

STAFF REPORT



MEETING DATE:	August 31, 2023
SUBJECT:	Receive an Update on Activities Related to the CATTLE Project
AGENDA ITEM:	16
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

A request was made at the June 2023 board meeting to have a discussion item regarding the Cottonwood Active Transportation Trunkline Express (CATTLE) project's history and outreach. Staff will present a summary of activities. Key CATTLE project and SRTA presentation activities are summarized below.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update from the executive director regarding the history and activities related to the CATTLE project.

DISCUSSION:

Outreach and meetings – In October 2019, SRTA procured a consultant to assist local agencies with preparing Active Transportation Program (ATP) Cycle 5 applications (Attachment A). This effort included support for up to eleven local agency project grant applications, including assisting Shasta County with efforts that eventually became the CATTLE project. A document summarizing the activities that took place and which projects were submitted are described in the *Sustainable Shasta Caltrans ATP Cycle 5 Project* report (Attachment B).

Outreach for project concepts was conducted between October 2019 and February 2020. Two workshops were held in the community of Cottonwood in October 2019 and January 2020 and a community directed task force meeting was held in December 2019 to discuss project ideas, challenges, and proposed solutions. Two different project ideas had been developed, with both eventually being combined into one CATTLE project.

An update regarding ATP Cycle 5 planning efforts was provided to the SRTA Board of Directors at the June 23, 2020, meeting (Attachment C), which included support to provide matching funds toward Shasta County's three active transportation applications. During the meeting a public comment period was held regarding proposed ATP projects, however no public comments were received.

In September 2020, Shasta County staff applied to the California Transportation Commission (CTC) for funding. In 2021, the CTC awarded \$14 million toward the CATTLE project. In 2022, Shasta County initiated environmental studies for the project.

Final application and housing concerns – At the June 2023 board meeting, board members asked for an update about the CATTLE project and its connection to housing, if any. As part of the application process, all ATP applications must "describe how the project may support existing or planned housing, especially affordable housing" (question #6 on the application; see Attachment

D). The application identified that the CATTLE project could support future affordable housing near parcels already previously zoned for “very low” and “low income” housing under Shasta County’s Housing Element and adjacent to the proposed project. The application did not include funding for housing.

ALTERNATIVES:

The board of directors may request additional information and continue this item to a future meeting.

FISCAL IMPACT:

There is no direct fiscal impact of this item. SRTA previously approved \$1,661,000 in regional shares as match toward the construction of the CATTLE project in SRTA’s 2022 Regional Transportation Improvement Program (RTIP). Should the CATTLE project not move forward, SRTA may reprogram those shares to any eligible project in the region at the next available RTIP cycle.



Sean Tiedgen, AICP, Executive Director

Attachments:

A: October 2019, SRTA Board of Directors Meeting ATP Cycle 5 Consultant Contract:

https://www.srta.ca.gov/DocumentCenter/View/4874/10_TSA_ATP_Cycle_5_102219_BOD

B: Sustainable Shasta Report:

https://www.srta.ca.gov/DocumentCenter/View/5295/Sustainable-Shasta-Report_no-appendices?bidId=

C: SRTA Board of Directors June 2020 ATP Cycle 5 Update:

[https://www.srta.ca.gov/DocumentCenter/View/5152/9_Sustainable_Shasta_GoShasta_Approve ATP Funds BOD-062320](https://www.srta.ca.gov/DocumentCenter/View/5152/9_Sustainable_Shasta_GoShasta_Approve_ATP_Funds_BOD-062320)

D: Copy of pages from CATTLE application for Question #6



Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

- A. Describe how your project will transform the non-motorized environment? Address the potential for this project to support existing and planned housing, especially affordable housing. (Max of 500 words)

Words Remaining: 125

CATTLE comprises a non-motorized mobility network in Cottonwood, incorporating not only the first shared-use paths in the community to cross I-5, but also the first paths in the community, period. There isn't even a striped bike lane. This network connects residents, who might otherwise feel unsafe biking and walking in their community, with separated, walking and biking paths between neighborhoods, schools, the business and historic districts, and across I-5 to West Cottonwood community assets.

