

**COPY****ACTIVE TRANSPORTATION PROGRAM - CYCLE 2****Application Form for Part A***Parts B & C must be completed using a separate document***PROJECT unique APPLICATION NO.:**

02-Shasta Regional Transportation Agency-1

Auto populated

Total ATP Funds Requested:

\$ 250,000

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information**Part B: Narrative Questions****Part C: Application Attachments****Application Part A: General Project Information**

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Shasta Regional Transportation Agency

IMPLEMENTING AGENCY'S ADDRESS**CITY****ZIP CODE**

1255 East Street

Redding

CA

96001

IMPLEMENTING AGENCY'S CONTACT PERSON:**CONTACT PERSON'S TITLE:**

Keith Williams

Associate Transportation Planner

CONTACT PERSON'S PHONE NUMBER:**CONTACT PERSON'S EMAIL ADDRESS :**

530-262-6190

kwilliams@srta.ca.gov

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

N.A.

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

N.A.

N.A.

CA

N.A.

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

N.A.

N.A.

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS:

N.A.

N.A.

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☐ Yes ☒ No

Implementing Agency's Federal Caltrans MS number

N.A.

Implementing Agency's State Caltrans MS number

N.A.

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

GoShasta Active Transportation Plan

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

GoShasta is a coordinated planning effort integrating local projects & policies into a regional plan, organizing data for smaller cities and the county to prepare ATP applications, and providing the region's largest city w/ a focused planning effort.

PROJECT LOCATION: (Max of 250 Characters)

Shasta County, including the cities of Anderson, Redding, and Shasta Lake, is the project location.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 40.580845 /long. -122.389412

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District(s):

County:

Shasta County

MPO:

SCRTPA

RTPA:

SCRTPA

MPO UZA Population:

Small Urban (Pop =or<200,000 but > than 5,000)

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	62,341	Bicyclists	59,966
One Year Projection:	Pedestrians	78,664	Bicyclists	75,679
Five Year Projection:	Pedestrians	87,671	Bicyclists	84,362

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle:	Class I	☐	Class II	☐	Class III	☐	Other	
Pedestrian:			Sidewalk	☐	Crossing	☐	Other	
Multiuse Trails/Paths:			Meets "Class I" Design Standards	☐	Other			

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income ☒ Yes ☐ No CalEnviroScreen ☐ Yes ☐ No
 Student Meals ☐ Yes ☐ No Local Criteria ☐ Yes ☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

**PROJECT TYPE** (Check only one: I, NI or I/NI)

Infrastructure (I) ☐ **OR Non-Infrastructure (NI)** ☒ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☒ Yes ☐ No

If Yes, check all Plan types that apply:

- ☐ Bicycle Plan
☐ Pedestrian Plan
☐ Safe Routes to School Plan
☒ Active Transportation Plan

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☐

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- ☒ **Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
☒ **Pedestrian Transportation** % of Project 50.0 %
☐ **Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____
 School address: _____
 District name: _____
 District address: _____
 Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) ☐ Project improvements maximum distance from school _____ mile

Total student enrollment: _____
 % of students that currently walk or bike to school% _____ %
 Approx. # of students living along route proposed for improvement: _____
 Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,
 2) the students considered to be along the walking route being improved, 3) the project improvements.



☐ **Trails (Multi-use and Recreational):** (Also fill out Bicycle and Pedestrian Sub-Type information above)

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☐ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.

For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	N/A		N/A
* CEQA Environmental Clearance:	N/A		N/A
* NEPA Environmental Clearance:	N/A		N/A
CTC - PS&E Allocation:	N/A		N/A
CTC - Right of Way Allocation:	N/A		N/A
* Right of Way Clearance & Permits:	N/A		N/A
Final/Stamped PS&E package:	N/A		N/A
* CTC - Construction Allocation:			7/1/16
* Construction Complete:			12/29/17
* Submittal of "Final Report"			N/A

**PROJECT FUNDING (in 1000s)**

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D: _____

ATP funds for PS&E: _____

ATP funds for Right of Way: _____

ATP funds for Construction: _____

ATP funds for Non-Infrastructure: 250,000 (All NI funding is allocated in a project's Construction Phase)

Total ATP funds being requested for this application/project: 250,000

Local funds leveraging or matching the ATP funds: 63,000

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: 313,000

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-F"

The use of state funding will allow SRTA to maximize the use of its limited resources on the GoShasta plan development.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.:

02-Shasta Regional Transportation Agency-1

Implementing Agency's Name:

Shasta Regional Transportation Agency

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions

Detailed Instructions for: **Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Several fiscally constrained regional non-motorized projects in the Draft 2015 Regional Transportation Plan depend largely on Active Transportation Program funding and will not compete well without a regional active transportation plan. Moreover, without a data rich GoShasta Regional Active Transportation Plan, local jurisdictions will not have the resources to compete for non-motorized funds in future ATP cycles.

2. Consistency with Regional Plan.

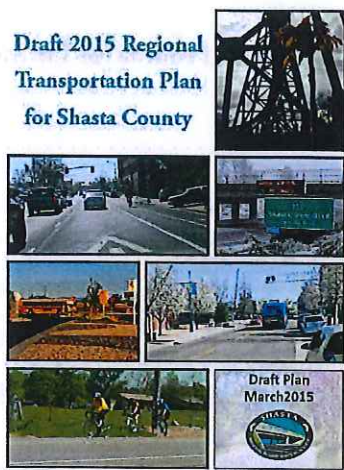


Figure 1 SRTA's Draft 2015 Regional Transportation Plan (Scheduled 6/30/2015 for approval.)

Goal #3; Objective 3.1; Strategy F of the Draft 2015 Regional Transportation Plan specifically calls for the preparation of a regional active transportation plan (See Attachment K-1). The 'Active Transportation' section of the Regional Transportation Plan labels the lack of a regional active transportation plan as limiting the region's access to grant funding (See Attachment K-1).

The GoShasta ATP will also maintain consistency with the SRTA's outgoing Regional Transportation Plan (RTP), approved by the SRTA Board of Directors on July 27th, 2010. Relevant pages from the 2010 RTP are also available in Attachment K-2 for review.

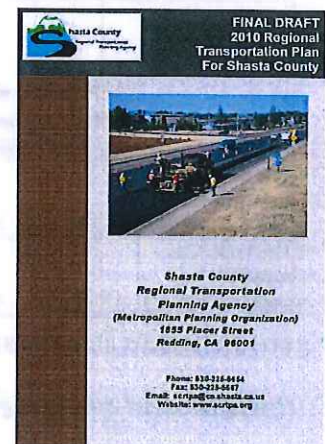


Figure 2 SRTA's 2010 Regional Transportation Plan

Part B: Narrative Questions

Detailed Instructions for: **Question #1**

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Figures 3 and 4 provide estimates of existing active transportation users in Shasta County and estimates for the number of users in future years.

Active transportation user types (students, seniors, commuters, etc.)

Current and Projected Numbers of Active Transportation Users												
	Pedestrians	% Ped Increase from 2015	Bicyclists	% Increase in Bicyclists from 2015	Students Walking & Biking	% Increase in Students Walking/ Biking from 2015	Commuters (Cycling & Walking)	% Increase in Commuters Walking/ Biking from 2015	Recreational Cyclists & Walkers (Total- Commuters)	% Increase in Rec. Cyclists & Walkers (Total Commuters) from 2015	Seniors Walking & Cycling	% Increase in Seniors Walking & Cycling from 2015
Existing Counts (2015)	62341		59966		5404		1902		120405		21476	
One Year After GoShasta Plan Completion (2018)	78664	26%	75679	26%	6255	16%	2026	7%	152317	27%	22522	5%
Five Years After GoShasta Plan Completion (2022)	87671	41%	84362	41%	6425	19%	2198	16%	169834	41%	23535	10%

Figure 3 Shasta's active transportation users

Current and projected future use

Current and Projected Numbers of Active Transportation Users												
	Pedestrians	% Ped Increase from 2015	Bicyclists	% Increase in Bicyclists from 2015	Students Walking & Biking	% Increase in Students Walking/ Biking from 2015	Commuters (Cycling & Walking)	% Increase in Commuters Walking/ Biking from 2015	Recreational Cyclists & Walkers (Total- Commuters)	% Increase in Rec. Cyclists & Walkers (Total Commuters) from 2015	Seniors Walking & Cycling	% Increase in Seniors Walking & Cycling from 2015
Existing Counts (2015)	62341		59966		5404		1902		120405		21476	
One Year After GoShasta Plan Completion (2018)	78664	26%	75679	26%	6255	16%	2026	7%	152317	27%	22522	5%
Five Years After GoShasta Plan Completion (2022)	87671	41%	84362	41%	6425	19%	2198	16%	169834	41%	23535	10%

Figure 4 SRTA's current and future estimates for active transportation users

Question 1A Continued

Methodology for determining current and future use (Complete Methodology in Attachment I-1.1)

Census data only reports the number of active transportation users as commuters. Commuters represent only a small fraction of the total population of active transportation users, so SRTA applied a methodology that accounts for the total population.

1. The total active transportation population was found using the following formulas from the Transportation Research Board:

C=Census mode share; R=The Analysis Population

Total active transportation mode share ($T=.4+1.2C$)

Total active transportation population ($T*R*0.8$)

2. New active transportation users, generated from infrastructure projects completed 1-year and 5-years after plan development, were added to future estimates found using growth factors based on (a) population, (b) the impact of the existing Safe Routes to School Program, and (c) interest in improved non-motorized transportation facilities.

3. Recreational transportation users were found by subtracting the commuting population from the total active transportation population, and senior walkers and cyclists were found by using the senior population for the value of R in the formula for determining total active transportation population in Step 1. Students walking and cycling were determined using the national average for students walking and bicycling, as well as a growth factor attributable to the impact of the existing Safe Routes to School Program.

Percentage students walking & biking (currently and projected)

Lacking county-wide data on the percentage of students walking/biking to school, the national average of 13% was used for current estimates (SRTS National Partnership, 2009. Downloaded on May 14, 2015 from <http://saferoutespartnership.org/resourcecenter/quick-facts>). Increases in students walking and bicycling were associated with the county's existing Safe Routes to School Program which is 5% per year of the program [3-Years] (Journal of the American Planning Association, Volume 80, Issue 2, 2014 Noreen C. McDonald*, et al. pages 153-167. Downloaded on May 12, 2015 from: <http://www.tandfonline.com/doi/abs/10.1080/01944363.2014.956654>).

Question 1A Continued

How plan will lead to increases in walking/biking

GoShasta projects and policies will increase the number of all active transportation users. The one- and five-year estimates displayed in Figure 4 represent increases associated with fiscally constrained non-motorized projects, from SRTA's Regional Transportation Plan, which depend on the GoShasta Active Transportation Plan to compete well for ATP funding. When these ATP-funded projects open new biking and walking sheds, SRTA expects the same commuter and recreational bicycling and walking mode shares to apply to all users in the area. Moreover, according to a recent survey conducted in partnership with Shasta Living Streets, facilities would increase in use by 52% if they were improved (See Attachment I-1.2). Additional increases are attributed to population growth and the impact of the existing Safe Routes to Schools Program.

Success of similar plans/programs

Localized plans for Safe Routes to School projects have successfully resulted in the completion of multiple non-motorized projects, including the following locations:

- Anderson Middle School (2006) - curb, gutter, sidewalk
- Cypress Elementary School (2014) - enhanced refuge island crosswalk, bulb outs
- Sequoia Middle School (2014) - enhanced crosswalks w/refuge islands and bulb outs, sidewalk, curb, gutter

**B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via:
(12 points max.)**

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes

Destinations (schools, transit, job centers, medical centers etc.)

The Shasta region's non-motorized 'network' comprises miles of high hazard segments, facilities disconnected from communities, circuitous routes and limited accessibility. The GoShasta Plan's program of projects, informed by community preferences, will connect neighborhoods with schools, transit, open spaces, and activity centers (depicted in Figures 5 and 6) including the following list of destinations:

- Retail (Shopping, Groceries, etc.)
- Entertainment (Cinemas, theatres, etc.)
- Office (Employment, community, social, and medical centers)

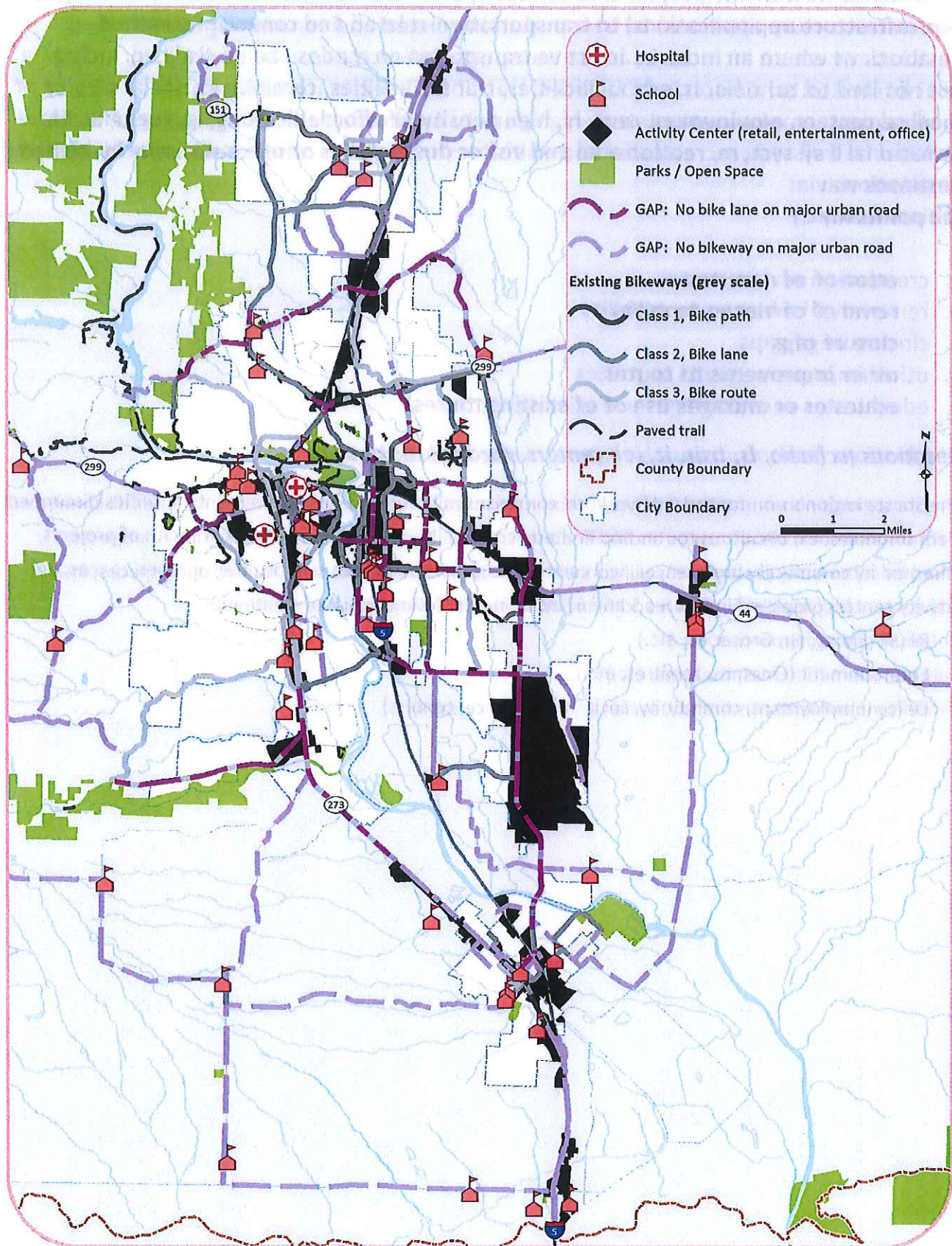


Figure 5 Disconnected non-motorized network and destinations in Shasta County's South Central Urban Region

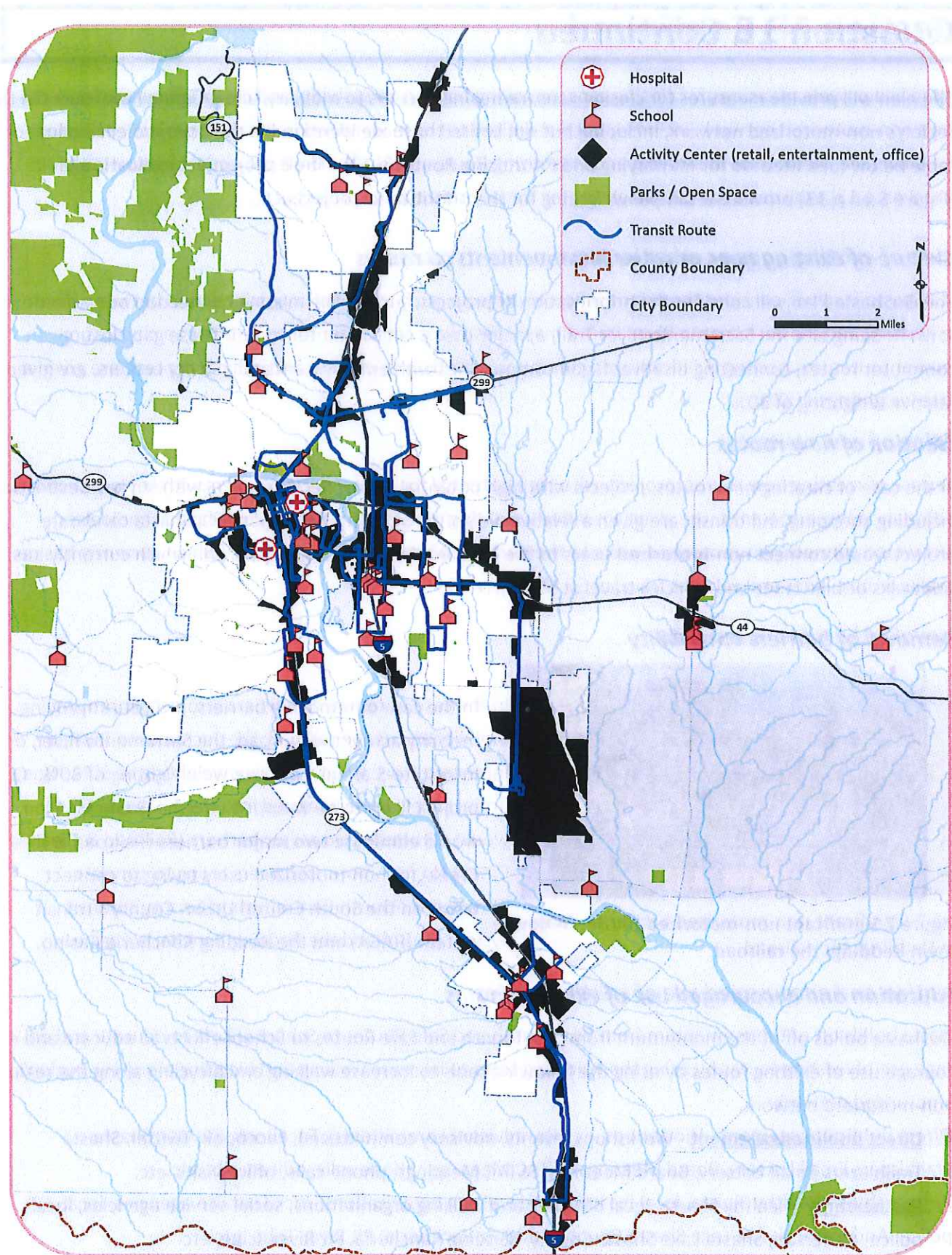


Figure 6 Transit and destinations in Shasta County's South Central Urban Region

Question 1B Continued

The plan will provide measures for closing gaps, removing barriers to mobility, and creating new routes in the region's non-motorized network, including but not limited to those identified in the draft project evaluation table below (See Method for Identifying and Prioritizing Routes p.13). The draft project evaluation table (Figure 8 on p.13) provides a sample weighting for the prioritization of projects.

