



STAFF REPORT

MEETING DATE:	February 25, 2020
SUBJECT:	Correspondence
AGENDA ITEM:	8-5
STAFF CONTACT:	Amy Lindsey, Administrative Associate

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

INCOMING CORRESPONDENCE

Date	From	Subject
12/13/19	Erin Thompson, Office of Regional Planning, Department of Transportation, Division of Transportation Planning Chief	Letter of compliance for final submission of corrective actions to resolve Finding 2018-002 identified in the fiscal year 2017-18 Single Audit Report (SAR).

OUTGOING CORRESPONDENCE

Date	To	Subject
12/4/19	State Controller's Office, Local Government Programs and Services Division, Local Government Reporting Section	Financial Transactions Report Submission for Reporting Year 2019
1/16/20	David S. Kim, California State Transportation Agency, Secretary	SRTA's North State Intercity Bus System: Phase 2.0, Prototype Fuel Cell Motorcoaches TIRCP Grant Application https://www.srta.ca.gov/DocumentCenter/View/4962/SRTA-2020-TIRCP-Grant-Application
1/21/20	Cathryn Rivera-Hernandez, Governor's Office – Appointment Unit, Appointments Secretary	Letter of support to reappoint Paul Van Konynenburg to the California Transportation Commission (CTC)
1/28/20	Lisa Bates, Department of Housing and Community Development, Deputy Director	Letter of support for ADK Properties LLC and city of Shasta Lake Boomtown Project Connections to other Greenhouse Gas Reduction Fund (GGRF)-Funded Projects
1/30/20	Lisa Bates, Department of Housing and Community Development, Deputy Director	Letter of support for ADK Properties LLC and city of Shasta Lake Boomtown Center Project Consistency with Sustainable Communities Strategy
2/5/20	Esther Odufuwa Advanced Fuels and Vehicle Technologies Office, Fuels and Transportation Division, California Energy Commission, Energy Commission Specialist I, Freight and Transit Unit	Letter of support for Docket #19-TRAN-02 Medium and Heavy-Duty Zero-Emission Vehicles and Infrastructure

Daniel S. Little, AICP, Executive Director

Attachment: SRTA Correspondence Letters

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING

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SACRAMENTO, CA 94274

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www.dot.ca.gov*Making Conservation
a California Way of Life.*

December 13, 2019

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

Dear Mr. Little:

On November 25, 2019, the California Department of Transportation (Caltrans) Division of Transportation Planning received the Shasta Regional Transportation Agency's (SRTA) final submission of corrective actions to resolve Finding 2018-002 identified in the Fiscal Year (FY) 2017-18 Single Audit Report (SAR). SRTA provided adequate documentation to demonstrate how they will ensure, in the event of turnover, that new project managers will recognize their duties and responsibilities in order to submit reports timely.

The Caltrans Independent Office of Audits and Investigations may perform a follow-up review after all corrective actions were made to determine if SRTA has implemented adequate corrective measures for each agency review finding and to ensure compliance with Caltrans agreements and federal and State rules and regulations.

We appreciate the cooperation and coordination that SRTA has provided during this process. If you have any questions, please contact Jacqueline Kahrs at Jacqueline.kahrs@dot.ca.gov or (916) 653-9255.

Sincerely,



ERIN THOMPSON
Chief
Office of Regional Planning

Mr. Dan Little
December 13, 2019
Page 2

c: Tashia Clemons, Director of Planning and Environment, Federal Highway
Administration
Antonio Johnson, Planning and Air Quality Team Leader, Federal Highway
Administration
Rodney Whitfield, Director of Financial Services, Federal Highway Administration
Veneshia Smith, Financial Manager, Financial Services, Federal Highway
Administration
Grace Regidor, Financial Specialist, Federal Highway Administration
Ted Matley, Director of Planning and Program Development for Region IX,
Federal Transit Administration
Marsue Morrill, Chief, External Audits - Local Government Independent Office of
Audits and Investigations, Caltrans
Felicia Haslem, Acting Chief, Office of Guidance and Oversight, Division of Local
Assistance, Caltrans
Tom Balkow, Deputy Director, Planning and Local Assistance, District 2, Caltrans
Kathy Grah, Senior Transportation Planner, Planning and Local Assistance, District
2, Caltrans
Ian Howat, District Local Assistance, District 2, Caltrans

**TRANSPORTATION PLANNING AGENCIES
FINANCIAL TRANSACTIONS REPORT
COVER PAGE**

Shasta Regional Transportation Agency

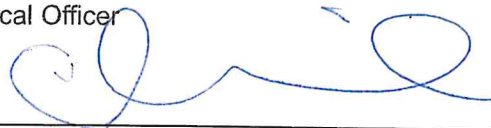
Reporting Year: **2019**

ID Number: **15554503000**

Certification:

I hereby certify that, to the best of my knowledge and belief, the report forms fairly reflect the financial transactions of the agency in accordance with the requirements as prescribed by the California State Controller.

