

STAFF REPORT



MEETING DATE:	September 13, 2016
SUBJECT:	Correspondence
AGENDA ITEM:	5-5
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- June 27, 2016, letter from Federal Transit Administration to Malcolm Dougherty, Director, California Department of Transportation, regarding Approval of FY 2016/17 Overall Work Programs
- June 29, 2016, letter from Redding Area Bus Authority (RABA) to Shasta Regional Transportation Agency (SRTA), regarding On-Demand Sunday Transit Service
- June 29, 2016, letter from city of Redding to Shasta Regional Transportation Agency (SRTA), regarding On-Demand Sunday Transit Service
- June 30, 2016, letter from Congressman Doug LaMalfa to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding FTA "Mobility On-Demand" Sandbox Grant – Shasta County Sunday Transit Service
- July 7, 2016, letter from Congressman Doug LaMalfa to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding TIGER and FASTLANE grant applications
- July 13, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Nicole Dolney, California Air Resources Board, regarding SRTA recommendation for SB375 target update for year 2035
- July 20, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Bruce de Terra, Department of Transportation, regarding Administration Modification No. 9 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- August 10, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Ian Howat, Caltrans District 2, regarding support for city of Redding's HSIP application for Churn Creek Road/Maraglia Street Safety Improvement Project
- August 18, 2016, email from Shasta Regional Transportation Agency (SRTA) to Angela Byrd Udovich, city of Redding, regarding support for Redding Area Bus Authority (RABA) Federal Transit Administration (FTA) 5339 funding application
- August 26, 2016, letter from the North State Super Region to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding the 2016 National Multimodal Freight Network (NMFN), Docket No. FHWA-2016-0017

Daniel S. Little, AICP, Executive Director



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California, Hawaii,
Nevada, and the territories of
Guam, American Samoa and the
Northern Mariana Islands

90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701
(202) 731-9652
(202) 713-0097 (fax)

Mr. Malcolm Dougherty
Director
California Department of Transportation
1120 N Street
MS 49
Sacramento, CA 95814

JUN 27 2016

Re: Approval of FY 2016/17 Overall Work
Programs

Dear Mr. Dougherty,

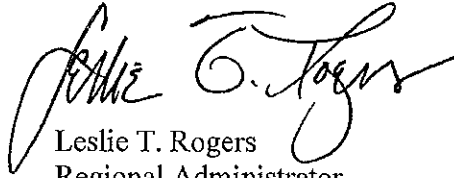
The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have reviewed FY 2016/17 Overall Work Programs (OWPs) for California Metropolitan Planning Organizations (MPOs). Based on this review and in accordance with the FHWA/FTA Memorandum of Understanding, FTA approves final OWPs from the following MPOs for FTA 49 USC Section 5303, 5304 and FHWA Metropolitan Planning (PL) funding:

- Association of Monterey Bay Area Governments
- Butte County Association of Governments
- Council of Fresno County Governments
- Kern Council of Governments
- Madera County Transportation Commission
- Metropolitan Transportation Commission
- San Diego Association of Governments
- San Joaquin Council of Governments
- San Luis Obispo Council of Governments
- Santa Barbara County Association of Governments
- Shasta County Regional Transportation Planning Agency
- Southern California Association of Governments
- Stanislaus Council of Governments
- Tahoe Metropolitan Planning Organization
- Tulare County Association of Governments

This approval authorizes reimbursement of metropolitan planning activities under Title 23 and Title 49. FTA's Circular 8100.1C identifies eligible grant activities. Please see Chapter II, page II-2 for a complete list. This approval is authorized only for planning-eligible activities, and not for project implementation or project oversight of non-planning tasks. Any activities funded in the OWP using other Federal program funds (STP, CMAQ, etc.) are not approved and must be submitted for authorization using the E-76 approval process.

As in previous years, we ask that copies of Final OWPs be sent to FTA and FHWA as well as Caltrans by June 1st next year. If you have questions regarding this matter, please contact Alex Smith, Community Planner, at (415) 734-9472 or by e-mail at Alexander.Smith@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers", written over the printed name and title.

