

STAFF REPORT



MEETING DATE:	December 8, 2015
SUBJECT:	Authorize Caltrans Sustainable Transportation Planning Grant Application for Non-Motorized Design Concepts
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY

SRTA proposes submitting a Caltrans Sustainable Transportation Planning grant application for a new generation of non-motorized infrastructure and amenities in the region's Strategic Growth Areas (SGAs).

STAFF RECOMMENDATION:

It is recommended that the board of directors authorize a Fiscal Year (FY) 2016/17 Sustainable Transportation Planning Grant Program application in the amount of \$500,000 to advance non-motorized infrastructure and amenities in the region's SGAs.

DISCUSSION:

The Caltrans Sustainable Transportation Planning Grant Program provides funding for planning activities that address local, regional, and interregional transportation needs. Plans should complement a region's Sustainable Communities Strategy (SCS) and lead to the programming and delivery of transportation improvements. Proposals for the FY 2016/17 cycle are due December 31, 2015.

The proposed application includes the following objectives: 1) plan for non-motorized corridors within and to SGAs that minimize conflicts with motor vehicles; 2) establish preferred guidelines for non-motorized infrastructure projects having a regional funding component; and 3) develop a streamlined procurement program for non-motorized transportation amenities. A more detailed overview of the scope of work is provided in by attachment in the grant project summary.

Deliverables will support the pursuit of capital construction grants by adding greater detail to conceptual projects identified in high-level plans such as the *2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County* (see attached project planning relationship diagram). Non-motorized projects developed through this process will support revitalization of downtowns while reducing automobile trips and greenhouse gas emissions pursuant to Senate Bill 375.

ALTERNATIVES:

The board of directors may modify the grant application or decline submittal.

OTHER AGENCY INVOLVEMENT:

The grant application scope of work was developed in consultation with local agencies and Caltrans District 2. Community partners and local agencies have provided the attached letters of support. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

The total project budget is \$564,781, which includes \$500,000 in grant funds and a minimum local match requirement (11.47%) in the form of in-kind city and county staff time (\$29,330) and SRTA Planning, Programming and Monitoring funds (\$35,451).



Daniel S. Little, AICP, Executive Director

Attachments: Grant project summary
 Project planning relationship diagram
 Grant support letters

GRANT PROJECT SUMMARY

PROJECT TITLE

New Generation of Non-motorized Infrastructure and Amenities

PROJECT DESCRIPTION

The project promotes state-of-the-art non-motorized corridors that support sustainable growth in the region's Strategic Growth Areas (SGAs). It will equip community partners with construction details for the next generation of SGA non-motorized implementation. Project deliverables bridge a gap by taking project concepts found in high level plans and adding the necessary level of detail for project programming and delivery. Deliverables are:

- 1) Non-motorized corridor alignments and configurations within and to SGAs;
- 2) Preferred roadway treatments for non-motorized improvements; and
- 3) Procurement program for non-motorized amenities.

All efforts will be coordinated with land use and multi-modal programs to maximize system-wide performance outcomes.

PROJECT JUSTIFICATION (LIMITED SPACE PROVIDED)

The Shasta Region requires a new generation of non-motorized infrastructure and amenities to meet the regional greenhouse gas (GHG) emission reduction target pursuant to Senate Bill 375. The *2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County* (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. Furthermore, the RTP/SCS identifies non-motorized project delivery in Strategic Growth Areas (SGAs) as a top priority. If built, state-of-the-art non-motorized infrastructure and amenities in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

Unfortunately, the region lacks a shelf of non-motorized project plans. The deficiency is two-fold:

- 1) Absence of 'pipeline' corridor projects - There are no SGA non-motorized corridor projects ready for the pursuit of programming and funding. In many cases local funding that should be used for construction is being spent on planning alignment and configuration. Three times in as many years, Shasta Regional Transportation Agency's

(SRTA) Non-motorized Program has been tapped to develop project study reports and the design details needed to pursue funding.

2) Non-motorized details - Advanced safety features and amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.) are too often left out of construction by developers, businesses, and community partners. No local agency in the region has revised their construction standards to incorporate Complete Streets standards. Nor does any local agency have an adopted Complete Streets Design Manual.

