

STAFF REPORT



MEETING DATE: December 15, 2022
SUBJECT: Receive Update on Active Transportation Program Cycle 6
AGENDA ITEM: 8
STAFF CONTACT: Keith Williams, AICP, Senior Transportation Planner

SUMMARY

The Shasta Regional Active Transportation Network (SRATN) project development assistance program (a.k.a. Shasta Trunk Lines for All) provided support work for four city of Redding projects that competed for Active Transportation Program (ATP) Cycle 6 funding. A total of \$14.4 million was secured for two projects. SRTA staff is now accepting proposals for project development assistance for ATP Cycle 7 and other active transportation grant programs.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update on Active Transportation Program Cycle 6 project awards.

DISCUSSION:

The ATP Cycle 6 funding preparation portion of the SRATN project development assistance program ended on June 15, 2022, when the city of Redding submitted four ATP applications. The applications (see table below) received SRATN project development assistance in the form of public engagement, technical assistance, drawings, and grant writing.

ATP 6 Financial Overview in (\$1000s)						
Project	ATP Request	ATP Award	Local Match	Project Cost	Score	Project Type
Butte Street Boogie	\$6,437	\$6,437	\$1,611	\$8,048	93	Network Project + Non-Infrastructure
Victor Improvement Project	\$7,993	\$7,993	\$1,999	\$9,992	84	Network Project + Non-Infrastructure
↑ ATP Cycle 6 Funding Threshold (78) ↑						
Hilltop Improvement Project	\$7,914	\$0	\$1,980	\$9,894	77	Network Project + Non-Infrastructure
Park Marina Drive Rapid Implementation Project	\$1,122	\$0	N/A	\$1,122	80	Quick Build Category – Corridor Project

The city of Redding was the only local agency from the Shasta Region receiving SRATN project assistance to submit ATP Cycle 6 applications. Two of the city's four projects were successful, securing \$14.4 million in funding for low-stress active transportation improvements: the Victor Improvement Project (VIP) and the Butte Street Boogie (BSB) (maps attached). These projects will improve safety for all modes of transportation by introducing treatments like curb extensions, raised and high-visibility crosswalks,

protected bike lanes, separated paths, and more. Both projects still need to go through environmental and design phases before starting construction, which is planned in FY 2026/27.

The “quick-build” Park Marina Drive Rapid Implementation Project technically scored higher than the funding threshold, but the California Transportation Commission opted to not fund any projects from the pilot “quick-build” program portion of the ATP in which the Park Marina project competed. The project did receive the highest score (80 points) for all “quick build” projects submitted in the state.

The Hilltop Improvement Project, another high-scoring ATP Cycle 6 project, missed the funding threshold by only one point. ATP applications receiving SRATN project development assistance were exceptionally competitive, and all four may have been funded had there been more time to review. Consultants, Caltrans, local agencies, and SRTA staff need one to two years to comfortably assist in the preparation of projects for funding programs. SRTA and partner staff worked rapidly over four and a half months to prepare these applications. This was made possible by pushing other assignments aside, overtime, and conversations tested by encroaching deadlines. As mentioned in the [June 30, 2022, staff report](#), limited time to prepare projects can negatively impact the quality and competitiveness of ATP applications.

In order to give partners the best chance of securing future funding, staff is calling for ATP Cycle 7 project suggestions now. Local agencies and other eligible partners should submit project proposals, for ATP and other grant programs, to SRTA staff as soon as possible to increase the projects’ competitiveness. Under its existing contract with Kittelson and Associates, SRTA may offer limited assistance until additional funding for this project development program is secured.

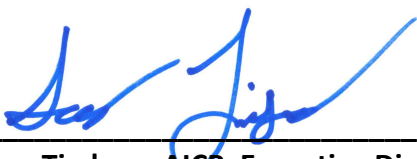
OTHER AGENCY INVOLVEMENT:

SRTA and the consultant helped prepare projects with staff from the city of Redding, Shasta County, Shasta Living Streets, and the Pit River Tribe who may submit their project in the next ATP cycle.

