

STAFF REPORT



MEETING DATE:	October 9, 2018
SUBJECT:	Authorize 2018 Regional Non-Motorized Program Funding
AGENDA ITEM:	10
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

SRTA's Regional Non-Motorized Program provides funding for bicycle and pedestrian improvements that are consistent with the Regional Transportation Plan (RTP) and implement the GoShasta Regional Active Transportation Plan. Although small, the Regional Non-Motorized Program has been used to leverage millions of dollars in state grants. For the 2018 cycle, SRTA staff collaborated with local agency partners and community stakeholders to develop four infrastructure and one non-infrastructure funding requests for consideration by the board of directors. To support the development of future projects, it is also recommended that unassigned FY 2017/18 State Transit Assistance (STA) spillover (i.e. excess funds not needed for transit service) be fully allocated to benefit the Regional Non-Motorized Program.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

- 1) Award Regional Non-Motorized funds to the city of Redding as follows:
 - a. \$385,000 as local match toward a Highway Safety Improvement Program (HSIP) grant for bicycle and pedestrian safety improvements on Railroad Avenue; and
 - b. \$120,000 for local match toward an Active Transportation Program (ATP) grant for bicycle and safety improvements on Victor Avenue and Mistletoe Lane.
- 2) Earmark \$1,000,000 in Regional Non-Motorized Program funds for future award as follows:
 - a. Matching funds to city of Redding toward a 2022 cycle ATP grant to connect the Railroad Avenue project to Downtown Redding and South Redding;
 - b. Matching funds to city of Shasta Lake toward a 2022 cycle ATP grant for bicycle and pedestrian improvements on Cascade Boulevard; and
 - c. Matching funds to the city of Redding to complete the bicycle and pedestrian connection from Turtle Bay to Downtown Redding.
- 3) Fully allocate FY 2017/18 State Transit Assistance (STA) Spillover (estimated \$520,968) to benefit the Regional Non-Motorized Program.

DISCUSSION:

Background – In June 2018, the board of directors consolidated the 2% Non-Motorized and Rural BLAST programs into a single Regional Non-Motorized Program. SRTA's policies were amended to include program administration guidance and funding priorities that align with the Regional Transportation Plan and GoShasta Regional Active Transportation Plan. Staff was directed to issue a call for projects that best represents the following priorities:

- **Transformative and bold** (as opposed to incremental improvements to the status quo);
- **Serve the needs of all ages and abilities** (as opposed to only experienced and confident users);
- **Offer a compelling alternative to motor vehicle trips for a variety of trip purposes** (as opposed to facilities that largely cater to recreational use);
- **Address the most challenging bicycle and pedestrian hurdles** (as opposed to projects that follow the path-of-least-resistance at the expense of effectiveness); and
- **Are part of the larger regional active transportation network** (as opposed to 'island' projects that do not reflect the complete trip from home to work, school, shopping, and other common trip destinations).

Regional Non-Motorized Program funds are primarily used as cash match needed by local agencies when competing for state grants. The ensuing projects work together to provide an appealing alternative to motor vehicle trips. Benefits include increased mobility options, enhanced public health, improved air quality, and reduced greenhouse gas emissions.

The recently adopted GoShasta Regional Active Transportation Program identified \$23 million in near-term needs (2018-2025) and over \$200 million in long-term needs (2026-2040). By comparison, there is currently \$734,000 available in the Regional Non-Motorized Program for new projects. Each year, approximately \$250,000 is added to the program. It is recommended that an additional \$520,968 in unassigned FY 2017/18 State Transit Assistance (STA) Spillover be allocated to benefit the Regional Non-Motorized Program. Doing so would reimburse the program for earlier deductions that occurred to avoid city repayment of STA funds to SRTA when STA funding fell below projections.

2018 Call for Projects – Staff worked collaboratively with local agencies and community stakeholders to develop the project concepts described in the attached summary and project fact sheets. Funding requests have been separated by infrastructure and non-infrastructure requests for ease of review, though no funding set-asides exist for either within the program.

In short, staff recommends awarding a total of \$505,000 to the city of Redding as local match toward two grant applications. Regional Non-Motorized Program funds would be conditioned upon the award of state grants to the city. Three more projects were identified (two in the city of Redding and one in the city of Shasta Lake) that require further development. Staff recommends setting aside \$1 million in current and future Regional Non-Motorized Program funds for award to these projects in a later cycle pending successful collaboration with SRTA.

SRTA also received one funding request from Shasta Living Streets to administer a comprehensive suite of non-infrastructure programs designed to increase bicycle and walking mode share and safety. Proposed tasks directly correspond to programmatic recommendations found in the recently adopted GoShasta Regional Active Transportation Plan and city of Redding Active Transportation Plan. Additional time is needed to structure a subrecipient agreement with a community non-profit – something SRTA has not previously done. A staff recommendation for this funding request will be presented to the board of directors for consideration in February or April.

