

STAFF REPORT



MEETING DATE:	October 26, 2023
SUBJECT:	Approve Awarding \$657,005 in Carbon Reduction Program (CRP) Funding for Fiscal Years 2022/23 and 2023/24 Toward Regional Projects
AGENDA ITEM:	15
STAFF CONTACT:	Mehdi Moeinaddini, Associate Transportation Planner

SUMMARY:

The new federal Carbon Reduction Program (CRP) aims to fund projects that reduce transportation carbon emissions from on-road sources. SRTA received CRP funding totaling \$657,005 for Fiscal Years (FY) 2022/23 and 2023/24, developed a program policy, and issued a call for projects. SRTA received four project proposals for consideration, including a micro-transit service, a reduced fare program, the California Street bikeway, and Oregon Street improvements. SRTA staff evaluated the proposed projects and recommends the board of directors consider funding two projects.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve providing \$325,250 in FY 2022/23 Carbon Reduction Program (CRP) funds and \$174,750 in FY 2023/24 CRP Funds toward the recommended California Street bikeway project; and
2. Approve providing \$157,005 in FY 2023/24 Carbon Reduction Program (CRP) funds toward the micro-transit service recommended project; 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, and prepare the corresponding amendments to the Transportation Improvement Program (TIP) once the eligibility review is confirmed.

DISCUSSION:

Background – The 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. SRTA received CRP funding totaling \$657,005 for fiscal years 2022/23 and 2023/24 and is administering 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 (see Attachment A).

Project Ideas – SRTA issued a call for potential projects on July 24, 2023. Applications were due by August 25, 2023. SRTA received four projects for consideration, which are summarized below. Funding requests ranged from \$100,000 to \$500,000. Available project location maps are attached (Attachment B). Staff recommendations for each project are provided after the project description.

Proposal #1: Implementation of Micro-transit Services, Redding Area Bus Authority (RABA)

– RABA proposes replacing underperforming fixed-route services with “on-demand” style micro-transit service for the general public across various areas in its network. This service would operate on weekdays from 6:30 a.m. to 6:30 p.m. and on Saturdays from 9:30 a.m. to 6:30 p.m., with potential extended hours on evenings and Sundays in the overall RABA service area. The plan includes creating five distinct zones covering two-to-three square miles each, serving Shasta Lake/North Redding, East Redding/Airport, Anderson, Downtown Redding, and West Redding from Monday to Saturday. The micro-transit services would connect riders to frequent fixed-route transit services along major corridors.

Staff recommends providing partial funding for this project. The funding requested for micro-transit services will be used as startup funds for operational costs. Other funds, such as State Transit Assistance (STA), Federal Transit Administration (FTA) 5307, FTA 5311, Local Transportation Fund (LTF), and Senate Bill (SB) 125, may be combined to support the implementation of these services. RABA can execute this project with less CRP funding because RABA has the ability to secure additional funding from other mentioned sources.

Proposal #2: California Street Bikeway, city of Redding (Redding) – This project will take place on the west side of California Street, spanning from Division Street to Tehama Street. This is a project to improve both biking and pedestrian infrastructure by closing a city-owned gap within the Caltrans project for California Street. This includes constructing a two-way Class IV bikeway and making various enhancements, such as installing a raised concrete barrier island, reconstructing curb ramps, creating bulb-outs, and improving visibility at crossings.

Staff recommends providing funding for this project. The requested CRP funds for California Street will help Redding complete their portion of the California Street cycle track project enhancing active transportation connections in their downtown core and increasing safety.

Proposal #3: Implementation of a Reduced Fare Program, RABA – RABA proposed providing a discounted fare program aimed at benefiting seniors, individuals with disabilities, and low-income passengers who meet the Poverty Guidelines set by the US Department of Health and Human Services. RABA also proposed making this program available throughout Shasta County.

Staff does not recommend funding for this project. This project received lower scores than the recommended projects, as it was unclear how it differs from existing efforts where discounted fares are already provided for several aforementioned groups on RABA services. Additionally, RABA does not provide services across the entire Shasta Region.

Proposal #4: Oregon Street Improvements, Redding – This project involves enhancing the east side of Oregon Street from Shasta Street to Yuba Street, specifically along Calaboose Creek. It includes construction of sidewalks, curbs and gutters, reconstructing curb ramps, laying asphalt concrete, extending a box culvert, and making various storm drain improvements. This work will cover two segments along this roadway, ultimately completing the missing sections of sidewalk along the Oregon Street corridor.

Staff does not recommend funding for this project. This project received lower scores, particularly in the areas of regional benefits and benefits for disadvantaged communities, compared to the recommended projects.

Funding Recommendations – SRTA staff evaluated and developed consensus scores for each project. The evaluation process was focused on ensuring that the selected projects would have the greatest regional benefit, while also providing benefits to those who are often overlooked. 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 recommends the board of directors fund the projects 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	47.5	Implementation of Micro-transit Services	\$300,000	\$157,005
Redding	44.5	California Street Bikeway	\$500,000	\$500,000
RABA	41.17	Implementation of a Reduced Fare Program	\$100,000	-
Redding	37.5	Oregon Street Improvements	\$500,000	-
Total				\$657,005

ALTERNATIVES:

The board of directors may modify the proposed award amounts or allocate funds towards other eligible projects consistent with the approved CRP policy. 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 CRP funds, selects projects, and tracks progress. *///The Technical Advisory Committee (TAC) met on October 11, 2023, to review and discuss providing \$657,005 in CRP funds toward the recommended projects and to vote on the matter. ///*

FISCAL & POLICY COMMITTEE REVIEW:

///The Fiscal and Policy Committee met on October 16, 2023, to review and discuss providing \$657,005 in CRP funds toward the recommended projects and to vote on the matter. ///

FISCAL IMPACT:

This action allocates a total of \$657,005 in CRP Funds (FY 2022/23 - \$325,250 and FY 2023/24 - \$331,755) subject to review and approval by Caltrans and FHWA. Successful applicants must provide an 11.47 percent match with non-federal funds. Funds are subject to expenditure deadlines of September 30, 2030, for FY 2022/23 and September 30, 2031, for FY 2023/24 or they are lost. 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: [Approve New Carbon Reduction Program Policy](#) (Item #15, June 22, 2023)

B: Available project location maps

Attachment B: Available project location maps