Leslie T. Rogers
Regional Administrator

cc: Erin Thompson, Caltrans Division of Transportation Planning
Jack Lord, FHWA California Division



June 29, 2016

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

Subject: On-Demand Sunday Transit Service

Dear Mr. Little:

I support the Shasta Regional Transportation Agency's (SRTA) FTA "Mobility on Demand" (MOD) Sandbox Program grant application for the introduction of on-demand Sunday transit service. This project will support the following goals and objectives of the MOD Sandbox Program:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships;
2. Prepare regional transit services for mobility on demand technology via a pilot program; and
3. Measure the impact of mobility on demand services on travelers and the regional transit system.

Sunday service has long been a transit need identified in the community that we have unfortunately been unable to meet. This grant will allow us to test the market in an innovative and potentially more efficient manner.

My staff and I look forward to working with SRTA on this user-driven Sunday transit service. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a horizontal line. The signature is fluid and cursive.

Brian Crane, Executive Director
Redding Area Bus Authority



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. Box 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170

530.245.7024

June 29, 2016

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

Subject: On-Demand Sunday Transit Service

Dear Mr. Little:

I support the Shasta Regional Transportation Agency's (SRTA) FTA 'Mobility on Demand' (MOD) Sandbox Program grant application for the introduction of on-demand Sunday transit service. This project will support the following goals and objectives of the MOD Sandbox Program:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships;
2. Prepare regional transit services for mobility on demand technology via a pilot program; and
3. Measure the impact of mobility on demand services on travelers and the regional transit system.

Sunday service has long been a Redding transit need that many in our community have asked for but has not penciled for the Redding Area Bus Authority. This grant will allow the SRTA to work with area providers and transit users and test the market in an innovative and potentially efficient manner.

My staff and I look forward to working with SRTA on this user-driven Sunday transit service. Good luck on the grant application.

Sincerely,

Brian Crane, Public Works Director
City of Redding – Public Works Department

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON AGRICULTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0501

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<http://lamalfa.house.gov>

June 30, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: FTA "Mobility On-Demand" Sandbox Grant – Shasta County Sunday Transit Service

Dear Secretary Foxx:

I am writing in support of the Shasta Regional Transportation Agency's (SRTA) FTA 'Mobility on Demand' (MOD) Sandbox Program grant application. The project would introduce on-demand Sunday transit service to the region, which to date, has never been provided in the Redding metro area. This public-private partnership between SRTA, Shasta Senior Nutrition Program and DoubleMap will demonstrate more efficient public transportation delivery systems, allowing the region to provide more targeted and responsive services. Successful completion of the project would not only lead to continued implementation of such services for the region, but may also demonstrate a model that can be implemented by rural and small-urban public transportation providers across the country.

This project would support many of the MOD Sandbox program goals and objectives including:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships with existing systems;
2. Prepare regional transit services for mobility on demand technology via a pilot program;
3. Increase transportation efficiency and effectiveness; and
4. Enhance user experience through reliable and more direct services.

If you need additional information or assistance please contact my District Director, Lisa Mara, at 530-878-5035.

Sincerely,



DOUG LAMALFA
Member of Congress

C: Dan Little, Executive Director, Shasta Regional Transportation Agency

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON AGRICULTURE

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FAX: (530) 223-5897

<http://lamalfa.house.gov>

July 7, 2016

The Honorable Anthony Foxx
Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

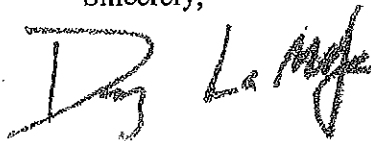
Dear Secretary Foxx:

I am writing to express my strong support of the application by the California Department of Transportation and the Shasta Regional Transportation Agency for TIGER and FASTLANE grant funding to complete the Interstate 5 Anderson to Redding Six-Lane Project (I-5 RASL). Not only would this project improve interstate goods movement along the primary North-South artery on the West Coast, but it will also address existing hazards caused by substandard I-5 overcrossings of heavily-used railroad tracks. As the success of the project will have positive impacts on the speed and safety of goods movement and private travel for the entire West Coast, I believe it deserves your positive consideration.

