

STAFF REPORT



MEETING DATE:	June 23, 2020
SUBJECT:	Receive an Update on Sustainable Shasta, Accept Public Comments for GoShasta Walking and Bicycling Projects, Amend the GoShasta Regional Active Transportation Plan, and Approve a Local Agency Funding Match for ATP Projects
AGENDA ITEM:	9
STAFF CONTACT:	Keith Williams, AICP, Senior Transportation Planner

SUMMARY:

The Sustainable Shasta program supports local and partner agencies seeking grant funding by providing focused public outreach and conceptual drawings for high-quality bicycle and pedestrian projects in and between the region's Strategic Growth Areas. Despite formidable program challenges, the region is set to submit eight Active Transportation Program (ATP) grant applications in September. 20% project match, or more, is needed to improve the competitiveness of these projects. An updated list of trunk line projects needs to be amended into the GoShasta Regional Active Transportation Plan (GoShasta Plan) to make them ATP eligible.

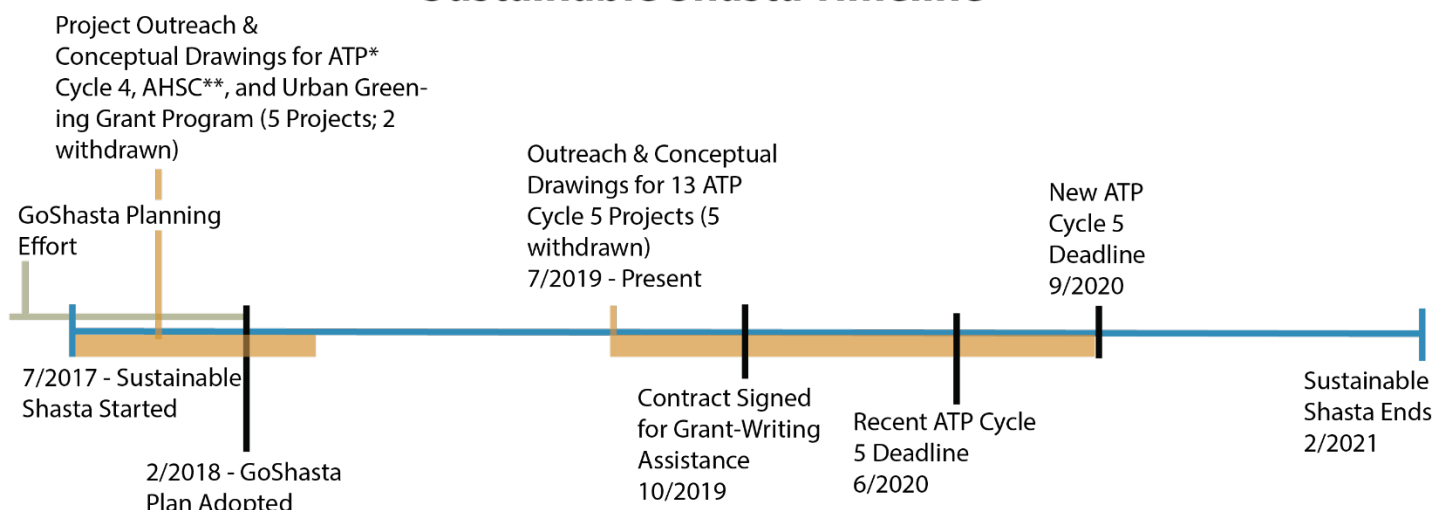
STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Receive an update on the Sustainable Shasta grant development effort;
2. Accept public comments on projects proposed for amendment into the GoShasta Plan;
3. Approve an amendment to the GoShasta Plan to add or modify trunk line projects (Attachment A);
4. Approve a dollar-for-dollar match with local agencies up to a total of 20% of the ATP Cycle 5 projects if awarded; and
5. Approve a specific project component of the Cottonwood Lasso Loop project to serve as match on and near Front Street.

