

STAFF REPORT



MEETING DATE:	February 24, 2022
SUBJECT:	Correspondence
AGENDA ITEM:	7-5
STAFF CONTACT:	Amy Lindsey, Administrative Associate

Attached and summarized below is correspondence determined to be of interest to the board of directors.

OUTGOING CORRESPONDENCE

Date	To	Subject
1/24/22	City of Redding RABA Chair and Board Members	Letter of response to RABA Policy 121 (January 24, 2022, RABA Board Agenda Item No. 4-1)
1/31/22	Division of Local Assistance Clean California Local Grant Program Acting Office Chief Gretchen Chavez	Letter of support for the application program by the City of Redding (Applicant) and the McConnell Foundation (Sub-Applicant) to the Clean California Local Grant
2/7/22	Division of Transportation Programming, MS 82, Department of Transportation Abhijit Bagde	Letter of approval for Formal Amendment No. 4 to the Shasta 2021 Federal Transportation Improvement Program (FTIP)
2/14/22	City of Redding Public Works Director, Chuck Aukland	Calaboose Creek Active Transportation Partnership Agreement

A handwritten signature in black ink that reads "KEITH WILLIAMS".

Keith R. Williams, AICP, Senior Transportation Planner

Attachment: SRTA Correspondence Letters



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 24, 2022

RABA Chair and Board Members
City of Redding
777 Cypress Avenue
P.O. Box 496071
Redding, CA 96049-6071

Subject: SRTA's Response to RABA Policy 121 (Item No. 4-1)

Honorable Chair Resner,

We apologize for the late comments to the staff report to revisit RABA Policy 121 as it was just received late Friday. The staff report details past discussions to change RABA representation on SRTA. That issue was settled at SRTA's December meeting. SRTA will continue to have a RABA representative on the SRTA board. The focus for SRTA now is making RABA representation on SRTA more meaningful and effective to improve communication and address mutual needs.

Policy 121 has not been visited in 11 years and some updates are warranted. Much has changed in terms of RABA funding by SRTA and the breadth of SRTA activities due to legislative changes. We respectfully offer the following suggestions:

1. SRTA underwent a major change in its organizational structure and changed its name 10 years ago. Please update the policy to show SRTA's correct name.
2. Policy 121 states that Redding funds the majority of RABA. While this was most certainly true 11 years ago, it is not the case today because of significant new funding sources available to SRTA exclusively for public transit. When Policy 121 was written, Redding apportionments funded about 75% of all RABA operations. Almost nothing remained for Redding's critical street and road needs. Today, Redding apportionments fund about one-third of RABA operations while \$2.5 million remained available for streets and roads. Two-thirds of RABA operations are currently funded by SRTA sources which, by state and federal law, can be used in any jurisdiction of the region. This positive trend is continuing each year.

We suggest this sentence be removed, or clarified and updated if determined still germane to the policy.

3. Policy 121 correlates the need for Redding representation with impacts to Redding's share of SRTA funding provided to RABA. We suggest that this takes too narrow a view on the relevance of SRTA activities in today's light. RABA funding decisions represent a small fraction of all actions taken by the SRTA board. Public transit is one of many transportation modes considered by SRTA. Others include local streets, freeways, active transportation and sustainable downtowns. The RABA representative to SRTA votes on all these important matters.

Because RABA represents all jurisdictions in the region, and SRTA decisions balance needs in the region as a whole, SRTA would prefer that Policy 121 be modified to emphasize the importance of the broader role of the RABA representative. We also suggest the policy clearly state that any member of the RABA board may serve on SRTA. If needed, the policy could then go on to recognize that this would typically be a Redding member but for broader reasons than RABA funding interests. Such factors could be Redding's population, influence, and proportion of SRTA investments relative to the rest of the region, and how all these modal investments by SRTA relate to RABA services.

We respectfully request you consider these updates since it may be some time before the policy is revisited. In any event, SRTA will continue to work with RABA on ways to strengthen the role of the RABA representative and RABA representation in general going forward.

Thank you for your consideration. If you have any questions, I can be reached at 530-262-2153.