While much of the I-5 RASL project has been completed, a significant portion has not yet been upgraded due to the need to replace two overcrossings over Union Pacific Railroad tracks. The existing overcrossings fail to meet minimum height or width standards, creating a potentially devastating hazard to West Coast goods movement and travel. Should a derailment occur, or simply a shifting overhanging load, one or both overcrossings could be damaged beyond repair. Such an accident could cut simultaneously cut both the primary interstate and rail line providing North-South travel and goods movement on the West Coast, the effects of which would damage the entire region's economy.

As the potential negative impacts of failing to address this hazard are regional in scope, and nearly all other sources of funding are subject to rigid requirements that preclude use for this specific project, it is imperative that the federal government assist in preventing such an accident. I request your support for these grant applications and urge that you give them the fullest consideration.

Sincerely,



Doug LaMalfa
Member of Congress



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • Fax: (530)262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, AICP, Executive Director

July 13, 2016

Nicole Dolney
Chief, Transportation Planning Branch
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: SRTA Recommendation for SB375 Target Update for Year 2035

Dear Ms. Dolney:

The Shasta Regional Transportation Agency (SRTA) understands that the California Air Resources Board (CARB) is preparing to update year 2035 passenger vehicle greenhouse gas (GHG) reduction targets for all metropolitan planning organizations (MPO) in California, as required under Senate Bill 375 (SB 375). It is also understood that year 2020 targets will not change. Further, we understand that CARB is seeking input from MPOs on updated targets for their region before CARB releases draft 2035 target recommendations and conducting workshops in early fall of 2016, with final updated targets becoming effective on January 1, 2018.

The SRTA Board of Directors supports and recommends to CARB that an updated -6.0% target be set for the Shasta region for year 2035. This target reflects a package of strategies that, if implemented, has the potential to reduce emissions beyond those currently identified in SRTA's 2015 Regional Transportation Plan (RTP). It should be noted that the strategies identified in the attached June 28, 2016, staff report and Summary Analysis of Potential Greenhouse Gas Emission Reductions (2018-2035) are preliminary and premised on the following assumptions:

- Additional technical analysis will need to be performed as part of SRTA's 2018 update to the Regional Transportation Plan to identify the full potential of the strategies;
- The strategies rely on funding commitments of federal and state partners to invest in projects in the region;
- The actual strategies, and the degree to which they are implemented, will vary based on real-world conditions and updates of RTP policies every four years; and
- CARB's willingness to work with SRTA on strategies that may not directly reduce passenger vehicles and light-duty trucks GHG emissions, but would reduce them indirectly.

July 13, 2016

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SRTA will provide additional preliminary supporting information related to the attached strategies at the request of CARB staff. SRTA appreciates CARB's continued support of a "bottom-up" approach to the target setting process and encourages CARB to continue to involve MPOs early in each target update. Since the first targets were developed, SRTA has worked diligently with CARB and its staff to ensure target setting considers regional differences, capabilities and constraints.

If you have any questions regarding SRTA's proposed GHG reduction target please feel free to contact Sean Tiedgen at (530) 262-6185 or stiedgen@sрта.ca.gov.

Sincerely,

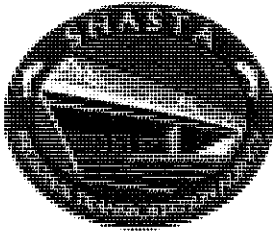
A handwritten signature in black ink, appearing to read 'D. Little', with a horizontal line underneath it.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/SMT/jac

Attachment

C: Heather King, AICP, Air Pollution Specialist, Sustainable Communities Policy and Planning Section,
CARB



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

Daniel S. Little, Executive Director

July 20, 2016

Mr. Bruce de Terra, Chief
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Administrative Modification No. 9 to the Shasta County 2015 Federal
Transportation Improvement Program (FTIP)

Dear Mr. de Terra:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 9 to the 2015 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2015 FTIP is financially constrained. Additionally, the modification is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are programming pages of the "modified" and "prior" versions; the summary of changes for this administrative modification; and the grouped project listing.