DISCUSSION:

Sustainable Shasta Timeline



* = Active Transportation Program
** = Affordable Housing & Sustainability Program

Receive an Update on Sustainable Shasta, Accept Public Comments for GoShasta Walking and Bicycling Projects, Amend the GoShasta Regional Active Transportation Plan, and Approve a Local Agency Funding Match for ATP Projects

June 23, 2020

Page 2

Background: The GoShasta Plan, adopted by the SRTA Board of Directors in February 2018, laid out a vision for the Shasta region to create a healthy and appealing alternative to driving. Instrumental to this vision is the concept of trunk lines, i.e. safe, comfortable, intuitive, high-quality walking and bicycling facilities connecting major destinations. The Sustainable Shasta Program, funded through a Caltrans Sustainable Transportation Planning grant in July 2017, turns active transportation projects into competitive applications for construction grants. Specific activities include public outreach, conceptual drawings, and other grant application content.

Active Transportation Program: The ATP is the primary source of state funding for walking and bicycling infrastructure but is small when compared to statewide needs. In the last cycle, local agencies applied for \$2.2 billion statewide, of which \$460 million was awarded. A competitive grant application requires an exceptional project, local match, and hundreds of staff hours to conduct outreach, design the project, and prepare a responsive application.

In June 2019, the board of directors approved a list of 38 local agency trunk line projects to be included in the GoShasta Plan, including 11 projects for ATP grant development this cycle (see ATP Cycle 5 table below). The board of directors also amended SRTA's Non-Motorized Program to fund consultant services for grant preparation, selecting Evan Brooks Associates in October 2019.

Projects Identified for ATP Cycle 5

Implementing Agency	Project
City of Redding	Turtle Bay to Downtown
City of Redding	Victor Ave.
City of Redding	Park Marina Dr.
City of Redding	Railroad Ave.
Caltrans/SRTA	299 or North Redding Active Transportation Trunk Line
City of Shasta Lake	Ashby School Connector
City of Shasta Lake	Downtown Loop
City of Anderson	North Street (School Connector)
City of Anderson	Anderson Schools Trail Connection
County of Shasta	Downtown Cottonwood Loop
County of Shasta	West Cottonwood School Connector

ATP Grant Development: SRTA staff has dedicated a significant amount of time toward Sustainable Shasta working closely with local agencies and residents to ensure each project develops as closely as possible to what the community envisions. While some projects were able to capture public input within a few meetings, other projects, such as the Cottonwood projects and the North Redding Active Transportation Trunk Line (NRATTTL), each needed 8-10 public outreach meetings and events.

Receive an Update on Sustainable Shasta, Accept Public Comments for GoShasta Walking and Bicycling Projects, Amend the GoShasta Regional Active Transportation Plan, and Approve a Local Agency Funding Match for ATP Projects

June 23, 2020

Page 3

SRTA staff is currently working with local agencies to conduct the final outreach events, finish concept drawings, draft applications, and carry out multiple layers of interagency review before submittal. This includes formation of a regional, quality-review ATP panel.

Over the course of the public outreach period, a couple projects were added and five were withdrawn by local agencies. The Shasta region is now on track to submit eight ATP applications (Attachment B) by the September 15, 2020, deadline.

Local Constraints to Developing Competitive ATP Projects: Most of the projects being developed will be competitive. The strength of a few applications has diminished as projects were developed. For example, some agencies are not willing to provide local match. Others are narrowing facilities, omitting improvements that would slow traffic, or forgoing landscaping due to maintenance concerns.

Amend the GoShasta Plan: ATP projects need to be included in an active transportation plan. An updated trunk line project list (Attachment A) needs to be amended into the GoShasta Plan.

Approve Match: ATP projects typically need to score in the nineties out of a maximum score of 100 to be awarded. An application can earn five points by providing 20% local match. Given the ATP's highly competitive nature, staff would consider it a success if even one or two of the eight projects from the Shasta region were awarded. In order to improve the projects' competitiveness, SRTA staff recommends the board of directors approve a dollar-for-dollar match, up to a total of 20% of the project cost (10% SRTA, 10% local agency) if awarded ATP funding. In some cases, the final amounts may be more, depending on available SRTA funding and the number of grants awarded in the region. SRTA match beyond this minimum pledge would be determined this winter by the board.