Closure of existing gaps or other improvements to routes

The GoShasta Plan will consider the prioritization of projects, such as the missing connection between downtown Redding and the Sacramento River Trail, a major east-west commuter route. These gap closures on commuter routes, connecting disadvantaged communities with employment and activity centers, are given a relative weighting of 30%.

Creation of new routes

In the case of creating new routes, projects with high potential for connecting trail users with key destinations, including shopping and transit, are given a relative weighting of 40%. One regional GoShasta candidate project would **connect non-motorized users to the Redding Airport** along Airport Rd., which currently has no sidewalks or bike lanes and vehicles travel at 55 MPH+.

Removal of barriers to mobility



Figure 7 Significant non-motorized barrier in downtown Redding: the railroad

In the case of removing barriers, projects improving mobility across the railroad, the Sacramento River, or Interstate-5 are given a relative weighting of 30%. One project likely to be wrapped into the GoShasta Plan would **eliminate two major barriers** (Railroad & Clear Creek) for non-motorized users trying to connect between the South Central Urban County's transit system (RABA) and the Redding Rancheria Casino.

Education and encouraged use of existing routes

GoShasta builds off of the momentum from Bike Month and Safe Routes to School efforts to educate and encourage use of existing routes by using the following tools to increase walking and bicycling along the region's non-motorized network.

- **Direct public engagement** - Workshops, events, advisory committee(s), Facebook, Twitter, Shasta Trailblazers Email Listserv, Board Meetings, SSTAC Meetings, phone calls, office visits, etc.
- **Partnerships** - Healthy Shasta, local bicycling and walking organizations, social service agencies, local police, Anderson, Shasta Lake Shasta County, Redding Rancheria, Pit River Tribe, etc.
- **Strategies** – secure destination parking, path maintenance, etc.

Question 1B Continued

Method for identifying/prioritizing routes

The creation of new routes, removal of barriers to mobility, closure of gaps, and other improvements will be based off of the GoShasta Plan's method for identifying and prioritizing new routes, which will be determined during the GoShasta Planning effort and may include, but not be limited to the strategies in the draft project evaluation table below.

Safety (Relative weighting = 30%)	Origins & Destinations (Relative weighting = 40%)	Gaps & Barriers (Relative weighting = 30%)
Conflict zones [View a sample conflict zone at http://tinyurl.com/GoShasta-videos]	Routes with greatest potential to connect bicycle and pedestrian trip origins with key destinations (job sites, schools, shopping, etc.)	Gaps on commuter routes.
High volume facilities in conflict zones or other high risk locations, which may warrant more innovative and safer designs.	Locations in shopping districts most likely to benefit from bicycle and pedestrian features.	Suitable locations for crossing the railroad, the Sacramento River, and Interstate-5 as a pedestrian or cyclist.
	Connections linking trail users with local shopping opportunities.	Gaps disconnecting disadvantaged communities, identified through disadvantaged community analysis, from employment and activity centers.
	Non-motorized facility improvements feeding transit routes and transfer centers.	

Figure 8 Draft Project Evaluation Table

How plan identifies and promotes walking/biking to and from destinations

The GoShasta Plan will employ two methods of identifying non-motorized destinations and the promotion of walking and bicycling to those locations.

Traditional Methods

- Identify employers with the highest number of employees
- Safe Routes to School events
- Shasta Living Streets events

Unconventional Methods

- Crowd source popular destinations through walking and cycling applications, such as Strava.
- Online polls and engagement via Twitter, Facebook, and SRTA website's public engagement modules.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The GoShasta Plan is the single, outstanding component in SRTA's assembly of the pieces necessary for GoShasta's implementation and is therefore the Shasta region's highest unfunded non-motorized active transportation priority. The following achievements represent SRTA's commitment to a strong foundation for implementation of the GoShasta Plan:

Dedicated funding – Reserved 2% of TDA funding for non-motorized projects.

Policy Framework – Established a framework of priorities from the Draft 2015 Regional Transportation Plan to guide the more specific GoShasta policies.

Baseline data – Conducted a disadvantaged community analysis to aid the GoShasta prioritization of projects.

Consensus building – Coordinated a GoShasta strategy for data collection and analysis with local agencies.



Figure 9 GoShasta Active Transportation Plan Coordination

Question 1C Continued

In a SRTA Board Planning Priorities Survey (administered December, 2013), the board of directors acknowledged the public's interest in active transportation, by making "**Balanced Mobility Options**" one of its top three priorities.

Overview of Survey Categories (in Order of Board Member Priority)	
1	Transportation Financing
2	Roads
3	Balanced Mobility Options
4	Public Participation
5	Economic Development
6	Public Transportation
	Technology
7	Quality of Life
8	Interagency Coordination
9	Sustainability/Resilience

Figure 10 Results from SRTA Board Priorities Survey. December, 2013

Plan's specific tie to agency and regional planning documents

The Draft 2015 Regional Transportation Plan explicitly addresses the need for a regional active transportation plan (See Attachment K-1):

- Goal #3; Objective 3.1; Strategy F: Prepare a regional plan of active transportation projects for funding.
- Active Transportation SWOT Analysis: Weaknesses: Lack of a regional active transportation plan limits access to grant funding assumed in the 20-year revenue forecast.

Question 1C Continued

Purpose/need/goals of developing a plan – how it relates to other plans

By developing a regional active transportation plan that addresses the needs outlined in this video (Shasta County residents' non-motorized needs (2 Minutes): <http://tinyurl.com/GoShasta-videos>) and those listed below, the GoShasta Plan directly responds to a weakness called out in the Draft 2015 Regional Transportation Plan, and simultaneously addresses an RTP objective: develop a regional active transportation plan (See Attachment K-1).

- **Resolve Safety issues** - (See answer to Question 2) – Safety concerns haunt the people in our community who have the most to gain from non-motorized transportation: disadvantaged communities.
- **Convert automobile trips** - Auto trips are not converting into non-motorized trips, which is bad for business and bad for the environment. Pedestrians account for 2.12% of Shasta County's commuters, while bicyclists account for 0.77%, and drivers account for over 89% (American Community Survey, 2009-2013).
- **Secure resources** – Insufficient funding stymies maintenance of the region's roadway network and transit accessibility. The city of Redding's cyclists share 958 miles of below-average roadways (Avg. Pavement Condition Index in Redding = 55; CA Avg.= 66 (CA Local Streets & Roads Needs Assessment 2014 Update).
- **Reduce expenses** - Non-motorized transportation is an affordable solution to high transportation costs, which is the second highest cost families face, after housing (National Complete Streets Coalition, 2010), but Shasta County's network of facilities is incomplete.

Agencies in neighboring regions have taken note of the GoShasta effort. While some of California's northern most counties, including Trinity County, are expending precious limited resources to secure an ATP-funded active transportation plan, SRTA has agreed to share the GoShasta Plan as a template for all of the sixteen participating jurisdictions of the North State Super Region. This translates into the **CTC's ability to save money** by funding fewer plans that span more regions.

Purpose/need/goals of program – how it builds on previous efforts

The GoShasta Plan builds off of local Safe Routes to School efforts by making projects more competitive for non-motorized funding. The plan also builds off of SRTA's regional blueprint, ShastaFORWARD (<http://tinyurl.com/shastaforward>), by helping craft a community-preferred vision for the long-term future of Shasta County.

Plan should not be duplicative of existing plans

The Shasta Regional Transportation Agency (SRTA) currently has no region-wide pedestrian, bicycle or Safe Routes to School plan to help guide the region's future non-motorized infrastructure development. The GoShasta Plan fills a non-motorized transportation planning void and is in no way duplicative.

Part B: Narrative Questions

Detailed Instructions for: **Question #2**

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Specific counts or rates in easily understood format

Comparison of Bicycle and Pedestrian Collision Data Across California's 20 Northern Most Counties								
	Ped Fatal/100k	Ped Injury/100k	Bicycle Fatal/100k	Bicycle Injury/100k	Pedestrian Involved Fatal	Pedestrian Involved Injury	Bicycle Involved Fatal	Bicycle Involved Injury
Shasta County	3.4	16.3	0.6	17.4	6	29	1	31
Northern most 20 Counties in CA (AVG)	1.7	18.9	0.5	18.0	1.8	18.6	0.7	22.2
Northern most 20 Counties in CA (Median)	1.5	21.0	0.0	15.1	1.0	14.0	0.0	9.0
Northern most 20 Counties in CA: Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, and Yuba.								

Figure 11 CHP's Annual Report of Consolidated SWITRS Data (2012 is most recent consolidated data)

Question 2A Continued

Shasta County Bicycle & Pedestrian Collisions (2009-2013)						
	2009	2010	2011	2012	2013	5-Year Total
Bicycle Involved Injury	41	41	37	29	44	192
Bicycle Involved Fatality	0	2	0	1	2	5
Pedestrian Involved Injury	43	39	43	38	33	196
Pedestrian Involved Fatality	3	4	5	7	3	22

Figure 12 2009-2013 Bicycle & Pedestrian Collisions

(SWITRS Reports between 1/1/ and 12/31 for Years 2009-2013 (Most recent SWITRS data).

2013 data is not yet in CHP's Annual Report of Consolidated SWITRS Data as shown in Figure 11.)

Bicycle and pedestrian incident descriptions

Please listen to our residents share stories of collisions with cars (3 Minutes):

<http://tinyurl.com/GoShasta-videos>

Figure 13 Detailed Shasta County collision data (TIMS 2008- 2012)

Question 2A Continued

Recent Data

Consolidated data for collisions from January 2014 to present are not available, so SRTA began tracking bicycle and pedestrian collisions reported in the newspaper. The following collage of newspaper headlines from Redding's Record Searchlight from January, 2014 through April, 2015 (Figure 14) is a constant reminder of the need for a plan to improve conditions for non-motorized users. For a **detailed description of collision locations, dates, severity, and victim type** (TIMS 2008- 2012), review Figure 13. For count data on bicycle and pedestrian collisions from 2009 to 2013 (SWITRS), review Figure 12.

UPDATED: Man injured in bicycle crash in critical condition	UPDATED: Pedestrian dies after being hit by truck on South Market Street
UPDATE: Redding cyclist in critical condition after Monday wreck	Report: Auto hits bicyclist at Hilltop, Dana drives
UPDATED: Child hit by vehicle in front of Mistletoe School	UPDATED: Pickup collides with bicyclist near Shasta College
UPDATED: Man hit by train near Oasis identified	CHP: Bicyclist suffers major injuries in hit-and-run
UPDATED: Pedestrian killed on Lake Blvd. ID'd	Police: Pedestrian hit by car on Eastside Road
Pedestrian hurt in hit-and-run	CHP: Bicyclist injured by hit-and-run driver
UPDATED: Vehicle hits man in wheelchair in Redding	Police: Pedestrian suffers major injuries after being hit by vehicle
UPDATE: Court Street reopened after major injury crash	
UPDATED: Pedestrian struck by train in downtown Redding	
Man in critical condition after being hit by car	

Figure 14 Newspaper headlines of recent non-motorized collisions Redding and surrounding area.

Collision rates and numbers compared to other areas

The Shasta region has the **fifth highest pedestrian fatality rate** per 100,000 population in the state (US DOT, 2008-2012 and CHP's 2012 Annual Report of Consolidated SWITRS Data). As depicted in Figure 11 and Figure 15, Shasta County had the highest number of pedestrian and bicycle injuries and fatalities in the northern most 20 counties of California according to the CHP's most recent annual consolidation of SWITRS reports. This data does not factor in the **many more collisions which go unreported**.

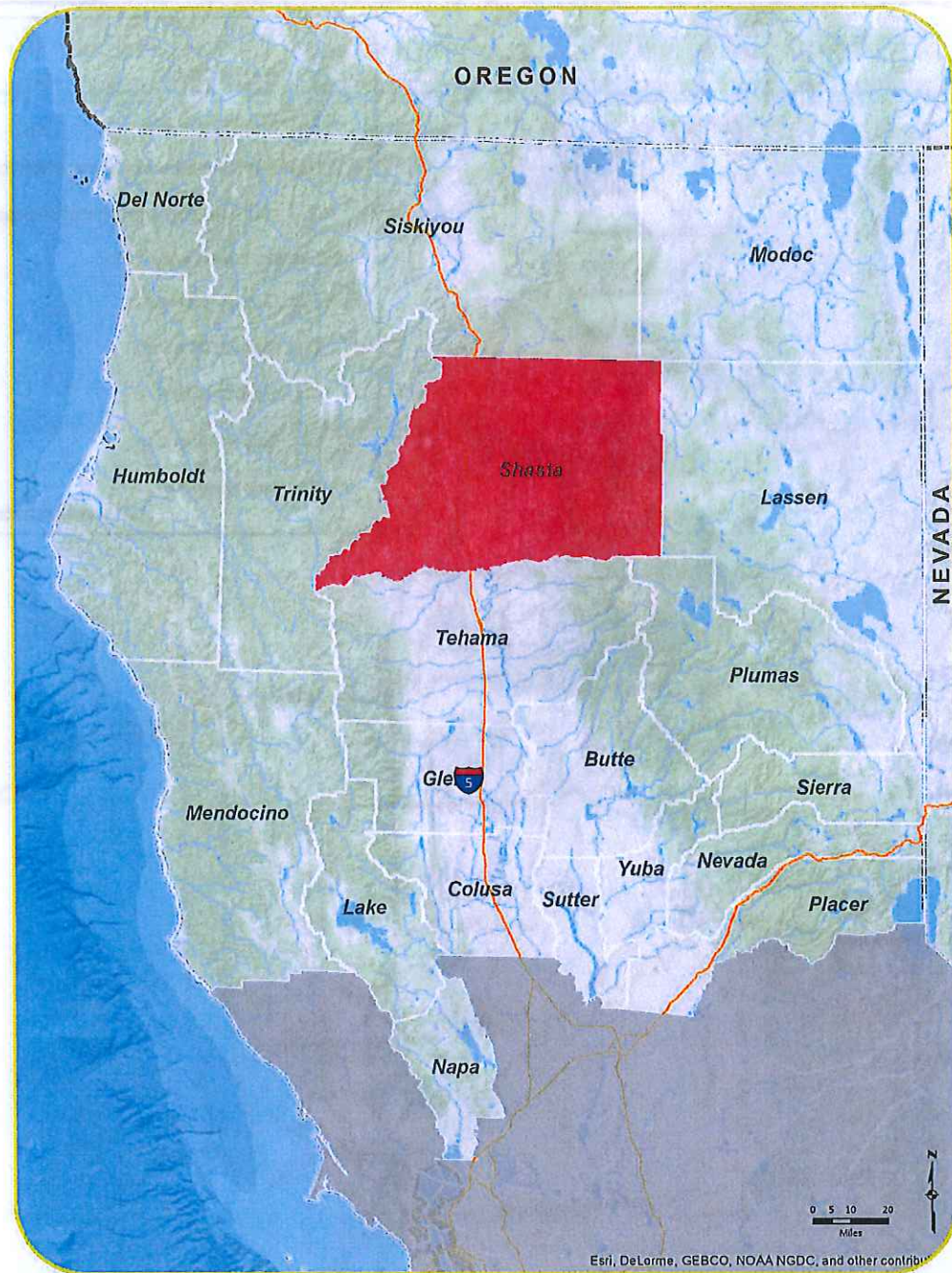


Figure 15 Shasta County has the highest number of non-motorized injuries and fatalities in the 20 northern most counties of California

Potential to decrease safety issue

As indicated in Figures 16 and 17, depicting bicycle and pedestrian collision data (TIMS, 2008-2012) in Shasta County, most collisions occur in the South Central Urban Region (SCUR) of the county, particularly in Redding (Additional Redding collision maps are provided in Attachment I-2A). Therefore, **the greatest potential for reducing non-motorized injuries and fatalities is by focusing on the SCUR, and that is where the GoShasta Plan will direct most of its focus.** Of course, hazard evaluation and remediation will still be conducted countywide. Review the GoShasta method for identifying safety hazards in section B. of Question 2.

