

STAFF REPORT



MEETING DATE:	December 15, 2020
SUBJECT:	Receive Update on Active Transportation Program (ATP) Cycle 5 Project Applications
AGENDA ITEM:	10
STAFF CONTACT:	Keith Williams, Senior Transportation Planner

SUMMARY:

SRTA and local agencies submitted eight grant applications to the state's competitive Active Transportation Program (ATP) Cycle 5 for up to \$73 million in walking and bicycling infrastructure needs located throughout the Shasta Region. It is recommended that the board of directors receive an update on these applications.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update on Active Transportation Program Cycle 5 project applications from the Shasta Region.

DISCUSSION:

ATP Cycle 5 Submittals – SRTA, in coordination with local agencies, community partners, and residents, recently submitted eight ATP grant applications (see attachment for details) for the following priority projects listed in the GoShasta Regional Active Transportation Plan and the city of Redding Active Transportation Plan.

1. Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (Shasta County)
2. Cottonwood Lasso Loop (Shasta County)
3. West Cottonwood School Connector (Shasta County)
4. North Redding Active Transportation Trunk Line (SRTA)
5. Victor Avenue & Cypress Avenue Active Transportation (VCAT) Project (Redding)
6. Turtle Bay-to-Downtown Gap Completion Project (Redding)
7. California Street Bikeway (Redding)
8. Ashby-to-Downtown (Shasta Lake)

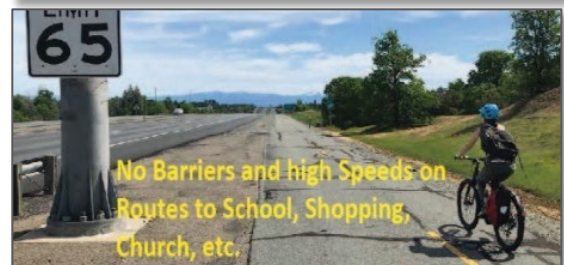
The Shasta Region's eight applications requested a total of \$79,043,000. Two of the eight applications are subsets of a third application, which increases the odds of funding by allowing funding for either the entire project or segments of it. Due to this overlapping scope of work within these applications, the actual maximum amount that may be awarded to projects from the Shasta Region is \$58,670,000. California Transportation Commission (CTC) staff is currently reviewing applications with evaluators across the state. Award recommendations will be made later this winter.

ATP Competitiveness - As the primary source of active transportation funding in the state, the ATP is highly competitive. In the current funding cycle, 453 applications were submitted across the state for a total request of \$2.2 billion. Up to \$440 million will be awarded by the CTC to project applications that best meet the program priorities. Applicants may make small, medium, or large funding requests for infrastructure or non-infrastructure projects; however, recent funding cycles have tended to favor larger, transformative projects with the greatest potential to increase the number and diversity of people walking and bicycling. These projects often included a blend of infrastructure and non-infrastructure elements such as education and encouragement programs. Consequently, SRTA staff encouraged local agencies to submit these types of projects.

Project needs for the Shasta Region were determined through the GoShasta Regional Active Transportation Plan and later refined through project-specific public engagement. The public engagement process helped staff better understand real-world mobility challenges experienced by residents and the specific hurdles to choosing walking and bicycling for transportation.

Specific needs identified by the public included separation from vehicles, better lighting, lower vehicle speeds, continuous infrastructure, American Disability Act ramps, freeway ramp crossings, and more. The takeaway from the public engagement process was that the greater the stress associated with walking and bicycling, the less likely a person was to use a particular route. These obstacles to walking and biking contribute to heavy automobile mode share, increased greenhouse gas emissions, a high portion of low-income residents' budgets dedicated to transportation, and poor health scores compared to the rest of the state.

To increase the number and competitiveness of ATP applications from the Shasta Region, SRTA provided technical support, consultant assistance, and local match, which led to eight high quality grant applications this cycle. The improvements proposed for the Shasta Region's ATP projects reduce stress associated with active transportation trips by:



- Creating infrastructure separated from motor vehicles;
- Closing active transportation network gaps;
- Expanding the active transportation network; and
- Accommodating a wider range of user types, including children, seniors, and individuals with mobility impairments.