In summary, the administrative modification makes one grouped project listing change, as follows:

- **Grouped Projects for Transit Operating Assistance, CTIPS ID 211-0000-0057:** The county of Shasta has received a Federal Transit Administration (FTA) 5311(f) Federal Fiscal Year 2017 Intercity Bus award for its Burney Express service. The total project cost is \$232,641, of which \$175,836 is FTA 5311(f) funding. The residual will be paid with estimated farebox revenue (\$25,860) and State Transit Assistance funding (\$30,945).

An electronic copy will be transmitted by email to you, and the below contact list.

If you have any questions, please contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov.

Administrative Modification No. 9 to the Shasta 2015 FTIP

July 20, 2016

Page 2

Sincerely,

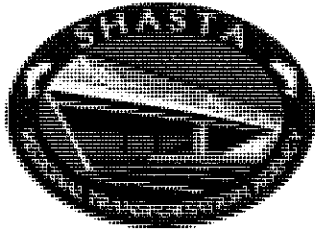


for
Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Enclosures: Summary of Changes Spreadsheet
CTIPS Programming Pages
Grouped Project Listing for CTIPS 211-000-0057

C: Wade Hobbs – FHWA, CA Division
Hymie Luden – FTA, Region 9
Scott Wahl – County of Shasta
Chuck Aukland – RABA



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

August 10, 2016

Ian Howat, District Local Assistance Engineer
Caltrans Office of Local Assistance – District 2
1657 Riverside Drive
Redding, CA 96001-0536

Re: Support for City of Redding's HSIP Application for Churn Creek Road/Maraglia Street Safety Improvement Project

Dear Ian:

The Shasta Regional Transportation Agency (SRTA) strongly supports the City of Redding's Highway Safety Improvement Program (HSIP) grant application for the Churn Creek Road/Maraglia Street Safety Improvement Project and encourages the selection of this project for funding. The project reflects a well thought out and comprehensive approach to safety. In addition to a much needed mid-block enhanced crossings on Churn Creek Road at Maraglia, the project will fill sidewalk gaps on both streets providing improved pedestrian access to Parsons Junior High School; replace curb returns with ADA compliant returns; narrow travel lanes to provide space for buffered bike lanes; provide street lighting; and enhance access control at and near the intersection of Cypress Avenue.

As documented in the 2015 Regional Transportation Plan (RTP) for Shasta County, the proposed improvements are located in an identified 'disadvantaged community'. Due to low income, disability, or other factors, residents in disadvantaged communities are more likely to have limited access to a motor vehicle or ability to operate one. The proposed improvements will enhance pedestrian and bicycle safety, as well as enhance access to public transportation (RABA Route 4, 5, 6, and 7).

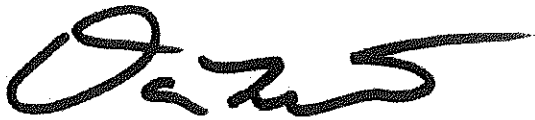
Furthermore, the proposed improvements help to implement the following 2015 RTP goals:

- Goal #3: Provide an integrated, context-appropriate range of practical transportation options.
 - Strategy B: Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination.
- Goal #4: Create vibrant, people-centered communities.
 - Strategy A: Support the development and use of active transportation choices.
 - Strategy B: Apply targeted improvements within disadvantaged communities to enhance mobility, destination accessibility, transportation affordability, and economic opportunity.

- Goal #7: Practice and promote environmental and natural resource stewardship.
 - Strategy C: Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice.

SRTA will provide in-kind technical support and integrate the proposed improvements into the upcoming Shasta County Active Transportation Plan and inventory of non-motorized facilities.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Little', with a long horizontal flourish extending to the right.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/JEP

Janie Coffman

Subject: FW: SRTA's 5339 Concurrence Letter for RABA

From: Keith Williams
Sent: Thursday, August 18, 2016 12:25 PM
To: Byrd Udovich, Angela
Cc: 'Hymie Luden (hymie.luden@dot.gov)' (hymie.luden@dot.gov); Jenn Pollom; Dan Little (dlittle@srta.ca.gov); Kathy Urlie (kurlie@srta.ca.gov)
Subject: SRTA's 5339 Concurrence Letter for RABA

Hi Angela,

Please find below the Shasta Regional Transportation Agency's letter of concurrence for RABA's 5339 application you plan on submitting soon. If you have any questions, please do not hesitate to contact me. If I am not available, please contact my colleague Jennifer Pollom.

