 3 daily San Francisco trips and 1 daily Los Angeles trip.
- Amtrak passenger rail service, the Coast Starlight, was cut in October 2020 to 3 days a week with northbound at 3:14 a.m. and southbound at 2:21 a.m., down from 1 daily trip.
- Greyhound service was cut from 4 to 1 daily trip (northbound at 11:40 p.m., southbound at 4:40 a.m.)

The service cuts related to the COVID-19 pandemic on top of the inadequate options beforehand for moving around the region make an urgent case for establishing reliable intercity connections that will guarantee low-cost, sustainable transportation options for residents, students, visitors, and businesses to travel between the 16 counties of the North State and California's major population centers. This is a fundamental equity issue. The need for reliable intercity transportation is well documented in many years of regional and statewide transportation planning efforts, such as: the 2020 San Joaquin Joint Powers Authority (SJJPA) Business Plan Update, the 2018 North State Intercity Bus System Business Plan (Business Plan), the 2018 California State Rail Plan (Rail Plan), as well as numerous county-level Transit Needs Assessments throughout the North State.

The Business Plan effort led to a Shasta Regional Transportation Agency (SRTA) award of over \$8.6 million in capital funding in 2018 through the Transit and Intercity Rail Capital Program (TIRCP) for a new zero- emission intercity bus service between Redding and Sacramento (also known as the Salmon Runner) including a valley feeder connecting a number of smaller rural communities along the corridor. Bus operations are set to launch later this year to establish ridership on the route as the agency transitions to zero- emission motor coaches that will meet the 175-mile range from Redding to Sacramento. The project will begin with two to four round trips a day, and it is a vital first step toward the long-term connectivity that has been laid out in the Rail Plan.

The Rail Plan calls for establishing and further increasing this service on various time horizons (see Section 3B). Specifically, there are direct references to what the North State Intercity Bus to Rail Plan will address including the need to study “regular, daytime passenger rail to Redding” as well as to provide “integrated bus service from Redding” that “can offer timed and direct passenger services to the rail network to connect these communities to the rest of the state by passenger rail.” This project will take the next step to develop that vision through a comprehensive and interdisciplinary planning effort.

There will be a number of consequences for not funding this project, but they may not be immediately clear to someone who has access to their own car. For starters, transit dependent residents who cannot or choose not to travel by car—including teens and young adults, individuals with disabilities, seniors, very low income individuals, and people who have no vehicle available to use—will remain effectively cut off from the opportunities located in large economic centers just a few hours to the south in Sacramento and the Bay Area. This means that many students will not be able to take advantage of academic institutions like the California State University and University of California systems. Also, the essential healthcare needs of North State residents will be put in jeopardy due to hospital capacity issues and limited access to necessary specialists and major medical centers in Greater Sacramento and the Bay Area. Tourism to the cherished state and national parks across the region will be out of reach for people without access to a vehicle or those who are seeking more environmentally-sustainable ways of getting around. With no reliable public transit options for traveling to and from the population centers of the region, local economic development efforts in the North State will be stalled, as well. On another note, transportation remains the largest source of California's greenhouse gas emissions, which are contributing both directly to the global climate emergency and indirectly in the form of the increased frequency and severity of wildfires in North State communities. The dire consequences continue to accelerate rapidly as long as there are limited alternatives to driving for people to get around. And finally, everyday people, especially low-income and middle class workers, who are trying to find affordable transportation options to access jobs and education, to pursue their own path, and to visit their friends and families will be left with no choice: get a car or you're stranded.

That is not the equitable vision for California that has been laid out in decades of state policy and legislation. And this is why SRTA, Caltrans DRMT and other North State agencies will address this need head-on through the proposed North State Intercity Bus to Rail Plan. If we don't plan for it now, the economic opportunity, academic,

development, and sustainability goals of the California and the region will be held back for decades more.

Project Stakeholders

The following list of stakeholders will be involved in the development of the project:

Project Stakeholder	Role
Shasta Regional Transportation Agency (SRTA)	SRTA will serve as the administrative lead, including the procurement of consultant support, ensuring coordination among partners and community stakeholders, and general oversight as it relates to consistency with adopted regional plans and policies.
Caltrans Division of Rail and Mass Transit (DRMT)	Review and consult with SRTA on the enhanced bus improvements, daytime passenger rail, and potential governance opportunities and coordination to ensure consistency with State Rail Plan policies.
San Joaquin Joint Powers Authority (SJJPA)	Assess the feasibility of rail and bus connections to the North State and update service as the plan develops. Coordinate on passenger-focused timed connections to trains, ticketing, needs for passengers (guaranteed connections, communication on bus/rail delays, etc.).
Butte County Association of Governments (BCAG)	Coordinate with SRTA to make the best use of planning and implementation funds for regional intercity rail and bus service to ensure there is no overlap with BCAG planning efforts.
North State Super Region (NSSR)	Provide regional review of the proposed new service and coordinate with local agencies to maximize stakeholder engagement and input.
Caltrans Districts 1-4	Provide planning support, data, and technical assistance needed for preparation of outreach, concept drawings, and preliminary cost estimates.
Union Pacific Railroad Company (UP)	Provide consultation for new passenger rail feasibility on UP Valley and Sacramento Subdivisions from Sacramento to Redding.
Genesee & Wyoming Inc. (G&W)	Provide consultation for new passenger rail feasibility on G&W California Northern Railroad.
Local agencies	Municipal, county, and tribal agencies will be consulted with for project plans especially in jurisdictions where existing and proposed bus and train stations are located (for example, City of Redding, City of Red Bluff, Redding Rancheria, etc.).
Community-Based Organization(s)	Community-based partners will assist in outreach and communications among community members and stakeholders, including targeted outreach to disadvantaged communities and carry out an active participation plan in order to maximize the public input given as the project is being developed.

Overall Project Objectives

The primary objective of the North State Intercity Bus to Rail Plan is to coordinate and plan for better intercity bus and rail transportation options between the large rural region of the North State and the large metropolitan areas of Greater Sacramento and the Bay Area. This includes an assessment of the rail hubs that are currently located nearby North State communities as well as future service areas (e.g., those under consideration by BCAG for train service to Chico/Oroville) in order to identify the best way to improve intermodal connections for travelers in the North State.

Summary of Project Tasks

Task 01: Project Administration

This is an Administrative Task that will only be charged against by SRTA for the administration of this grant project. Costs for this task will not exceed 5% of the grant award amount.

SRTA will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and SRTA.

Task Deliverables
Meeting notes from kick-off meeting with Caltrans, quarterly invoices and progress reports, DBE reporting.