If selected for funding, these projects will make walking and biking a more viable if not compelling mobility option for local residents. The funding and construction of these high-quality, protected facilities will also help achieve the regional vision of an interconnected active transportation trunk line network, as documented in the GoShasta Regional Active Transportation Plan.

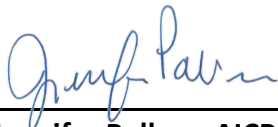
Local Match - SRTA offered to contribute the same amount of match as local agencies, up to the maximum ATP local match point threshold (20% of total project cost), with the exception of the CATTLE and Lasso Loop projects in Cottonwood. For these two projects, SRTA decided to fund a specific segment as a stand-alone project, pending an ATP award, to offer the community additional design flexibility for that segment.

OTHER AGENCY INVOLVEMENT:

Application development involved the cities of Shasta Lake and Redding, the county, and Caltrans.

FISCAL IMPACT:

If all the region's projects received awards, SRTA's maximum match of just over \$7.9 million would result in over \$73 million in active transportation projects for the Shasta Region. That match may come from the Regional Non-Motorized Program, the State Transportation Improvement Program, or the Federal Highway Improvement Program, which would be determined upon award.



Jennifer Pollom, AICP, Senior Transportation Planner

Attachment: Additional Active Transportation Program Cycle 5 Project Application Information

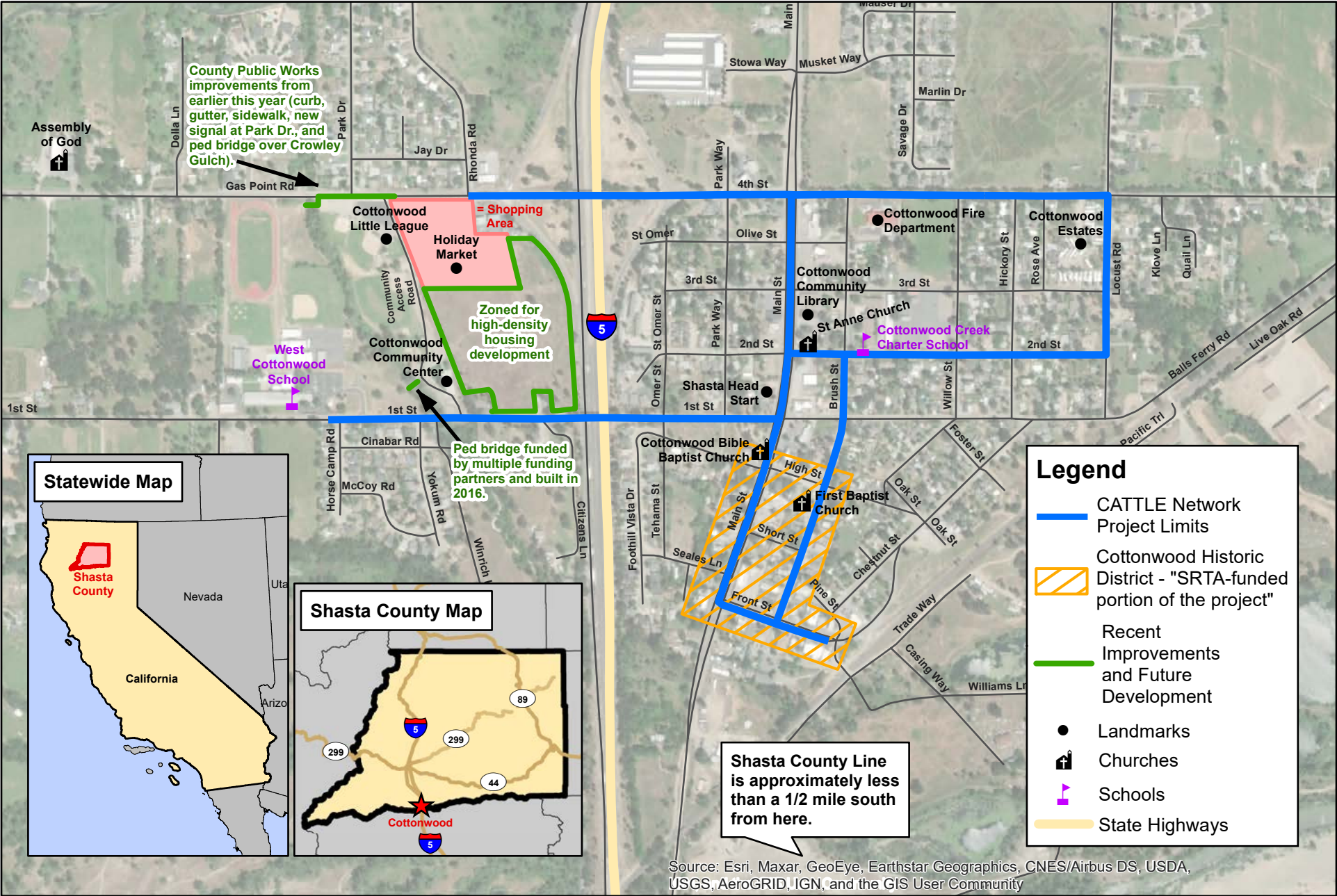
Additional Active Transportation Program Cycle 5 Project Application Information

