

STAFF REPORT



MEETING DATE:	October 31, 2024
SUBJECT:	Approve Awarding Local Carbon Reduction Program (CRP) Funding for Fiscal Years 2024/25, 2025/26, and 2026/27 Toward Regional Projects
AGENDA ITEM:	10
STAFF CONTACT:	Mehdi Moeinaddini, Associate Transportation Planner

SUMMARY:

The federal Carbon Reduction Program (CRP) funds projects that reduce carbon dioxide emissions from transportation on-road sources. SRTA estimates CRP “local” funding apportionments to the region will total \$995,265 for Fiscal Years (FY) 2024/25, 2025/26, and 2026/27. Caltrans program staff recently clarified agencies may choose to solicit calls for projects individually each year or collectively. Staff issued a call for projects for all remaining funds. SRTA received project proposals, one each, from the Redding Area Bus Authority (RABA), city of Redding, and city of Shasta Lake. SRTA staff recommend the board of directors fund the city of Shasta Lake’s Shasta Dam Boulevard Complete Streets project.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve an estimated total of \$995,265 in local CRP funds over FY 2024/25, 2025/26, and 2026/27 toward the recommended Shasta Dam Boulevard Complete Streets Project; and
2. Authorize the executive director to make administrative adjustments to the estimated funds as needed, based on the final allocation amounts; and
3. Authorize the executive director to initiate an eligibility review process with the Federal Highway Administration (FHWA) and Caltrans, make any administrative amendments necessary to meet the requirements, prepare the corresponding amendments to the Federal Transportation Improvement Program (FTIP) once the eligibility review is confirmed, and execute a sub-recipient cooperative agreement with the city of Shasta Lake.

DISCUSSION:

Background – The federal CRP funds are available for five years, with 65 percent allocated as “Local” CRP to regional agencies based on a population formula and 35 percent to state departments of transportation. An estimated \$995,265 in local CRP funding apportionments will be available for FY 2024/25, 2025/26, and 2026/27 for the Shasta Region. SRTA must administer the local CRP funds for the Shasta Region through a competitive process. At the June 2023 board meeting, the SRTA Board of Directors approved a CRP Policy to guide the selection and prioritization of projects (Attachment A).

Project Ideas – SRTA issued a call for potential projects on July 25, 2024, with applications due by August 23, 2024. SRTA received three projects for consideration, which are summarized below. Proposed project location maps are attached (Attachment B).

Proposal 1: Shasta Dam Boulevard Complete Streets Project – The city of Shasta Lake proposes the Shasta Dam Boulevard Complete Streets Project to improve safety and active transportation along a one-mile stretch of Shasta Dam Boulevard (State Route 151). The project’s scope includes

Class IV protected bike lanes, landscaped medians, improved pedestrian crossings, and a relocated transit stop with enhanced lighting. Project components were originally planned to be funded by Affordable Housing and Sustainable Communities (AHSC) funds awarded in 2022. However, rising costs forced the project to be scaled down, reducing the curbed bike buffer to wheel stops and eliminating both pedestrian lighting and the transit stop shelter. The requested CRP grant of \$995,265 would restore these critical elements. A portion of street lighting improvements were proposed as part of Shasta Lakes' Cycle 7 Active Transportation Program (ATP) application. Should the ATP funds be awarded, SRTA staff would coordinate with the City on reducing the CRP funds where applicable.

Staff recommends full funding for this project. This project connects affordable housing to key amenities, benefiting underserved communities in the City. The local CRP funds will restore critical features like curbed bike buffers, pedestrian lighting, and transit shelters, further enhancing safety and accessibility for cyclists, pedestrians, and transit users. The local CRP funds are being considered to cover gaps. If ATP Cycle 7 funds are awarded, those funds would be prioritized over CRP funds. If there's any overlap, the appropriate amount of local CRP funds will be returned, and a future call for the use of any remaining funds would be issued.

Proposal 2: Continuation of RABA Runabout Micro-transit Services – RABA is initiating various micro-transit services and requested a total of \$465,000 towards operational costs. RABA launched the first of several planned micro-transit service areas on September 1, 2024, with the RABA Runabout service – offering on-demand transportation in the cities of Anderson, Redding, and Shasta Lake, and unincorporated areas of Shasta County. The CRP funds requested would cover six percent of the micro-transit project's estimated annual operational costs of \$2,689,024 when all Runabout service zones are active. Other funding sources covering the remaining costs include Senate Bill (SB) 125, State Transit Assistance (STA), Federal Transit Administration (FTA) 5311 funds, FTA 5307, and fare revenue. If awarded funds, RABA proposed to flex CRP funds to FTA Section 5307 funds for easier administration.