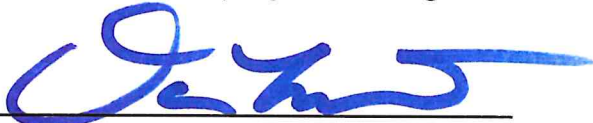
Staff will continue to work with local agency and community partners to develop a pipeline of future projects and programs through an annual call for projects. New opportunities to leverage state and federal grant funds may also be brought to SRTA at any time for consideration between formal calls.

OTHER AGENCY INVOLVEMENT:

Partner agencies were consulted during the development of the 2018 Regional Non-Motorized Program Guidelines. Consistent with the program guidelines, local agencies worked collaboratively with SRTA staff to develop projects and programs that align with the GoShasta Regional Active Transportation Plan. The county of Shasta and city of Anderson have received funding in the past but did not submit a request this cycle. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FISCAL IMPACT:

Total infrastructure requests recommended for approval for the 2018 cycle is \$505,000, conditioned upon successful grant applications submitted by the city of Redding. With staff's recommendation to allocate \$520,968 in unassigned FY 2017/18 STA Spillover to the Non-Motorized Program, available program funding is \$1,254,968. The recommended set aside of \$1 million for future awards would come from current and future program funding. The SRTA Fiscal Committee recommends the projects.



Daniel S. Little, AICP, Executive Director

Attachments:

Summary of 2018 Regional Non-Motorized Program Funding Requests
Project Fact Sheets

ATTACHMENT:
Regional Non-Motorized Program Funding Requests and Project Fact Sheets

CAPITAL INFRASTRUCTURE PROJECT FUNDING REQUESTS

Recommended this cycle			
Applicant	Project Description	Key Benefits	Amount
City of Redding	Local match toward a Highway Safety Improvement Program (HSIP) grant for improvements on Railroad Avenue	- Fills gaps in the GoShasta active transportation trunk route network - Designed to accommodate users of all ages and abilities	- Requested: \$385,000 - Recommended: \$385,000 - Amount potentially leveraged: \$3.85M
City of Redding	Local match toward an Active Transportation Program (ATP) grant for improvements on Victor Avenue and Mistletoe Lane	- Serves disadvantaged communities - Addresses safety hazards - Leverages state grant funds	- Requested: \$120,000 - Recommended: \$120,000 - Amount potentially leveraged: \$12M
Recommended for future funding with additional project development			
City of Redding	Local match toward an ATP grant for improvements that connect the Railroad Avenue project to Downtown Redding and South Redding	- Fills gaps in the GoShasta active transportation trunk route network - Designed to accommodate users of all ages and abilities	Recommend setting aside an estimated \$400,000 (FY 2021/22)
City of Shasta Lake	Technical support and matching funds toward HSIP and ATP grants for improvements on Cascade Boulevard between Pine Grove Avenue to Shasta Dam Boulevard	- Serves disadvantaged communities - Addresses safety hazards - Leverages state grant funds	Recommend setting aside an estimated \$300,000 (FY 2021/22)
City of Redding	If the Turtle Bay Connector is selected for ATP funding, provide capital funds to extend improvements to the Downtown Redding central business district	- Direct connect from the east to various downtown trip destinations - Support mode shift for peak hour commute trips	Recommend setting aside an estimated \$300,000 (FY 2021/22)

NON-INFRASTRUCTURE PROGRAMMATIC FUNDING REQUESTS

Recommend delaying board consideration until applicant eligibility questions are answered:			
Applicant	Project Description	Benefits	Amount
Shasta Living Streets	Suite of programs that address public education and encouragement, bike theft prevention, and gap funding for bike share program.	- Mode shift - Safety	Requested: \$341,250 Recommendation: Delay consideration

City of Redding

Victor Avenue & Mistletoe Lane Active Transportation Project

Funding Requested: \$120,000

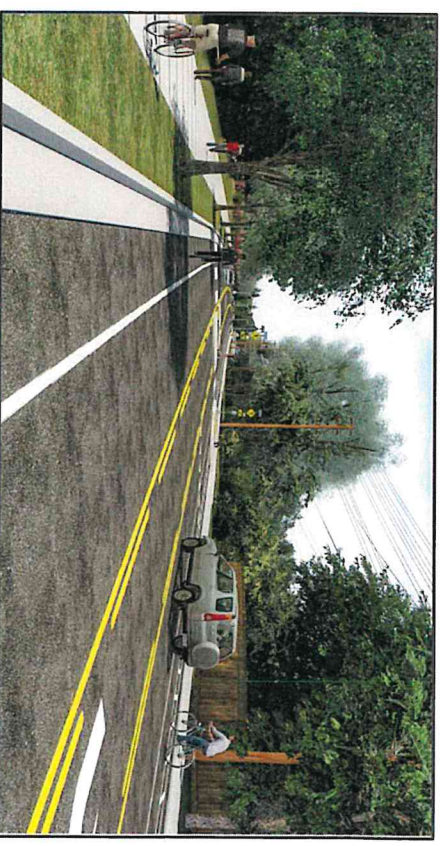
Potential Funds Leveraged: \$12M (Active Transportation Program)