ATP Cycle 5 Projects	Project Types - Infrastructure		
	Large	Medium	Small
Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (Shasta County)	X		
Cottonwood Lasso Loop	X		
West Cottonwood School Connector	X		
North Redding Active Transportation Trunk Line (SRTA)	X		
Victor Ave & Cypress Ave Active Transportation (VCAT) Project (Redding)	X		
Turtle Bay to Downtown Gap Completion Project (Redding)		X	
California Street Bikeway (Redding)		X	
Ashby-to-Downtown (Shasta Lake)	X		
	Non-Infrastructure Elements Included		

ATP Cycle 5 Projects	Facilities Proposed								
	Sidewalk	ADA Ramps	Shared-Use Path (with buffer)	Separated ("Protected") Bike Lane	Sharrows	Walking Path	Pedestrian Bridge	Buffered Bike Lane	Bike Lane
Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (Shasta County)	X	X	X		X	X			
Cottonwood Lasso Loop	X	X	X		X	X			
West Cottonwood School Connector	X	X	X						
North Redding Active Transportation Trunk Line (SRTA)	X	X	X				X		
Victor Ave & Cypress Ave Active Transportation (VCAT) Project (Redding)	X	X	X	X			X	X	
Turtle Bay to Downtown Gap Completion Project (Redding)	X	X	X	X					
California Street Bikeway (Redding)	X	X		X					
Ashby-to-Downtown (Shasta Lake)	X	X	X		X				

ATP Cycle 5 Projects	Amenities Proposed						
	Landscaping or Landscaping Setaside	Enhanced Crosswalks	Flashing Beacons	Pedestrian Lighting	Bike Crossings	Trees	Benches
Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (Shasta County)	X	X	X	X	X		
Cottonwood Lasso Loop	X	X	X	X	X		
West Cottonwood School Connector	X	X	X	X	X		
North Redding Active Transportation Trunk Line (SRTA)	X	X	X	X	X	X	X
Victor Ave & Cypress Ave Active Transportation (VCAT) Project (Redding)	X	X	X	X		X	
Turtle Bay to Downtown Gap Completion Project (Redding)	X	X		X		X	
California Street Bikeway (Redding)	X	X	X				
Ashby-to-Downtown (Shasta Lake)	X	X	X				

Cottonwood Active Transportation Trunk Line Express (CATTLE) Network Project Location Map