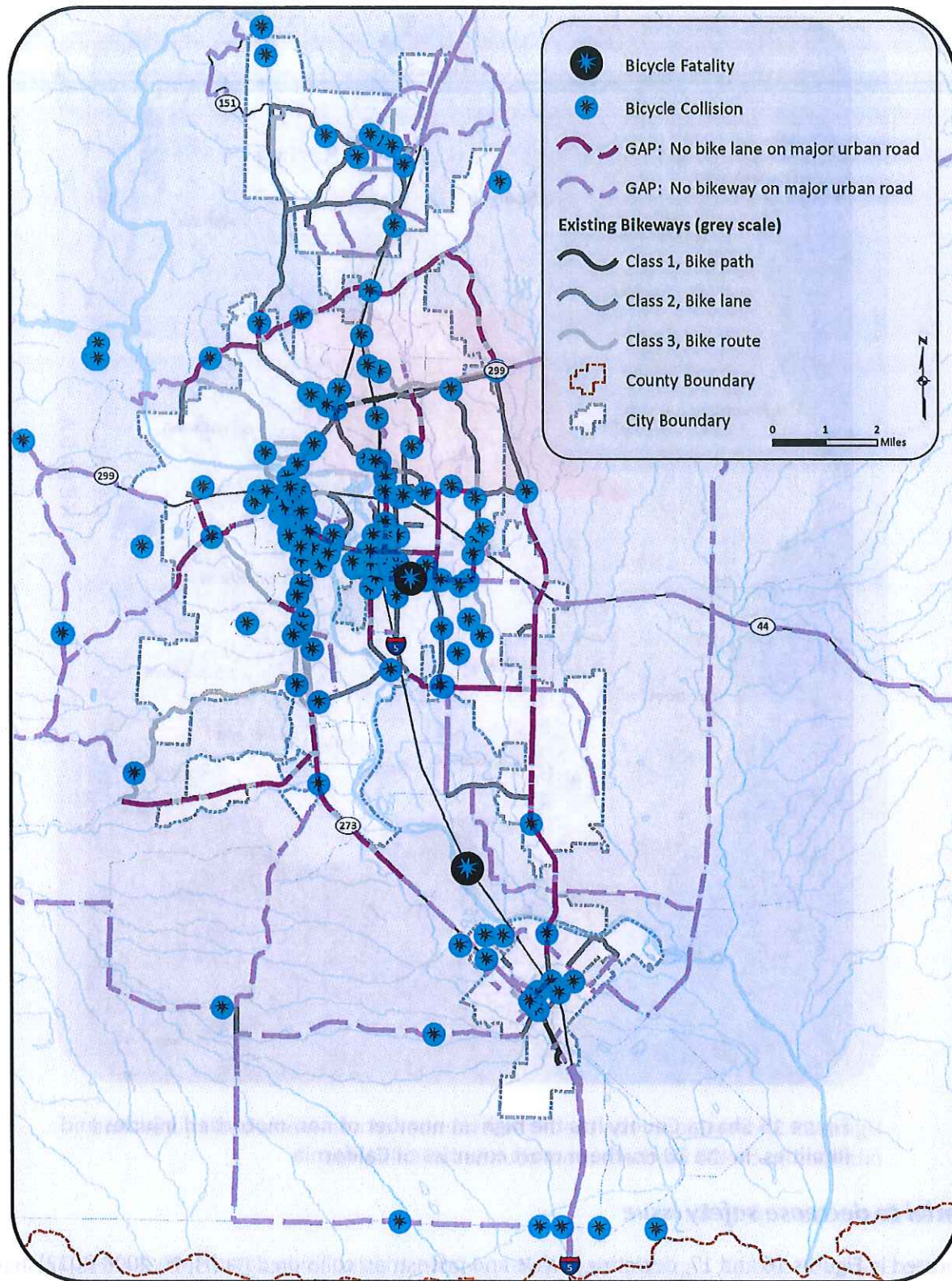


Figure 16 Bicycle collision data (TIMS, 2008-2012)

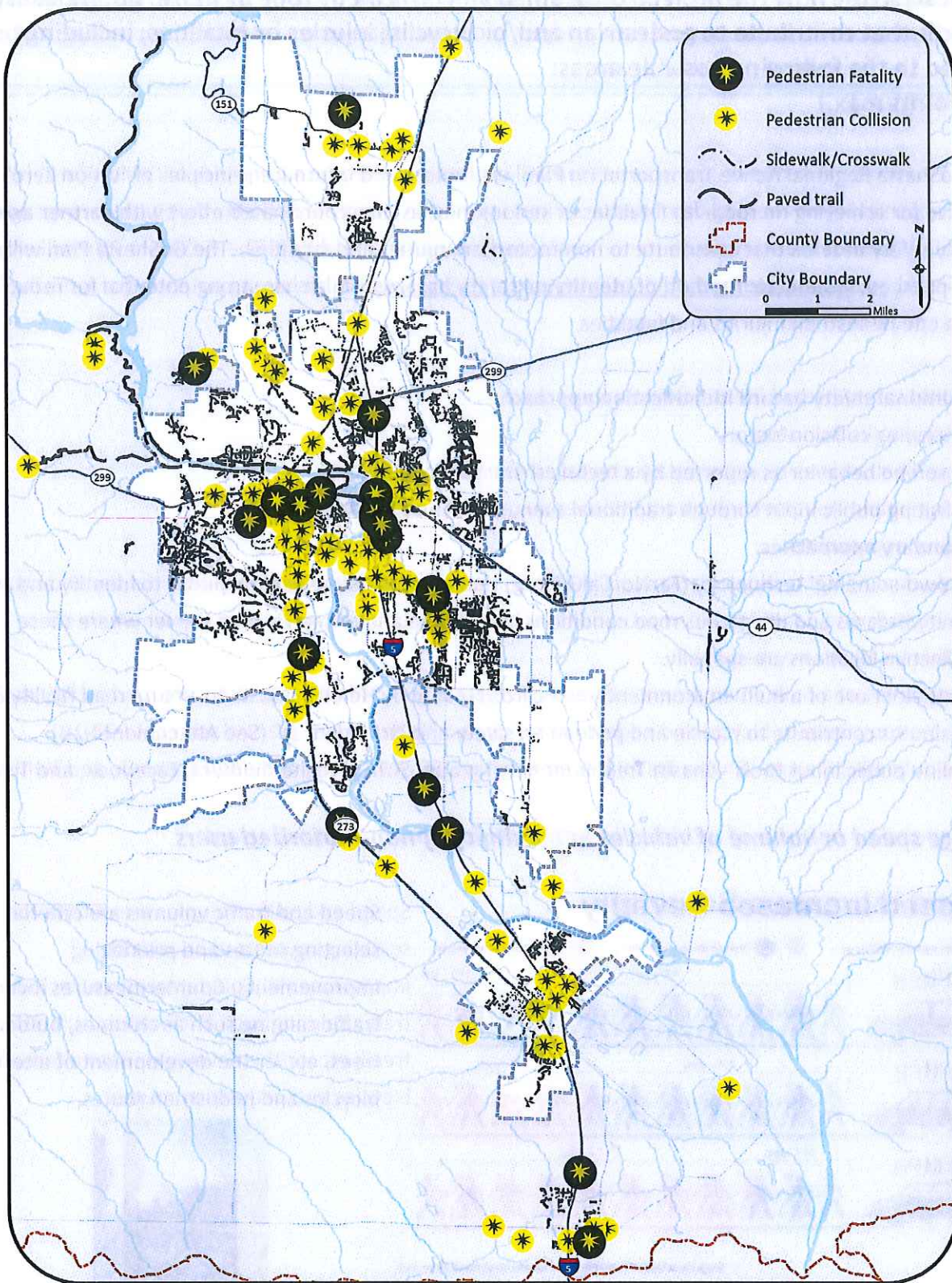


Figure 17 Pedestrian collision data (TIMS, 2008-2012)

**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:
(15 points max.)**

The GoShasta Regional Active Transportation Plan will explore and introduce principles of 'Vision Zero' (an initiative for achieving no roadway fatalities or serious injuries) in a coordinated effort with partner agencies to remedy safety hazards that contribute to non-motorized injuries and fatalities. The GoShasta Plan will employ a two-pronged, systematic method of identifying safety hazards, which has strong potential for reducing bicycle and pedestrian injuries and fatalities.

1) Traditional safety hazard identification approaches:

- Reviewing collision history
- Observed behavior as reported by a technical advisory committee
- Soliciting public input through traditional avenues, such as public meetings

2) Secondary approaches:

- 'Crowd-sourcing' technology (FarNorCalGIS.org) that empowers the general public to identify and share safety hazards and dangerous road conditions in real time and to see via map viewer where these collective locations are spatially.
- Consistent use of a built environment 'scorecard,' created by Healthy Shasta to ensure road facility design attributes contribute to bicycle and pedestrian safety and "friendliness" (See Attachment I-2B).
- Online public input tools - Shasta Trailblazer email group, SRTA website modules, Facebook, and Twitter.

Reduce speed or volume of vehicles in proximity of non-motorized users

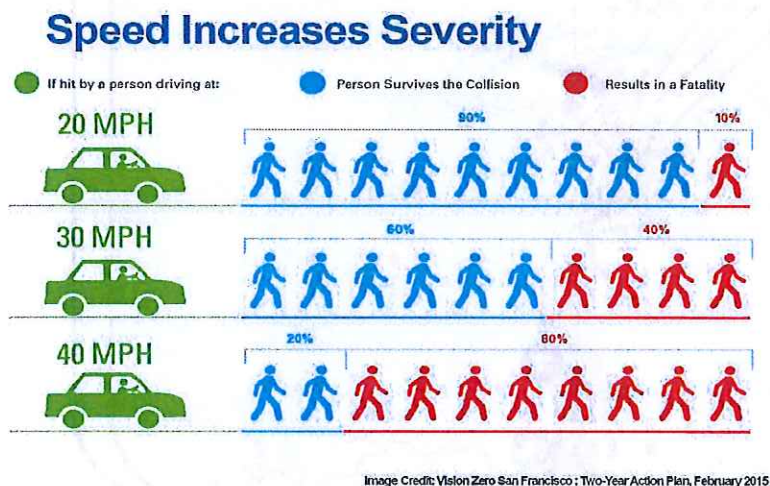


Figure 18 Higher speeds significantly increase the likelihood of a fatality when a vehicle hits a pedestrian or person on a bicycle.

Speed and traffic volumes are criteria for selecting routes and prioritizing improvements. Countermeasures include traffic calming such as chicanes, bulbouts, trees, etc. or the development of alternative bicycles and pedestrian routes.



Figure 19 Cyclist traveling beside autos traveling 45 MPH+ along Highway 273.

Question 2B Continued

Improve sight distance and visibility

Local jurisdictions will prioritize projects using design standards that may include but not be limited to sight distance and visibility. Solutions include tree maintenance programs, buffers for bike lanes, daylighting intersections and crosswalks involving the elimination of parking spaces approaching intersections/crosswalks, etc.

Eliminate potential conflict points, including creating physical separation



Following the GoShasta gap and conflict point analysis, local engineers will use nationally approved design manuals and local knowledge to fill gaps and provide protection from motor vehicles where possible. Solutions include buffered bike lanes, protected bike lanes, green painted bike lanes, etc.

Figure 20 The Shasta region has many conflict points such as this five-lane road with no bicycle facilities along a residential area just north of downtown Redding.

Improve compliance with traffic laws

SRTA's partnership with Health and Human Services Agency and Healthy Shasta will expand upon past education and enforcement strategies to increase motorized and non-motorized users' awareness of traffic laws for all users of the road. SRTA will coordinate with local agencies on developing innovative, inexpensive enforcement techniques that may include traffic enforcement cameras or plain clothes officers ticketing at conflict locations, schools or well-traveled corridors.

Question 2B Continued

Address inadequate traffic control devices, crosswalks, facilities, etc.



Figure 21 Children walking to school, in Burney, along a route with no sidewalk.

SRTA and local agencies will explore innovative traffic control devices and methods such as pedestrian hybrid beacons, automatic pedestrian phases at traffic signals, daylighting at crosswalks, etc.



Figure 23 Inadequate sidewalk for the mobility-impaired north of downtown Redding.

Eliminate or reduce behavior that can lead to collisions



Figure 22 Uninviting automobile scale in parts of Redding.

The plan will address the three E's to reduce behaviors that lead to collisions. These include Education, Enforcement, and the built Environment.

3 E solutions include safety hazard education and the encouragement of safe behavior. In addition to improved non-motorized infrastructure, the GoShasta Plan will encourage safe behavior by introducing policies and strategies that may include but not be limited to:

- Road rules & safety courses for cyclists
- Bicycle trains and walking school buses (Guided groups of newer non-motorized users to common destinations)
- Bicycling workshops at Bike Month events

Question 2B Continued

Plan to address hazards identified including prioritization in plans

What are the hazards?

Figure 13 (p.19) lists crash types and violations for non-motorized collisions occurring between 2008 and 2012. In order to eliminate these kinds of hazards, local agencies will integrate countermeasures (traffic calming, intersection treatments, etc.) into prioritized projects to be wrapped into the GoShasta Plan.

What are potential strategies?

SRTA's limited resources must address a long list of non-motorized injuries and fatalities spanning a vast roadway network in Shasta County. The region has coordinated on the following economical approach to remedying hazards to pedestrians, cyclists, and the mobility-impaired.

1. Identification of **disadvantaged communities** and **their destinations**.
2. Identification of **hazards** in those areas.
3. Select appropriate **countermeasures**.

The Shasta region will use expensive hazard countermeasures where most effective, and inexpensive countermeasures elsewhere. The range of hazard countermeasures will include but not be limited to those in Pedbikesafe.org's bicycle and pedestrian crash matrices (See sample in Figure 24 (p.28). Authored by USDOT & FHWA and available at: pedbikesafe.org/bikesafe/matrix_crash.cfm).

Question 2B Continued

Crash Type	Shared Roadway	On-Road Bike Facilities	Intersection Treatments	Maintenance	Traffic Calming	Trails/ Shared-Use Paths	Markings, Signs & Signals	Other Measures
Motorist failed to yield - signalized intersection	X		X		X	X	X	X
Motorist failed to yield - non-signalized intersection	X		X		X	X	X	X
Bicyclist failed to yield - signalized intersection	X		X		X	X	X	X
Bicyclist failed to yield - non-signalized intersection	X		X		X	X	X	X
Motorist drove out - midblock	X					X	X	X
Bicyclist rode out - midblock	X	X			X	X	X	X
Motorist turned or merged left into path of bicyclist	X	X	X		X	X	X	X
Motorist turned or merged right into path of bicyclist	X	X	X		X	X	X	X
Bicyclist turned or merged left into path of motorist	X	X	X	X	X	X	X	X
Bicyclist turned or merged right into path of motorist	X	X	X	X	X	X	X	X

Figure 24 Sample of Pedbiksafe.org's bicycle and pedestrian crash matrix

Part B: Narrative Questions

Detailed Instructions for: **Question #3**

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Who will be engaged in the development of this plan

In coordination with Caltrans, a consultant, and local agencies (see letters of support in Attachment J), SRTA will adopt a four-pronged public outreach effort in order to determine the project preferences of our diverse community.

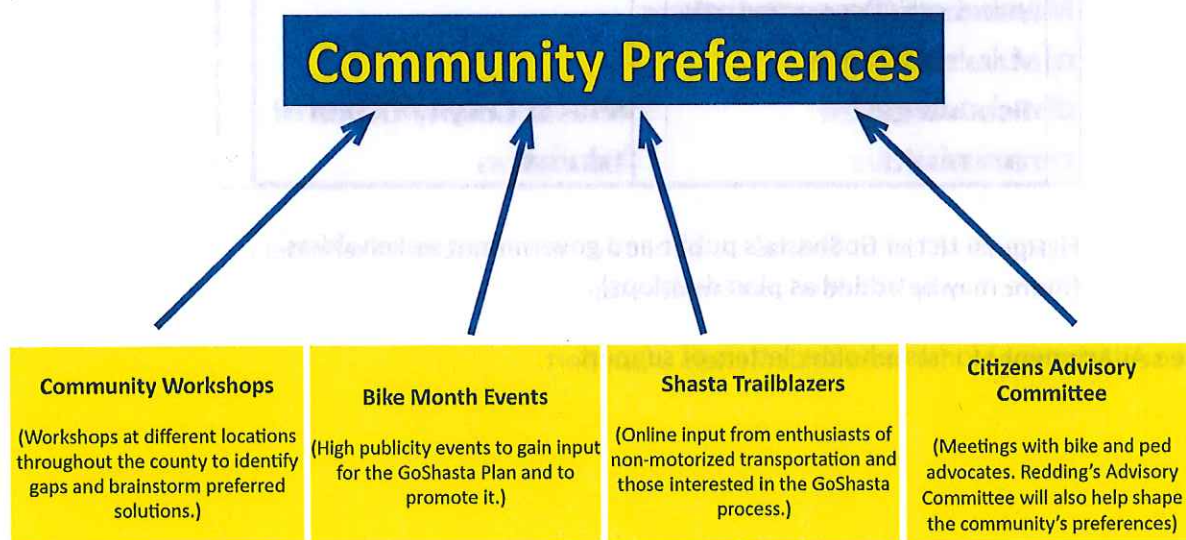


Figure 25 GoShasta's public engagement strategy for community preferences

Question 3A Continued

Outreach techniques may include, but are not limited to:

- Coordination with social service agencies - Collection non-motorized needs from Shasta County's most disadvantaged residents (elderly, youth, physically and mentally disabled)
- Coordination with transit agencies – Engage the transit-dependent the population
- Social media - Email blasts and social media campaigns
- Translation into other languages - Spanish language contact information, availability of interpretation or translation services, "I Speak" cards, at public meetings, etc.

List of stakeholders involved

Stakeholders	
Public	Government
Residents	Caltrans
Targeted End Users	City of Redding
Community Leaders	City of Anderson
Elected Officials	City of Shasta Lake
Advocacy Organizations	County of Shasta
Local Businesses	Healthy Shasta
Members/Representatives of vulnerable or disadvantaged communities	Shasta County Office of Education

Figure 26 List of GoShasta's public and government stakeholders (more may be added as plan develops)

Please see Attachment J for stakeholder letters of support.

Question 3A Continued

Additional context describing level of community engagement

GoShasta will recruit residents for a citizen advisory committee, built on the momentum of emerging bikeway and walkway advocacy groups. This committee will assist in data collection, marketing efforts, providing input for local agencies' prioritization of projects, and providing feedback on the development of the GoShasta Plan. The city of Redding intends to also use an advisory committee for a more focused, localized plan.

Community workshops and Bike Month events will also be used to recruit residents interested in bicycle and pedestrian planning, known as "Shasta Trailblazers," to provide non-motorized transportation input, and input on transportation for the mobility-impaired. This direct engagement with the public will be augmented by the use of crowd sourcing and other applications, in partnership with Healthy Shasta. Communities' preferences from all of these sources will serve as valuable input for local agencies when they begin prioritizing their projects which will ultimately be rolled into the GoShasta Plan.

Evidence of public meetings such as sign-in sheets, meeting notes, etc.

The SRTA Board of Directors has directed staff to apply for funding to develop a regional active transportation plan (See Attachment I-3A.). The GoShasta Plan has been the subject of many discussions with local agency partners at monthly bicycle and pedestrian webinars hosted by SRTA (see webinar sign-in sheets in Attachment I-3B.).

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

How stakeholders were will be engaged

GoShasta stakeholders will be involved in all of the major phases of the plan's development including, but not limited to **marketing, community workshops, Bike Month events, and Shasta Trailblazers.**

Marketing for Community Workshops/Bike Month Events

- **Participating Parties:** SRTA/Consultant/Local Agencies/Healthy Shasta/Advocacy Organizations/Citizens Advisory Committee
- Workshop and event promotion may include, but not be limited to: newspaper announcements, flyers, posters, competition, websites, radio ads or any other effective means.

Question 3B Continued

Community Workshops

- **Participating Parties:** SRTA/Consultant/Local Agencies/Caltrans/Public
- Residents of local jurisdictions will identify gaps in the non-motorized transportation network, identify their preferred projects, and will be presented with opportunities to stay involved in the planning process.
- **Participating Parties:** Consultant/Redding/Public
- Residents of Redding will participate in a detailed, focused, Redding-led outreach effort. This will consist of at least one community workshop. SRTA will provide the city with additional resources to augment their outreach effort.