Task 02: Consultant Procurement

SRTA will procure a consultant, consistent with: state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and SRTA. The task involves the procurement of legal counsel that has experience with multi-agency regional governance structures and/or intercity bus and rail transportation management and operations.

Task Deliverables
SRTA's current procurement procedures, copy of the Request for Proposal/Qualifications, copy of the contract between consultant and SRTA, copies of all amendments to the consultant contract, meeting notes from project kick-off with consultant.

Task 1: Governance Structure

This task involves an evaluation of alternatives for a potential regional governance structure needed to administer enhanced bus connections to regional rail hubs as well as possible daytime passenger rail service in the North State. The task will include a consultation with various transportation policy, governance, and planning researchers and practitioners in order to study industry best practices for establishing new regional transportation governance structures for intercity bus and rail across California and nationally. The task will incorporate the compilation of a technical outline and proposal for a North State intercity transportation governance structure

among North State MPOs/RTPAs and existing bus and passenger rail providers (e.g., SJJPA). This will include the preparation of a recommendation to the North State Super Region (NSSR) with respect to staffing needs that would be responsible for the coordination of a multi-jurisdictional agency that would manage the planning and operations of coordinated North State intercity bus and rail transportation (instead of relying on local transit agencies alone to provide this service, as the existing network functions). Finally, the task will seek to gather commitment letters from regional and state agencies to show support for the new proposed governance structure, responsibilities, and staff.

Task Deliverables
Technical outline and proposal for North State intercity transportation governance structure and agency commitment letters for proposed structure.

Task 2: Bus Enhancements

This task accomplishes two goals that were incorporated into the 2018 CA State Rail Plan: The 2027 Mid-Term Plan Statewide Goal to establish “a minimum service of every 2 hours on the core system, including Integrated Express Bus services to places like Redding and Reno” and the 2040 Long-Term Vision Regional Goal of increasing the frequency to “every-2-hour integrated express bus service north from Sacramento to Redding and communities in-between.” In addition, the Caltrans Intercity Bus Study (expected 2021) will include detailed service planning near-term and long-term implementation of bus service in this corridor. Building on this work, this task will move this vision closer to reality by assessing what is needed in order to accelerate the establishment of this service, enhance outcomes, and recommend locally-viable service changes by bringing the considerations of North State agencies (especially along the I-5 corridor) into the statewide planning effort to best serve the community’s needs. This may include a series of conversations with agencies nationwide that have improved intercity bus-to-rail connections as well as researchers who have studied and gathered the best practices for making this service come to fruition. The local transit agencies along the I-5 corridor may also be consulted with to plan for integrating regional transportation with local bus service to improve feeder services in the intercity network in addition to recommendations for future amenities at bus and train stations (for example, pedestrian and bicycle infrastructure improvements, bike storage, land use changes, etc.) and ideas for future grant applications. The task will conclude with a comprehensive technical memorandum that will summarize the results of studying the needs for making the proposed bus enhancements to intercity bus service in the North State.

Task Deliverables
Summary of communications with agencies, technical memorandum summarizing the plan for the implementation of every-2-hours integrated bus service along I-5 corridor (e.g., cost and revenue estimates, identification of potential rail hubs and vehicle storage facilities, ridership projections, charging and/or fueling infrastructure, capital improvement assessment, station amenity upgrades).

Task 3: Passenger Rail Opportunities

This task accomplishes a 2022 Short-Term Plan Regional Goal from the 2018 CA State Rail Plan to “study the potential for regular, daytime passenger rail to Redding” by consulting with the stakeholders of the potential rail corridors about the feasibility of bringing this service to Redding. These stakeholders include the rail right-of-way (ROW) owners and lessees, Union Pacific Railroad Company (UP) and Genesee & Wyoming Inc. (G&W), as well as the existing rail operators in the region such as Amtrak and San Joaquin Joint Powers Authority (SJJPAA), and Caltrans Division of Rail and Mass Transit (DRMT). First, this task will prepare a series of documents (e.g., technical memoranda) that review the results of the discussions with these rail stakeholders. If the findings of the task demonstrate that rail service could be feasible on one of these corridors, the task will also contain a thorough operating plan for the possible daytime passenger rail service including the proposed rail alignment and recommended facility improvements. The study will use the State Rail Plan as a starting point for more detailed service planning in the corridor and will follow the service planning methodology laid out in the State Rail Plan (develop planning parameters, initial concept(s) design, concept refinement, phasing strategy). The study will include analysis to define a proposal for negotiating access payments to the railroad owners for implementation of early service provided before there is infrastructure developed, and this will be contingent upon the feasibility of long-distance usage at low speeds which the rail ROW currently allows. The study will balance the service plan against the infrastructure costs for delivering the service.

Task Deliverables
Technical memorandum summarizing the feasibility of establishing daytime passenger rail service on the UP Valley and Sacramento Subdivisions, technical memorandum summarizing research of the feasibility of establishing daytime passenger rail service on the G&W California Northern Railroad, preliminary planning and operating budget estimate for establishing daytime passenger rail service, summary of anticipated ridership estimates and possible growth timeline.
If rail is determined to be feasible, the following deliverables will also be compiled: operating plan including schedules, rolling stock requirements, facility improvements, operating agreements with ROW owners recommendation document.

Task 4: Public Outreach & Community Engagement

This task will perform the public outreach that is necessary to gather community input about all project components to prioritize the needs, concerns and ideas of the local communities who will benefit from improved intercity service. The public outreach for this project will come in many forms including potential workshops and focus groups with community based organizations as well as pop-up surveys at community events and online engagement and surveys. Social media will be an important tool to maximize engagement and community input. Also targeted outreach to formal and informal information gatekeepers like churches, schools (PTAs, etc.), and business organizations will be required as a way to gather more ideas from the public in various settings. Social equity will be prioritized in this task by actively seeking the participation of all community stakeholders, for example, seniors, people with disabilities, low-income individuals and families, members of tribal communities, immigrants, people of color, and Limited English Proficiency (LEP) individuals, students, and members of additional underrepresented groups in accordance with the 2019 Shasta Participation and Partnership Plan (Title VI).

Task Deliverables
Social media communication (Instagram, Facebook, Twitter, etc.), PowerPoint Presentations for workshops and/or focus groups, flyers, website announcements, sign-in sheets, post-meeting follow-up surveys with online tools, additional community surveys (e.g., Konveio, SurveyMonkey, etc.), conceptual drawings of intercity routes, service area maps, conceptual station design renderings, bilingual services (e.g., in Spanish), receipts for light snacks, technical memorandum summarizing outreach, stakeholder communication, and community input.