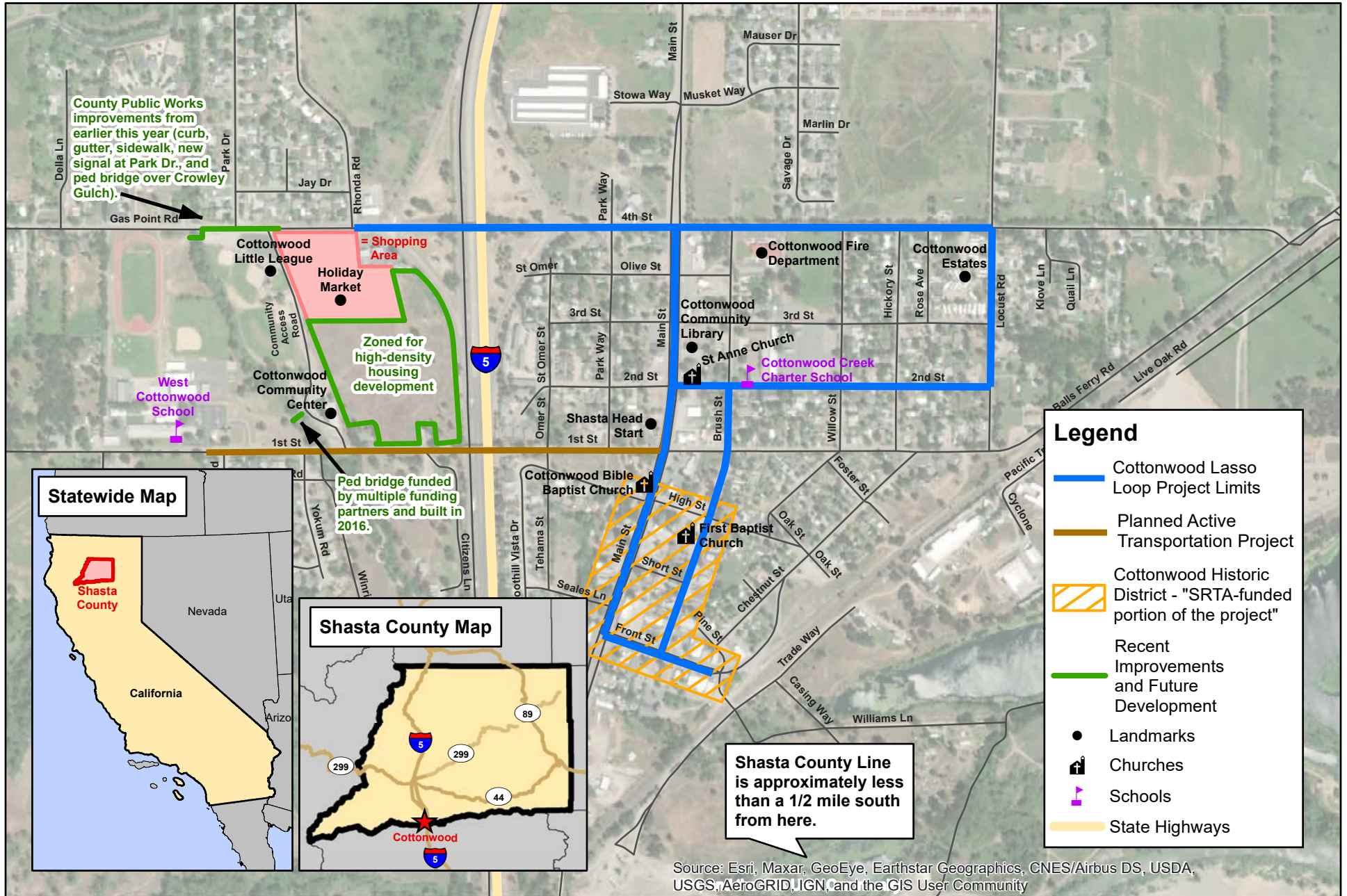


0 625 1,250 2,500 Feet

Sources: Shasta County,
US Census Bureau