Currently, there are little to no pedestrian and bicycle facilities along Victor Avenue and Mistletoe Lane. There are sidewalk and bicycle gaps on both streets, as well as inadequate shoulders. On Victor Avenue, a major north-south arterial with transit access, the average vehicle speed is 46 mph.

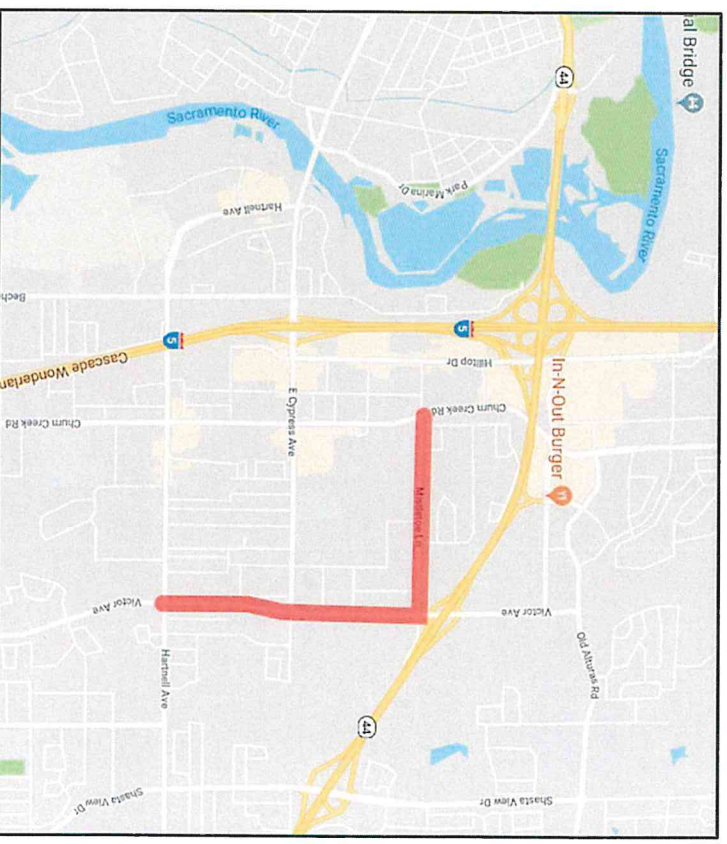
Along Victor Avenue, the project will construct shared use paths (SUPs) (8'- to 10'-wide) or sidewalks; curb, gutter, and curb ramps; bike lanes (including 2'-wide buffers and parking protection, where possible); three mid-block crossings with rectangular rapid flashing beacons (RRFBs); and two intersections (i.e., protected and roundabout intersections). Along Mistletoe Lane, the project will construct curb, gutter, sidewalk, and curb ramps.

There will be direct benefits to project area communities, which are disadvantaged communities with demonstrated needs. The project area communities have low employment and a low median household income. Additionally, many do not have auto access and are disabled. There are two elementary schools in the project area (with direct access from either Mistletoe Lane or Victor Avenue), as well as adjacent park and commercial uses. The project will provide connectivity to key destinations, while expanding mobility and encouraging physical activity.

Along Victor Avenue, there is a recently completed project to the south (from Enterprise Community Park to Hartnell Avenue). That project, initiated as a result of two fatalities, constructed a SUP on the west side of the street, roundabouts to reduce vehicular speeds, a buffered bike lane, a parking protected bike lane (the first in the city), pedestrian lighting, and crossings/RRFBs. This project will build upon the success of that project, which implemented a "pre-road diet" (instead of a future 5-lane road, a 3-lane road was constructed). This project will implement the same cost effective and innovative strategies (plus a protected intersection), further expanding the citywide active transportation network/vision.



Rendering of proposed improvements on Victor Avenue



Project Location

Railroad Avenue Safety Improvements

Potential Funds Leveraged: \$3.85M (Highway Safety Improvement Program)

Proposed northbound (east side) improvements from Buenaventura Boulevard to Schley Avenue include a shared use path plus curb, gutter, sidewalk, and curb ramps. Proposed southbound (west side) improvements include a buffered bike lane. Also proposed are enhanced pedestrian crossings, traffic signs, stripes, and pavement markings. From Schley Avenue to South Street, sharrows would be used to indicate shared space between bicyclists and motor vehicles.