Shasta Trailblazers

- **Participating Parties:** SRTA/Public
- The Shasta Trailblazers is an online group designed to meet the needs of public stakeholders interested in providing input for the GoShasta effort and beyond but cannot commit to the Citizen Advisory Committee's bimonthly meetings. Shasta Trailblazers will generate project ideas, comment on other ideas/plan updates, and assist in shaping the community's preferences.

Bike Month Events

- **Participating Parties:** SRTA/Consultant/Local Agencies/ Advocacy Organizations/Caltrans/Public
- Bike Month events may include Bike-to-Work Days such as "Spring Spin;" or closing a street to motorized traffic for a day, such as Shasta Living Streets' "Streets Alive!" event for which SRTA has been a sponsor. Residents from around Shasta County will view the workshop results at these events, present their own project preferences, learn about public health and economic benefits associated with non-motorized transportation, and they will be presented with opportunities to stay involved in the planning process.



Figure 27 Streets Alive!/Family Bicycling Day May 3rd, 2015

Question 3B Continued

Number and types of meetings or events

The citizen advisory committee will meet **seven times** over the course of the GoShasta Plan development. There will be **five workshops** across the county: Shasta County (2), Shasta Lake (1), Anderson (1), Redding (1). With full funding, SRTA and GoShasta partners will participate in at least **two Bike Month events** to share workshop feedback with the public, provide bicycle education tips, share opportunities how to stay involved, etc.

Notice of meetings or events for stakeholders

Meeting or Event	Stakeholders	Notification Types
Coordination Meetings	Government (and consultant)	E-mail, in-person, telephone
Citizen Advisory Committee	Government and public	Email and telephone
Community Workshops	Government and public	Newspaper announcements, flyers, posters, competition, websites, radio ads or any other effective means
Bike Month Events	Government and public	

Figure 28 GoShasta stakeholder notification

Meeting and event accessibility:

Workshops will be held at different times. Specific workshop locations may include but not be limited to city council chambers, community centers, schools, etc. All workshops will be accessible by public transportation. SRTA will make every attempt to accommodate families with child care services. While Shasta County's largest language group other than English is Spanish, language services for all languages will be available upon request.

Question 3B Continued

Stakeholders participation in decision-making bodies

Prior to Board action on the GoShasta Plan, these engagement tools will be used to inform the board's decision:

- Citizens advisory committee(s)
- Technical advisory committee
- Shasta Trailblazers
- SRTA website modules
- Social media (Facebook, Twitter)



Figure 29 SRTA encourages public participation through social media sites, such as Twitter

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Anticipated feedback and how it will improve the plan's effectiveness in meeting ATP goals and purpose

The planning process can be boiled down to three key phases (GoShasta project initiation, Peak public outreach, Analysis and plan development) which are interwoven and informed by feedback from the public. The GoShasta Plan **addresses priorities identified by local agencies** by wrapping them into the plan's regional project list after they have been informed by community preferences. The development of GoShasta projects informed by community preferences will meet the ATP's goals and purpose by increasing the proportion of active transportation trips, increasing all active transportation users' safety & mobility, reducing greenhouse gases, enhancing public health, and directly benefiting our county's disadvantaged communities.

Stakeholder opportunities to propose alternatives or major revisions

Government and public stakeholders will be involved in every phase of development for the GoShasta Plan, and all ideas, alternatives, revisions, etc. will be considered.

Stakeholder conflict resolution

There may be opportunities where stakeholders will 'give and take' in order to resolve a conflict and find a regional solution for the common good.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Demonstration of ongoing engagement in implementing or evaluating

SRTA intends to leverage stakeholder involvement beyond completion of the GoShasta Plan, by keeping the citizens advisory committee for advice on non-motorized projects and plan implementation. The public's continued involvement will be used for incorporation of projects into the Regional Transportation Plan. Their input will inform future non-motorized calls for projects, FTIP meetings, etc.

Commitments in letters of support

All stakeholders have committed to assisting in the development of the GoShasta Plan. Please see letters of support in Attachment J.

Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Two or more health statistics or data points

Shasta County residents suffer the same rates of **obesity** and **diabetes** in adults 18 and over (25% and 8% respectively [CHIS, downloaded on April 14, 2015]) as California as a whole. However, these health issues are magnified in the context of this economically disadvantaged community. Obesity, alone, costs Shasta County residents \$79 million/year (Medical care, workers comp, & lost productivity) and \$650/adult (Health & Human Services Agency presentation to SRTA Board, April, 2014). Overall, **Shasta County's "health behaviors" rank 56 out of California's 57 ranked counties** and ultimately translates into a low "length of life" result, which places Shasta County 52 out of the 57 ranked counties of California ((see Figure 31)

www.countyhealthrankings.org Downloaded on May 21, 2015). A quick and easy prescription for improving these statistics is taking more trips by bicycle or on foot. Unfortunately, as Walkscore (walkscore.com) results for the South Central Urban Region point out, this region is "car-centric," which is enough to dissuade people from getting the exercise they require.



Figure 30 Walkscore.com gives walkscores of 19, 26, and 4 (out of 100) for the cities of Anderson, Redding, and Shasta Lake respectively

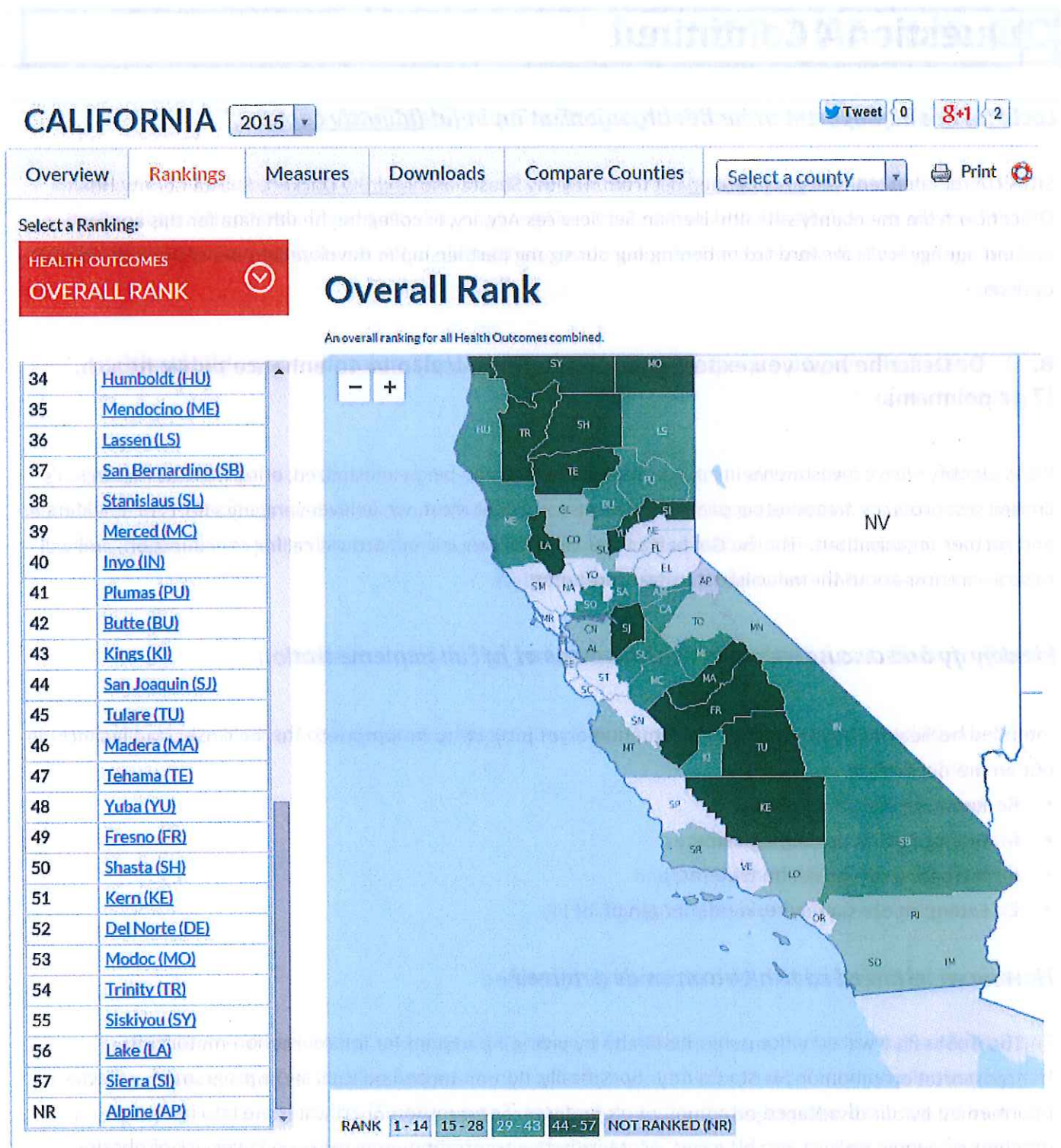


Figure 31 Shasta County's overall health ranking per www.countyhealthrankings.org

Question 4A Continued

Local health department or health organization input (identify contacts)

SRTA coordinated with Amy Pendergast from Healthy Shasta and Andrew Deckert, Shasta County Health Officer from the county's Health and Human Services Agency, in collecting health data for this application, and our agency looks forward to continuing our strong partnership in the development of healthier mobility options.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Plans identify where investments in non-motorized facilities can be maximized, ensuring that the region's limited resources are targeting people and locations to benefit most, while leveraging efforts of stakeholders and partner organizations. The GoShasta Plan will have policies and actions calling for education, and will raise awareness about the value of active transportation.

Identify and discuss intended health outcomes of full implementation

Intended health outcomes of full implementation of projects to be wrapped into the GoShasta Plan include but are not limited to:

- Reducing the risk of obesity;
- Managing and preventing diabetes;
- Increasing overall health benefits; and
- Extending Shasta County residents' length of life.

How were intended health outcomes determined

The GoShasta Plan will enhance public health by providing a blueprint for improving non-motorized transportation conditions in Shasta County. Specifically, non-motorized policies and a program of projects informed by our disadvantaged community's preferences (See question 3) will translate into increased numbers of people walking and bicycling. More active transportation users means a lower risk of obesity, improved overall public health, and longer lives.

Question 4B Continued

Why are intended health outcomes expected with completion

SRTA is confident the GoShasta Plan will ultimately reduce the risk of obesity and improve the public's health and lifespan because plenty of research back up the connection between active transportation and health benefits. Just to provide an example, "an adult cyclist typically has a level of fitness equivalent to someone 10 years younger and a life expectancy two years above the average" (Downloaded from PeopleForBikes website (listed below) on May 21, 2015. Paffenbarger, R., et al., 1986., and Department for Transport, 2007 - in "Safety in numbers in England," CTC). More literature on the connection between active transportation and health benefits can be found at:

<http://www.peopleforbikes.org/statistics/category/health-statistics#health-benefits-of-bicycling>.

Consistency with an existing local health plan, goal or initiative

The GoShasta Plan is in lockstep with Healthy Shasta's vision and initiatives listed below.

Healthy Shasta - A local partnership promoting healthy and active living in the north state

Vision - A community where the healthy choice is the easy choice.

Initiatives - Healthy Schools, Food Systems, Walking/Biking, Healthy Communities/Built Environment, Walk the Talk - encouraging environmental, policy, and organizational changes that support healthy, active lifestyles.

How intended health outcomes align with or enhance the plan

SRTA has partnered with Healthy Shasta in a sustainable communities workgroup on projects to benefit the public's health, including a non-motorized signage program in Anderson, a permanent farmer's market, a bike parking mapping application, etc. All of these projects serve Healthy Shasta's initiative and support SRTA's planning efforts. SRTA will continue to work with Healthy Shasta to integrate elements of the GoShasta Plan. This joint effort addresses Healthy Shasta's initiatives and enhances the GoShasta Plan with improved health benefits from more trips made on foot or by bicycle.

Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$44,651

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

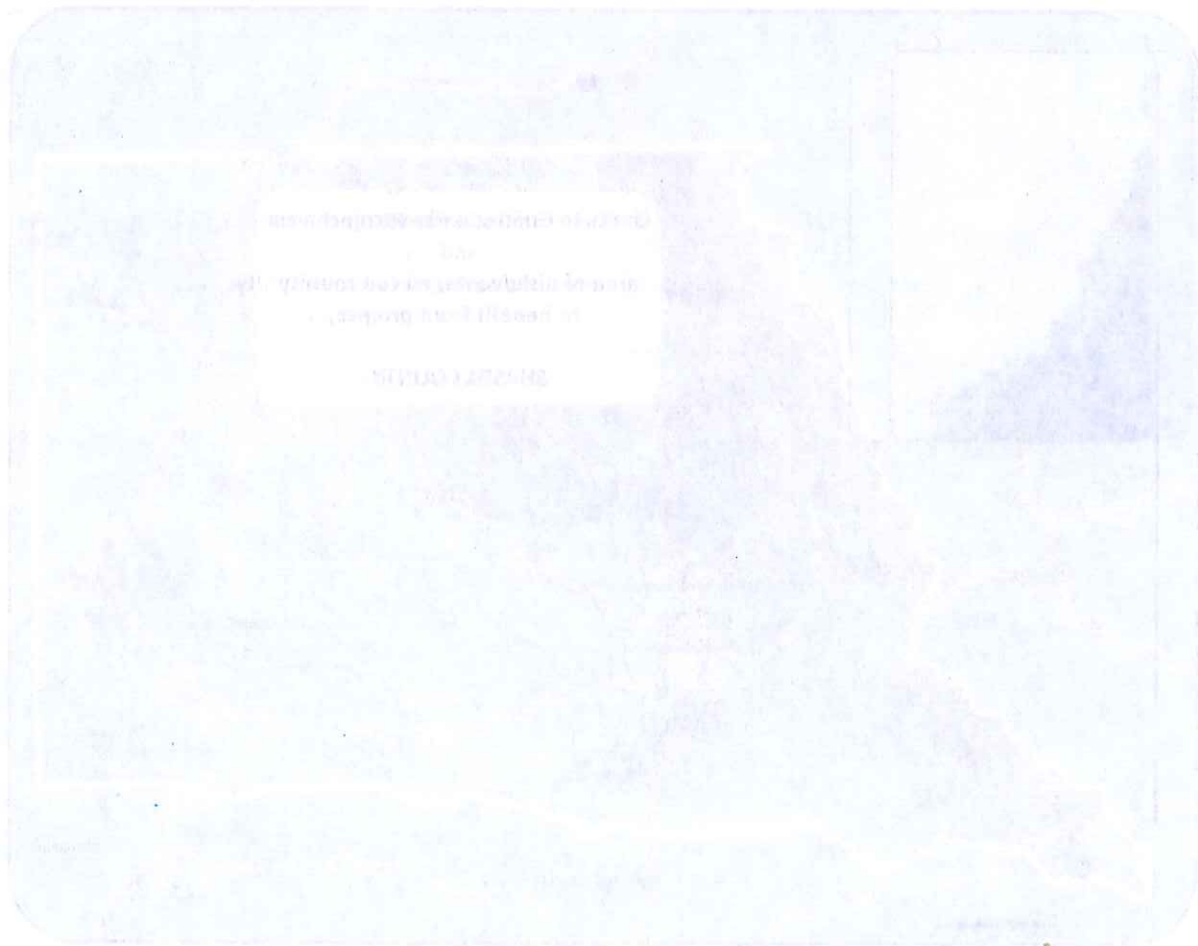
Question 5A Continued

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged
- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal



- B. For proposals located within disadvantage community: (5 points max)
 What percent of the funds requested will be expended in the disadvantaged community? **100%** Explain how this percent was calculated.

Benefits the community and is located within

	Shasta County	CA Median
2014 Unemployment (Bureau of Labor Statistics)	9.7%	8.7%
Annual Median Income (ACS 2009- 2013)	\$ 44,651	\$ 61,094

The GoShasta Active Transportation Plan is a plan that will serve all of Shasta County, a disadvantaged community. Shasta County's median household income of \$44,651 (ACS 2009-2013) is only 73% of California's median household income.

Figure 32 Shasta County's unemployment rate and annual median income (2014 BLS & 2009-2013 ACS)

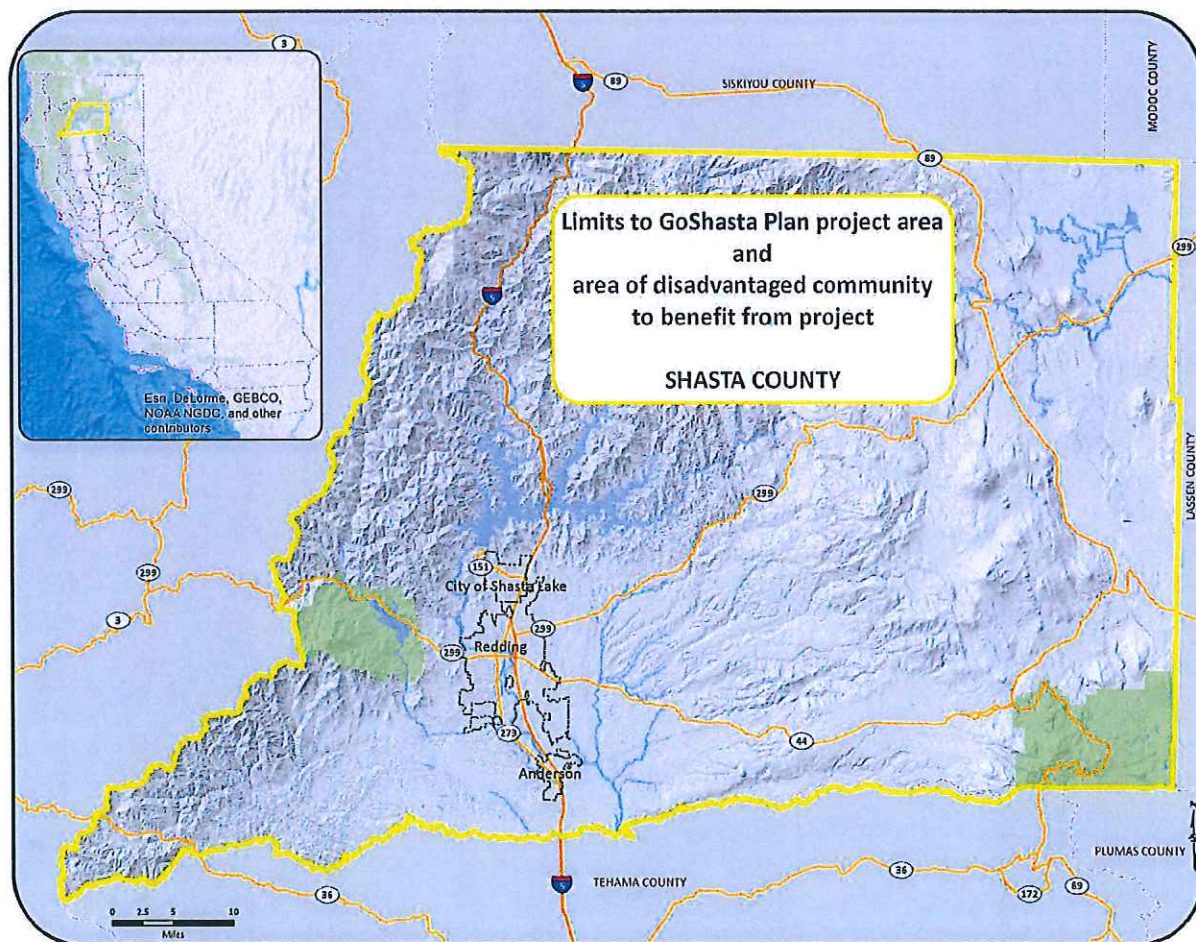


Figure 33 GoShasta benefits all of Shasta County's disadvantaged communities

Question 5B Continued

Census Tract	Median Household Income	Population
101	\$21,636	1,454
102	\$34,777	1,925
103	\$43,000	3,840
104	\$35,156	3,926
105	\$36,418	4,783
106.01	\$66,629	2,685
106.02	\$66,442	5,341
106.03	\$64,844	1,483
107.02	\$56,827	3,904
107.03	\$38,897	3,694
107.04	\$32,884	4,093
108.03	\$43,850	5,080
108.04	\$78,333	2,701
108.05	\$52,500	5,301
108.06	\$38,148	3,045
108.07	\$58,140	4,346
109	\$33,340	4,065
110.01	\$72,500	1,678
110.02	\$51,541	5,760
111	\$62,933	3,096
112.09	\$32,474	5,657
113	\$41,130	5,510
114.01	\$50,059	4,102
114.02	\$72,679	3,570
114.03	\$71,613	2,770
115	\$46,637	6,101
116	\$32,895	3,635
117.01	\$45,213	2,264
117.02	\$31,659	3,316
117.03	\$35,536	3,093
118.01	\$67,781	2,747
118.02	\$62,054	2,359
118.03	\$40,156	2,674
119	\$70,923	4,726
120	\$32,815	4,652
121.01	\$41,940	4,426
121.02	\$26,887	1,932
122	\$46,926	5,931
123.01	\$29,809	2,980
123.02	\$46,456	5,555
123.03	\$55,119	3,612
124	\$51,887	4,174
125	\$43,333	1,427
126.01	\$43,699	4,958
126.03	\$48,496	3,923
126.04	\$41,389	2,411
127.01	\$38,116	3,830
127.02	\$40,074	3,431
California	\$61,094	
80% state MHI	\$48,875	
Population in census tracts with MHI < 80% state MHI		113,611
% of population in census tracts with MHI < 80% state MHI		64%
% of disadvantaged community population covered by GoShasta Plan		100%

Benefits the community and is located within

As indicated in Figure 34, most of Shasta County's population resides in disadvantaged communities, and the GoShasta Active Transportation Plan plans for improving conditions for non-motorized users in all of the disadvantaged communities.