Caltrans



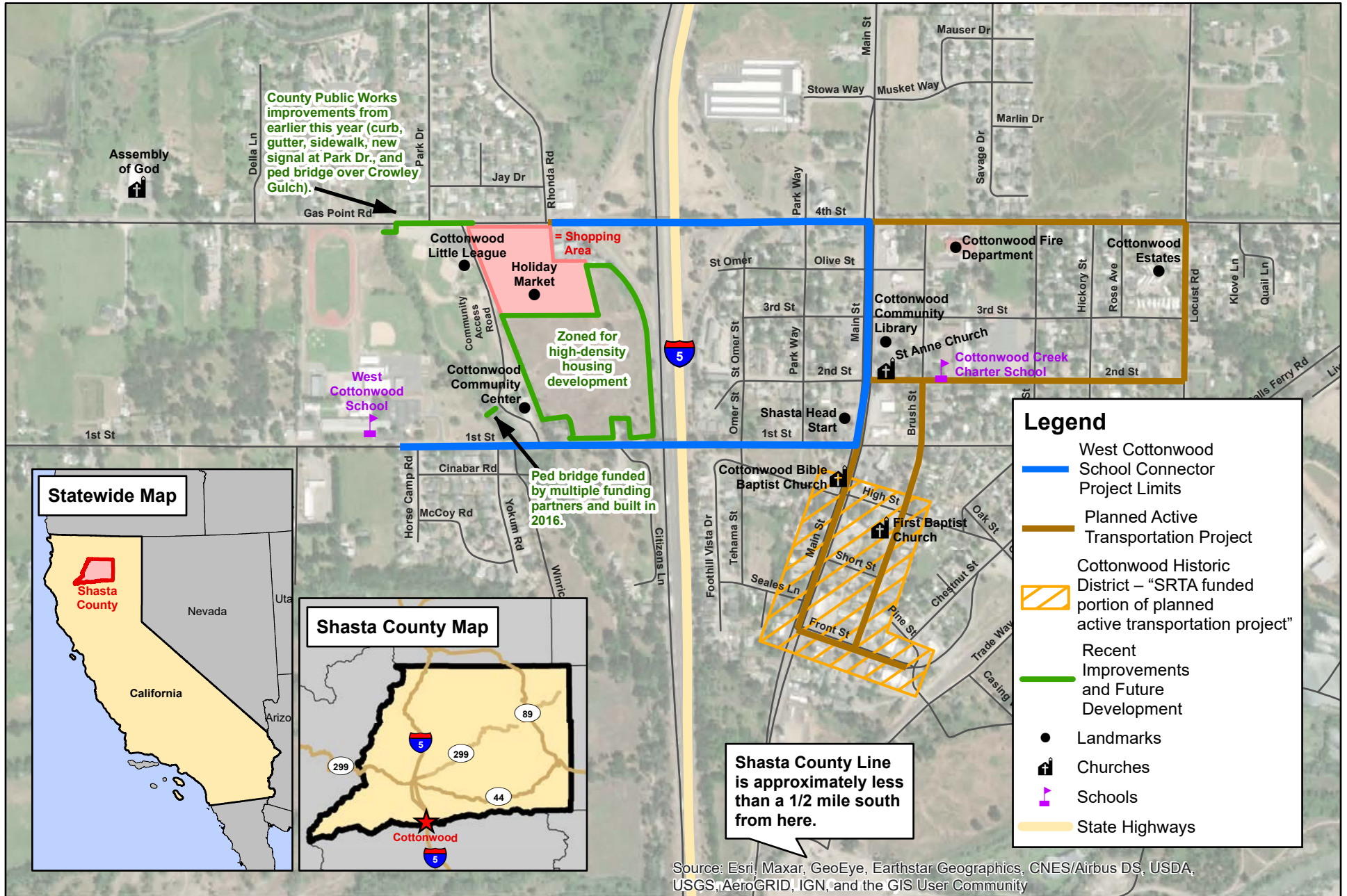
Cottonwood Lasso Loop Project Location Map