Staff does not recommend funding for this project. RABA has other transit funds available that can cover the operational costs of micro-transit services, including unallocated SB125 transit capital and operations funds. Additionally, the project received lower scores than the recommended project.

Proposal 3: Park Marina corridor Complete Street Reconfiguration – The city of Redding proposes the construction of a two-way Class IV bikeway along the Sacramento River side of Park Marina Drive, from the Turtle Bay Overpass to Cypress Avenue. The project proposes pedestrian access improvements, rebuilding curb ramps, increasing crossing visibility, and restriping Park Marina Drive to reduce the number of through lanes from four to two, with a center two-way left-turn lane. Bicycle amenities such as parking stations and a repair station would also be included. The total estimated cost of the project is approximately \$1.5 million, and the City requested \$995,265 in local CRP funds. To cover the remaining costs, the City proposes using Local Streets and Roads funding, supplementing any shortfalls with its paving budget.

Staff does not recommend funding for this project. This project received lower scores than the recommended project.

Funding Recommendations – SRTA staff evaluated and developed consensus scores for each project. The scoring criteria includes alignment with eligible activities, California's Carbon Reduction Strategy, State and Regional priorities, regionwide benefits, and benefits for disadvantaged communities. Staff recommend the board of directors fund the city of Shasta Lake's Shasta Dam Boulevard Complete Streets Project as shown in Table 1, subject to FHWA and Caltrans eligibility review and confirmation.

Table 1 – Project Funding Recommendations

Applicant	Score (out of 55)	Project	Requested Funds	Recommended Funding
RABA	46	Continuation of RABA Runabout Micro-transit Services	\$495,000	-
City of Redding	44	Park Marina Corridor Complete Street Reconfiguration	\$995,265	-
City of Shasta Lake	49	Shasta Dam Boulevard Complete Streets Project	\$995,265	\$995,265
Total:				\$995,265

ALTERNATIVES:

The board of directors may modify the proposed award amounts or allocate funds towards other eligible projects consistent with SRTA and state CRP policies. The board of directors may request additional information and continue this item to the next board meeting.

OTHER AGENCY INVOLVEMENT:

The FHWA approves projects, Caltrans reviews eligibility, and SRTA manages local CRP funds, selects projects, and tracks progress. The Technical Advisory Committee (TAC) met on October 14, 2024, to receive an update and concurs with the staff recommendation.

FISCAL IMPACT:

This action allocates an estimated \$995,265 in local CRP funds over FY 2024/25, 2025/26, and 2026/27. The city of Shasta Lake is providing \$114,180 in local funds as match. SRTA would coordinate with the City if there are any changes to the final CRP allocations for each fiscal year and any shortfall would require the City to cover the difference. SRTA's administrative costs of the program are covered under Work Element 701.01 – Regional Transportation Planning in the Overall Work Program.



Sean Tiedgen, AICP, Executive Director

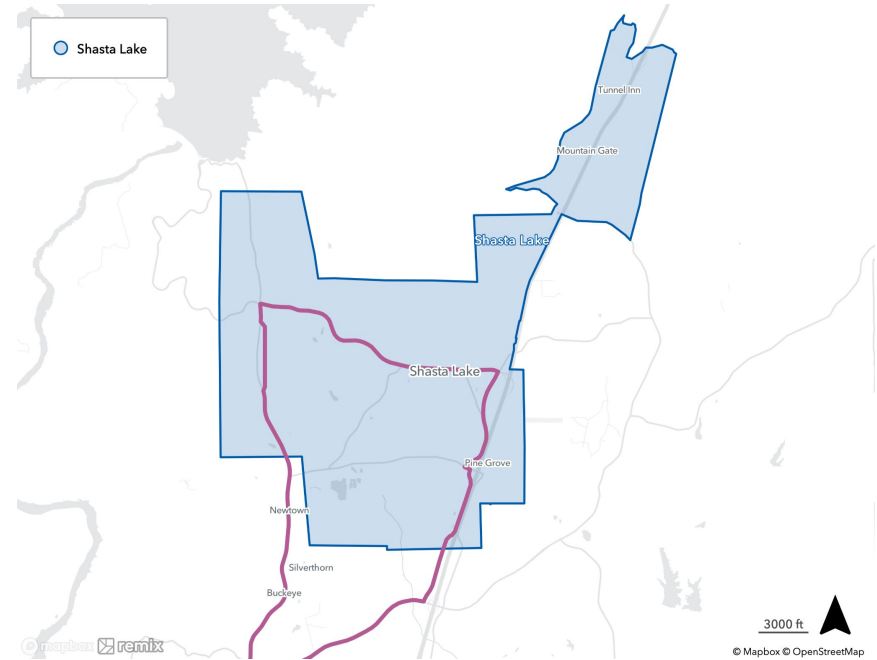
Attachments:

A: Item #15 of the June 22, 2023, SRTA Board of Directors meeting is available at:
https://www.srta.ca.gov/DocumentCenter/View/8983/15_CRP

B: Proposed project location maps

Shasta Lake

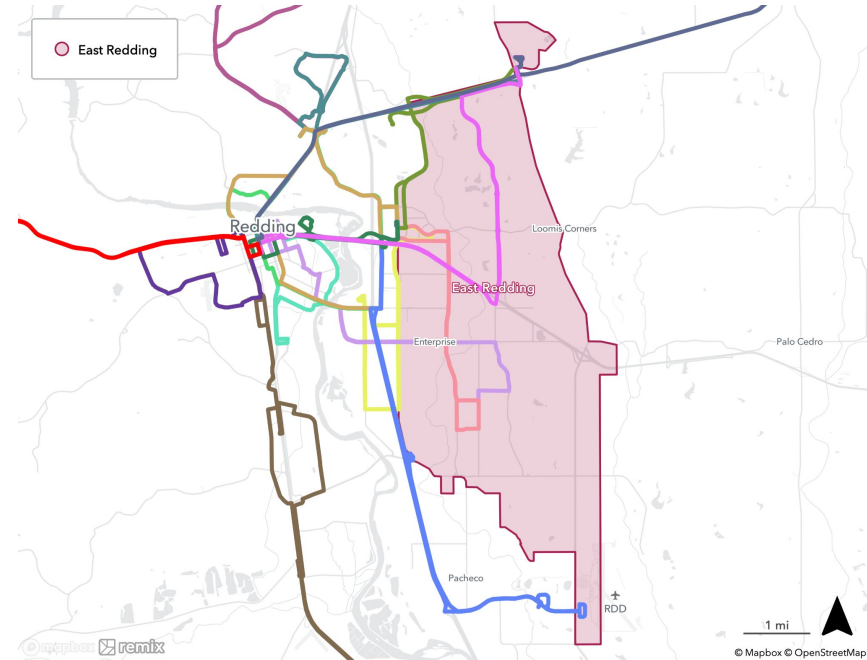
Service Outputs		On-Demand
 Weekly Demand Ride requests		120-180
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		1-2
 Average Utilization Rate Rides / vehicle hours		1.5-2 (weekday)



RABA_Continuation of RABA Runabout_ Project location

East Redding

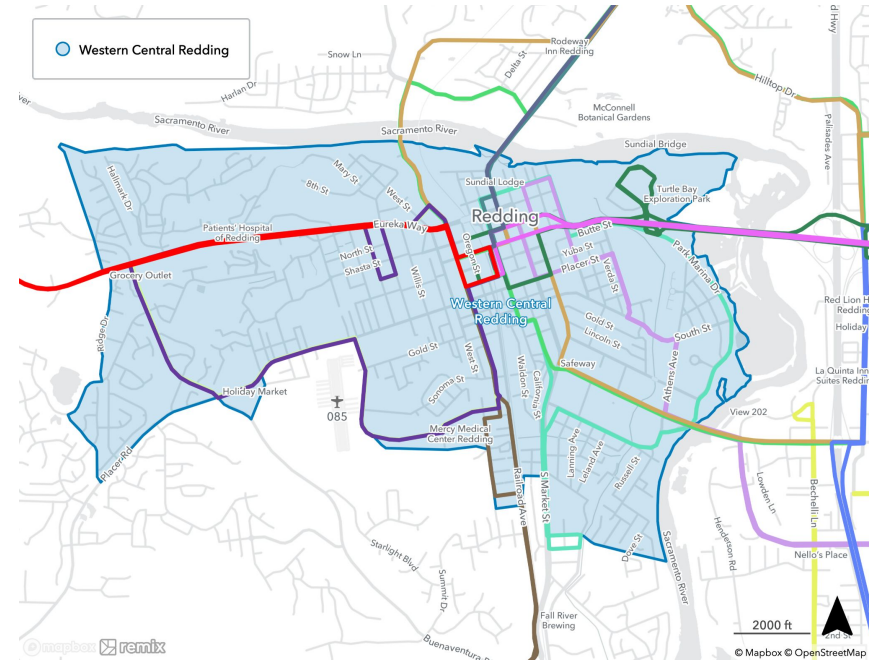
Service Outputs		On-Demand
 Weekly Demand Ride requests		550-650
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		1-2 initially 3-4 future
 Average Utilization Rate Rides / vehicle hours		~2-2.5 (weekday) ~2 (weekend)