Figure 34 Median Household Income and Population by Census Tract in Shasta County (2009-2013, ACS)

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community.

(5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Definition of direct, meaningful and assured benefit provided

Direct, meaningful, and assured benefit under the auspices of the GoShasta Plan means creating a plan that results in policies and prioritized projects, informed by our disadvantaged community, and that directly helps those individuals:

- Access transit corridors, employment and shopping centers, social and medical services, and educational opportunities;
- Feel safer walking and bicycling; and
- Improve their health by providing more non-motorized facilities near their homes and where they need and want to go.

How the benefit will be achieved

Toward the beginning of the planning process, our disadvantaged community will be surveyed as to their trip purposes, origins, and destinations. This feedback directly informs the GoShasta project prioritization, so the projects can ultimately provide assured non-motorized improvements to Shasta County's disadvantaged community.

Who will benefit

The GoShasta Plan's public outreach will provide direct and meaningful benefit to members of Shasta County's disadvantaged community including elderly, youth, physically and mentally disabled, the transit-dependent population, students, and targeted users such as bicyclists, pedestrians and the mobility-impaired.

Consideration of current infrastructure, safety, and/or public health of community

Figures 35 and 36 show how our population is disconnected from schools and activity centers. These in-house maps of current infrastructure can be improved substantially with a rigorous GoShasta gap analysis in coordination with a consultant and outreach to members of our disadvantaged community.

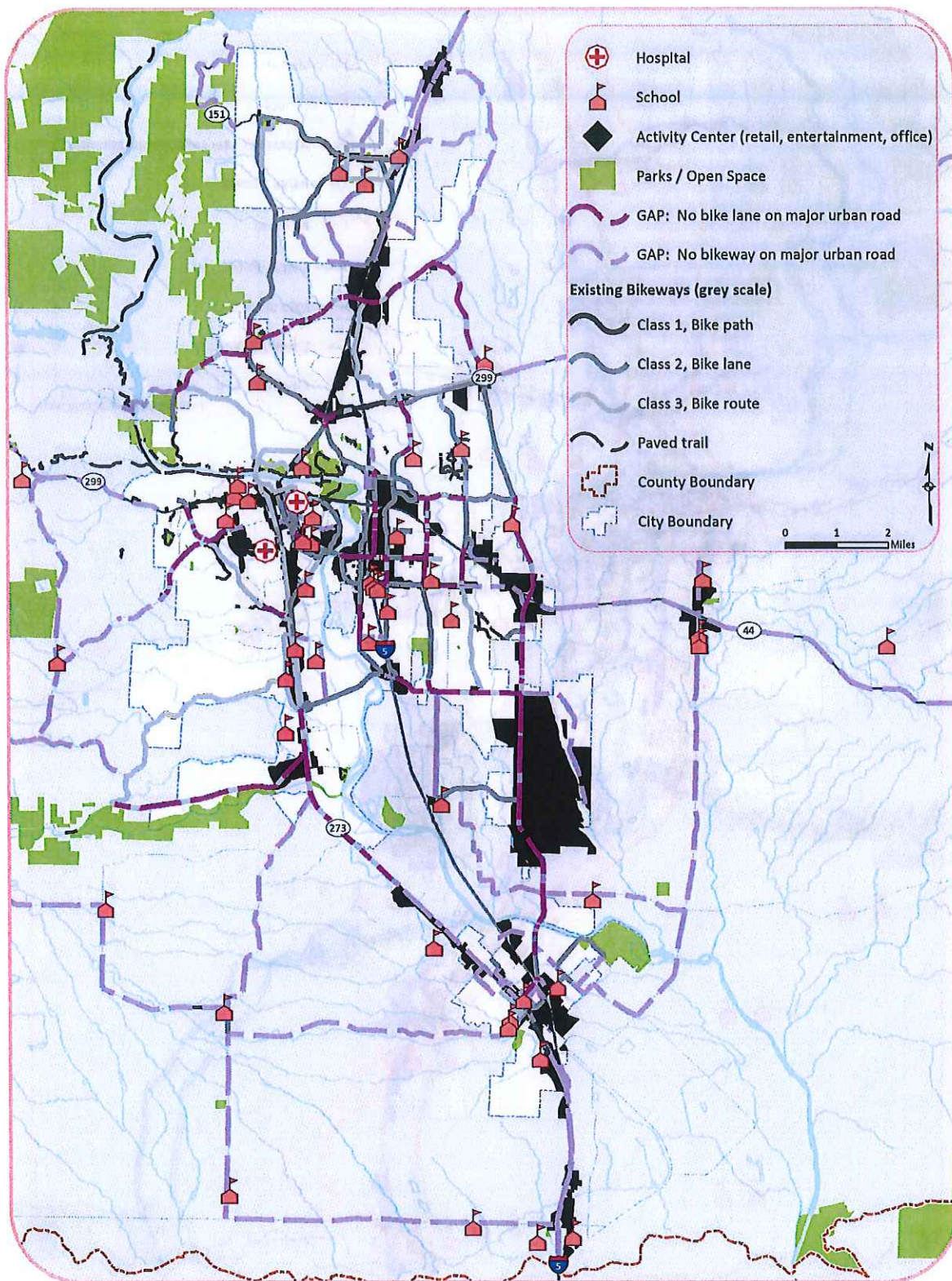


Figure 35 Non-motorized gap disconnectivity to schools and activity centers

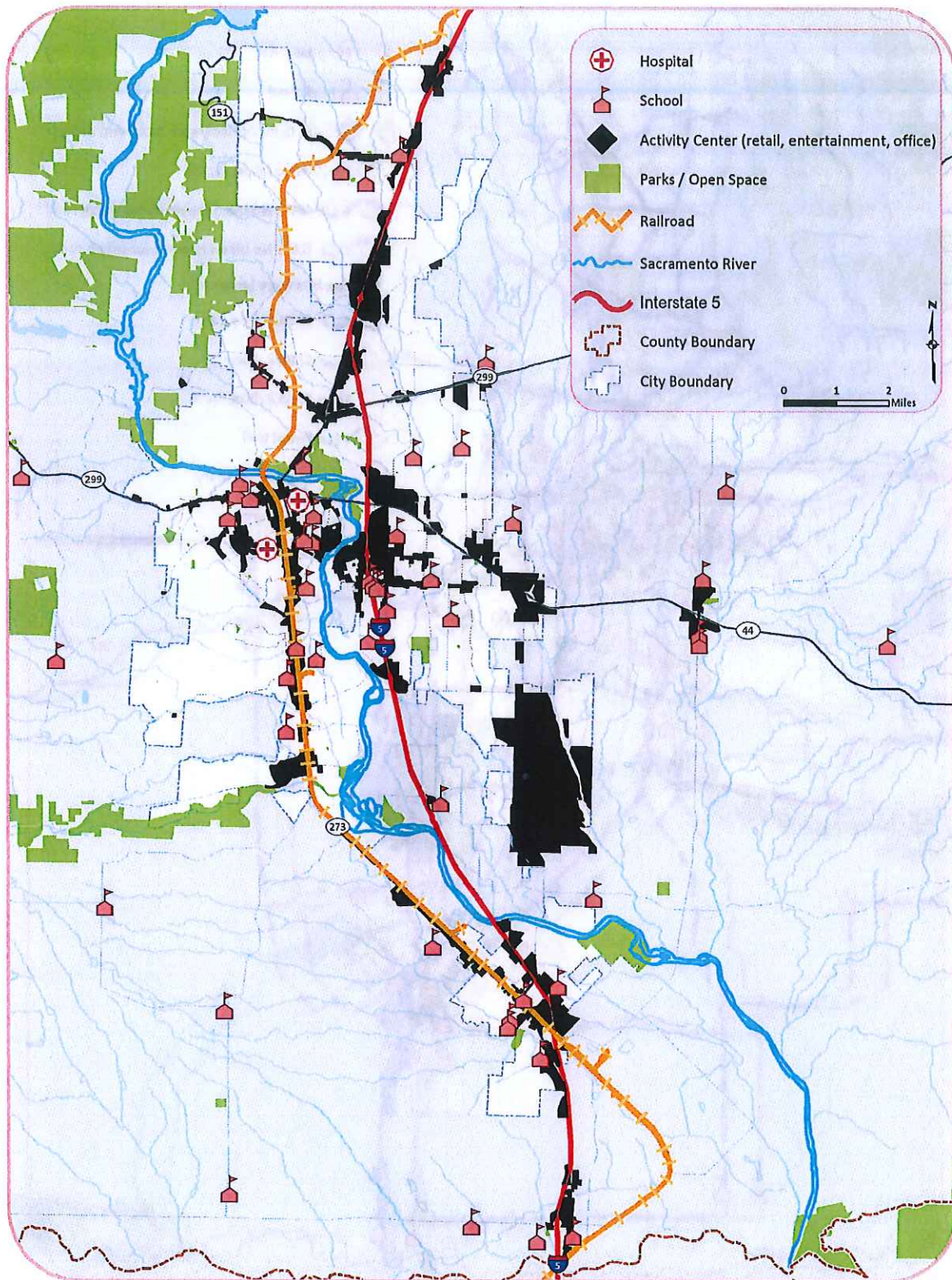


Figure 36 Shasta County's largest non-motorized barriers: I-5, the railroad, and the Sacramento River

Question 5C Continued

Plan or program should not be duplicative of existing plans/programs

The Shasta Regional Transportation Agency (SRTA) currently has no region-wide pedestrian, bicycle or Safe Routes to School plan to help guide the region's future non-motorized infrastructure development. Since there is no region-wide plan, the GoShasta Plan and its development effort is in no way duplicative of existing plans or programs. It fills a non-motorized transportation planning void for our disadvantaged communities.

Part B: Narrative Questions

Detailed Instructions for: **Question #6**

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

Two different alternatives for active transportation plans were considered for the Shasta region.

Description of at least one alternative to the proposed

Alternative 1 – Independent Active Transportation Plans

Let local agencies develop their own plans.

Alternative 2 – The GoShasta Active Transportation Plan

Technical components of the GoShasta Plan will be performed under contract with a consultant, while the Shasta Regional Transportation Agency (SRTA) will serve as facilitator, consensus builder, and coordinator between project partners. Results from Redding’s supplementary planning and public engagement emphasis will be incorporated into the GoShasta Plan.

Question 6A Continued

Alternative benefits and costs compared and contrasted

Alternative 1 is not the most efficient, economical approach, as the cities and the County face short staffing, funding issues, and other pressing priorities. In fact, without GoShasta, local jurisdictions will not have the resources or data to do their own plans. Consequently, they will not have the resources to compete for non-motorized funding.

Alternative 2, or The GoShasta Active Transportation Plan economically integrates locally adopted projects and policies into a regional plan, organizes data for the county and smaller cities (Anderson and Shasta Lake) to prepare ATP applications, and provides Redding, the region's largest city, with a focused planning effort. Within this regional context, the GoShasta Plan **accomplishes in one plan what would normally be required by four agency plans**. This also provides the public, tribal governments, Caltrans and other entities with a more efficient and meaningful engagement process.

How the chosen alternative is more cost effective/efficient

Alternative 2 costs less to do a regional plan than it would take to fund four separate local agency plans. The small investment in the regional GoShasta Active Transportation Plan will **pay off dividends for years to come** and the rewards to the residents of Shasta County mirror the goals of the Active Transportation Program.

Inclusion and encouraged use of all non-motorized modes

Some of the **benefits include closing gaps in the non-motorized transportation network for all users**, including cyclists, pedestrians, and the mobility-impaired. These underserved groups will be included in the development of **community preferences for countermeasures** (discussed in Question 2) to collision hotspots, and policies on non-motorized engineering, education, **encouragement**, enforcement, and evaluation, etc. Educational opportunities (discussed in Question 2) will encourage these groups to take more trips using non-motorized means.

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right)$$

Demonstration that input values are appropriate to this application

Project Name:		GoShasta Active Transportation Plan		INFRASTRUCTURE	
Project Location:		Shasta County			
Bike Projects (Daily Person Trips for All Users) (Box 1A)				Project Costs (Box 1D)	
		Without Project	With Project	Non-SR2S Infrastructure Project Cost	
Existing		59966		SR2S Infrastructure Project Cost	
Forecast (1 Yr after completion)		61511	75679		
		Commuters	Recreational Users	ATP Requested Funds (Box 1E)	
Existing Trips		506	619	Non-SR2S Infrastructure	
New Daily Trips (estimate)		253	309.5	SR2S Infrastructure	
(1 YR after completion) (actual)					
Project Information- Non SR2S Infrastructure				CRASH DATA (Box 1F)	
Bike Class Type		Bike Class II		Last 5 Yrs	Annual Average
Average Annual Daily Traffic (AADT)				Fatal Crashes	27
				Injury Crashes	201
				PDO	0
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)				SAFETY COUNTERMEASURES (Improvements) (Box 1G)	
		Without Project	With Project	Y or N	
Existing		62341		(Capitalized)	
Forecast (1 YR after project completion)		63936	78664		
		Without Project	With Project		
Existing step counts (600 steps=0.3mi=1trip)				Signalized Intersection	Pedestrian countdown signal heads
Existing miles walked				Signalized Intersection	Pedestrian crossing
				Signalized Intersection	Advance stop bar before crosswalk
				Signalized Intersection	Install overpass/underpass
				Unsignalized Intersection	Raised medians/refuge islands
				Unsignalized Intersection	Pedestrian crossing (new signs and markings only)
				Unsignalized Intersection	Pedestrian crossing (safety features/curb extensions)
				Unsignalized Intersection	Pedestrian signals
				Roadways	Bike lanes
				Roadways	Sidewalk/pathway (to avoid walking along roadway)
				Roadways	Pedestrian crossing (with enhanced safety features)
				Roadways	Pedestrian crossing
				Other reduction factor countermeasures	
Safe Routes to School (SR2S) (Box 1C)					
		Total			
Number of student enrollment		41,567			
Approximate no. of students living along school route proposed for improvement		41567			
Percentage of students that currently walk or bike to school		13.00%			
Projected percentage of students that will walk or bike to school after the project		15.00%			

MAY 2015 GOSHASTA ACTIVE TRANSPORTATION PLAN | Page 50

Question 6B Continued

Documentation of output B/C value calculated by tool

20 Year Invest Summary Analysis	
Total Costs	\$0.00
Net Present Cost	\$0.00
Total Benefits	\$279,752,603.63
Net Present Benefit	\$185,274,418.66
Benefit-Cost Ratio	#DIV/0!
20 Year Itemized Savings	
Mobility	\$159,521,279.60
Health	\$54,333,567.05
Recreational	\$54,565,648.14
Gas & Emissions	\$11,332,108.84
Safety	\$0.00
Funds Requested	\$250,000.00
Net Present Cost of Funds Requested	\$240,384.62
Benefit Cost Ratio	770.74

Figure 38 GoShasta B/C Ratio

In addition to the B/C ratio requested via the tool provided by Caltrans, the application also requests the following B/C ratios:

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right)$$

$$\frac{\text{Benefit}}{\text{Total Project Cost}} = \frac{\$279,752,603.63 \text{ (from tool)}}{\$318,000} = 893.78$$

And

$$\frac{\text{Benefit}}{\text{Funds Requested}} = \frac{\$279,752,603.63 \text{ (from tool)}}{\$250,000} = 1119.01$$

Question 6B Continued

Provision of constructive feedback and recommendations

Feedback on the tool

- After entering data for the GoShasta Plan into the tool, “benefits” and “20 year itemized savings” were generated. However, no benefit/cost ratio was developed from row 6 of the tool’s Results page (see red circle in Figure 38).
- Instructions should not be in Excel.
- Since it is easier to get data on the “number of bike and pedestrian users” per ACS data, as opposed to “daily person trips,” perhaps plan applications could enter this kind of info into the B/C Tool.

Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

The Shasta Regional Transportation Agency will offer \$63,000 (20% of the total project cost) of regional funding (Non-ATP funds) if awarded ATP funds.

Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☒ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- ☐ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

Question 8 Continued

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- ☐ Neither corps can participate in the project (0 points)
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions

Detailed Instructions for: **Question #9**

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. Applicant: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

The Shasta Regional Transportation Agency has successfully delivered all previous grant requirements in the past five years and has passed all of its audits.