N



West Cottonwood School Connector Project Location Map

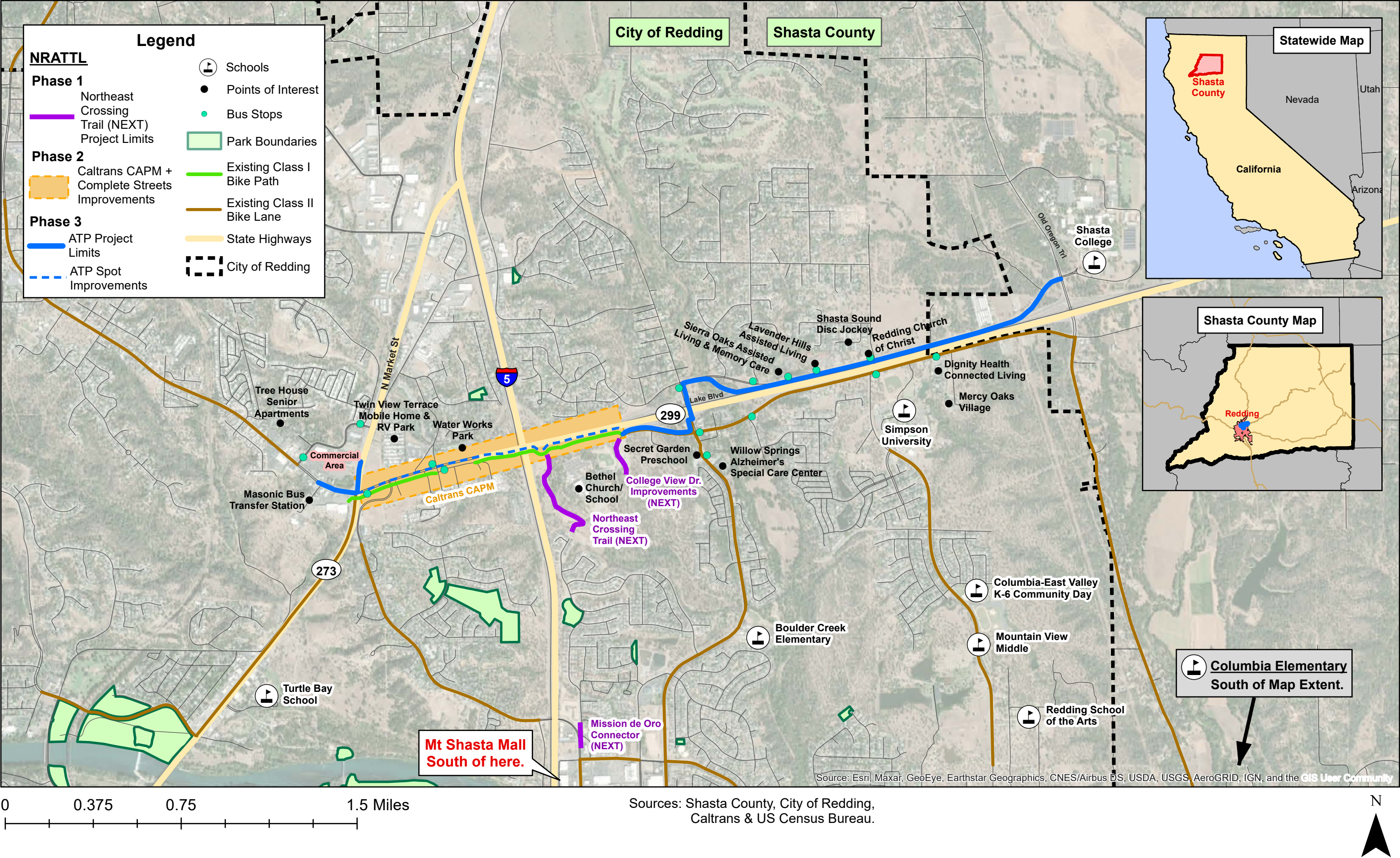


0 625 1,250 2,500 Feet

Sources: Shasta County,
US Census Bureau
Caltrans

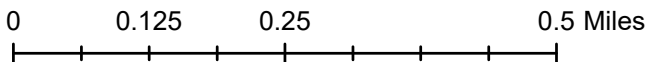


North Redding Active Transportation Trunk Line (NRATTTL)



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Sources: Shasta County, City of Redding,
Caltrans & US Census Bureau.