Fiscal Officer



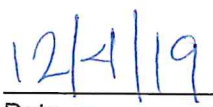
Signature



Title



Name (Please Print)



Date

Per Government Code section 53891(a), this report is due within seven months after the close of the fiscal year. The report shall contain underlying data from audited financial statements prepared in accordance with generally accepted accounting principles, if this data is available.

Please complete, sign, and mail this cover page to either address below:

Mailing Address:
State Controller's Office
Local Government Programs and Services Division
Local Government Reporting Section
P.O. Box 942850
Sacramento, CA 94250

Express Mailing Address:
State Controller's Office
Local Government Programs and Services Division
Local Government Reporting Section
3301 C Street, Suite 700
Sacramento, CA 95816

The Financial Transactions Report was successfully submitted to the State Controller's Office on 12/4/2019 9:13:42 AM



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Daniel S. Little, Executive Director

January 16, 2020

David S. Kim, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kim:

In 2018, the Transit and Intercity Rail Capital Program (TIRCP) funded the "Salmon Runner" to provide zero-emission bus service between Redding and Sacramento with stops and feeder routes to serve all communities in the Sacramento Valley. The Salmon Runner was born out of a coordinated effort by the North State Super Region (NSSR) which represents California's 16 northernmost counties. The NSSR covers over one-quarter of California. The dispersed communities and steep terrain make providing intercity bus service a challenge. This is particularly true for deployment of zero-emission technology. An exhaustive procurement process by SRTA revealed that no zero-emission motorcoach exists that can reliably travel the 175 miles between Redding and Sacramento.

The Salmon Runner, as currently funded, falls short of the vision in two major ways: First, the service will require a passenger transfer to a freshly charged bus midway down the I-5 corridor making the service more expensive and inconvenient. Second, the ultimate NSSR vision includes feeder services to the NSSR's coastal and mountain communities — a component not funded in the prior TIRCP effort.

This TIRCP application addresses these challenges through development and demonstration of two fuel cell electric coaches (FCECs) and fueling infrastructure. When complete, the Redding to Sacramento backbone service will be faster and more reliable. Once the FCECs are in use on the I-5 backbone service, the battery-electric coaches purchased under the prior grant can provide new feeder services.

The need for a fuel cell motor coach is not unique to the NSSR. This project will benefit TIRCP goals throughout California by shattering the range and power ceiling of battery-electric buses. SRTA will lead this effort on behalf of all areas of the state so that results can be quickly replicated. The long-term savings and benefits across the state will more than recoup this initial TIRCP investment.

The NSSR is excited about the Salmon Runner concept and its potential to meaningfully connect the northern quarter of California to the substantial train and bus investments in the balance of the state. The 2018 California State Rail Plan calls for a doubling of intercity bus service between Redding and Sacramento. Unfortunately, we are moving in the wrong direction. State-supported services between Redding and Chico were cut in half last year. This TIRCP grant will reverse that by strengthening and expanding the Salmon Runner concept. The best chance for coordinated intercity bus service that effectively connects the NSSR to the balance of the state is to empower the NSSR to develop a system by the regions for the communities which they serve.

Sincerely,

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

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

January 21, 2020

Ms. Cathryn Rivera-Hernandez
Appointments Secretary
Governor's Office – Appointments Unit
State Capitol, Suite 1173
Sacramento, CA 95814

RE: Paul Van Konynenburg's Reappointment to the California Transportation Commission

Dear Ms. Rivera-Hernandez:

Please accept this letter of support to reappoint Paul Van Konynenburg to the California Transportation Commission (CTC). Paul was appointed by Governor Brown in the Fall of 2017 and has quickly earned my respect along with the respect of all the transportation stakeholders and his fellow commissioners, who elected him to be Vice-Chair of the commission in January 2019.