RABA_Continuation of RABA Runabout_Project location

Western Central

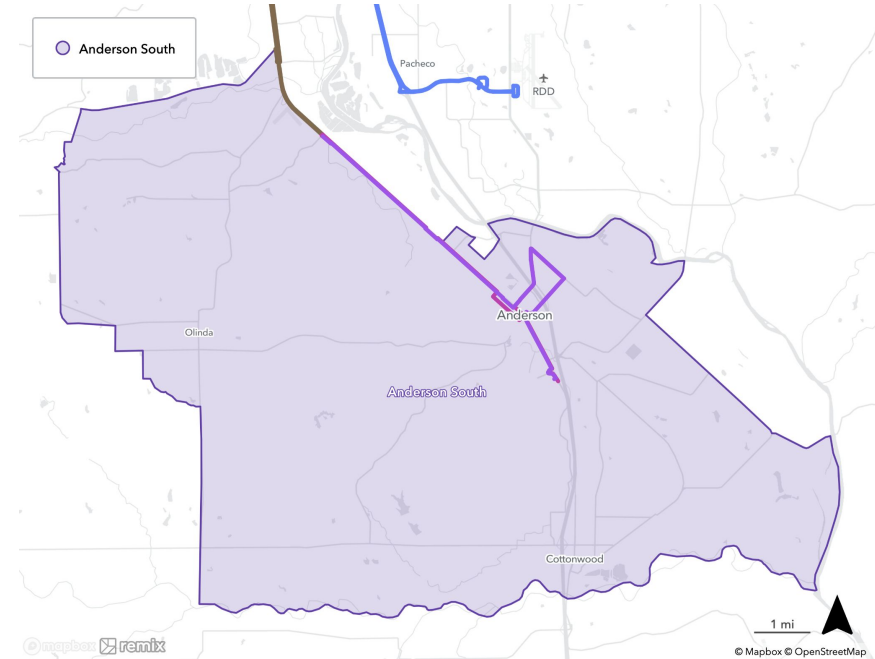
Service Outputs		On-Demand
 Weekly Demand Ride requests		210-250
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		1-2
 Average Utilization Rate Rides / vehicle hours		1.5-2 (weekday) 1.5-2 (weekend)



RABA_Continuation of RABA Runabout_ Project location

Anderson South

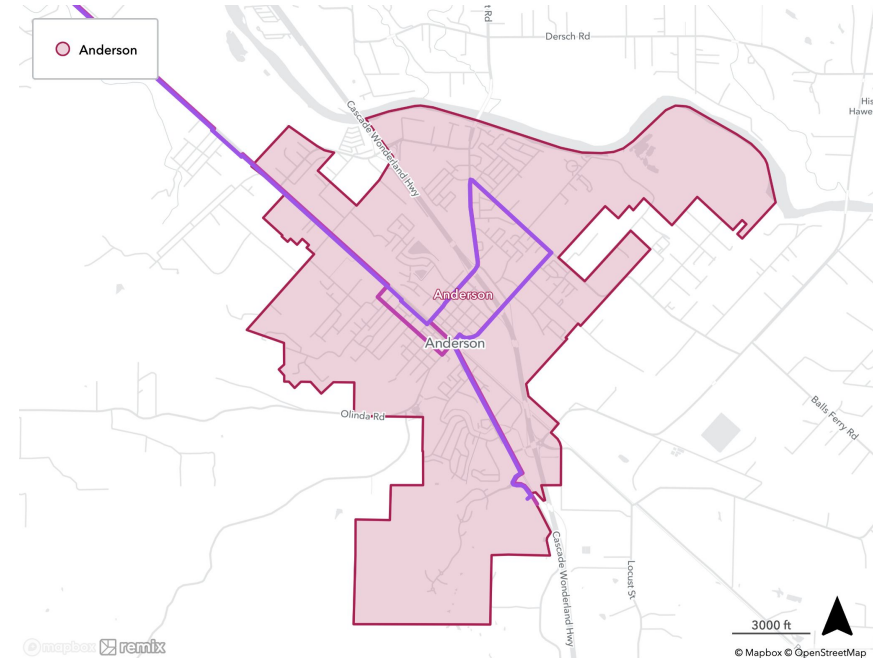
Service Outputs		On-Demand
 Weekly Demand Ride requests		40-70
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		1
 Average Utilization Rate Rides / vehicle hours		1-1.5