Cottonwood ATP Projects: Staff recommends directing SRTA's match for two of the Cottonwood projects specifically toward the community's historic downtown located on and around Front Street. This segment is critical to two Cottonwood applications (The Cottonwood Lasso Loop and the Cottonwood Active Transportation Trunk Line Express Network) and is recommended for funding as its own project, as opposed to an across-the-board match for the entire project.

Cottonwood residents have been very engaged in the public outreach process, particularly because of their interest in preserving and enhancing aspects of their historic downtown, along with the resulting economic benefits to struggling merchants.

The SRTA Board of Directors dedicated \$494,000 in STIP funds toward the Cottonwood Lasso Loop project at its meeting on December 10, 2019. The county is submitting a total of three applications for Cottonwood: 1) The Cottonwood Lasso Loop (The Loop), 2) The West Cottonwood School Connector (The School Connector),



Receive an Update on Sustainable Shasta, Accept Public Comments for GoShasta Walking and Bicycling Projects, Amend the GoShasta Regional Active Transportation Plan, and Approve a Local Agency Funding Match for ATP Projects

June 23, 2020

Page 4

and 3) The Cottonwood Active Transportation Trunk Line Express Network (The CATTLE Network). Project numbers 1 and 2 are subsets of the entire project: Project 3. The three applications will increase the odds of funding by allowing funding for either the entire project or segments of it. The SRTA award of a stand-alone project in the Front Street area would serve as match for the Loop and the CATTLE projects, while match for the School Connector would follow the arrangement suggested for the other projects from the region. The recommended pledge from SRTA for the Front Street component is estimated at 10% to 15% of the total project, while the county match would be 10%. This results in a total match of up to 25% for the entire Cottonwood network depending on final cost estimates. Very preliminary estimates indicate the total match for the Cottonwood ATP network at about \$3.75 million. This project-specific approach to meeting the 20% match threshold provides needed community flexibility for improvements on Front Street. The Front Street improvements have substantial, independent benefits and may still be considered for funding in the future by the board regardless of an ATP grant award.

ALTERNATIVES:

The board of directors may add, delete, or modify specific projects for ATP grant development, or adjust pledged match amounts.

OTHER AGENCY INVOLVEMENT:

Staff has worked closely with local agencies and Caltrans to identify non-motorized trunk line projects, conduct outreach, and transition into the preparation grant applications. SRTA hosted CTC staff, along with local agency staff, to tour the Shasta region's ATP Cycle 5 projects.

FISCAL IMPACT:

There is no cost associated with amending the GoShasta Plan. ATP match may be funded out of the Regional Non-Motorized Program (\$2.6 million), the State Transportation Improvement Program (up to \$3.6 million), or the federal Highway Improvement Program (\$1.3 million). This would be determined at a future meeting depending on how much ATP funding is awarded. \$7.5 million would leverage a minimum of \$75 million in ATP funding.



Dan Little, AICP, Executive Director

Attachments:

A: GoShasta Trunk Line Project List (6/2020)

B: Sustainable Shasta Progress Update (6/2020)

GoShasta Trunk Line Project List (6/2020)