Paul operates a Global GAP certified sustainable farm in Modesto that grows almonds, apples, cherries, and peaches. It is with this background that, as a commissioner, he has been a champion for addressing the needs in California's most rural and disadvantaged areas. Paul's leadership and success cross-cut all the challenges the commission will continue to face including housing and land use, the economy, social equity, greenhouse gas reduction programs, and funding stability.

In my 25 years of experience working with the California Transportation Commission, I have found that the most effective commissioners take the time to listen and communicate with all stakeholders regardless of political status. Paul is the only commissioner who has personally reached out to me and others to discuss opportunities and areas of concern without solicitation. He has an ability to approach complex issues from a practical point-of-view that is highly relatable to myself and peers in the North State Super Region.

Without reservation, I endorse Paul's swift reappoint by the Governor and look forward to our continued partnership with him and the rest of the CTC.

Sincerely,

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

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



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Daniel S. Little, Executive Director

January 28, 2020

Lisa Bates, Deputy Director
Department of Housing and Community Development
Division of Financial Assistance
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833

RE: ADK Properties LLC and City of Shasta Lake Boomtown Project Connections to other GGRF-Funded Projects

Dear Ms. Bates:

The Boomtown Project AHSC application, as submitted by ADK Properties LLC and the city of Shasta Lake, will benefit from and/or contribute to the following other Greenhouse Gas Reduction Fund (GGRF) projects:

- 'SalmonRunner' Intercity Bus (\$8.641M Transit and Intercity Rail Capital Program grant received in 2018) – Zero-emission motorcoach transportation will be offered between the city of Redding and Sacramento. Phase I (funded) will utilize plug-in electric motorcoaches. Phase II (funding requested) will develop prototype Hydrogen Fuel Cell motorcoaches as well as zero-emission feeder service. Each occupied seat on the SalmonRunner represents a reduction of 306 vehicle miles traveled and associated greenhouse gas emissions. SalmonRunner will run seven days per week, four runs per day, with a capacity of 30+ passengers per bus. Car-free connections to the Downtown Redding Transit Center (the starting point of SalmonRunner service) will be provided via a combination of expanded 'ShastaConnect' deviating fixed route van and Redding Area Bus Authority (RABA) services.
- ShastaConnect Sunday On-Demand Transit Pilot Project (\$611K Low-Carbon Transit Operations Program funds from FY 2017/18 and 2019/20) – Flexible (i.e. on-demand, curb-to-curb) transit provides service where and when it's needed. A pilot project has been rolled out on a limited basis (i.e. Sundays within the Redding urban area) and the bugs have largely been worked out for future expansion. The proposed Boomtown Project will benefit from years of development and real-world implementation lessons learned to ensure the successful application of deviating fixed route transit services within the city of Shasta Lake.

- Redding Area Bus Authority Free Fare Days (\$187K Low-Carbon Transit Operations Program funds from FY 2015/16) – To encourage new riders, free fare days are provided to the general public. Specific days and routes will be selected to complement AHSC-funded services.
- Block 7 Redevelopment (\$20M Affordable Housing Sustainable Communities and \$4M Infill Infrastructure Program grants received in 2018) – Like the Boomtown Project, the previously awarded Block 7 Redevelopment Project is located on a state route/main street through the urban core. The Block 7 Project included the region's first Class IV two-way cycletrack facility. Doing so in an urban environment, on a state highway is no small feat of planning, outreach, design, and engineering. The same can be said for development of the AHSC-funded Bikeshare program. Years of coordinated interagency effort and lessons learned from the Block 7 Redevelopment Project will be directly transferred to the Boomtown Project.

Together, these GGRF projects and programs complement and reinforce one another to help the region achieve its increasingly ambitious regional greenhouse gas emission reduction targets.

Thank you for time and consideration of this transformative project. Should you have any questions or need clarification of any kind, please contact me directly.

Sincerely,



for Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

January 30, 2020

Lisa Bates, Deputy Director
Department of Housing and Community Development
Division of Financial Assistance
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833

RE: ADK Properties LLC and City of Shasta Lake Boomtown Center Project Consistency with Sustainable Communities Strategy

Dear Ms. Bates:

The Boomtown Center Project application, as submitted by ADK Properties LLC and the city of Shasta Lake, is wholly consistent with the region's adopted Sustainable Communities Strategy (SCS). The project is located inside a designated 'strategic growth area', wherein multimodal transportation infrastructure, programs, and services are being coordinated with transportation-efficient infill and redevelopment efforts. SRTA has been closely involved throughout the planning process, including the provision of technical support and financial contributions toward the design of proposed active transportation facilities and public transportation services. In addition, SRTA worked together with K2 Development and the city of Shasta Lake on coordinated public outreach efforts, including field audits and active transportation community task force meetings.