CATTLE will be transformative in multiple ways. Children will safely walk and ride their bikes to school. Residents who have mobility impairments and experience the stress of traveling close to speeding vehicles will enjoy increased comfort from a buffer between them and high-speed vehicles. The paths, sidewalks, and future landscaping (xeriscape/hardscape/community-developed landscaping) features will visually transform the community for existing residents. In a community lacking any transit, connections to vital resources could be transformed from facilitating a high-stress experience to one that is fun, healthy, and affordable; something currently out of reach for many of the community's low-income residents.

CATTLE could also support future affordable housing developments. While Cottonwood is a rural, unincorporated community in Shasta County, it will absorb its fair share of affordable housing to help alleviate the State's housing crisis. New affordable housing units zoned near an active transportation network like CATTLE would allow residents to access schools, parks, jobs, and businesses without needing access to a vehicle. CATTLE creates a backbone of connectivity between places where children and families need to travel in their community, and its low-stress facilities interlink to create a network of mobility options for users of all ages and abilities.

The Regional Housing Need Allocation, or RHNA, is a projection of housing units needed over a specific time period to accommodate households across all income levels. The RHNA projections for unincorporated Shasta County include a total of 1,105 units broken down by 273 very-low-income, 179 low-income, 193 moderate-income, and 460 above-moderate income units. Shasta County adopted its 2020-2028 Housing Element on July 14, 2020. Very low- and low-income development is anticipated to occur on an assortment of multifamily and single-family sites, and sites 15-18 are vacant sites adjacent to the CATTLE which can serve as a vital link to schools and community resources.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:

- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:

- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining: 65

The Cottonwood Active Transportation Trunk Line Express (CATTLE) is part of a larger network of planned active transportation improvements that will transform the rural community and provide safety and continuity for people to walk and ride their bike safely and comfortably in Cottonwood. Currently, there are no existing bicycle facilities in Cottonwood, and most walking facilities within the project area are inadequate or non-existent. A new network of separated paths, walking facilities, and low-stress bike boulevards will offer the community a walking and biking experience they have never known.

With the SRTA-funded portion of CATTLE, the project becomes even more transformative as it will connect residents to the heart of their town. The southernmost tip of the CATTLE network connects Front St to Main St and Brush St. After staff from Shasta County and the Shasta Regional Transportation Agency (SRTA) engaged with Cottonwood residents at a series of meetings and events, SRTA's Board of Directors committed to funding this part of CATTLE as a stand-alone project, pending an ATP award. The final design will be determined in continued consultation with residents and stakeholders on the Cottonwood Design Review Committee. The latest iteration of historic district improvements includes continuing the shared-use path from Main St onto and along Front St. Improvements like pedestrian scale lighting, buffer improvements, and enhanced high-visibility crosswalks will improve the experience of safety and connectivity for people



who walk and bike. The Cottonwood Design Review Committee will also determine the amenities.

Adjacent to CATTLE are opportunity sites for affordable housing identified in the Shasta County's Housing Element. These sites have been zoned for very low- and low-income housing. Connecting an active transportation project just a couple blocks from this new opportunity site will allow active transportation users to safely connect from their homes to employment opportunities, schools, community centers, parks, and across I-5.

There are several planned projects that are contingent upon the funding for CATTLE and will contribute the transformative nature of the project. If the planned path to Anderson gets funded, Cottonwood residents will be able to access to the Walmart Superstore, transit, employment opportunities, and gain exposure to the broader, evolving regional trunk line network and its many destinations and activity centers. Adventure Cycling's national bike route connecting Shasta Lake to Bakersfield is in the early planning stages. This route is planned to go through Cottonwood, which could channel thousands of tourists (and their wallets) through this small community challenged with high turnover of local merchants. The better the facilities Cottonwood can offer, the greater the likelihood that Adventure Cycling will make certain to align the route through Cottonwood.

Q6 FINAL Cottonwood GoShasta_Regional_ATP_with_appendices_(8-2019).pdf