Task 5: Partner Coordination

This task includes the coordination among the regional stakeholders to move these recommended intercity bus enhancements and/or rail service into reality. It will include regular meetings with regional partners including NSSR, DRMT, and local agencies. Task work will include development and participation in Technical Working Group/Steering Group consisting of SRTA, DRMT, SJJPA, and possibly BCAG. This effort will also involve coordination with North State Super Region rural transportation agencies, local transportation commissions, transit agencies, Consolidated Transportation Services Agencies and non-profit transportation providers.

Task Deliverables
Summary of meetings including dates, topics and attendees.

Task 6: Draft and Final Plan

This task involves the preparation of the draft and final plan. The final plan is a compilation of technical memos prepared in the previous tasks and the results of all the work and recommendations of the project.

Task Deliverables
Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

Task 7: Board Review/Approval

This task requires that the SRTA Board of Directors (BOD) reviews the work completed in the previous tasks to ensure quality before approving the final elements of the project. This task will include the submission of two staff reports summarizing the results of the project, one for the Technical Advisory Committee (TAC) and another for the BOD meeting. The task demands that SRTA receives input from the county and municipal agency stakeholders including staff from the departments of public works, public health, transportation, etc. Finally, the task will ensure the approval of the SRTA BOD before the completion of the work contained in the project.

Task Deliverables
Staff reports from BOD meeting, BOD meeting agenda, presentation materials, meeting minutes with board acceptance/approval.

California Department of Transportation
Sustainable Transportation Planning Grant Program
PROJECT COST AND SCHEDULE

Grant Category Strategic Partnerships Transit
Grant Fiscal Year FY 2021-22
Project Title North State Intercity Bus to Rail Plan
Organization (legal name) Shasta Regional Transportation Agency

Task #	Task Title	Estimated Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2021/22												FY 2022/23												FY 2023/24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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01	Project Administration (no more than 5% of total Grant Award)	\$13,615	\$1,764	\$0	\$15,379																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</

* Use only whole dollars in the financial information fields. Dollar amounts must be rounded up/down and decimals should not be shown.

Does your agency plan to request reimbursement for indirect costs? ☒ Yes ☐ No If yes, what is the estimated indirect cost rate? 94.16%

Does your agency plan to use the Tapered Match approach for invoicing purposes? ☒ Yes ☐ No

NOT APPLICABLE

Third Party In-Kind Valuation Plan Checklist

The Third Party In-Kind Valuation Plan is an itemized breakdown by task and serves as documentation for the goods and/or services to be donated. The Third Party In-Kind Valuation Plan must be consistent with the information provided on the Project Cost and Schedule, and Grant Application Cover Sheet. This document is required upon grant award as a condition of grant acceptance.

Third-Party In-Kind Valuation Plan	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Use the Fiscal Year 2021-22 template provided (do not alter the template).
	Name the third party in-kind local match provider.
	Describe how the third party in-kind local match will be tracked and documented for accounting purposes.
	Describe the fair market value of third party in-kind contributions and how the values were determined.
	Include an itemized breakdown by task, consistent with the project timeline.
	Identify consistent in-kind local match amount also reflected on the Grant Application Cover Sheet.

California Department of Transportation
Sustainable Transportation Planning Grant Program
THIRD-PARTY IN-KIND VALUATION PLAN

Grant Category
Grant Fiscal Year
Project Title
Organization

Task	Activity	Title	Name of In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number or Hours	Estimated Cost
Total In-kind Match:							\$0

Explain how the third party in-kind match will be documented for accounting purposes:	
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NOT APPLICABLE

Local Resolution Checklist

A Local Resolution is NOT required at the grant application stage; however it is required upon award as a condition of grant acceptance

Local Resolution	
(x)	Ensure these items are completed prior to submitting to Caltrans
x	State the title of the project (1)
x	State the job title of the person authorized to enter into a contract with Caltrans on behalf of the applicant (2)
x	NOT be more than a year old, or it will not be accepted (3)
x	Signed by the grant applicant's governing board (4)

RESOLUTION



RESOLUTION NUMBER:	21-##
SUBJECT:	Accept a Fiscal Year (FY) 2021/22 Caltrans Sustainable Transportation Planning Grant Program – Strategic Partnership Transit Award of \$291,819 for the North State Intercity Bus to Rail Plan

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the designated Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Shasta Region and is responsible to carry out the transportation planning and programming process; and

WHEREAS, SRTA applied for, and has been awarded, a grant of \$291,819 under the Sustainable Transportation Planning Grant Program – Strategic Partnership Transit of \$291,819 to help fund the North State Intercity Bus to Rail Plan.

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

1. Accepts the Caltrans Sustainable Transportation Planning Grant Program – Strategic Partnership Transit Award of \$291,819 to help fund the North State Intercity Bus to Rail Plan; and
2. Authorizes the executive director to provide any other information, and certifications and assurances as needed to Caltrans for the project to proceed.

PASSED AND ADOPTED this 29th day of June 2021, by the Shasta Regional Transportation Agency.

_____, Chair
Shasta Regional Transportation Agency

APPENDICES A-B. Supplemental Documentation

The following supplemental documents are located in this section:

- Appendix A: Graphics of Project Area
 - A.1. Maps
 - A.2. Historical Images
- Appendix B: Letters of Support

APPENDIX A. Graphics of Project Area

The following supplemental documents are located in this section:

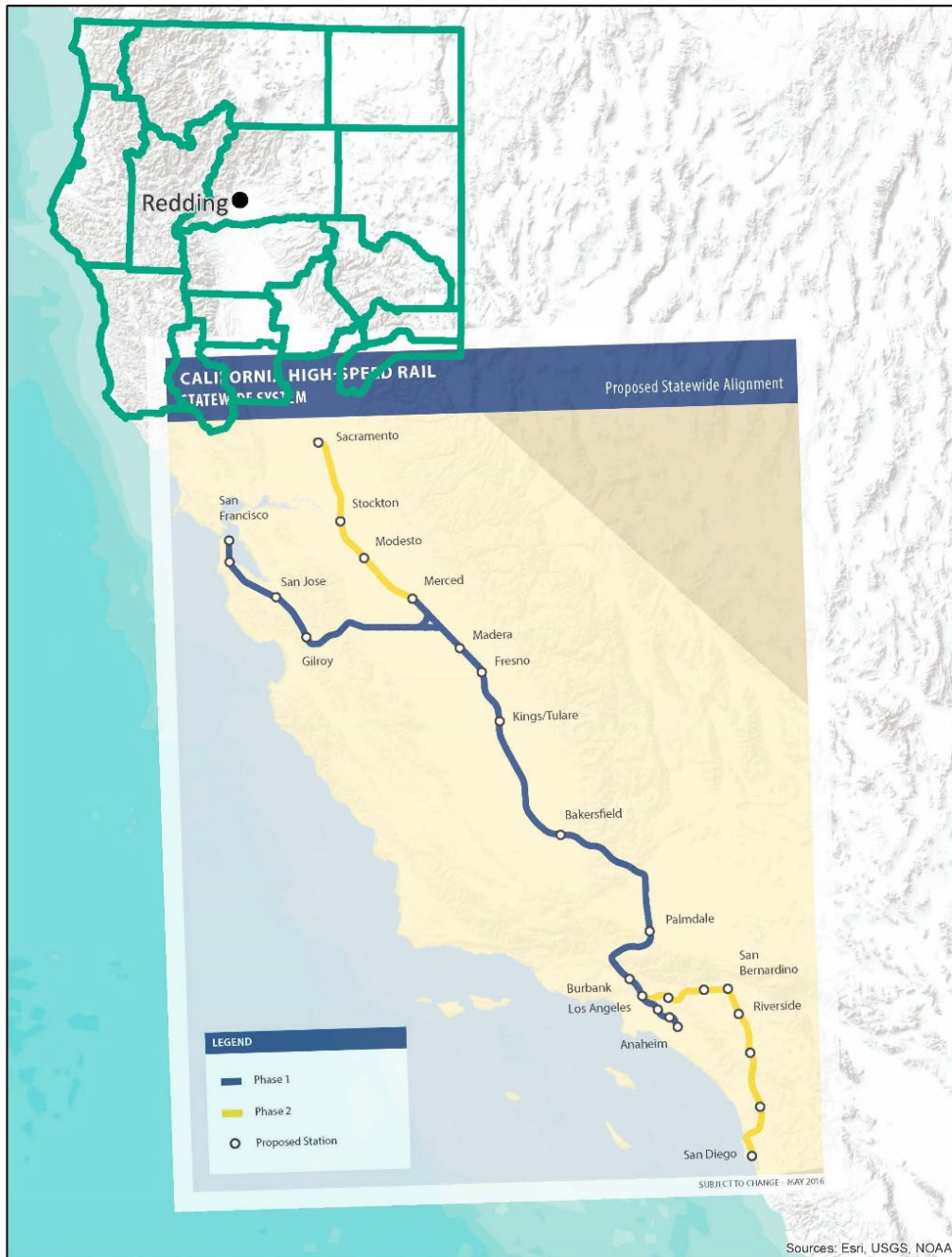
- A.1. Maps
 - Project Area: North State Rail Infrastructure along the Interstate 5 Corridor
 - Connections to the California High-Speed Rail System
 - North State Intercity Bus: Phase II Schematic Transit Service Map
- A.2. Historical Images

APPENDIX A.1. Maps

Project Area: North State Rail Infrastructure along the Interstate 5 Corridor



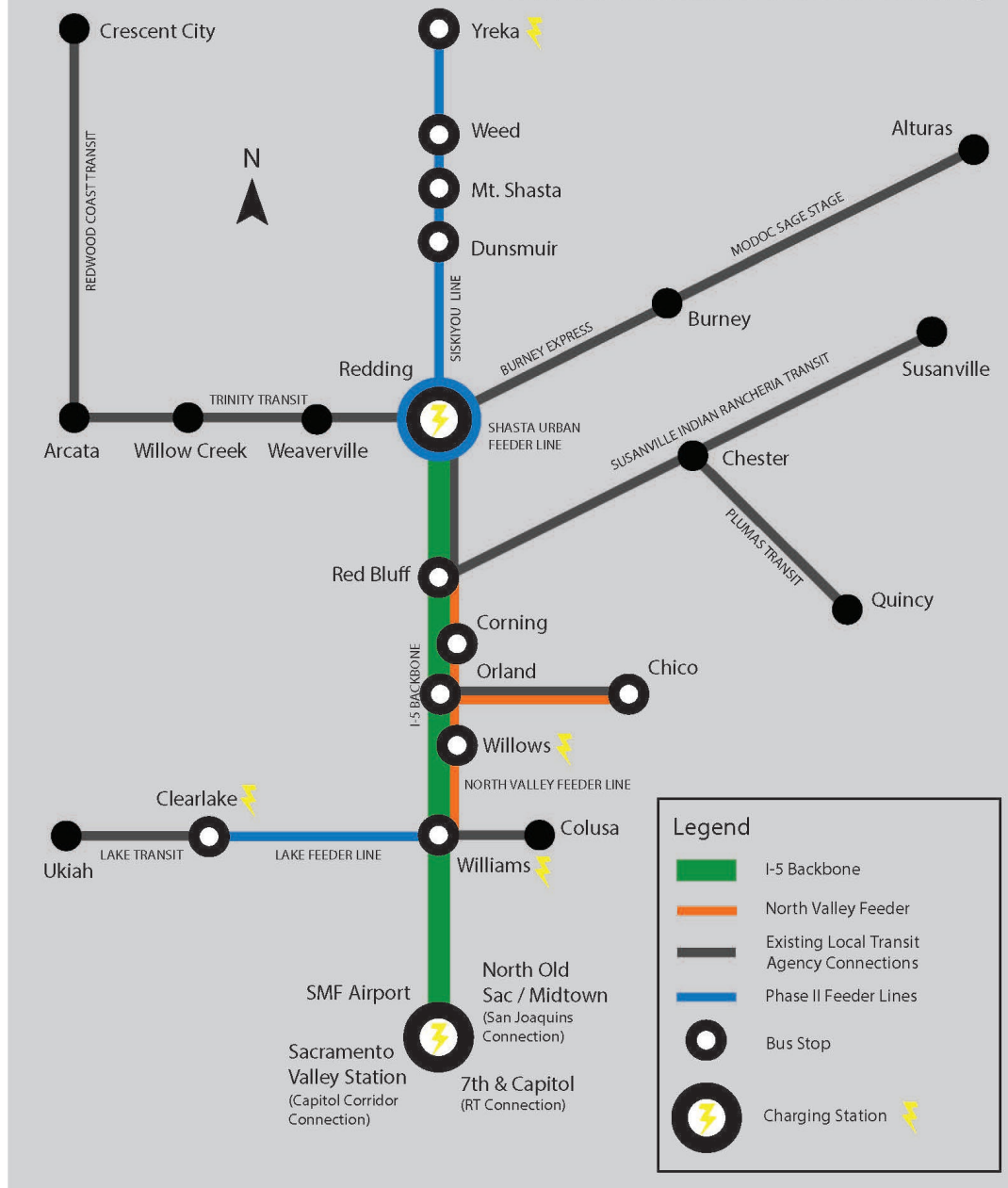
North State Connections to the California High-Speed Rail System



The map above shows the 16 counties of the North State region of California and the potential connections to the California High-Speed Rail System with improved public transit connections to Sacramento and/or the Bay Area.