Respectfully,

A handwritten signature in blue ink that reads "Dan Little". The signature is fluid and cursive, with the first name "Dan" and last name "Little" clearly distinguishable.

Daniel S. Little, AICP, Executive Director

cc: Chuck Aukland



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E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

January 31, 2022

Gretchen Chavez
Acting Office Chief
Clean California Local Grant Program
Division of Local Assistance
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Chief Chavez,

This letter is to express our support for the application program by The City of Redding (Applicant) and The McConnell Foundation (Sub-Applicant) to the Clean California Local Grant.

Shasta Regional Transportation Agency (SRTA) is the designated Metropolitan Planning Organization (MPO) for the area of the proposed project. Our Sustainable Communities Strategy identifies Downtown Redding as a Strategic Growth Area, and we have been pleased to lay the groundwork for transit-oriented development in the core of our city through our support of multiple successful Affordable Housing Sustainable Communities grants. This includes Market Center and Block 7—both neighboring developments to the proposed project. The urban park and lighted pedestrian path proposed in this application contribute to important amenities for those residents.

As our organization finalizes the *ResilientShasta: Extreme Climate Event Mobility and Adaptation Plan*, we are reminded of the plausible future scenarios around heat waves, where even conservative estimates forecast an *average* high temperature of 102° F in Redding during the summer by 2055. Many aspects of the proposed project align with recommendations in the *ResilientShasta Plan*, such as urban greening (shade trees, native plants), shading (art pavilion, shade structure), and cooling (fog feature). Adaptations like these to more frequent and more severe heat waves in the coming decades is quite critical for the livability of the city center.

Thank you for your consideration of funding the project as part of the Clean California Local Grant Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel S. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
DL/MK/acf



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Daniel S. Little, Executive Director

February 7, 2022

Mr. Abhijit Bagde
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Formal Amendment No. 4 to the Shasta 2021 Federal Transportation Improvement Program (FTIP)

Dear Mr. Bagde:

With the delegation authority provided to me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 4 to the Shasta 2021 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). **This amendment includes only transit operations programming for more expedited processing to obligate grant funds.**

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2021 FTIP is financially constrained, and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the 2018 Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted 2019 Participation and Partnership Plan (Title VI). The public and interagency review period ran from January 22 through February 5, 2022, meeting the requisite 14-day review period.

This amendment is needed to update the FTIP to match the Redding Area Bus Authority (RABA) budget, and includes the following:

- **Grouped Projects for Transit Operations (CTIPS ID No. 211-0000-0057)** – Increases programming of FTA Section 5307 operating assistance in Fiscal Years (FYs) 2021/22 and 2022/23 (\$1 million and \$0.5 million, respectively) for the Redding Area Bus Authority to match fund availability and planned use. Also adjusts local funds programming within the same fiscal years.

Using the statewide programming database CTIPS, Shasta 2021 FTIP Formal Amendment No. 4 is directly available for review and approval. An electronic copy will be transmitted by email to all regional partners and interested parties, including Caltrans, FTA, and FHWA. The amendment is posted to the SRTA website at <http://www.srta.ca.gov>. **Please recommend this formal amendment of transit**

operations programming revisions for expeditious federal approval to process grant funding for the Redding Area Bus Authority.

For questions, please do not hesitate to contact Senior Transportation Planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov.

Sincerely,

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/al

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Redding Area Bus Authority Program of Projects for FTA Sections 5307 and 5339
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Original Programming Pages for FTIP Project

C: Ted Matley, FTA Region 9
Antonio Johnson, FHWA CA Division
SRTA Board of Directors
Yujin Copland, Redding Area Bus Authority
Sonja McKinney, City of Redding



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Daniel S. Little, Executive Director

SRTA Active Transportation Partnership Assistance Agreement

The Shasta Regional Transportation Agency (SRTA) looks forward to partnering with _____ **City of Redding** _____ to develop low-stress, high-comfort active transportation facilities and feeder routes that remove barriers to walking and bicycling. The purpose of this agreement is to make mutual understandings and expectations clear prior to unnecessary expenditures of consultant and staff resources on projects that may ultimately not be competitive in grant programs or are withdrawn late in the application process. The parties agree that resources are limited, and it is best to identify any fatal flaws as early in the development process as possible.