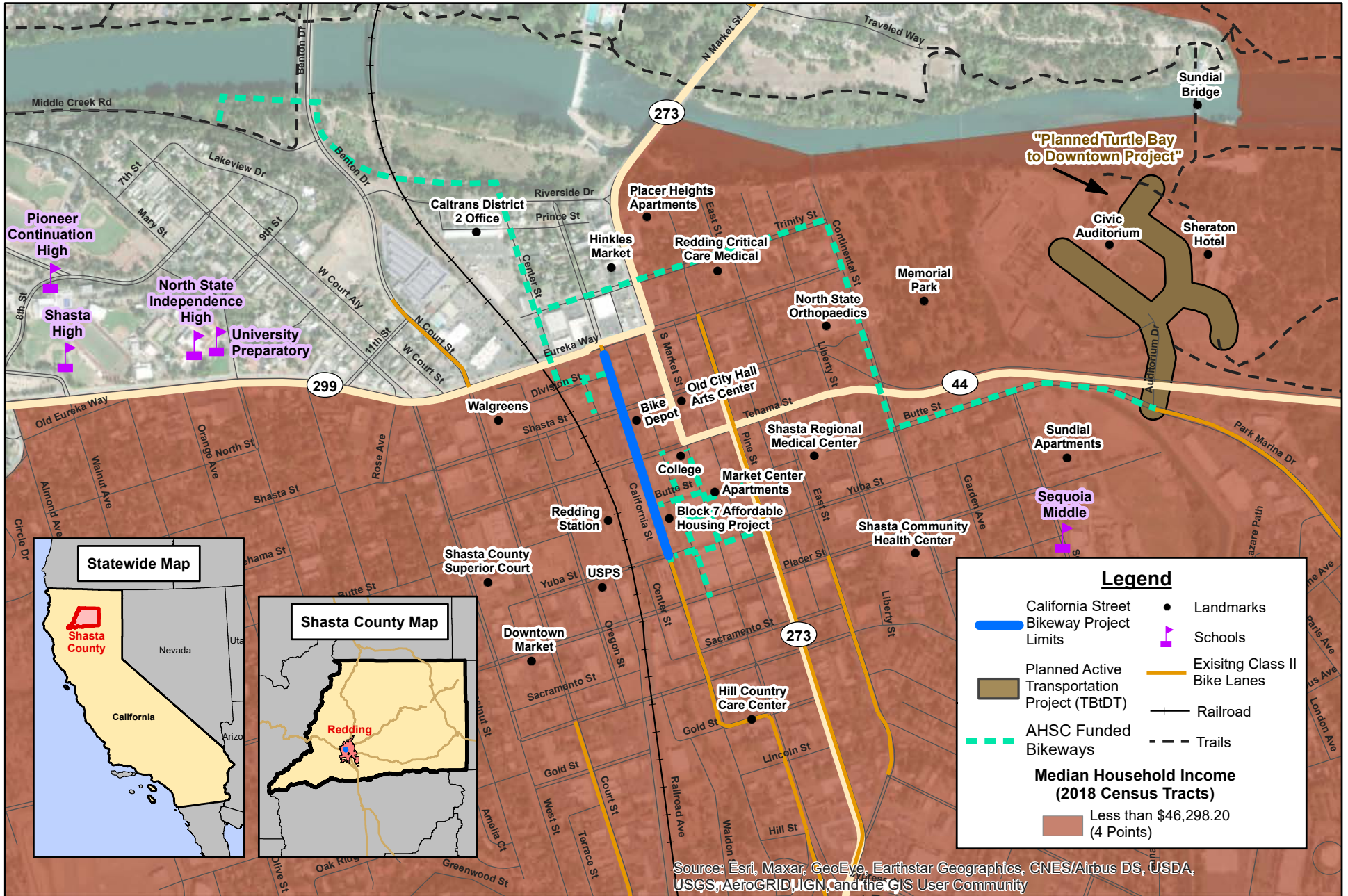


Turtle Bay to Downtown Gap Completion Project Project Location Map



Sources: Shasta County, City of Redding,
Caltrans, AHSC & US Census Bureau.