North State Intercity Bus

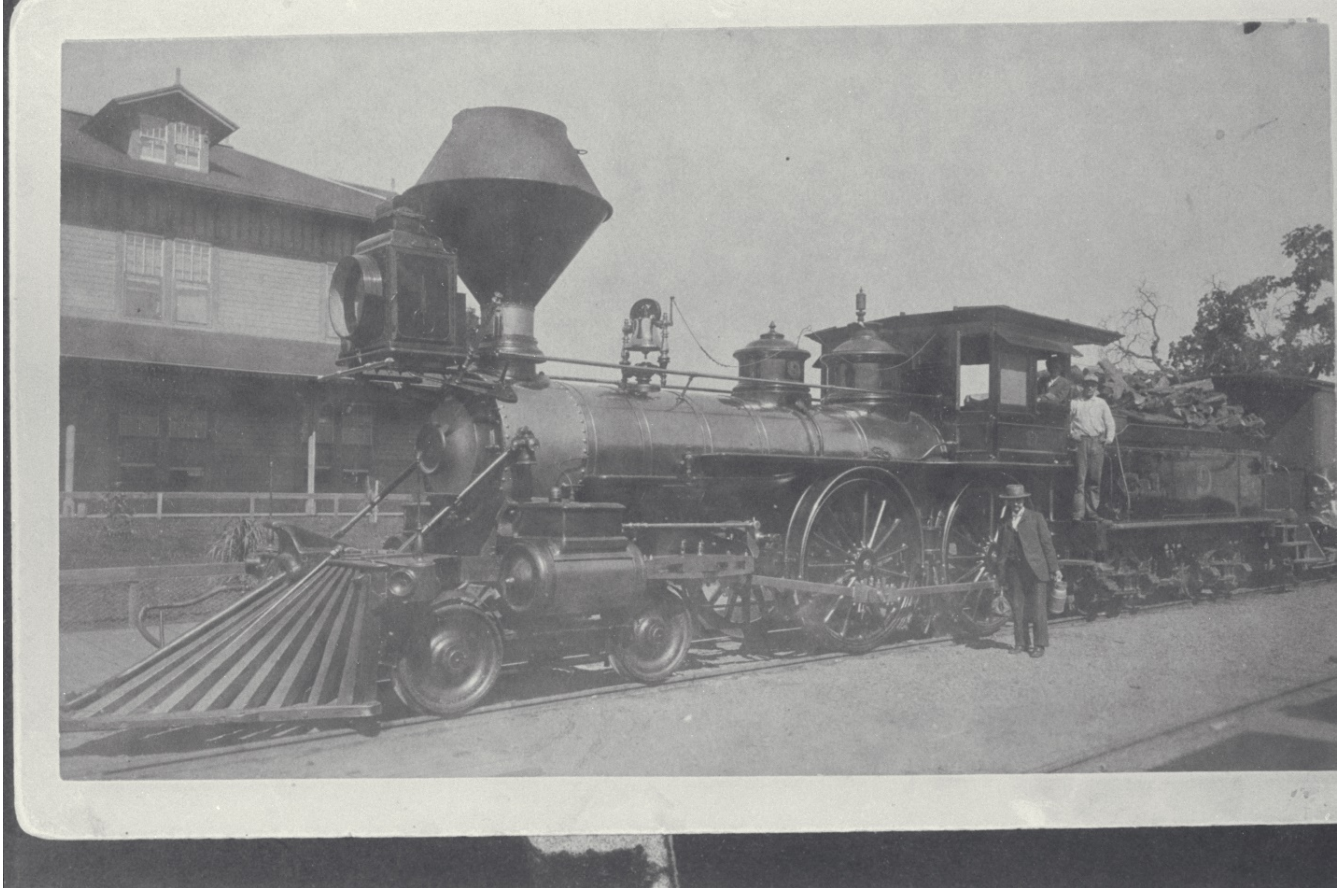
Phase II Schematic Transit Service Map



The schematic map above shows both existing and proposed daytime intercity transportation service available along the Interstate 5 corridor along with feeder routes connecting a number of smaller rural communities along the corridor to the system including the North Valley Feeder. The I-5 Backbone shown in green on the map will be served by the zero-emission intercity bus service known as the Salmon Runner.

APPENDIX A.2. Historical Images

Locomotive #9 in Downtown Redding



"Locomotive #9 in front of Depot Hotel, Redding. Central Pacific R.R. in downtown Redding. Two men beside engine." (Courtesy of Shasta Historical Society)

North State Intercity Bus to Rail in Downtown Redding in the 1920s



"Men dressed in suits and hats standing by buses, train in the background, Redding depot. Shasta transit buses at train depot in 1920s." (Courtesy of Shasta Historical Society)

First Streamliner M 10000 in Downtown Redding



"Streamliner on railroad with a crowd of people standing on side of tracks at the train depot looking from north to southwest." (Courtesy of Shasta Historical Society)

APPENDIX B. Letters of Support

Letters of support from the following agencies and organizations are located in this section:

1. North State Super Region
2. San Joaquin Joint Powers Authority
3. Capitol Corridor Joint Powers Authority
4. Butte County Association of Governments
5. Redding Area Bus Authority
6. Tehama County Transportation Commission
7. Trinity County Transportation Commission
8. Siskiyou County Local Transportation Commission
9. Siskiyou Transit and General Express
10. Shasta County Office of Education
11. Tehama County Department of Education
12. Dignity Health Connected Living
13. Redding Convention and Visitors Bureau
14. Anderson Union High School District
15. Orland Unified School District
16. Corning Union High School District
17. Willows Unified School District
18. Los Molinos Unified School District
19. Pierce Joint Unified School District
20. Stony Creek Joint Unified School District
21. Shasta Living Streets
22. Shasta-Cascade Wonderland Association
23. Rail Passengers Association
24. Shasta Environmental Alliance



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 265-3202 nssr16@gmail.com

www.superregion.org

Mike Woodman, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanphier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

Cole Grube
Glenn County Transportation Comm.