RABA_Continuation of RABA Runabout_ Project location

Anderson City

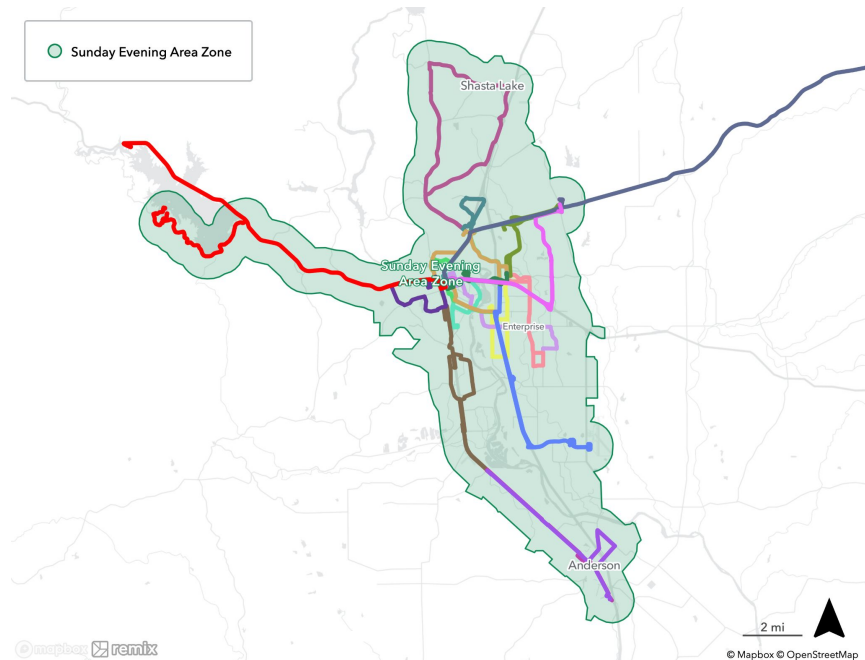
Service Outputs		On-Demand
 Weekly Demand Ride requests		20-40
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		1
 Average Utilization Rate Rides / vehicle hours		1.5-2



RABA_Continuation of RABA Runabout_ Project location

Sunday Evening

Service Outputs		On-Demand
 Weekly Demand Ride requests		500-600
 Met Demand % of riders who received a proposal		95-99%
 Avg. Wait Time Avg. Delta from requested time to pickup time		15-20
 Vehicle Count		3-4
 Average Utilization Rate Rides / vehicle hours		1-1.5 (weekday) 1-1.5 (weekend)





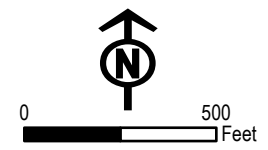
P:\GIS\Streets\Complete Streets Project_8x11.aprx

- **Shasta Dam Blvd Complete Streets Project**
 - Hardenbrook Avenue to Shasta Street
 - Improvements include curb, gutter, sidewalk, pavement markings, signs, flashing beacons, landscape/streetscape (benches, planters, treewells, trash cans), decorative street lights, transit stop, and bike amenities.
- **Cascade Village Affordable Housing Project**
 - 49 affordable housing units
 - Commercial space

SHASTA DAM BLVD COMPLETE STREETS PROJECT

CITY OF SHASTA LAKE, CA

August 21, 2024



Park Marina Drive Corridor



Study Area Corridor

Park Marina Drive Corridor Plan

- Study Corridor
- Freeway/Expressway
- Trails
- Water Body
- Parks



Source: Redding GeoHub, City of Redding's GIS Open Data Site, 2018