As the designated MPO for the Shasta Region, SRTA commends the quality and thoughtfulness of the proposal. The Boomtown Center Project is not an existing project shoe-horned into the AHSC Program; rather, it was developed from the ground up with AHSC Program objectives in mind. Without projects specifically like this, led by visionary developers like ADK Properties LLC, the region's greenhouse gas emission reduction targets would be unattainable. This project is also needed to achieve the SCS goal of constructing 63 new housing units and creating 69 new jobs in the Shasta Lake strategic growth area.

The Boomtown Center Project is aligned with other regional SCS strategies, thereby providing secondary benefits beyond what may be directly captured in the AHSC application. For example, the Boomtown Project will enable continuation of the ShastaConnect micro-transit pilot project that was initiated with Low-Carbon Transit Operations Program (LCTOP) funding. In a region where over 90% of public transportation ridership has no access to a vehicle and where the farebox recovery ratio is only 13.7%, the development of new and unconventional transit services such as this are absolutely critical to mode shift. On the active transportation front, SRTA and local agency partners developed a first region-wide active

transportation plan and are spearheading the development of a contiguous network of Class I and Class IV active transportation facilities. Several phases have been funded in Downtown Redding. The Boomtown Center Project, if selected for funding, will mirror the design of these projects and complete the first phase of the network in the city of Shasta Lake. SRTA's Regional Non-Motorized Program and ATP grants will be used to build upon the AHSC-funded project, connecting it to surrounding schools, employment, shopping, and community services.

Thank you for time and consideration of this transformative project. Should you have any questions or need clarification of any kind, please contact me directly.

Sincerely,



Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

February 5, 2020

Esther Odufuwa

Energy Commission Specialist I, Freight and Transit Unit
Advanced Fuels and Vehicle Technologies Office
Fuels and Transportation Division
California Energy Commission

RE: Docket #19-TRAN-02 Medium and Heavy-Duty Zero-Emission Vehicles and Infrastructure

Dear Ms. Odufuwa,

I am writing on behalf of the Shasta Regional Transportation Agency (SRTA) to express our support for the 100-Bus Initiative created by the Center for Transportation and the Environment (CTE) to coordinate with other transit agencies a combined purchase of 100 or more Fuel Cell Electric Buses (FCEBs). The intent of this initiative is to reduce the unit cost of FCEBs, and to further the goals of reducing greenhouse gas emissions and local criteria pollutants. CARB has adopted the Innovative Clean Transit Regulation, and to achieve the goals set forth by that regulation, we will need multiple technology options to successfully transition our fleet to zero emissions.

SRTA is currently implementing an intercity bus service between Redding and Sacramento, and the availability of FCEBs and associated infrastructure is crucial to the success of the service. We strongly support funding programs that will assist us and other California transit agencies in procuring Zero-Emission Buses (ZEBs) and supporting fueling and maintenance facilities. While we have an interest in procuring FCEBs, not all agencies have the necessary infrastructure to support the deployment of these vehicles.

The California Energy Commission (CEC) is preparing for the release of a \$47.5 million Grant Funding Opportunity (GFO) during the first or second quarter of 2020, under CEC's "Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure" program. SRTA recommends that this GFO allow for competitive applications to build heavy-duty hydrogen fueling stations and upgrade maintenance facilities to support the deployment of FCEBs. The 100-Bus Initiative holds the promise to substantially reduce the cost of FCEBs, but without funding to support the construction of supporting facilities we will not realize the emergence of a commercial market for this critically important ZEB technology.

SRTA is aware of CTE's extensive work on zero-emission bus and freight-related demonstration and deployment projects in California and their successful record of obtaining numerous grants from the federal government, CARB and CEC for these types of projects. We believe our support and commitment to the 100-Bus Initiative will indicate the viability of a program such as this and will significantly improve the availability of clean heavy-duty vehicles in California. We look forward to working with you on this exciting endeavor.

Sincerely,

A handwritten signature in blue ink that reads "D. Little".

Daniel S. Little

Executive Director, Shasta Regional Transportation Agency