If funded, the new generation of non-motorized infrastructure and amenities in SGAs will equip developers, community partners and local agencies with project development details needed to pursue capital funding and construct state-of-the-art non-motorized projects. In SGAs, choosing an active form of transportation should be the easy choice; low conflict non-motorized corridors, installation of amenities, and modern safety features help make it the easy choice.

A 'pipeline' of projects ready for programming will be generated through:

- Identification, alignment and configuration of non-motorized corridors with limited automobile conflicts into SGAs; and
- Alignment and configuration of destination streets within SGAs.

Construction details will be simplified through:

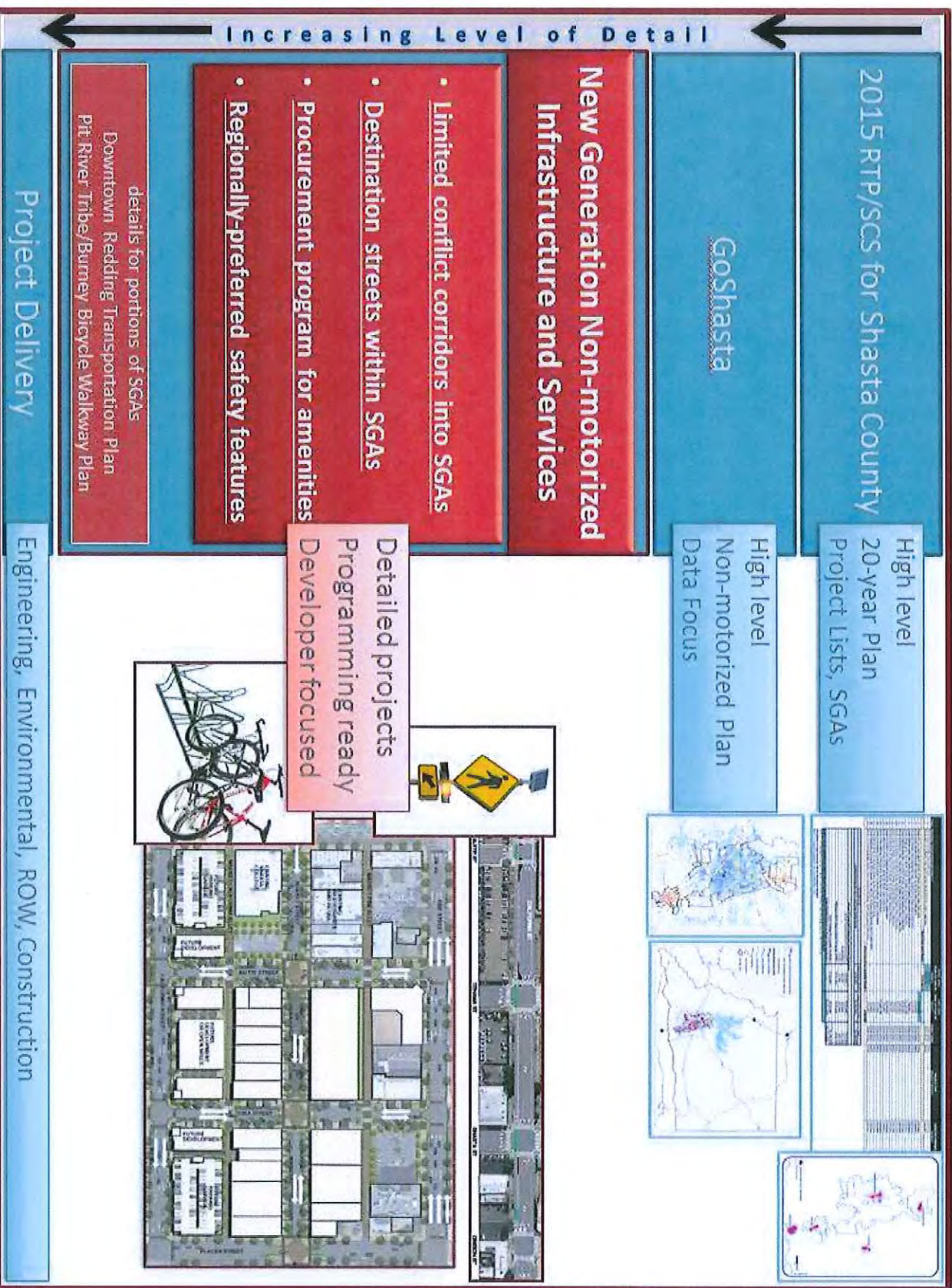
- Streamlining a procurement program for non-motorized transportation amenities; and
- Establishment of regionally-preferred non-motorized safety features for roadway treatments.