Beth Burks
Humboldt Co Assn of Governments

Lisa Davey-Bates
Lake Co City/Area Planning Comm.

John Clerici
Lassen County Transportation Comm.

Nephele Barrett
Mendocino County Council of Govts

Debbie Pedersen
Modoc County Transportation Comm.

Daniel Landon
Nevada County Transportation Comm.

Daniel S. Little
Shasta County SRTA/MPO

Tim Beals
Sierra County Transportation Comm.

Jeff Schwein
Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez
Tehama County Transportation Comm.

Richard Tippet
Trinity County Transportation Comm.

Robert Perreault
Plumas County Transportation Comm.

February 11, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

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

The NSSR supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and all the agencies in the NSSR work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The NSSR supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

The project is aligned the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) investment strategies by building towards an integrated, statewide rail and transit network providing transportation options in urban, suburban, and rural northern California communities.

The NSSR supports the proposed project and SRTA's pursuit of Caltrans' Sustainable Transportation Planning funds as the project will develop the foundation for the development critical public transit and passenger rail connections.

Sincerely,

A handwritten signature in brown ink, appearing to read "Mike Woodman", with a long horizontal flourish extending to the right.

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



326 HUSS DRIVE, SUITE 150
CHICO, CALIFORNIA 95928
(530) 809-4616 FAX (530) 879-2444
WWW.BCAG.ORG

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Butte County Association of Governments (BCAG) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and BCAG work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

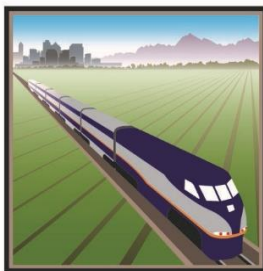
SRTA's North State Intercity Bus to Rail Plan will complement BCAG's North Valley Passenger Rail Extension to Butte County by adopting a dynamic regional perspective to expanding access to reliable, sustainable, and affordable intercity transportation options for the North State. The projects would be developed in tandem in order to ensure the most efficient use of funds and reduce overlap.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The Butte County Association of Governments supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Jon Clark
Executive Director

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



San Joaquin

Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County
Alternate **Melissa Hernandez**, City of Dublin
Alternate **Diane Burgis**, Contra Costa County
Alternate **Daron McDaniel**, Merced County
Alternate **Doug Kuehne**, City of Lodi
Alternate **Rey Leon**, City of Huron

February 9, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The San Joaquin Joint Powers Authority (SJPA) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and the SJPA work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will add more transportation options between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the SJPA, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The SJPA supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority
dan@acerail.com

MEMBER AGENCIES

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



BOARD OF DIRECTORS

PLACER COUNTY
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PLANNING AGENCY
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Bruce Houdesheldt

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TRANSIT DISTRICT
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Steve Miller
Jeff Harris (Alt.)
Patrick Kennedy (Alt.)

SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
Debora Allen
Bevan Duffy
Janice Li
John McPartland
Robert Raburn
Rebecca Saltzman
Liz Ames (Alt.)

SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY
Raul Peralez, Vice Chair

SOLANO TRANSPORTATION
AUTHORITY
Harry Price
James P. Spring
Ron Rowlett (Alt.)

YOLO COUNTY
TRANSPORTATION
DISTRICT
Lucas Frerichs
Don Saylor, Chair
Gloria Partida (Alt.)

EXECUTIVE OFFICERS

Robert Powers
Executive Director

Robert Padgette
Managing Director

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**

300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

February 11, 2021

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

**Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22
Caltrans Strategic Partnership Grant Application**

Dear Mr. Little,

Capitol Corridor Joint Powers Authority (CCJPA) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and CCJPA work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for Northern California by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities in the large economic centers just a few hours to the south in Greater Sacramento and the Bay Area, as well as additional areas served by Capitol Corridor train service. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. CCJPA supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Rob Padgette
Managing Director



February 10, 2021

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

**Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22
Caltrans Strategic Partnership Grant Application.**

Dear Mr. Little:

The Redding Area Bus Authority (RABA) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. The project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

The project will bridge the current intercity transportation gap between the North State communities and the Greater Sacramento and Bay Area opportunities. Many in the North State communities will benefit from the enhanced transportation access. Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration.

RABA works with SRTA to coordinate transportation in Shasta County. This project supports transportation outside of Shasta County. This project provides a shared goal of enhanced transportation access for persons residing in Shasta County, including enhanced bus connections to regional transportation hubs. RABA supports the project and looks forward to participating in the development of the plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chuck Aukland", is written over a faint, larger blue outline of the signature.

Chuck Aukland, Executive Officer

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



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION

James N. Simon, Executive Director
JESSICA RISKE-GOMEZ, Transportation Manager

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

February 5, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Tehama County Transportation Commission (TCTC) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and TCTC work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding including potentially on the California Northern Railroad through Tehama County. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The Tehama County Transportation Commission supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

James N. Simon, Executive Director



TRINITY COUNTY
TRANSPORTATION COMMISSION
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

February 5, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Trinity County Transportation Commission (TCTC) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and TCTC work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The TCTC supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Rick Tippet
Trinity County Transportation Commission Executive Secretary



SISKIYOU COUNTY

LOCAL TRANSPORTATION COMMISSION

190 Greenhorn Road, Yreka, California 96097

Phone: 530.824.8220

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Siskiyou County Local Transportation Commission (SCLTC) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and SCLTC work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. SCLTC supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

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

Jeff Schwein, AICP CTP

Executive Director



Siskiyou County
Department of General Services
190 Greenhorn Road
Yreka, California 96097
Phone: (530) 842-8220 Fax: (530) 841-2800

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Siskiyou Transit and General Express (STAGE) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and STAGE work to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. STAGE supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

A handwritten signature in blue ink that reads "Angie Stumbaugh".

Angie Stumbaugh,
Transportation Services Manager

Jason Ledbetter
Director of General Services
(530) 842-8259

Angie Stumbaugh
Transportation Services Manager
(530) 842-8297

Scott Billingsley
Transportation Services Coordinator
(530) 842-8296



SHASTA COUNTY OFFICE OF EDUCATION

To be leaders in educational excellence, offering support to schools and community to ensure Shasta County students receive a quality education preparing them for high school graduation and success in career and college.