		Tier I				Tier II				Tier III						
Agency	Project #	Street Name/Corridor Description	From	To	Project #	Street Name/Corridor Description	From	To	Project #	Street Name/Corridor Description	From	To				
COR	1	Off-street (Turtle Bay to Downtown Trail)	Turtle Bay	Butte St.	15	Shasta St; Willis St; Pleasant St; South St (possible alternative alignment to DT via extension of western extension of Butte St.)	South St/San Francisco St	Shasta St/Court St	29	Off-street (View Trail) (Pending CT Consultation)	Mission Del Oro Dr	Browning St/View Ave				
COR	2	Victor Ave. (East & West Sides) (Pending CT Consultation)	Bramble Pl	Misteltoe Ln	16	Off-street (Dana to Downtown Trail to Park Marina) (Pending CT Consultation)	SR 44/Sacramento Bridge	Park Marina Dr	30	Off-street (Boulder Creek/Churn Creek)	Mill Valley Pkwy	Old Alturas Rd				
Misteltoe Ln			Old Alturas Rd	17	Browning St.	Hilltop Dr.	Old Alturas Rd. (N. Side) (Extend to Victor Ave. ?)	Off-street (Churn Creek)		Old Alturas Rd	E Cypress Ave					
Churn Creek Rd			El Vista St	18	Hilltop Dr	Palisades Ave	Lake Blvd	Off-street (Churn Creek)		E Cypress Ave	Churn Creek Rd/Hartmeyer Ln					
COR	3	Park Marina Dr.	Sun Dial Bridge Dr.	Cypress Ave.		Hilltop Dr (Pending CT Consultation)	Browning St	Palisades Ave	31	Off-street (Churn Creek)	Crooked Oak Ln	Hawley Rd				
COR	4	Railroad Ave	Yuba St	Buenaventura Blvd	19	I-5 Crossing (Pending CT Consultation)	Bechelli Ln	Hilltop Dr/Misteltoe Ln	32	Westside Rd (Pending CT Consultation)	Buenaventura Blvd	Canyon Rd				
CT/COR/County	5	299 or North Redding Active Transportation Trunk Line (NRATTL)	North Point Dr.	East of I-5		Mistletoe Ln	Hilltop Dr/Misteltoe	Churn Creek Rd	33	Off-street (ACID Canal Trail)	Park Marina Dr	Parkview Ave				
COR	6	Enhanced Bechelli Lane (ATP already awarded. Enhancements needed for Trunk Line upgrade)	S Bonneyview Rd.	Cypress Ave.	20	Sundial Bridge Dr (Pending CT Consultation)	Park Marina Dr	WB SR 44 Off- and On-ramps	34	Off-street (ACID Canal Trail)	Parkview Ave	N Bonnyview Rd/Eastside Rd				
					21	Off-street (Loma Vista Trail)	Saffron Way	Ethan Ln/Loma Vista Dr		Off-street (Placer St)	Placer St (Eastern End)	Park Marina Dr				
						Alta Mesa Dr	Rancho Rd	Hartnell Ave		Placer St	Continental St	Placer St (Eastern End)				
						Alta Mesa Dr	Saturn Skwv	Hartnell Ave								
							Off-street (Little Churn Creek)	Churn Creek	Lawrence Rd	35	Churn Creek Trail (Apply at same time as COR) (Pending CT Consultation)	Pine Grove Ave.	Enterprise Park in COR			
COSL	7	Ashby Rd.	La Mesa Ave.	Couer D'Alene Ave.	22				36							
		La Mesa Ave.	Ashby Rd.	Hardenbrook Ave.												
		Hardenbrook Ave.	La Mesa Ave	SR 151/Shasta Dam Blvd.												
		SR 151/Shasta Dam Blvd.	Hardenbrook Ave.	Washington Ave.												
		McConnel Ave	SR 151/Shasta Dam Blvd.	Main St.												
COSL	8	Class I adjacent (east of) to city hall	Main St.	Red Bluff St.												
		Network of sidewalks near city hall. Red Bluff Ave (b/w proposed class I and Median), Median Ave b/w Red Bluff and Main, Main St. (gap filling b/w Median and Hardenbrook, Hardenbrook b/w SR 151 and Red Bluff Ave, Front St. (b/w. Hardenbrook and Median), and McConnel between Main St. and 151)														
		DT Loop - Montana Ave.	Red Bluff St.	Vallecito St.												
		DT Loop - Red Bluff St.	Montana Ave.	McConnel Ave/Cabello St.												
COSL		DT Loop - McConnel Ave/Cabello St.	Red Bluff St.	Vallecito St.		Cottonwood Main St. (Pending CT Consultation)	SR 151	Pine Grove Ave.								
		DT Loop - Vallecito St.	Cabello St.	Montana Ave.												
COA	9	North St. (North Street School Connector)	Silver St.	McMurray Dr.	23	North St.	Briggs St.	South St.	37	Highway 273 (Pending CT Consultation)	Anderson (need to clarify)	Canyon Rd. (near Win River Casino)				
		Silver St. (North Street School Connector)	North St.	Ferry St.	24	Ferry St.	Silver St.	West Center St.								
		Ferry St. (North Street School Connector)	Silver St.	Anderson High School	25	Stirling Ln.	Balls Ferry Rd.	North St.								
COA	10	Proposed Bridge	Anderson High School	Volante Park	26	North St.	McMurray Dr.	Stingy Ln.	38	Freeman St.	North St.	South St.				
		Proposed Volante Park Trail	Volante Park	Bruce St.	27											
		Bruce St.	SR 273	Pinion Ave.												
		Pinion Ave.	Bruce St.	Ponderosa St. or SR 273				39	West Center St.	South St.	Old 99 Trail					
		Ponderosa St. (Old 99 trail gap closure)	ACID bridge (Old 99 trail)	Ponderosa St.)												
COA	11	Projects 9 & 10 Combined				South St. (Pending CT Consultation)	Anderson Schools Trail Connection (Anderson H.S.)	Balls Ferry Rd.	40	Balls Ferry Rd.	South St.	River Point Trail				
County	12	DT Cottonwood Loop - 2nd St.	Main St.	Locust St.	28											
		DT Cottonwood Loop - Locust St.	4th St.	2nd St.												
		DT Cottonwood Loop - 4th St./Gas Point Rd.	Park Dr.	Locust St.												
		DT Cottonwood Loop - Main St.	Front St.	Fourth St.												
		DT Cottonwood Loop - Front St.	Main St.	Magnolia St.												
County	13	DT Cottonwood Loop - Brush St.	Front St.	2nd St.												
		West Cottonwood School Connector - 1st St.	Horse Camp Rd.	Main St.												
		West Cottonwood School Connector - Cottonwood Community Center Trail	1st St.	Gas Point Rd.												
		West Cottonwood School Connector - Gas Point Rd.	West Cottonwood School Connector - Cottonwood Community Center Trail	Park Dr.												
	14	Projects 12 & 13 Combined				Cottonwood Main St./I-5S off ramp/Rhonda Rd. (Pending CT Consultation)	4th St.	Old 99 Trail/Walmart (Anderson)								