SCOPE OF WORK AND BUDGET

TASK	DESCRIPTION	APPROXIMATE COST
Task 1	Project Initiation and Management	\$29,350
1.1	Prepare request for proposals, procure consultant.	
1.2	Administer grant, including quarterly reports to Caltrans and invoicing.	
Task 2	Outreach and Stakeholder Communication	\$155,431
2.1	Kick-off meeting between consultant and project partners.	
2.2	Coordinate project team communication.	
2.3	Neighborhood focus groups, stakeholder interviews, site visits, and document input.	
2.4	Summarize outreach and stakeholder communication.	
Task 3	Corridor Design	\$272,200
3.1	Analyze and present locally-appropriate non-motorized alignment and layout alternatives for 15 to 20 corridors – with limited automobile conflicts – into seven regional SGAs.	
3.2	Recommend non-motorized alignments and layouts for 15-20 corridors into SGAs.	
3.3	Analyze and present alignment and layout alternatives of destination streets or blocks in SGAs.	
3.4	Recommend alignments and layouts for destination streets/blocks in SGAs.	
3.5	Summarize corridor design.	
Task 4	Preferred Treatments and Amenities	\$93,100
4.1	Establish preferred non-motorized design expectations and treatments.	
4.2	Develop a procurement program for non-motorized transportation amenities.	
4.3	Summarize recommended design expectations, treatments, and amenities program.	
Task 5	Final Report	14,700
5.1	Prepare draft final report, circulate for review and make revisions as appropriate.	
5.2	Print and circulate final report.	
5.3	Present final report to project team, local and state partners and SRTA board.	

PLANNING PROJECT RELATIONSHIP DIAGRAM

A **New Generation of Non-motorized Infrastructure and Services** is needed to bridge a gap (red) by taking project concepts found in high level plans and adding the necessary level of detail to seek grants and other funds for construction.



Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

October 22, 2015

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

Re: **New Generation Non-motorized Facilities and Services**

Dear Mr. Little,

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas. The project's objective is to bridge the gap between plans and construction in the region's Strategic Growth Areas, providing non-motorized implementation tools to stakeholders.

We believe our region has an exciting opportunity to build great cities and towns by providing access for all-day, all-purpose trips for people walking and bicycling. This is not about thinking bikes are cool and its not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling and walking safe, accessible and convenient for everyday transportation brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists.

We are excited to be working with Shasta Regional Transportation on this project that directly addresses what people tell us they want: connectivity, safety and convenience.

Shasta Living Streets looks forward to working with Shasta Regional Transportation Agency on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for these efforts that will bring a new generation of non-motorized facilities and services to our region.



Anne Wallach Thomas
Executive Director, Shasta Living Streets



PUBLIC WORKS - ENGINEERING

777 CYPRESS AVENUE, REDDING, CA 96001

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

530.225.4170 FAX 530.245.7024

October 26, 2015

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The project will assist the City of Redding with conceptual planning of a new generation of transportation facilities and while engaging neighborhoods and stakeholders in an active forum. The plan will lead to community supported projects that promote safer streets, and a more sustainable, integrated and efficient transportation system while enhancing the local economy and livability. We look forward to the opportunity to collaborate with Shasta Regional Transportation Agency to address multimodal deficiencies in and around the City of Redding's SGA region to meet the mobility needs of disadvantaged communities, promote healthy and active living by planning for a complete network of transportation options.

