

STAFF REPORT



MEETING DATE: April 24, 2018
SUBJECT: Correspondence
AGENDA ITEM: 5-4
STAFF CONTACT: Amy Lindsey, Executive Assistant

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
2/15/18 2/21/18	• City of Sacramento, Department of Public Works • Sacramento Municipal Utility District (SMUD)	Letters of support for SRTA's North State Intercity Bus grant application under the Transit and Intercity Rail Capital Program

OUTGOING CORRESPONDENCE

Date	To	Subject
3/5/18	Greg Pratt, General Manager, Humboldt Transit Agency	Letter of support for Humboldt Transit Agency's grant application under the Caltrans Adaptation Planning Program
3/7/18	National Recreation and Park Association	Letter of support for city of Redding's Loma Vista Trail grant application under the 10-Minute Walk Planning Grant and Technical Assistance Program
3/26/18	Ronald Hu, California Department of Transportation, Division of Rail and Mass Transportation 5311(f) Intercity Bus Program	SRTA's comments on the Draft 2018 Statewide Intercity Bus Study Report

Daniel S. Little, AICP, Executive Director

Attachment: SRTA Correspondence Letters

City of
SACRAMENTO
Department of Public Works

DEPARTMENT OF
PUBLIC WORKS

OFFICE OF THE DIRECTOR

City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814-2604
916-808-7100

February 15, 2018

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

Re: North State Intercity Bus – Redding to Sacramento

Dear Mr. Little,

The City of Sacramento in support of the North State Intercity Bus project that would expand transportation opportunities to the north state to our regional connections at the Sacramento Valley Station. As presented to City staff, this project promises to provide a critical connection between rural northern California and the City of Sacramento.

We appreciate the coordinated effort your agency has shown with our staff on this project and we look forward to accommodating the system vehicles into the growing transportation network in Sacramento. Pending use agreements and integrated planning with our existing and planned development projects, our facilities at the Sacramento Valley Station can accommodate sufficiently timed stops for the North State Intercity Bus in coordination with Amtrak and other transit agencies.

The City of Sacramento supports efficient connectivity options encourages the use of public transit and low emissions travel options such as the proposed North State Intercity Bus service.

Sincerely,



Hector Barron
Director of Public Works



February 21, 2018

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

RE: SMUD Letter of Support of the Shasta Regional Transportation Agency Grant Application
for the Transit Intercity Rail Capital Program

Dear Mr. Little,

The Sacramento Municipal Utility District (SMUD) is pleased to support Shasta Regional Transportation Agency's proposal for grant funding under the California State Transportation Agency's Transit Intercity Rail Capital Program. The proposal will provide funding for the Shasta Regional Transportation Agency's (SRTA) North State Intercity Bus System project which is described as providing a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport, downtown Sacramento and Amtrak rail services using battery electric transit buses.

We believe that projects such as the North State Intercity Bus System are aligned with SMUD's environmental sustainability goals and objectives. SMUD recognizes that supporting the electrification of the transportation sector is an important step towards reducing vehicle emissions of greenhouse gases which is an important policy goal of the state.

If awarded, SMUD will support SRTA's grant project by providing coordination assistance with SMUD's Rule and Regulation 16 application (Extension of Facilities to Non-Residential Premises), ensure that the level of power and associated services needed to support the bus storage and charging stations is made available, and help meet SRTA's desire to have 100% renewable energy supplied to the charging stations through SMUD's SolarSharesSM and Greenergy green energy programs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rachel Huang', with a large, sweeping flourish extending to the right.

Rachel Huang
Director, Energy Strategy, Research and Development
Sacramento Municipal Utility District



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, Executive Director

March 5, 2018

Greg Pratt, General Manager
Humboldt Transit Agency
133 V Street
Eureka, CA

Subject: Humboldt Transit Agency's (HTA) Caltrans Adaptation Planning Grant Application

Dear Mr. Pratt:

The Shasta Regional Transportation Agency (SRTA) is pleased to support HTA's *Climate Resilient Electrified Transit Plan for Humboldt County* project proposal for the Caltrans Adaptation Planning Grant Program. The plan will coordinate with key stakeholders such as SRTA and develop electric fleet charging infrastructure conceptual designs that couple adaptation and resiliency with best available industry data and information on charging infrastructure design.

HTA is currently considering electric buses to meet statewide zero emission transit system targets. Because an overhaul of the fleet also requires an overhaul of the fueling infrastructure that serves the fleet, it is critical that fueling infrastructure planning be central to the long-term planning process.

SRTA is developing the business plan for the North State Intercity Bus System and has applied for capital funding through the Transit and Intercity Rail Capital Program for battery electric buses and charging infrastructure. The North State Intercity Bus System is an express bus service between Redding and Sacramento along the Interstate 5 corridor, that will directly serve the counties of Shasta, Tehama, Glenn, and Colusa with feeder services from more rural counties including Humboldt and Trinity counties along State Route 299. HTA's proposed electrification and the North State Intercity Bus System will complement one another and coordinate integrated charging infrastructure into both transit planning efforts.