Superintendent
Judy Flores

Board of Education
Kathy Barry
Robert Brown
Rhonda Hull
Steve MacFarland
Laura Manuel
Denny Mills
Jennifer Snider

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Shasta County Office of Education supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The Shasta County Office of Education supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Judy Flores
Shasta County Superintendent of Schools



Tehama County Department of Education

Richard DuVarney
Tehama County
Superintendent of
Schools

1135 Lincoln Street Red Bluff CA 96080 | 530.527.5811 | www.tehamaschools.org

February 4, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application

Dear Mr. Little,

The Tehama County Department of Education supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Serving Students, Schools, and the Community

Antelope | Corning Elementary | Corning High | Evergreen | Flourney | Gerber | Kirkwood
Lassen View | Los Molinos | Red Bluff Elementary | Red Bluff High | Reeds Creek | Richfield

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration.

The Tehama County Department of Education supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,



RICHARD DUVARNEY
Tehama County Superintendent of Schools



Anderson Union High School District

1469 Ferry St., Anderson, CA 96007 ~ (530) 378-0568 ~ FAX (530) 378-0834

Victor Hopper, Superintendent

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Anderson Union High School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Anderson Union High School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Victor Hopper
Superintendent



903 South Street
Orland, California 95963
(530) 865-1200

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

Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Orland Unified School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Orland Unified School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

A handwritten signature in blue ink that reads 'Dwayne Newman'.

Dwayne Newman
Superintendent

Dwayne Newman, Superintendent
Kerri Hubbard, Chief Business Official

School Board
Michelle Allen, Board President
Becky Brummet, Board Clerk
Jeff Aguiar, Board Member
Shannan Ovard, Board Member
Jake Reimers, Board Member



CORNING UNION HIGH SCHOOL DISTRICT

Jared Caylor, Superintendent

Board Members: William Mache, James Bingham, J. Scott Patton, Todd Henderson, and Larry Glover

February 11, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Corning Union High School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Corning Union High School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Jared Caylor
Superintendent
Corning Union High School District



February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Willows Unified School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Willows Unified School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Koerperich", written over a horizontal line.

Emmett Koerperich, Superintendent



Los Molinos Unified School District

7851 Highway 99E, Los Molinos, CA 96055

Phone (530) 384-7826, Fax (530) 384-7832

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Los Molinos Unified School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Los Molinos Unified School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

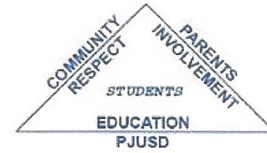
Sincerely,

Joey Adame, M.S., M.A.
Superintendent

Pierce Joint Unified School District

P.O. Box 239 • Arbuckle CA 95912 • (530) 476-2892 • Fax (530) 476-2289

Carol Geyer, Superintendent



February 9, 2021

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

**Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22
Caltrans Strategic Partnership Grant Application.**

Dear Mr. Little,

Pierce Joint Unified School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Pierce Joint Unified School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Carol Geyer
Superintendent

Board of Trustees: Amy Charter • Abel Gomez • Barbara Bair • John R. Friel • George Green
President Vice-President Clerk Member Member

Stony Creek Joint Unified School District
3430 County Rd. 309
Elk Creek, CA 95939

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Stony Creek Joint Unified School District supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA works to coordinate transportation projects across Northern California that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the students of the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will encourage students across rural Northern California to take advantage of academic institutions like the California State University and University of California systems located only a few hours away but effectively cut off from students who do not have access to their own car. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. Stony Creek Joint Unified School District supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Triance', with a stylized flourish at the end.

Kevin Triance
Superintendent/Principal
SCJUSD

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

Dignity Health Connected Living (DHCL) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

SRTA and DHCL work to coordinate transportation projects across Shasta County that provide improved access to the region and the rest of the state. This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs, healthcare, and education and visit their friends and families. As a large provider of services to many Seniors in our county, DHCL sees firsthand the need that exists for safe reliable transportation to the larger areas of Sacramento and the Bay Area for this population. We receive inquiries from Seniors or their family members/caregivers seeking transportation to these areas to access medical/dental and specialist appointments and at this time we no good options for them.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. DHCL supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,



Staci Wadley

Senior Director

Dignity Health Connected Living

530-226-3013

Staci.wadley@dignityhealth.org



Better bikeways, trails, walkable cities and vibrant public places

February 10, 2021

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

Re: **Enthusiastic support for the SRTA North State Intercity Bus to Rail Plan FY 2021-22
Caltrans Strategic Partnership Grant Application**

Shasta Living Streets supports the Shasta Regional Transportation Agency in its application for the North State Intercity Bus to Rail Plan. This project will take the next step to implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities. This project will make a significant difference for people and transportation in the communities throughout our region.

We believe our region has an exciting opportunity to build great cities and towns by making bicycling, walking, and transit - safe, accessible, and convenient. We believe doing so brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract visitors.

We hear from members, business owners and people in the community about transportation challenges on a regular basis. A common concern is the lack of high-quality, convenient and reasonable cost transportation between Shasta County and important neighboring regions, specifically including connections to Sacramento, the San Francisco Bay Area, and beyond to Los Angeles.

Business owners and professionals

In our region we hear from many business owners and professionals who need to travel to Sacramento, the San Francisco Bay Area, and Los Angeles – they want to do so with modern, convenient, reasonable cost, high-quality transit options. We have no such service. These business owners and professionals must drive on their own to and from business meetings, conferences and field office visits.

Parents and individuals

Family members in our area want to visit these other regions for holidays, special events, and recreational opportunities, and they often describe their extreme frustration that they must drive - because we simply have no other reliable, accessible intercity travel option.

Transit-dependent individuals

We hear from members and people in the community who are dependent on transit, and are unable to travel to other regions without finding someone to drive them. We have members who are blind, who do not own a car, or have a vehicle that is not reliable enough to take them long distances. These people are anxious to see improvements in intercity travel options.

Out of area business contacts

Local business people describe trouble they have to host important meetings and collaborate with out-of-region business contacts – collaborators are very reluctant to travel to our region because they do not want to drive, and there are no other convenient, reliable transportation options.

SRTA and Shasta Living Streets work to make all modes of transportation safer across Shasta County as well as to provide improved access to the region and the rest of the state.

This project will work toward our shared goals for the North State by planning for enhanced bus connections to regional rail hubs and studying daytime passenger rail to Redding. The project will bridge the current transportation gap between the communities of the North State and the opportunities located in large economic centers just a few hours to the south in Greater Sacramento and the Bay Area. The project will also help many in our communities find affordable transportation options to access jobs and education and visit their friends and families.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of our North State communities, including those who seek a car-free or car-lite lifestyle, are taken into consideration.