The City of Redding looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

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

Brian Crane, Public Works Director
City of Redding

BC:sm
102915L-SRTA-NewGenNonMotFac_Serv



October 26, 2015

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

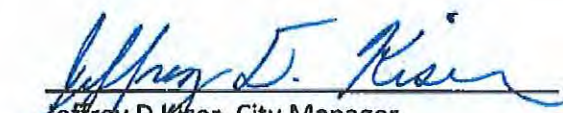
The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The project could help the City of Anderson as the City is bisected by two State Highways and needs assistance integrating its existing non-motorized infrastructure with the two highway crossing to provide a safe and live able infrastructure with in the City of Anderson.

The City of Anderson is considered to be a disadvantaged community and supports creating safe, innovative, and sustainable infrastructure that enhances the livability of our residents. We feel this can only be achieved with the collaboration of our stakeholders and community members.

The City of Anderson looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,


Jeffrey D Kiser, City Manager
City of Anderson



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

October 26, 2015

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The Shasta County Department of Public Works supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The grant objectives will help the region meet sustainability goals by encouraging active transportation—mode shifting. It will aid the region and County specifically in engaging stakeholders and disadvantaged communities to identify gaps in the non-motorized transportation system. Encouraging alternate modes of transportation will have net positive effect on health in the region.

The Shasta County Department of Public Works looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Patrick J. Minturn, Director

PJM/tac



October 26, 2015

Anderson Partnership for
Healthy Children

City of Anderson

City of Redding

City of Shasta Lake

County of Shasta

First 5 Shasta

Good News Rescue
Mission

Mercy Medical
Center

Redding Rancheria

Redding School
District

Shasta College

Shasta Community
Health Center

Shasta County Office
of Education

Shasta Regional
Transportation Agency

Shasta Family
YMCA

Shasta Head Start

Simpson University

The McConnell
Foundation

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Viva Downtown

Whiskeytown
National
Recreation Area

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

Having safe non-motorized transportation options is especially important to our many residents who do not drive, including children, those with disabilities, and those who cannot afford a vehicle or fuel. Our community has high rates of poverty, particularly among single women with children, who will benefit from safer access to groceries, school, jobs, and other destinations. Our community also has a heavy chronic disease burden, so opportunities to use active transportation to get to key destinations will help prevent disease as physical activity levels increase.

Healthy Shasta is a partnership of multiple organizations formed to address growing rates of obesity and chronic disease in our community. Our vision is to create a community where the healthy choice is the easy choice, especially around physical activity and nutrition. We have worked with SRTA in the past and look forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application. If you have any questions please call me at (530)229-8428.

Sincerely,

A handwritten signature in blue ink that reads "Shellisa Moore". The signature is fluid and cursive, with the first name "Shellisa" being more prominent than the last name "Moore".

Shellisa Moore,
Healthy Shasta Coordinator



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

October 26, 2015

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Turtle Bay Exploration Park supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

We understand Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance the economy and livability. This mission matches what we want to do at Turtle Bay and at the new hotel and restaurant. Specifically, our goal is to rent bikes for a discounted rate to allow visitors to experience the best trail system in California and to exercise in the process. We would like to offer tours on the weekends for people staying at the hotel and allow them to see the downtown, river, and other parts of our city from a bicycle rather than drive by in a car.

We are committed to working with other non-profits to get both visitors and residents out of their cars and onto bikes or other forms of transportation (including walking) that will allow for a cleaner, safer, and healthier environment.

Turtle Bay looks forward to working with SRTA on innovative non-motorized designs and programs. Good luck on the grant application.

Sincerely,

Michael Warren
CEO
Turtle Bay Exploration Park

City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: www.cityofshastalake.org



October 27, 2015

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

SRTA's application meets with the City of Shasta Lake's continued interest in providing non-motorized facilities including bicycle/pedestrian improvements within the central part of the City. As a disadvantaged small community, the City is constantly searching for funds to provide efficient transportation systems, correct mobility deficiencies and increase safety while providing a healthy, livable and sustainable community for our residents. As part of this effort, the City has collaborated in the past with the California Department of Transportation to add/improve bicycle/pedestrian improvements along State Route 151 within the City. We believe that SRTA's application meets our interests both on a citywide basis as well as on a regional basis.

The City of Shasta Lake looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. We wish the best of luck on SRTA's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John N. Duckett, Jr.', is placed below the word 'Sincerely,'.

John N. Duckett, Jr.
City Manager

City of Shasta Lake