FISCAL IMPACT:

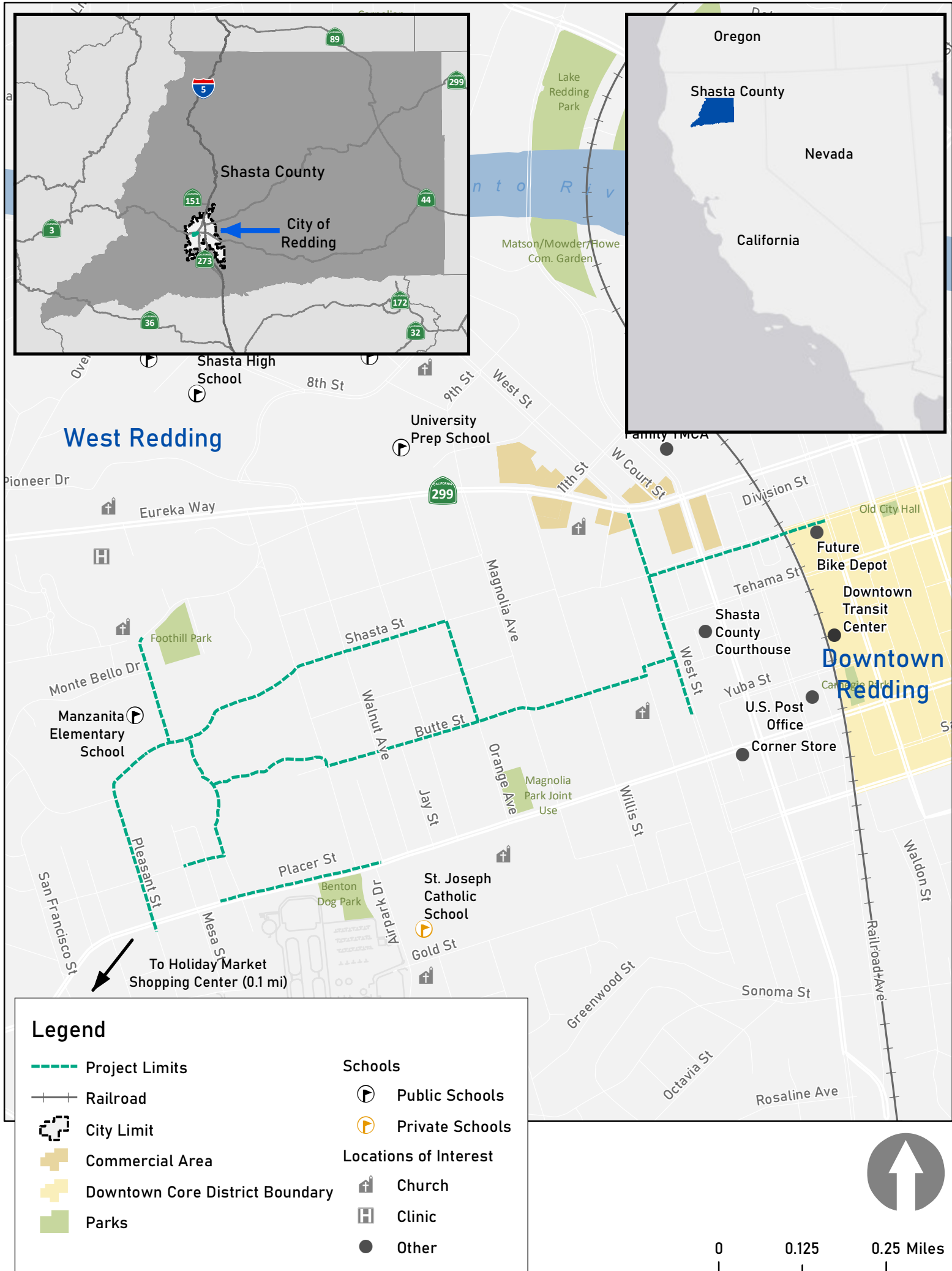
At its June 2022 meeting, the board of directors committed to providing half of the total match amount, up to 20% (10% local agency, 10% SRTA) for any projects awarded grant funding. Based on ATP Cycle 6 awards, SRTA will program approximately \$1.806 million in Regional Improvement Program (RIP) funds at a later date for the city of Redding projects.

The North Redding Active Transportation Trunk Line (NRATTTL) project was considered for potential ATP Cycle 5 funding through a program augmentation. However, the CTC decided to designate Cycle 5 funds for Cycle 6 instead. A portion of RIP funds previously dedicated as match for the NRATTTL will be transferred to these ATP Cycle 6 projects, consistent with previous board actions. SRTA staff will provide a recommendation on the use of the remaining RIP funds at a future meeting.



Sean Tiedgen, AICP, Executive Director

Butte Street Boogie Network - Project Location and Destinations



Victor Improvement Project - Project Location and Destinations