California Street Bikeway Project Location Map



0 0.125 0.25 0.5 Miles

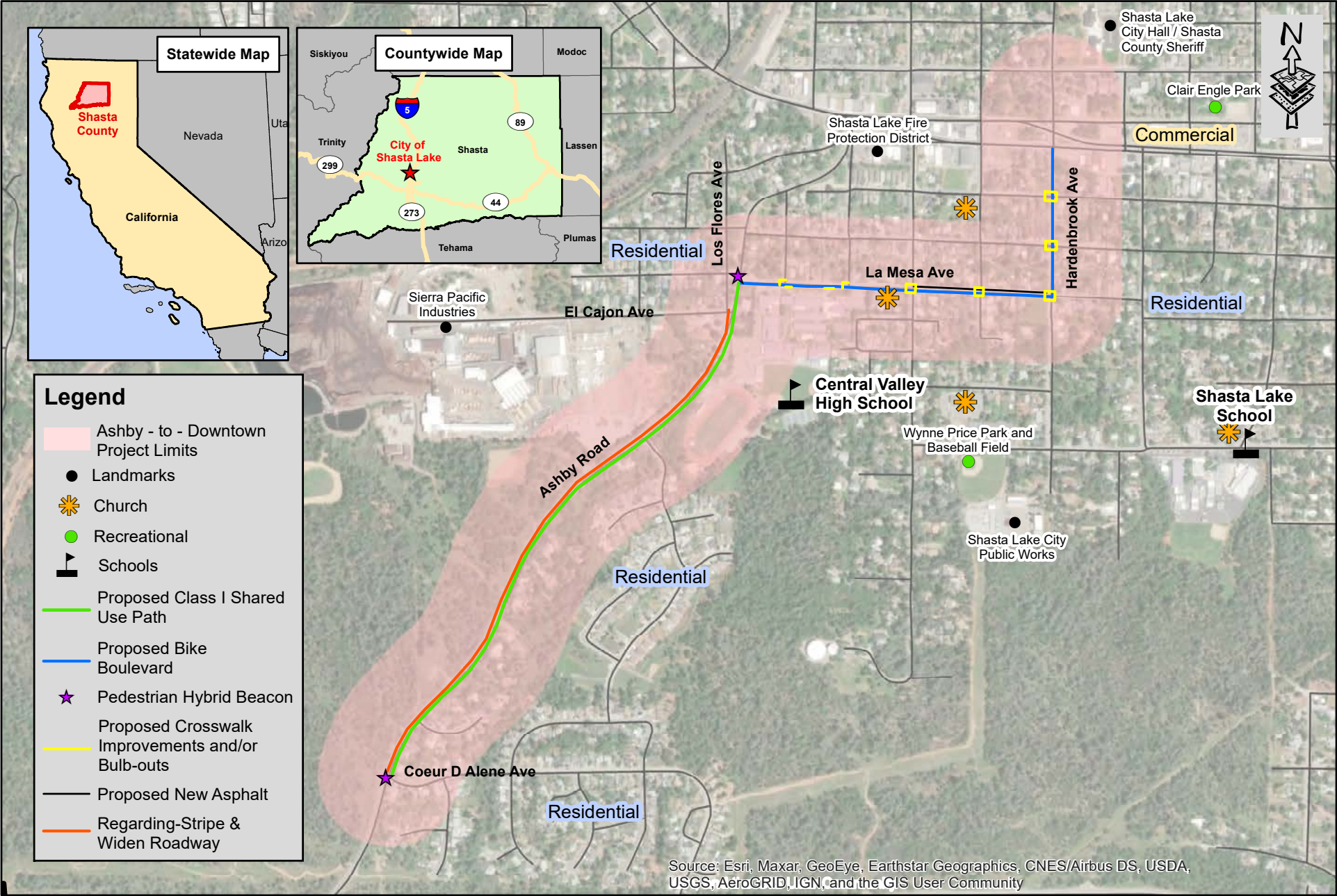
Sources: Shasta County, Caltrans, US Census Bureau.

N



Ashby - to - Downtown Project Location Map

City of Shasta Lake



Sources: Shasta County, Caltrans,
CA Department of Education,
& US Census Bureau.