Projects Updated or Added

Sustainable Shasta Progress Update (6-23-2020)																	
	Project (Grant Program)	Agencies	Project Initiation 1		Outreach 2				Conceptual Drawings 3				Application development 4				
			Adopted into GoShasta Plan	Project Kick-Off Meeting	Kick-Off Event	Task Force Meeting	Other meetings	Closing Event	Alignment map	Cross Section Drawings	DRAFT 10 Percent Design Plans	FINAL 10 Percent Design Plans	Data assembly and grant writing	Review 1 - Partner Agencies	Review 2 - Regional ATP Review Panel	Review 3 - Partner Agencies	Submit ATP Applications
1	Ashby School Connector (ATP Cycle 5)	COSL/SRTA/CT															
2	Downtown Loop (ATP Cycle 5)	COSL/SRTA/CT												Withdrawn by local agency			
3	North St. School Connector (ATP Cycle 5)	COA/SRTA/CT															
4	Anderson Schools Trail Connection (ATP Cycle 5)	COA/SRTA/CT												Withdrawn by local agency			
5	Anderson Schools Connector (ATP Cycle 5) - Projects 5 & 6 merged	COA/SRTA/CT												Withdrawn by local agency			
6	Turtle Bay to Downtown (ATP Cycle 5)	COR/SRTA/CT															
7	Victor Ave. (ATP Cycle 5)	COR/SRTA															
8	Railroad Ave (ATP Cycle 5)	COR/SRTA		Withdrawn by local agency													
9	Park Marina Ave (ATP Cycle 5)	COR/SRTA		Withdrawn by local agency													
10	Cottonwood Lasso Loop (ATP Cycle 5)	County/SRTA/CT															
11	West Cottonwood School Connector (ATP Cycle 5)	County/SRTA/CT															
12	Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (ATP Cycle 5)	County/SRTA/CT															
13	North Redding Active Transportation Trunk Line [NRATTL] (ATP Cycle 5)	CT/SRTA/COR/County															

Key		
Complete	SRTA	Shasta Regional Transportation Agency
In Progress/Almost Ready	CT	Caltrans
Not completed	COR	City of Redding
N/A	COSL	City of Shasta Lake
	COA	City of Anderson