- B. Caltrans response only:**
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer's Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with "I-#" based on the # of the Narrative Question

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments Attachment K
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A



Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? ____ If yes, no signature is required. If no, the following signature is required.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Attachment A

Attachment B

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 6/1/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA	VAR				
Project Title: GoShasta Active Transportation Plan						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				313				313	
TOTAL				313				313	

Fund No. 1:	ATP Funds	Proposed Funding (\$1,000s)							Program Code
									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				250				250	
TOTAL				250				250	

Fund No. 2:	Match Funds	Proposed Funding (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SRTA
PS&E									SRTA funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				63				63	
TOTAL				63				63	

Fund No. 3:		Proposed Funding (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Attachment B

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☒ New Project				Date: 6/1/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.
02				Sha-NI	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SHA	VAR			Shasta Regional Transportation Agency (SRTA)	
				MPO	Element
				Shasta	Local Assistance
Project Manager/Contact		Phone		E-mail Address	
Keith Williams		530-262-6190		kwilliams@srtac.ca.gov	
Project Title					
GoShasta Active Transportation Plan					
Location, Project Limits, Description, Scope of Work ☐ See page 2					
Shasta County, including the cities of Anderson, Redding, and Shasta Lake, is the project location. The GoShasta Active Transportation Plan is a plan serving this entire region. The project is the coordinated development of the GoShasta Plan which includes active transportation goals, policies, projects and priorities from all of the jurisdictions within the Shasta region. As part of the GoShasta planning effort, SRTA and member agencies will coordinate with a consultant on data collection, public outreach, and other components. If awarded the full request, enhanced public outreach will be carried out.					
☒ Includes ADA Improvements ☒ Includes Bike/Ped Improvements					
Component		Implementing Agency			
PA&ED					
PS&E					
Right of Way					
Construction		Shasta Regional Transportation Agency (SRTA)			
Purpose and Need ☐ See page 2					
The Shasta region does not have an active transportation plan (ATP) and would like to plan and develop a comprehensive and integrated program of projects, which fill non-motorized network gaps. Our disadvantaged community is calling for the development of a safe and effective mobility network for all users. The regional GoShasta ATP obviates the duplicative and costly effort of each agency creating its own active transportation plan independently while also coordinating all bicycle and pedestrian projects under a regional lens.					
Project Benefits ☐ See page 2					
This ATP grant would meet the needs of four ATP plans, otherwise needed in the Shasta region. This collaborative effort will benefit the region with data collection, so smaller cities and the county can prepare ATP applications. A coordinated ATP also affords the public and other agencies such as Caltrans, a single point for participation and review.					
☒ Supports Sustainable Communities Strategy (SCS) Goals ☒ Reduces Greenhouse Gas Emissions					
Project Milestone					Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document				Document Type	
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					07/01/16
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/17
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

☒ New Project				Date: 6/1/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.
02				Sha-NI	
Project Title					
GoShasta Active Transportation Plan					
Additional Information					

Number of Characters
613

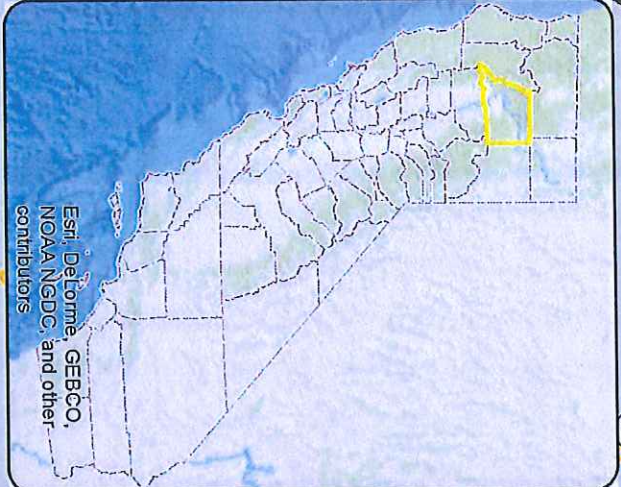
Number of Characters
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Number of Characters
353

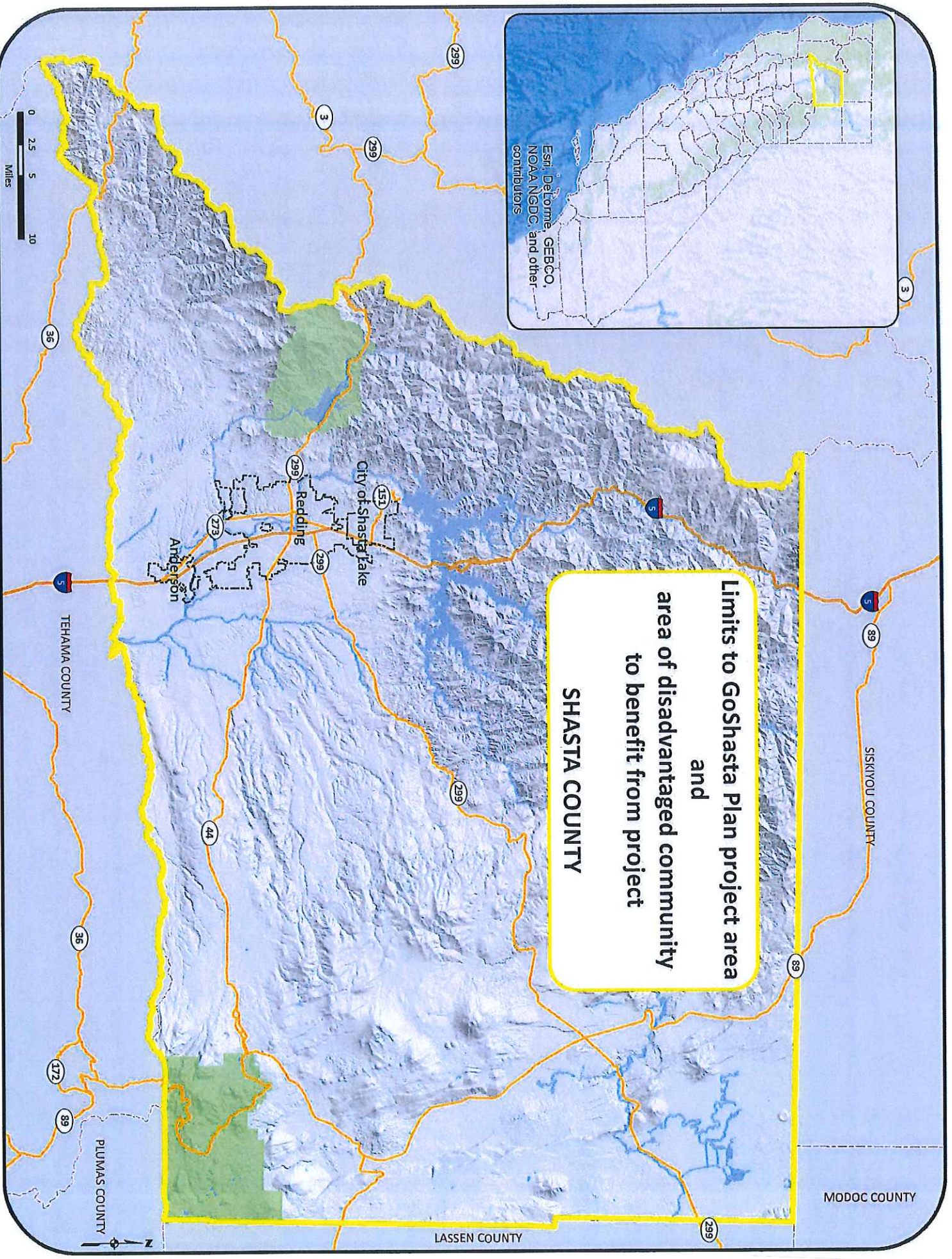
Attachment B

Attachment C

Attachment D



Limits to Goshasta Plan project area
and
area of disadvantaged community
to benefit from project
SHASTA COUNTY



Attachment E

Attachment F

GoShasta Active Transportation Plan

Today

GoShasta

Tomorrow



Data Collection



Outreach



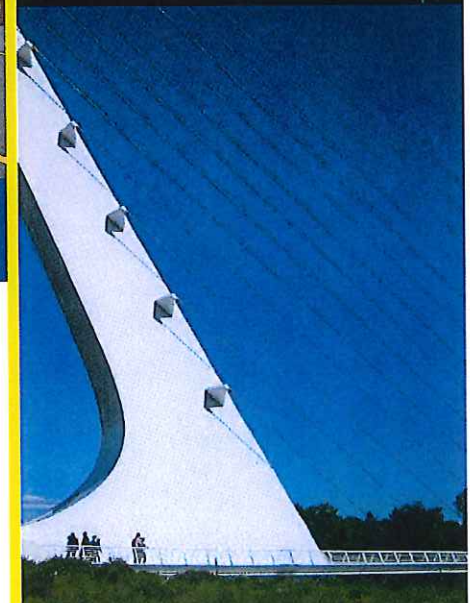
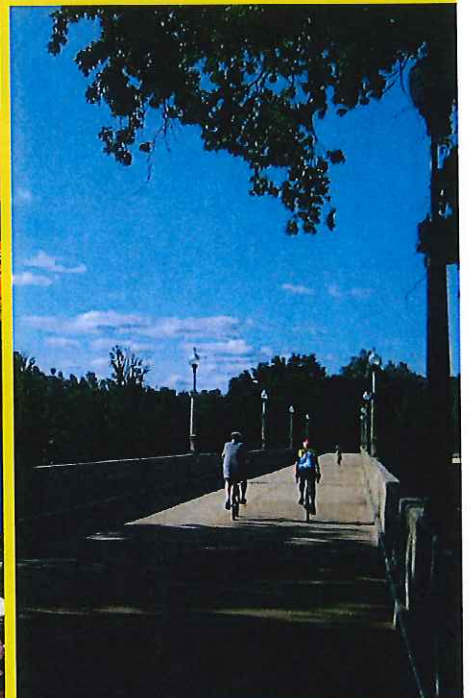
Plan Development

GoShasta Plan



Adopted December, 2017

Funded by the CTC



Attachment F

Attachment G

GoShasta Plan Project Estimate					
Start Date	End Date	Phase	Scope	Deliverables	Cost
July, 2016	September, 2017	GoShasta Initiation	GoShasta Kick off Meeting. Identify existing conditions. Input collected data into GIS and model for mapping/modeling (<i>Mapping and modeling will continue into plan development</i>).	1) Kick off meeting 2) RFP and executed consultant contract(s) 3) Memo on inventory of conflict zones and nonmotorized infrastructure 4) technical memo on modeling	\$ 95,000
July, 2016	December, 2017	Public Outreach	Form Citizens Advisory Committee and meet 7 times during plan development. Conduct non-motorized survey to determine needs, destinations, and travel behavior. Marketing for community workshops, Bike Month & Trailblazer participation. Community workshops and Bike Month events. Management of Shasta Trailblazer communication.	1) Summary meeting notes from Citizens Advisory Committee Meetings 2) survey results 3) Media announcements & promotional material 4) Summary of workshops 5) Summary Bike Month events 6) Summary of community preferences	\$ 95,000
January, 2017	December, 2017	Plan Analysis & Development	Project prioritization. Assemble funding sources for projects. Prepare Draft GoShasta Plan. Prepare Final GoShasta Plan. Present GoShasta Plan and Redding's plan to SRTA Board and Redding's city council for adoption.	1) Local Agencies' prioritized projects 2) List of funding sources 3) Draft GoShasta Plan and Redding Plan 4) Final GoShasta Plan and Redding Plan, staff reports, SRTA Board meeting and Redding city council minutes	\$ 78,000
July, 2016	December, 2017	Project Management & Agency Coordination	Invoicing. Submit quarterly reports to Caltrans on progress and expenditures. Interagency coordination.	1) Consultant invoices and narratives; SRTA staff financial summaries 2) Quarterly Reports 3) Action minutes from project team meetings	\$ 45,000
Total GoShasta Plan Cost					\$ 313,000

Attachment G

Attachment H

Attachment I



Methodology for Estimation of Active Transportation Users

Students Walking and Bicycling

1. Find county's total student population for 2015/15 academic year by summing school enrollment.
 - a. Public [K-12] - (CA Dept. of Education (Downloaded on May 15, 2015 from: <http://dq.cde.ca.gov/dataquest/Enrollment/GradeEnr.aspx?cYear=2014-15&cChoice=CoEnrGrd2&cLevel=County&ctopic=Enrollment&cType=ALL&cGender=B&myTimeFrame=S&TheCounty=45,SHASTA>))
 - b. Private [K-12] - (CA Dept. of Education (Downloaded on May 15, 2015 from: <http://www.cde.ca.gov/ds/si/ps/>))
 - c. Higher Education - (Shasta County Economic Development Corporation (Downloaded on May 15 from: <http://www.shastaedc.org/site-selection/workforce-profile/education>) and Chico State Extension (Spoke with Chico State Employee on May 15, 2015)
2. Multiply total student population by national average for children walking and bicycling to school, which is 13% ((SRTS National Partnership, 2009. Downloaded on May 14, 2015 from <http://saferoutespartnership.org/resourcecenter/quick-facts>).
3. Account for increases in walking and bicycling associated with the county's existing Safe Routes to School Program which is 5% per year of the program [3-Years] (Increases in walking and bicycling from "Impact of the Safe Routes to School Program on Walking and Bicycling" Journal of the American Planning Association, Volume 80, Issue 2, 2014 Noreen C. McDonald^a, Ruth L. Steiner^b, Chanam Lee^c, Tori Rhoulac Smith^d, Xuemei Zhu^c & Yizhao Yang^e pages 153-167 Published online: 25 Sep 2014 Downloaded on May 12, 2015 from: <http://www.tandfonline.com/doi/abs/10.1080/01944363.2014.956654>)

Active Transportation Users (Bicyclists and Pedestrians)

1. Find the **total** bicycling population mode share using the following formula, in which C represents the cycling mode share and T is the total cycling mode share: $T = .4 + 1.2C$ ((Transportation Research Board, NCHRP Report 552, 2006) Downloaded on May 12, 2015 from: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf)



2. Find the total bicycling population by using the following formula, using **T** from Step 1, and **R** is the total population of the county: $T \times R \times 0.8$ (same NCHRP Report 552 source).
3. Formulas taken from NCHRP Report 552 represent low, moderate, and high estimates for total cycling populations. The low estimate is equal to the commuting rate, which is quite low considering the popularity of recreational trails in Shasta County, so SRTA is assuming the formula for moderate estimates may be applied for the county's population to determine the total bicycling population.
3. Add the number of new commuting and recreational cyclists projected to be generated, based off of the population inside a 1-mile radius of non-motorized projects included in the Draft 2015 RTP and applying the same methodology as steps 1 and 2 only substituting the county population with the projects' area population; also apply a 52% growth factor attributable to survey respondents' likelihood of cycling more if conditions were improved (The survey, which had 100 respondents, was conducted in partnership with Shasta Living Streets on May 3, 2015 and May 8, 2015. See Attachment X to view the survey results from the question that qualifies this step of the methodology.)
4. Assume 50% of students walking and bicycling are cyclists. Use the 5% annual increase in students walking and biking associated with the impact of the Safe Routes to School Program from Step 4 of Students Walking and Bicycling (above) to find the number of **new** students bicycling.
5. Add the number of new students cycling to the county's bicycle commuting population, which is found by multiplying the bicycle commute share (ACS 2009-2013) by the county's total population (Draft 2015 RTP).
6. Account for population growth based off of forecasts from the Draft 2015 Regional Transportation Plan, which averages at 0.8% annually, to find estimates for 2018 (Year after GoShasta Plan is complete) and 2022 (Five years after plan completion).
7. Repeat Steps 1-6 to find pedestrian population by assuming the 52% growth factor from Step 3 applies to pedestrians too.

Commuters Walking and Bicycling

1. Multiply cycling (0.77%) and walking (2.12%) commuter rates by the 2015 county population (Draft 2015 RTP) to find existing cycling and walking rates.



2. Apply growth rate from Draft 2015 RTP to arrive at estimates for 2018 and 2022.

Recreational Cyclists and Walkers

1. Subtract the numbers of commuting cyclists and walkers from their respective total populations for each year (2015, 2018, and 2022).

Seniors Walking and Cycling

1. Find total Shasta County senior population (65+) for years 2015, 2018, and 2022 using current, near-term, and short-term regional forecasts from the Shasta SIM Travel Demand Model.

2. Apply Steps 1 and 2 from Active Transportation Users (above) only substituting the county population with the total senior population, in order to find number of seniors cycling and walking in 2015, 2018, and 2022.

Extract from StreetsAlive! (May 3, 2015) & Spring Spin (May 8, 2015) Survey Results (100 Survey Responses)											
1 = Low likelihood 4 = High likelihood		Number of Respondents Selecting "1"	Percentage of Respondents Selecting "1"	Number of Respondents Selecting "2"	Percentage of Respondents Selecting "2"	Percentage of Respondents Selecting "1" or "2"	Number of Respondents Selecting "3"	Percentage of Respondents Selecting "3"	Number of Respondents Selecting "4"	Percentage of Respondents Selecting "4"	Percentage of Respondents Selecting "3" or "4"
How likely is the following infrastructure to get you to ride a bicycle more often?	Off Road Cycling Paths	3	4.41%	2	2.94%	7.35%	10	14.71%	53	77.94%	92.65%
	Protected bike lanes	2	2.99%	6	8.96%	11.94%	14	20.90%	45	67.16%	88.06%
	More bike lanes	3	4.35%	10	14.49%	18.84%	17	24.64%	39	56.52%	81.16%
	Bike lanes with buffered space from passing cars	4	5.97%	12	17.91%	23.88%	15	22.39%	36	53.73%	76.12%
	Bike lanes with buffered space from opening car doors	5	7.35%	14	20.59%	27.94%	22	32.35%	27	39.71%	72.06%
	More streets where cars and bicycles use the same lane	33	50.77%	12	18.46%	69.23%	9	13.85%	11	16.92%	30.77%
Average % of respondents likely to ride a bicycle more often with improvements for all cycling comfort levels.										52.00%	

Attachment I-1.2

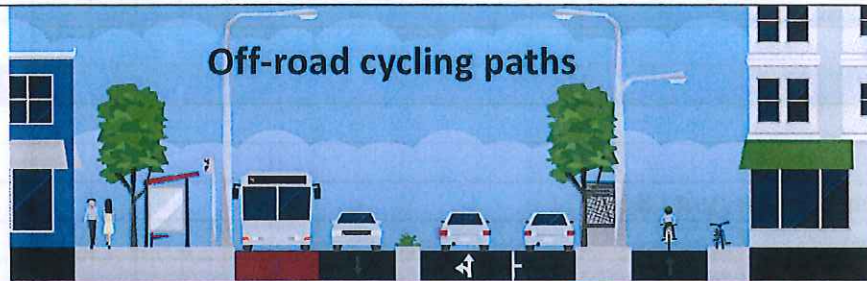
Survey for Streets Alive! and Spring Spin

How concerned are you about the following when riding a bicycle?	LOW HIGH			
	1	2	3	4
Distracted driving				
Speed of cars				
Vehicles turning right in front of me when I'm going straight				
Parked cars opening doors				
Volume of cars on roadway				
Bicycle lanes too narrow				
Motorists who run red lights and stop signs				
Moving trucks and buses				
Someone stealing my bike while it's parked				
Vehicles hitting me from behind when I am cycling				
Pedestrians stepping out in front of me without looking				
Moving cars				
Crossing at intersections				
Stranger attacks				
Other cyclists running into me				
Other (please specify below or on back of sheet)				

Identify the top 3 locations locally where you have safety concerns about riding a bike.
1.
2.
3.