SRTA looks forward to working with HTA and coordinating our efforts to decrease emissions from public transportation that connects our regions.

Sincerely,

A handwritten signature in blue ink, which appears to read "Jennifer Pollom", is written over a horizontal line.

Jennifer Pollom, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)



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Daniel S. Little, Executive Director

March 7, 2018

National Recreation and Park Association
22377 Belmont Ridge Road
Ashburn, VA 20148-4501

Re: City of Redding's Loma Vista Trail application for the 10-Minute Walk Planning Grant and Technical Assistance Program

On behalf of the Shasta Regional Transportation Agency (SRTA), it is my pleasure to support the city of Redding's request for technical assistance through the 10-Minute Walk Planning Grant and Technical Assistance Program. The proposed Loma Vista Trail takes advantage of an existing utilities corridor to connect four public schools, several community parks, a regional destination park, and a nature preserve.

As the designated Metropolitan Planning Organization for the Shasta Region, SRTA is actively engaged in the development of high-quality active transportation corridors that connect neighborhoods to jobs, schools, parks, shopping, and various other destinations. SRTA and the city of Redding recently partnered on the development of an active transportation plan, which included an in-depth public engagement process. An east-west connection in the area of the proposed Loma Vista Trail was identified by the community during outreach efforts as a high priority due to several barriers to walking and bicycling, including Churn Creek, Interstate 5, and several arterial roadways. The proposed Loma Vista Trail will address this gap as well as connect to several recent and planned active transportation infrastructure improvements.

Technical assistance requested by the city of Redding is needed to evaluate the feasibility of the complete 2.5 mile corridor between Bechelli Lane and the Clover Creek Preserve. SRTA will work with the city of Redding to ensure that the project design is fully integrated with the regional active transportation network and can provide technical assistance toward the design phase or other support needed to make the project ready for construction.

Thank you for your consideration of this important project.

Regards,

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

Daniel S. Little, AICP, Executive Director

Cc: Chuck Aukland
Kim Neimer



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189

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Daniel S. Little, Executive Director

March 26, 2018

Ronaldo Hu
California Department of Transportation (Caltrans)
Division of Rail and Mass Transportation
5311(f) Intercity Bus Program
P.O. Box 942874, MS 39
Sacramento, CA 94274-0001

Subject: Comments on Draft 2018 Statewide Intercity Bus Study Report

Dear Mr. Hu:

Thank you for the opportunity to provide feedback on the draft 2018 Statewide Intercity Bus Study (SIBS) Report. The Shasta Regional Transportation Agency (SRTA) greatly appreciates your role and that of the Division of Rail and Mass Transportation (DRMT) in evaluating California's current rural intercity bus network and future regional intercity bus needs. The revised funding criteria is crucial to improving rural connections to the rest of the state.

The Sacramento Valley has relatively large population, rural communities and very few or no transportation services connecting them together. The study lacks analysis about connecting these communities in general to urban areas such as Redding, Chico, and Sacramento. The need for connectivity is illustrated in Figure 2 with the disconnected pink areas representing "North State 2010 Adjusted Urban Areas". The pink areas are not connected to one another nor to Sacramento. Furthermore, Figure 5 shows there are connections to Chico State and downtown Sacramento, but in reality, there is very little connectivity in the North State to those destinations. Another example is shown in Figure 23; the disconnected 10-mile buffers around hospitals demonstrate the lack of access to other medical facilities in nearby communities and large urban markets.

SRTA appreciates and highly recommends immediate action in reformulating the organizational, funding, and planning structures that guide the statewide rural regional bus system. SRTA supports comprehensive leveraging of recent programs that include the State Rail Plan and SB1 resources, as well as California Climate Investment (CCI) programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations

Program (LCTOP). The CCI programs are complementary funding sources that could be used more efficiently on a well-coordinated rural regional bus system that connects rural communities to one another and to resources in large urban areas. SRTA believes that the restructuring should include direct partnerships between the state and agencies that will fundamentally improve the system. Direct partnerships avoid overhead and administrative costs that result from multiple pass-through organizations.

SRTA supports the revised funding criteria and believes that it addresses the need for continued funding of existing routes by awarding five points to existing services. The existing routes are crucial to connecting North State communities to Redding. SRTA's proposed North State Intercity Bus System seeks to further connect these communities to additional rural communities and to Sacramento and beyond (see attached maps).

Again, thank you for the opportunity to comment on the draft 2018 Statewide Intercity Bus Study. We look forward to working with you further to improve intercity transportation.

Sincerely,

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

Jennifer Pollom, AICP, Senior Transportation Planner

Shasta Regional Transportation Agency (MPO)

SRTA's proposed North State Intercity Bus System (shown in blue) connects disparate local transit systems (shown in red).

