

Shasta Regional Transportation Agency
Sustainable Shasta, Request for Proposals
Minutes of May 9, 2017 Pre-Proposal Question and Answer

Attendance/Participation

- Jennifer Pollom, Senior Planner, SRTA
- Daniel Little, Executive Director, SRTA
- Daniel Wayne, Senior Planner, SRTA
- Amy Lindsey, Executive Assistant, SRTA
- Russ Wenham, Omni Means
- Dave Tokarski, DKS Associates
- Lisa Beyer, Alta Planning and Design
- Todd Tregenza, TJKM
- Colin Burgett, TJKM

Jennifer Pollom, SRTA Senior Planner, facilitated introductions and invited questions. The following is not a verbatim transcript but a summary of questions and answers. Ms. Pollom noted that written questions may also be submitted via email through May 15 and will be responded to collectively and posted online by May 17.

Q: When will the Caltrans 273 Multi-Modal Plan be available? (Russ)

A: SRTA believes the project will be completed in June. SRTA understands the effort to be an outreach process that seeks public comment on unmet active transportation needs, not a plan with a list of projects proposed for the State Route 273 corridor. The effort is described and a hyperlink is provided in the Sustainable Shasta RFP. The project is relevant because State Route 273 runs through Redding's and Anderson's Strategic Growth Areas (SGAs).

After the pre-proposal conference, SRTA would like to clarify that according to Caltrans, the public engagement plan is scheduled for completion in May 2017.

Q: How does SRTA envision a consultant helping with the outreach process? (Lisa)

A: SRTA wants help from a consultant with materials, strategies and post-outreach analysis. SRTA is open to different methods of outreach; the key is to provide the level of outreach needed for the Active Transportation Program and other construction funds. SRTA will conduct the outreach, but that could go different ways based on what consultants propose. For example, SRTA and project partners would conduct walk audits with materials and strategies from consultant, but if a consultant suggests technologies then the consultant would develop the technology and then SRTA would focus on getting community members to provide input online.

Q: Who did the technology outreach for GoShasta? (Russ)

A: Toole Design with their sub-consultant Kittleson and Associates. Dan Little added that SRTA is not looking to replicate, but looking to refine it. The outreach will communicate Task 3.1 and 3.3 alternatives to the affected neighborhoods.

Q: Is the idea that results will feed the next Regional Transportation Plan update? (Dave)

A: Not so much the RTP but rather grant applications for construction. What SRTA has seen is that when there are funding opportunities for active transportation projects, local jurisdictions do not have the resources available to provide the level of detail in outreach and in design needed for grant applications. This project should get the projects more grant ready, and they will be consistent with the RTP and regional and local agency priorities.

Q: Are there STIP Resources set aside for these projects? (Russ)

A: Right now there is not much STIP to discuss, but what is important is SRTA's Non-motorized Program, including the Transportation Development Act 2% set aside annually and another program through Local Transportation Funds called the Rural BLAST (Bike Lanes and Sidewalks to Transit) Program. If regional funds are going to be a component of a local project then SRTA would look to have those facilities help implement that regional transportation plan and its goals and priorities. This speaks to the design of high-quality projects.

Q: With the project anticipated to be completed in the Spring of 2019, will other grant applications be applied for? (Todd)

A: Yes. A grant application is being developed for the next cycle of Affordable Housing and Sustainable Communities Program and the active transportation project will require project design and outreach support from the consultant. Similarly projects for the next round of the Active Transportation Program will require project design and outreach support from the consultant. This is not one project that will be delivered in the Spring of 2019, but a series of smaller projects that will need to be developed and delivered based on opportunities and ultimately the project end date.

Q: What is the public outreach component? (Russ)

A: It will be at the neighborhood level, but limited. We don't want to overlap other outreach programs that have already been done.

Q: How did you come up with the amount of 20 project concepts? (Russ)

A: By looking into the possible corridors feeding into the SGAs, Redding being the largest.

Q: Will SRTA be engaging organizations such as Shasta Living Streets? (Russ)

A: SRTA intends to develop a standing committee for active transportation. SRTA will utilize organizations like Shasta Living Streets to balance the project.

Q: Procurement Program? (Lisa)

A: SRTA sees the program as including bulk purchasing agreements for some high-quality amenities and specifications for other amenities. The program should help engineers and land owners identify the high-quality amenities to include in their project so that the project is a complete project.

Q: Does SRTA anticipate that there will be vendors for amenities on the team? (Dave, DKS)

A: No.

SRTA commented on the Downtown Redding Loop Project. The City of Redding had an RFP out in May to develop part of that project that has already been awarded funding from the AHSC program. Further work on the project will need to be coordinated with that consultant to create contiguous facilities with contiguous design standards.