In an effort to provide transparency to elected officials on the efficient use of funds, this agreement commits SRTA and Partner to a five-step process to develop competitive active transportation projects. Directors from SRTA and Partner will sign off and document decisions made at each step before proceeding to the next step. Partners will agree on leverage commitments prior to Step Three, because project development from this point forward requires significantly more resources. Progress beyond Step Four requires SRTA and Council/Board of Supervisors concurrence. Following Step Five, minor adjustments may be made to the project concept (e.g., decisions on type of physical buffer) if SRTA and Partner agree, but the project's scope should not change fundamentally (e.g., whether to provide a physical buffer) unless significant new information comes to light that would make the project more competitive in the grant program, or overwhelming public input steers the design in a direction that brings the region closer toward agreed upon goals in the GoShasta Regional Active Transportation Plan and the Regional Transportation Plan.

Project Title: Calaboose Creek (Clean California Grant Application Assistance)				
Steps	Signatures		Date	Notes
	SRTA Executive Director	Authorized Official for Partner		
1		Chuck Aukland	Digitally signed by Chuck Aukland DN: cn=Chuck Aukland, o=City of Redding, ou=Shasta Regional Transportation Agency, c=US Date: 2023.02.09 17:23:19 -0800	

Corridor(s)	Railroad Ave (Yuba St. to South St.), South St. (Railroad to Waldon St.), Waldon St. (South St. to Gold St.), Gold St. (Waldon St. to California St.),				
2	A) Following a walk and bike audit of the proposed corridor(s) and additional technical input (incl. all relevant parties who could impact project), agree on recommendations for facilities, traffic control devices, and markings for the proposed corridor(s). Project maps, proposed segment profiles, and other engagement materials may be prepared.	SRTA Executive Director 	Authorized Official for Partner Chuck Aukland	Date	Notes Digitally signed by Chuck Aukland, DN: cn=Chuck Aukland, o=City of Redding, ou=Public Works, email=caukland@cityofredding.org, c=US Date: 2022.02.09 17:24:08 -0800

3	Max Leverage (% of eligible costs per the grant program)		Treatment(s)			
	B) Prior to Step 3, leverage commitments (percentage of total grant program-eligible costs) will be agreed upon.		COR, Kittelson, and SRTA staff discussed the corridor and agree on proposed treatments. In the interest of time, SRTA and Kittelson staff are relying on COR staff's on-the-ground experience and knowledge to help inform project treatments. Project scope includes concept design layouts and cost estimates for: • New sidewalk from Placer Street to South Street along Railroad Avenue • New Shared Use Path along Waldon Street from South to Lincoln Street ROW • New sidewalk and curb ramps along Gold Avenue from Waldon Street to California Street, and on the west side of Waldon Street from Lincoln Street ROW to Gold Street • Curb ramp and high visibility crosswalks at connection points along the new sidewalk and path alignment. Bike routes along Railroad Avenue from Placer St to Yuba St and on Waldon Street from Gold Street to California Street			
	SRTA	Partner	SRTA Executive Director	Authorized Official for Partner	Date	Notes (SRTA may offer more leverage, depending on how many projects are awarded and available funding.)
	Following input received from the opening public engagement event, agree on any major changes to project design.		SRTA Executive Director	Authorized Official for Partner	Date	Notes

Design Change(s) from Opening Public Engagement	N/A – Relying on city of Redding input due to short timeframe.				
4	Following input received from any task force meetings with key community representatives, agree on any major changes to project design. Prior to Task 5, the project design must receive approval by SRTA and Council or Board of Supervisors.	Signature of SRTA BOD Chair	Signature of Council or Board Supervisors Chair	Date	Notes
Design Change(s) from Task Force Meetings w/key community reps	N/A – Relying on city of Redding input due to short timeframe.				
5	Following input received from the closing public engagement event, agree on any changes to project design.	SRTA Executive Director	Authorized Official for Partner	Date	Notes

Design Change(s) from Closing Public Engagement				
N/A – Relying on city of Redding input due to short timeframe.				