How likely is the following infrastructure to get you to ride a bicycle more often?

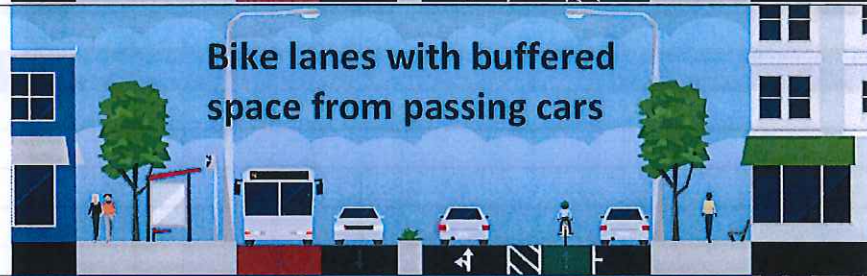
LOW HIGH
1 2 3 4



Off-road cycling paths



Protected bike lanes



Bike lanes with buffered space from passing cars



Bike lanes with buffered space from opening car doors



More bike lanes



More streets where cars and bicycles use the same lane

How likely is the following to get you to ride a bicycle more often?	LOW HIGH			
	1	2	3	4
Wider bike lanes				
Better connectivity of bike lanes				
<i>Safety/Security</i>				
More bike racks				
Secure bike parking				
Policies/programs that enhance cyclists' security & safety				
More bike racks at transit stations				
Reduced traffic speeds of cars				
<i>Amenities</i>				
Showers and lockers at destination				
Better lighting along routes				
<i>Encouragement</i>				
Incentives from my school				
Tax breaks / financial incentives				
More encouragement from my friends and family				
Workplace encouragement				
<i>Social</i>				
Cycling with a buddy more often				
Organized social cycling events				
More fashionable				
More people cycling on the road				
Friendlier bike shop employees				
<i>Education</i>				
Good local bike maps so I could check out and plan my routes				
Ladies-only bicycling classes				
Start-up cycling classes				
Bicycle repair class				
Information on state and local laws for bicycling				
<i>Other</i>				
Better weather				
Fewer hills on my trip route				
More direct routes				
Ability to bring bike on bus				
Other (please specify below or on back of sheet)				

Attachment I-2

How important are these needs for people on bicycles in the next 5 years?	LOW HIGH			
	1	2	3	4
Clear and consistent bike routes, which are easy to find and use with maps and street signs.				
More and safer bike routes in underserved neighborhoods.				
More and safer bike routes for kids/families and older residents.				
More off-street bike paths (like River Trail or multi-use path along Buenaventura).				
Safety of existing bike routes.				
More consideration and respect from other road users, particularly drivers.				
A faster, more responsive process for planning, installing, and improving bike routes.				
Prioritization of people on bikes during the planning of development projects (commercial, business, and residential).				
Better bike parking at more businesses and other destinations.				
More and better options for traveling on buses with a bike, including instructions on how to do it				
Other (please specify below or on back of sheet)				

Demographics (Please <u>circle</u> your answers)								
Age	14 or younger	15-24	25-34	35-44	45-54	55-64	65 or older	Prefer not to answer
Total Household Income Last year	\$0 to \$9999	\$10k to \$24,999	\$25k to \$49,999	\$50k to \$74,999	\$75 to \$99,999	\$100k to \$124,999	\$125,000+	Prefer not to answer
How many operational motor vehicles are available at home for your use?	0	1	2	3	4	5+	Prefer not to answer	
How many people currently live in your household?	Just me	2	3	4	5	6	7+	Prefer not to answer
What language do you speak at home primarily?	English	Spanish	Miao-Mien	Other, please specify				Prefer not to answer
In which city / community do you currently live?	Redding	Palo Cedro	Shasta Lake	Cotton wood	Mt. Gate	Burney	F.R. Mills	Shingletown
	Anderson		Other, please specify					

Thank you!

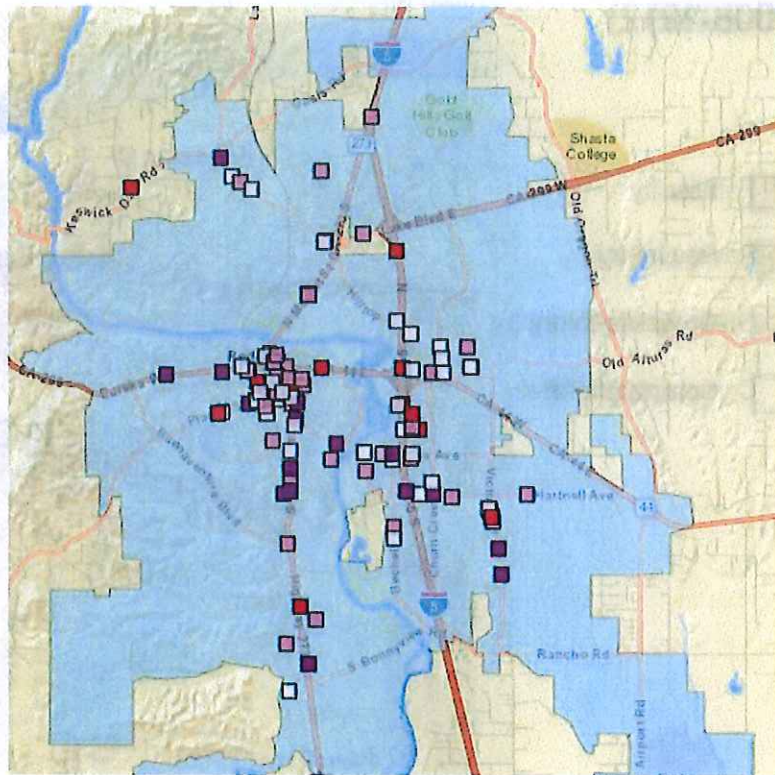


Attachment I-1.2

Redding Pedestrian Collisions

(2008-2012)

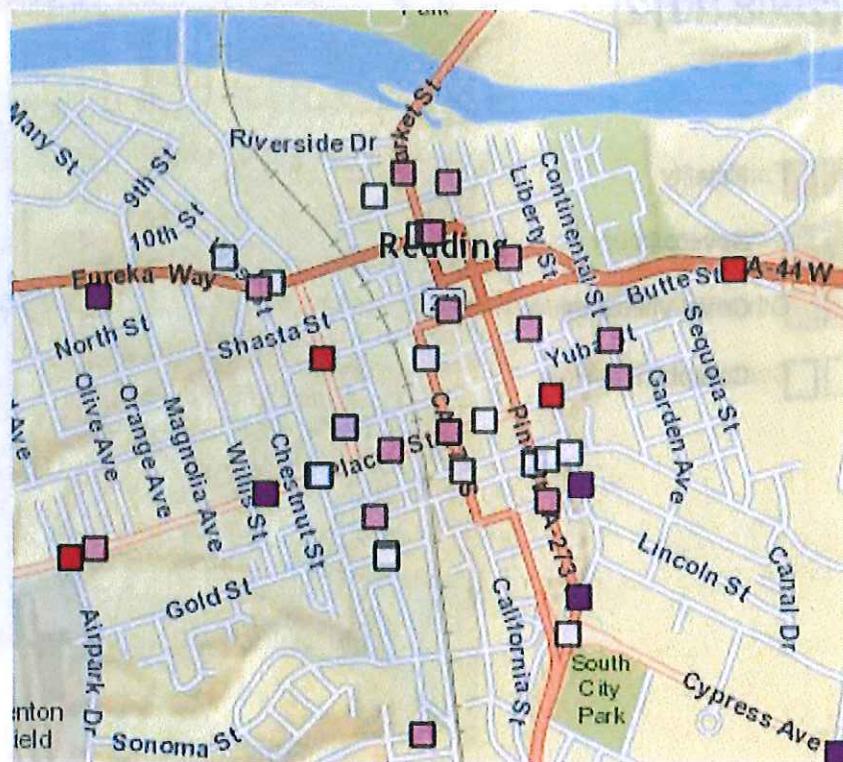
- Fatality
- Severe Injury
- Other Visible Injury
- Complaint of Pain



From BestFootForward Conference in Redding (5/1/2015) – Courtesy of CalWalks

Downtown Redding Pedestrian Collisions (2008-2012)

- Fatality
- Severe Injury
- Other Visible Injury
- Complaint of Pain



From BestFootForward Conference in Redding (5/1/2015) – Courtesy of CalWalks

Healthy Shasta Scorecard

Name: _____

Phone: _____

Bike Suitability: Redding, CA Data Collection Spring/Summer 2008

Date: _____

Time: _____

Weekday/weekend

Street: _____ between _____

Is route signed with (circle)

Bike Lane

Bike Route

No signage along route

Please circle number according to description.

	Suitability Factor (safety)	Description/Comments	Points
A	Did you have room to ride next to traffic lane?	5 or more feet = 4 4 feet or less = 3 Very little or no room to ride = 1	4 3 2 1
B	Parking permissible in shoulder or bike lane/to right of bike lane	No parking signs posted = 4 Parking okay = 1	4 3 2 1
C	Driveways	No driveways = 4 A few driveways = 2 Many driveways = 1	4 3 2 1
D	Low/obtrusive trees/shrubs	Location(s) needing attention:	
	Suitability Factor (surface)	Description/Comments	Points
E	Cracked/broken pavement/potholes in bikeway	No surface problems = 4 1-3 surface problems = 2 4 or more surface problems = 1	4 3 2 1
F	Uneven surface/pavement (includes overlay pavement not to gutter, rail road crossing, etc)	Even surface, fully paved = 4 Pavement uneven/tracks could be improved = 2 Pavement/tracks in very poor condition = 1	4 3 2 1
G	Dangerous drain grates/utility covers/metal plates	No grates/covers or safe grates/covers = 4 Moderately safe grates/covers = 2 Poorly maintained/uneven grates/covers = 1	4 3 2 1
H	Debris (gravel, glass, sand, etc.) in bikeway	Problem location(s):	

How would you rate your bicycling experience on this route today?

- ☐ I would like to ride this route again
☐ I might ride this route again, some hazardous situations
☐ I would not ride this route again unless improvements were made

Total:

Suggested improvements:

Suggestions for an alternative route that might be more suitable/enjoyable:

Features/points of interest/school/trail along route:

Which of these phrases describes you?

- ☐ An advanced, confident road rider who is comfortable riding in most traffic situations
☐ An intermediate road rider who is not really comfortable riding in most traffic situations
☐ A beginner road rider who prefers to stick to the bike path or trail

Attachment I-2B

Notes:

J:

Intersection Notes:

Were intersections easy to navigate? Did they have bike lanes? Did bike area change from one side of intersection to the other? Did you encounter problems with signals not changing?

Label intersections on map and make notes below.

Points:

24-18 = Best conditions for cycling: roads with low traffic volumes, lower speed limits, wide right lane, bikeable shoulder, low truck traffic, and very few, if any right turn lanes and commercial driveways.

17-12 = Medium conditions: requires more caution than best conditions. Includes at least two of the above favorable conditions listed.

11 or less = Difficult conditions: Cyclists should exercise a high level of caution and awareness with cycling. These roads typically have heavy traffic, higher speeds, narrow shoulders/bike lanes, and frequent/many driveways.

Attachment I-2 B



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

PUBLIC MEETING NOTICE

The next meeting of the Shasta Regional Transportation Agency will be held on **WEDNESDAY, MAY 7, 2014, AT 3:00 P.M.**, or as soon thereafter as is possible, at the **CITY OF REDDING COUNCIL CHAMBERS**, 777 Cypress Avenue, Redding, California.

AGENDA

- ITEM #1 CALL TO ORDER/ROLL CALL
- ITEM #2 PLEDGE OF ALLEGIANCE
- ITEM #3 STAFF INTRODUCTIONS
- ITEM #4 PUBLIC COMMENT PERIOD - This is the time set aside for citizens to address the board on consent agenda items or matters not on the agenda within the jurisdiction of the board. By law, the board cannot take action on matters not on the agenda, but may schedule an item for a future meeting.

CONSENT CALENDAR

- ITEM #5 ALL MATTERS LISTED UNDER CONSENT CALENDAR ARE CONSIDERED TO BE ROUTINE AND WILL BE ACTED UPON BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS GOOD CAUSE IS SHOWN PRIOR TO THE TIME THE AGENCY VOTES ON THE MOTION TO APPROVE.
- ITEM #5-1 ACTION MINUTES – FEBRUARY 25, 2014, SRTA MEETING
- ITEM #5-2 FUTURE MEETING SCHEDULE THROUGH APRIL 2015 - Information Only
- ITEM #5-3 ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT APPLICATION
- ITEM #5-4 AUTHORIZE TECHNICAL SERVICE AGREEMENT FOR CONSULTANT STUDY OF TRANSIT TECHNOLOGY AND COORDINATION OF CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA) SERVICES
- ITEM #5-5 ADOPT RESOLUTION AUTHORIZING FIRST CLASS SHUTTLE, INC. TO SUBMIT A 2014 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 (f) INTERCITY BUS PROGRAM GRANT APPLICATION
- ITEM #5-6 REVIEW AND APPROVE DISBURSEMENTS
- ITEM #5-7 REVIEW AND APPROVE SRTA FINANCIAL STATEMENTS
- ITEM #5-8 CORRESPONDENCE

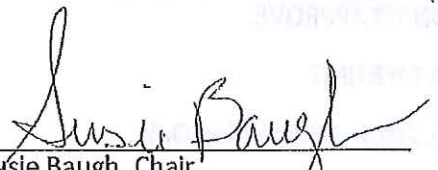
**RECOMMENDATION: APPROVAL OF ALL ITEMS
ON THE CONSENT CALENDAR**

Attachment I-3A

REGULAR CALENDAR

- ITEM #6 EXECUTIVE DIRECTOR'S REPORT
- ITEM #7 ADOPT FY 2014/15 OVERALL WORK PROGRAM (OWP)
- ITEM #8 APPROVE FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS AND RELATED ACTIONS
- ITEM #9 AMEND THE 2010 REGIONAL TRANSPORTATION PLAN TO INCLUDE ACTIVE TRANSPORTATION PROGRAM PROJECTS (Public Hearing)
- ITEM #10 RECEIVE PRESENTATION FROM SRTA AND SHASTA HHSA-PUBLIC HEALTH REGARDING TRANSPORTATION PLANNING AND HEALTH
- ITEM #11 APPROVE PRELIMINARY TRANSPORTATION PROJECTS LIST FOR 2015 REGIONAL TRANSPORTATION PLAN
- ITEM #12 CALTRANS UPDATE ON REGIONAL TRANSPORTATION PROJECTS
- ITEM #13 ADJOURN

NEXT SRTA MEETING, JUNE 24, 2014, 3:00 PM, CITY OF ANDERSON


Susie Baugh, Chair
Shasta Regional Transportation Agency

Parties with a disability as provided by the American Disabilities Act who require special accommodations or aides in order to participate in the public meeting should make the request to the SRTA at least 48 hours prior to the meeting.

Attachment I-3A

STAFF REPORT



MEETING DATE:	5/7/14
SUBJECT:	Active Transportation Program (ATP) Grant Application
AGENDA ITEM:	5-3
STAFF CONTACT:	Keith Williams, Assistant Transportation Planner

SUMMARY:

The California Transportation Commission is soliciting proposals for Active Transportation Program (ATP) project grants. ATP projects include local cycling, pedestrian, and transit connection projects, as well as funding for ATP plans. SRTA and local agencies propose to develop ATP plans to would improve the chances of receiving ATP funding.

STAFF RECOMMENDATION:

It is recommended that the board of directors authorize an ATP grant application to develop active transportation plans in the region.

DISCUSSION:

The new ATP consolidates a number of federal and state programs that fund active transportation planning and infrastructure. Active transportation encompasses bicycle and pedestrian travel and their connections to public transportation. Approximately \$129.5 million will be made available statewide, spread out over at least two grant cycles. Grant applications are due on May 21, 2014.

To be competitive for the initial round of ATP funding, projects should be listed in a locally or regionally adopted planning document (e.g. a bicycle plan, pedestrian plan, circulation plan, etc.). In future ATP cycles, larger projects must be included in an adopted active transportation plan – one that considers bicycling, walking, and connectivity to public transportation as a coordinated program of investments and strategies. The required components of an active transportation plan are shown in the attachment.

Funding to prepare active transportation plans is a high priority during the initial round of ATP grants. It is unlikely that individual grants would be awarded to each local agency in Shasta County for active transportation plans. A coordinated active transportation planning effort would be more efficient and competitive for grant funds. SRTA will work with local agencies to submit a single application that would result in five interrelated active transportation plans (one regional plan and four local plans for Redding, Anderson, Shasta Lake, and Shasta County).

Attachment I-3A

The vision for the development of the plans is laid out as follows:

Roles in the Development of the Active Transportation Plans for the Region		
SRTA	Consultant	Local Jurisdictions
Procurement, invoicing, and reporting with input from local jurisdictions	Gather background data (Data will be granular enough that each jurisdiction may pull data from the regional data pool for the development of their own plans)	Review their respective background data for accuracy
Develop regional goals, priorities, policies, and projects	Work with jurisdictions to identify and assist with the development of policies, goals, and guidelines	Finalize their respective plan and obtain council/board approval
Adopt and maintain regional ATP consistent with local ATPs	Assist SRTA with the summary of local plans and the development of regional goals, policies, etc.	Conduct any additional desired public outreach
Conduct public outreach effort for regional active transportation plan	Assist with the development of each city and county plan	
Support local agency ATP grants		

Once the four local plans have been approved by their respective councils/board, they will be wrapped into, and serve as chapters in, a regional active transportation plan for consideration by the SRTA Board of Directors. The primary purpose of the regional plan is to identify important regional projects, identify connections and gaps between jurisdictions, and include other multi-jurisdictional interests such as tribes, Caltrans, and resource agencies.

ALTERNATIVES:

The board of directors may deny the application for the funding of active transportation plans in the region. Local agencies would be responsible for funding their own plans.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) concurs with the staff recommendation.