Dear Hymie,

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5339 funding to add a 35-foot fixed route bus to its fleet. The Redding Area Bus Authority serves the south-central urbanized area of Shasta County.

The Shasta Regional Transportation Agency concurs with the programming amounts stated in the Redding Area Bus Authority's application (**Federal Award Identification Number and Temporary Application Number 1629-2016-2**). The grant requests \$166,621 appropriated for federal fiscal year 2013 and \$169,748 for federal fiscal year 2014. The grant is for a total of \$336,369 FTA 5339 funds from the Redding Urbanized Area. The projects listed in the following table are in this grant.

Description	FTIP ID #	FTA Amount	Total Eligible Costs	Application Year	Type/UZA
Buy 35-Ft. Bus for Expansion	211-0000-0059	\$336,369	\$420,369	FY 16	5339/UZA

The project funding is programmed in the 2015 FTIP which received federal approval on December 15, 2014. The FTIP underwent a public review process and no comments were received regarding this project funding.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Keith Williams, MS, MCRP, AICP
Associate Transportation Planner
Voting Member of the California Bicycle Advisory Committee
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
Tel. 530-262-6192





North State Super Region

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www.superregion.org

Phillip J. Dow, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

August 26, 2016

Anthony Foxx, Secretary

U.S. Department of Transportation

Docket Management Facility

U.S. Department of Transportation

1200 New Jersey Avenue, SE

W 12-140

Washington, DC 20590-0001

Docket No. 2016-13261

Dear Secretary Foxx:

California's North State Super Region (NSSR) is a coalition of the state's northernmost 16 regional transportation planning agencies. Our region encompasses over 42,000 square miles, or more than one-quarter of California's land area. Although the combined population exceeds 1 million, the area is largely rural and separated by distance and topography. Regional and interregional transportation networks are therefore of vital importance to our economic health. Although not the highest volume routes in the state, the North State's transportation corridors are frequently impacted by weather events, landslides, wildfires, seismic movements, and other natural disasters. In most cases, no practical alternative routes exist. The scale of impacts to rural economies and key North State industries cannot be understated.

The Interim 2016 National Multimodal Freight Network (NMFN) represents a net loss of over 1,173 California highway miles from the current network. Much of this loss is within the North State Super Region. We understand that the California Department of Transportation (Caltrans) will be recommending that the proposed NMFN be expanded to include 'Tier 1, 2, and 3' network components as described in the California Freight Mobility Plan. This Plan was completed in 2014 through a collaborative statewide process involving our members. In addition, this expanded network largely coincides with California's proposed 'Zero Emission & Alternative Fuel Corridors' being submitted at the request of the U.S. Department of Transportation (FHWA Docket No. FHWA-2016-0017).

Without expansion of the National Multimodal Freight Network to include California's three-tier Highway Freight Network, the continuity of the North State Super Region's freight system and our economic lifeblood is in jeopardy.

While the economy in our Region has historically been dominated by extractive industries such as forest products and mining, agriculture is a \$1 billion industry in the North State. Commodities such as walnuts and olive oil are exported throughout the world. The Department of Transportation's desire to constrain our National Multimodal Freight Network is understandable; however, if constraint only considers Average Annual Daily Traffic (AADT), then substantial impacts on these lower-volume facilities during agricultural production and harvest periods will lack due consideration.

Our message is this: incorporate highways identified as Tier 1, Tier 2, and Tier 3 in the California Freight Mobility Plan to help ensure a contiguous and reliable network throughout the North State Super Region – one that accounts for seasonal and often intense impacts of agriculture on California's highway network and provides valuable alternatives in periods of inclement weather or during natural disasters.

Thank you for the opportunity to comment on development of the National Intermodal Freight Network.

Sincerely,

Phillip J. Dow, P.E., Chair
North State Super Region

C: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Katie Benouar, Chief, Division of Transportation Planning, Caltrans Headquarters