Shasta Living Streets supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we look forward to participating in the development of the plan.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring this project receives funding. For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.

Sincerely,



Anne Wallach Thomas, Executive Director



1313 California Street, Redding, CA 96001
athomas@shastalivingstreets.org | 530 355-2230 | shastalivingstreets.org



Redding Visitors Bureau
1448 Pine Street
Redding, CA 96001

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Redding Convention and Visitors Bureau (CVB) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step in implementing the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

The Redding Visitors Bureau was established to invite and serve visitors, but our role now encompasses full destination management which entails projects that work toward shared needs for residents, businesses, and visitors in Redding and Shasta County. More reliable bus and rail transportation connections to Greater Sacramento and the Bay Area is the next step in bringing those shared goals to fruition. Current transit service is not sufficient to support tourism to the area or for local residents to access jobs, education, doctor's appointments and to visit their friends and families in an environmentally sound manner. We get feedback all the time from potential visitors that we need to establish better transportation to Redding, the Shasta Region, and the rest of the North State. Overall, it will establish public transit as a convenient, affordable, and reliable way to get to and from Redding and Shasta County which will in turn boost tourism and economic stability for the region.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The Redding CVB supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

A handwritten signature in blue ink that reads "Laurie Baker".

Laurie Baker
Chief Executive Officer



1699 Hwy 237, Anderson, CA 96007
Phone: 530-365-7500
Email: Admin@ShastaCascade.org

February 10, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Shasta-Cascade Wonderland Association supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project will take the next step in implementing the 2018 California State Rail Plan to fill the region's gap in current travel practices.

Shasta-Cascade Wonderland Association was founded in 1927 with the purpose to support access to the north state region through the improvement of roads. SRTA has taken the role of coordinating transportation projects across Shasta County that provide improved access to the region and the rest of the state. This project will be the next step in serving residents, businesses, and visitors in the Shasta-Cascade region in a fashion that brings the area up-to-date with the current goal of sustainable transportation to the Greater Sacramento and the Bay Area. Shasta County is located only a few hours away, but it is effectively cut off for people who don't have access to a car or those who prefer to travel by bus or train. Current transit service operates on a limited schedule with very inconvenient arrival and departure times which is affecting the region's ability for economic development from tourism.

Similar work is being done by Caltrans and the San Joaquin Joint Powers Authority, and this project would guarantee that the perspectives of the North State communities are taken into consideration. The Shasta-Cascade Wonderland Association supports the need for forward-thinking projects like the North State Intercity Bus to Rail Plan, and we would look forward to participating in the development of the plan.

Sincerely,

Lisa May
Director of Tourism Development

Promoting Economic Development Through Recreation & Tourism in the Counties of Butte, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity.



12 February 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application

Dear Mr. Little:

The *Rail Passengers Association* supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. Our staff has reviewed the elements of this project and after that review we agree that it represents an extremely important "next step" to implement the 2018 California State Rail Plan in a way that recognizes the North State region's priorities and advances strong first-mile/last-mile connections.

As you know, SRTA coordinates transportation projects in Shasta County and the North State of California that provide improved access to the region and the rest of the state. *Rail Passengers* understands from SRTA that this project enables more reliable bus and train transportation connections to Greater Sacramento and the Bay Area; our research as an Association confirms again and again in communities large and small across the United States that greater connections lead to greater economic growth and economic equity for the communities served.

SRTA explains that today communities in Shasta County and along the Interstate 5 corridor, despite being only a few hours away, are effectively cut off for those who do not have access to a car or those who prefer to travel by bus or train. The current transit service offers limited schedules and inconvenient arrival and departure times, and this poses a genuine hardship for citizens who either can't afford or are medically or physically unable to drive. The North State Intercity Bus to Rail Plan project will bring affordable, environmentally sustainable transportation options to residents who need access to jobs, education (like the California State University and University of California systems), and doctor's appointments, along with many other destinations. Better public transportation supports those traveling for pleasure, for business and for work, boosting businesses, easing commutes and opening up tourism to Redding and the Shasta Region. Overall, it will establish public transit as a convenient, affordable, and reliable way to get to and from Redding and the North State, benefiting not just the immediate community but bolstering connections to the state as a whole.

The *Rail Passengers Association* is the oldest and largest national organization speaking for the more than 40 million rail passengers in the U.S. For more than 50 years, our mission has been to improve and expand conventional intercity and regional passenger train services, support higher speed rail initiatives, increase connectivity among all forms of transportation and ensure safety for our country's trains and passengers. Our grassroots work makes communities safer, more accessible and more productive, improving the lives of everyone who lives, works and plays in towns all across America. After reviewing SRTA's documentation, our Association believes that this project will also improve the lives of everyone who lives, works and plays in the North State region, and we strongly urge that you support this forward-thinking project.

Sincerely,

Jim Mathews
President & CEO
Rail Passengers Association/NARP

1967



1990



2011



2017



RAIL PASSENGERS
ASSOCIATION



**Shasta
Environmental
Alliance**

P.O. Box 990027 • Redding, CA 96099 • ecoshasta.org

February 12, 2021

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

Subject: Letter of Support for SRTA North State Intercity Bus to Rail Plan FY 2021-22 Caltrans Strategic Partnership Grant Application.

Dear Mr. Little,

The Shasta Environmental Alliance is a nonprofit 501(c) (3) corporation founded in 2017 and supported by individuals and 19 environmental, conservation and outdoor organizations. Our mission is to protect and preserve the flora, fauna, air and water of the Sacramento River Watershed through advocacy and education.

The Shasta Environmental Alliance (SEA) supports the Shasta Regional Transportation Agency (SRTA) in its application for the North State Intercity Bus to Rail Plan. This project is important to help implement the 2018 California State Rail Plan in a way that is consistent with the North State region's priorities.

This project will not only provide much needed public access to transportation but will also reduce greenhouse gases and other pollutants into the atmosphere. Reducing greenhouse gases will help to meet State guidelines and will improve the air quality in northern California. This aligns with the mission of our organization.

Providing better bus and rail transportation between Redding and Sacramento and points in between is needed in this area and will reduce the need for more air travel and car travel with their high CO2 emissions. Currently Amtrack rail and bus service is slow, unreliable and has limited schedules resulting in increased use of automobiles for travel between these cities.

If bus service and bus/rail routes are intelligently planned so that they maximize short travel times with high passenger usage this plan would significantly reduce greenhouse gases. We support your efforts to meet these goals.

Sincerely,

David Ledger, President