Attachment I-3A

FINANCING:

The FY 2014/15 OWP (Agenda Item #7) includes funding for SRTA and local agency support of the plans, but not preparation of the plans. A \$150,000 ATP grant will be requested for this purpose. \$35,000 has been budgeted to local agencies and \$15,000 to SRTA for support of active transportation plans. These funds will be offered as local match for a total project cost around \$200,000. If the grant is denied, local agencies may need to fund their own plans.

A handwritten signature in black ink, appearing to read 'D. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachment:

Components of an Active Transportation Plan

Attachment I-3A



APBP Professional Development Webinar SIGN-IN RECORD

March 18, 2015 – Pedestrian and Bicycle Counting Programs

**Certification
Maintenance**
The American Institute
of Certified Planners
committed to
continuing education.

ALCP members: Provide your name and e-mail address to verify your attendance at this activity.

All others: Sign in with your name and e-mail address.

An attendance certificate may be downloaded from the APBP website after the webinar.

Site hosts: Return the completed sheet by fax to 866-720-3611 or e-mail to webinars@abpp.org.

Webinar Site (name of the host organization) Shasta Regional Transportation Agency

Please print clearly:

Please print clearly:		Check all that apply:		
Name	E-mail address	AICP	ASLA	Engineer
Keith J. Higgins	khiggins@cta.ca.gov			
Michael M. Blanchette	mmblanchette@gmail.com			✓
Trine Blanchette	trine@cta.ca.gov			
Shaun Ankney	sankney@cta.ca.gov			
Paul Sanderson	psanderson@cta.ca.gov			
Steve Bredt	sbredt@cta.ca.gov			
SEAN TIEDGEN, AICP	stiedgen@cta.ca.gov	✓		



Association of Pedestrian
and Bicycle Professionals
Expresses for Active
Transportation



SIGN-IN RECORD

July 16, 2014 – From Fast to Safer: Best Practices Where Road Speeds Change

ALCP members: Please provide your name and e-mail to verify your attendance at this activity.

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**Association of Pedestrian
and Bicycle Professionals
Expertise for sustainable
transportation**

Please print clearly:

Webinar Site Shasta Regional Transportation Agency

[illegible]



SIGN-IN RECORD

January 21, 2015 – Level of Service for Pedestrians and Cyclists

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**Association of Pedestrian
and Bicycle Professionals
Expense for Airfare
Transportation**



SIGN-IN RECORD

December 17, 2014 – Getting to Better Outcomes from Public Engagement

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[illegible]

999

**Association of Pedestrian
and Bicycle Professionals
Expertise for Active
Transportation**



August 20, 2014 – Transform Bicycling and Walking Outside the Urban Context
AICP members: Please provide your name and e-mail to verify your attendance at this activity.
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Site hosts: Return the completed sheet by fax to 866-720-3611 or e-mail to webinars@apbp.org



Webinar Site Shasta Regional Transportation Agency

[illegible]



February 18, 2015 – New Tools for Estimating Bicycling and Walking Demand

ALCP members: Provide your name and e-mail address to verify your attendance at this activity.

An attendance certificate may be downloaded from the APBP website after the webinar.

Site hosts: Return the completed sheet by fax to 866-720-3611 or e-mail to webinars@apbp.org

Webinar Site (name of the host organization) Shasta Regional Transportation Agency

Please print clearly:

Please print clearly:		Check all that apply:		
Name	E-mail address	AICP	ASLA	Engineer
Keith Williams	Kwilliams@sra.ca.gov			
Kathy Gray	Kathy.Gray@dot.ca.gov			
Doree Israel	dIsrael54@hotmail.ca @ cityshuttle.ca			
Laura Rose	Laura.Rose@dot.ca.gov			
John Farnsworth	John.F@ci.redding.ca.us			
Barah Farnsworth	Barah.F@ci.redding.ca.us			
Anna Sweet	ASweet@co.sutter.ca.us			
Robert Anderson	Robert.A.Anderson@ci.redding.ca.us			



apbp
Association of Pedestrian
and Bicycle Professionals
Experts for Active
Transportation

Attachment J

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

DISTRICT OFFICE
280 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Assembly California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR: ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
VICE CHAIR: NATURAL RESOURCES
AGRICULTURE
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

May 28, 2015

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Dear Mr. Little,

I strongly support the Shasta Regional Transportation Agency's request to receive an Active Transportation Program grant from the California Transportation Commission to promote the GoShasta regional non-motorized plan. This grant would enable the Agency to collect data and coordinate local agencies' needs to plan, prioritize and implement bike and pedestrian projects throughout the region. A well-developed plan will allow the Shasta Regional Transportation Agency to enact the top priority projects, effectively compete for funds, and ensure that projects are done in a timely manner.

It is a startling fact that Shasta County has the fifth highest rate of pedestrian fatalities in the state and the highest fatality rate in the northern counties. If awarded the funding, the Shasta Regional Transportation Agency's goal would be to drastically decrease these numbers. As the community develops its thriving system of trails and bike lanes and encourages citizens to bike, run or walk to their destinations, grants such as this are essential in properly integrating goals and funding sources to ensure the best results. I appreciate your work to ensure that walkers and cyclists are safe when travelling and that the number of fatalities is decreased.

Thank you again for your work on the GoShasta plan. The community will be a better, safer place if it succeeds.

Sincerely,

Brian Dahle

BRIAN DAHLE
Assemblyman, 1st District

Attachment J



May 28, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

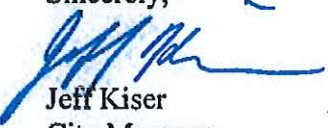
Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, the City of Anderson will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. The City of Anderson looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 72% of the State's) and with the countywide unemployment rate at 10.9%, the City of Anderson understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Anderson looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,


Jeff Kiser
City Manager



Anderson Partnership for
Healthy Children

May 26, 2015

City of Anderson

Daniel S. Little

City of Redding

Executive Director

City of Shasta Lake

Shasta Regional Transportation Agency

County of Shasta

1255 East Street, Suite 202

Redding, CA 96001

First 5 Shasta

Subject: GoShasta Active Transportation Plan

Mercy Medical
Center

Dear Mr. Little:

Redding Rancheria

Redding School
District

Shasta College

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) proposal to develop the GoShasta Active Transportation Plan. The GoShasta Active Transportation Plan is an important step in creating a community that is safe and convenient for walking and bicycling. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned non-motorized projects in the region eligible for future grant funding.

Shasta County Office
of Education

Shasta Regional
Transportation Agency

Healthy Shasta understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk or bike for their well-being. Healthy Shasta knows that the built environment influences health behaviors, and has a huge impact on injury prevention, health outcomes and equitable access to destinations. Shasta County has an employment rate of 9.7% and the median household income of Shasta is 73% of the statewide median household income.

Shasta Family
YMCA

Shasta Head Start

Simpson University

The McConnell
Foundation

Healthy Shasta is a partnership of multiple organizations formed to address growing rates of obesity and chronic disease in our community. Our vision is to create a community where the healthy choice is the easy choice, especially around physical activity and nutrition. If awarded, Healthy Shasta will work with SRTA on a plan to improve safety and bikeway-walkway-transit connectivity for the residents of Shasta County.

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Please contact me at 229-8428 with any questions or to future discuss how Healthy Shasta can contribute to and support development of the GoShasta Active Transportation Plan.

Viva Downtown

Whiskeytown
National
Recreation Area

Sincerely,

A handwritten signature in cursive script that reads "Shellisa Moore".

Shellisa Moore

Healthy Shasta Coordinator



Health and Human Services Agency

Donnell Ewert, MPH, Director

2650 Breslauer Way
Redding, CA 96001-4246
Phone: (530) 225-5899
Fax: (530) 225-5903
CA Relay Service: (800) 735-2922

May 22, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The Shasta County Health and Human Services Agency (HHSA) would like to express our support for the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned non-motorized projects in the region eligible for future grant funding.

HHSA understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk or bicycle for their health and well-being. HHSA knows that the built environment influences health behaviors, and thus has a huge impact on injury prevention, health outcomes, and equitable access to destinations. If awarded funds, HHSA will work with SRTA on a plan to improve safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. HHSA staff, with expertise in Safe Routes to School, is available to ensure safe routes to and from local schools are incorporated into the plan.

HHSA looks forward to working with SRTA on GoShasta and Safe Routes to Schools projects. We wish you the best of luck on the grant application. Please let us know if we can help in any way.

Sincerely,

Donnell Ewert, MPH
HHSA Director
(530) 245-6269
dewert@co.shasta.ca.us

"Healthy people in thriving and safe communities"

www.shastahhsa.net

Attachment J



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 262-6190 nssr16@gmail.com

www.superregion.org

Tamera Leighton, Chair

Jon Clark

Butte County Assn. of Governments

James Bell

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

John Linhart

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co./City Area Planning Council

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

May 27, 2015

Daniel S. Little

Executive Director

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

Please accept this letter of support from the North State Super Region (NSSR) for Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. The NSSR is a compilation of sixteen Metropolitan Planning Organizations and Regional Transportation Planning Agencies in northern California working together to make the California North State a better place to live.

GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. As such, GoShasta will be a plan that makes all planned bicycle and pedestrian projects in the Shasta region eligible for future grant funding.

As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, NSSR understands the importance of having transportation options for north state residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

Please feel free to contact me if you require any assistance with this effort.

Sincerely,

Lisa Davey-Bates, Chair
North State Super Region

Attachment J



CITY OF REDDING

PUBLIC WORKS - ENGINEERING

777 Cypress Avenue, Redding, CA 96001-2718

P.O. Box 496071, Redding, CA 96049-6071

530.225.4170 FAX 530.245.7024

May 28, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

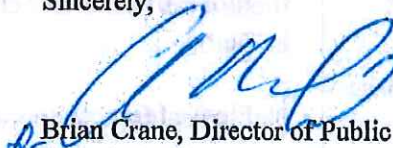
Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. The GoShasta Plan will include an individual non-motorized transportation plan for the City of Redding that will be incorporated into a larger, regional non-motorized plan. The GoShasta Plan will make the City's and all other planned non-motorized projects in the region viable for future grant funding that may be combined with local sources for implementation.

If awarded funds, the City of Redding will work closely with SRTA and the chosen consultant to develop a Regional and City plan that focuses on improving safety and bikeway-walkway-transit connectivity for the City's and Region's pedestrians and cyclists. The City of Redding looks forward to working with SRTA's consultant in establishing inventories of existing bicycle and pedestrian facilities; leading a comprehensive local public involvement process, identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, the City of Redding understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Redding looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,


Brian Crane, Director of Public Works
City of Redding

Attachment J



Shasta College

Shasta-Tehama-Trinity Joint Community College District
11555 Old Oregon Trail • P.O. Box 496006 • Redding, CA 96049-6006
Phone: (530) 242-7500 • Fax: (530) 225-4990
www.shastacollege.edu

May 29, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

Shasta College would like to express its support for the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan – a coordinated regional non-motorized transportation plan administered by SRTA. Shasta College's GIS Program has collaborated with SRTA on a number of projects in recent years, including the collection of non-motorized transportation data. We look forward to continuing to work with SRTA on this project that provides benefits to students and the community.

If SRTA is awarded grant funds, Shasta College will work with SRTA on a plan to improve safety and connectivity for pedestrians, cyclists, and transit riders arriving and departing from the campus and satellite locations. Last year, Shasta College GIS students implemented a project to collect GIS data on existing walkways and bikeways in downtown Redding. They collected information on such things as street lights, bike racks and benches which express the level of service of the bikeways and walkways. We plan to continue giving students practical GIS experience working on projects in support of SRTA's regional active transportation efforts.

Shasta College understands the importance of having transportation options for its students, both for those that do not have the option to drive and for those that make the choice to walk or bicycle for their health and well-being. Shasta College's GIS Program looks forward to working with SRTA on GoShasta. We wish you the best of luck on the grant application. Please let us know if we can help in any way.

Sincerely,

Dr. Joe Wyse
Superintendent/President

JW:tm

Governing Board Members

Rhonda E. Nehr
McArthur

Dr. Rob Lydon
Red Bluff

Duane K. Miller
Anderson

Kendall S. Pierson
Redding

Rayola B. Pratt
Shasta

Robert M. Steinacher
Corning

Scott J. Swendiman
Redding

Superintendent/President
Joe Wyse, Ed.D.

Attachment J



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

May 22, 2015

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little: *Dan.*

Shasta County supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, Shasta County will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. Shasta County looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's) and with the countywide unemployment rate at 9.7%, Shasta County understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

Shasta County looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,

Patrick J. Minturn, Director
Shasta County Department of Public Works

PJM//ldr

Attachment J

City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: www.cityofshastalake.org



May 22, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: GoShasta Plan

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application to prepare the GoShasta Plan. GoShasta will be a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County and administered by SRTA. The city and county appreciate administrative oversight of the plan that allows for the cities and county to use SRTA's resources to administer the grant application; to prepare a request for proposal; to select a consultant to work with the jurisdictions at practical levels for each jurisdiction's respective staff; and to coordinate the plan's regional aspects. The GoShasta Plan will make all planned non-motorized projects in the region eligible for future grant funding.

If awarded funds, the City of Shasta Lake will work closely with SRTA and the chosen consultant to develop a plan that focuses on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. City of Shasta Lake looks forward to establishing inventories of existing bicycle and pedestrian facilities; identifying priority corridors, network safety and security vulnerabilities; and measuring accessibility and connectivity of disadvantaged neighborhoods. As a disadvantaged community (Shasta's median household income is 73% of the state's.) and with the countywide unemployment rate at 9.7%, the City of Shasta Lake understands the importance of having transportation options for our residents, both for those that do not have the option to drive and for those that make the choice to walk and bicycle for their health and well-being.

The City of Shasta Lake looks forward to working with SRTA on GoShasta. Good luck on the grant application.

Sincerely,

John N. Duckett, Jr.
City Manager

Attachment J

Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

May 26, 2015

Dan Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Re: Enthusiastic Support for GoShasta Plan

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's efforts to develop and administer a regional non-motorized plan, coordinated between the four jurisdictions in Shasta County. This project will make a significant difference for people and transportation in the communities throughout Shasta County.

Shasta Living Streets vision and mission is a regional one because we recognize the vital importance of coordinated and comprehensive plans for bicycle and pedestrian facilities, transit and sustainable development in our region. Our individual, family and business members live, work and play in the various cities, towns and unincorporated areas of our county. They often share and discuss the challenges and opportunities for coordinated non-motorized transportation across the region.

Thus, we look forward to having a coordinated plan between the four jurisdictions in Shasta County and administered by SRTA. We expect GoShasta to be a transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding. Our organization will work closely with SRTA and the chosen consultant to develop a plan that will focus on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists. We see a strong need for it, and we will assist development of a comprehensive and effective plan. And further, we will support adoption and implementation of the facilities outlined in the plan.

Strong interest in our community

Shasta Living Streets has a number of methods for gathering comments and input from people in our community about transportation issues. In the past month we conducted a survey of people who self-selected as experienced and interested in riding in Shasta County.

Top locations where I have safety concerns while riding a bike.

- **50%+ of responses from across the county are in places where more than one agency (City/County/Caltrans) is involved, and/or where a route crosses multiple agency jurisdictions.**

As further evidence, last summer Caltrans was flooded with hundreds of letters of support for downtown street improvements that included a lane reduction to calm traffic and make crossing streets safer, with an addition of bike lanes. The public meeting saw an unprecedented number of people (150) crowd into the room to support the transportation improvements to benefit people walking and bicycling downtown.

Great need in our community

We are also well aware of the need for improved non-motorized options to help families and individuals as indicated by local measures of wellbeing.

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment: Shasta county's median household income is 73% of the state's, the countywide unemployment rate is 9.7%,

High rates of negative health outcomes. Shasta County is ranked at number 50 of 57 in the state of California, for both health outcomes and health determinants. We are well aware of the research that has shown more active living and daily movement is key to addressing these health issues. (countyhealthrankings.org)

County Health Rankings Measures and Data for Shasta County

<i>Measure</i>	<i>Year</i>	<i>Shasta Co</i>	<i>State of CA</i>	<i>Difference</i>
Adult obesity	2011	27%	23%	+4
Adult diabetes	2011	11%	8%	+3
Adult physical inactivity	2011	19 %	17%	+2
Access to exercise opportunities	2010-13	79%	93%	-14
Park access within 1 mi	2013	8%	58%	- 50
Drive alone to work	2012-14	81%	73%	+8
Long commute - driving alone	2014	15%	37%	-22
Motor vehicle crash deaths	2006-12	14	9	+5
Alcohol impaired driving deaths	2009-13	38%	31%	+7

High cost of transportation. The lack of bicycle and pedestrian options in our community creates a real burden for families and individuals in cost and time commitment. Recently we heard from a mother who described the family burden created by a typical day of driving her children on daily errands - 60 miles by car in one day. She wants improved facilities so her family could make some of those trips without her driving; they would do so - if they had safe and convenient bicycling and walking facilities, which she feels they currently do not.

Regional transportation thinking and planning is essential in Shasta County

Our region has three cities and many small towns and homes spread out in the county area. People's lives in these places are tied together in many ways. Homes, businesses and attractions are spread out – few people live, work and play exclusively in one city. Agency staff however, are understandably focused within their particular boundaries. And the small cities and towns have very few staff able to devote time to active transportation planning.

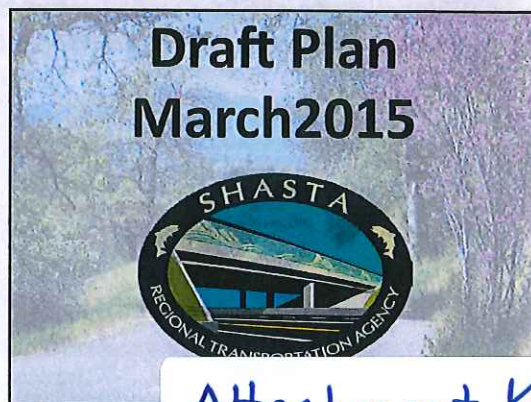
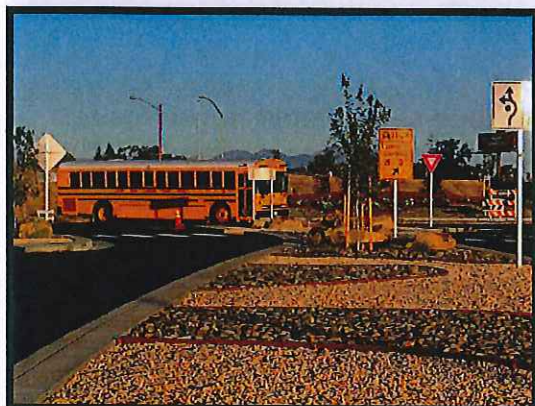
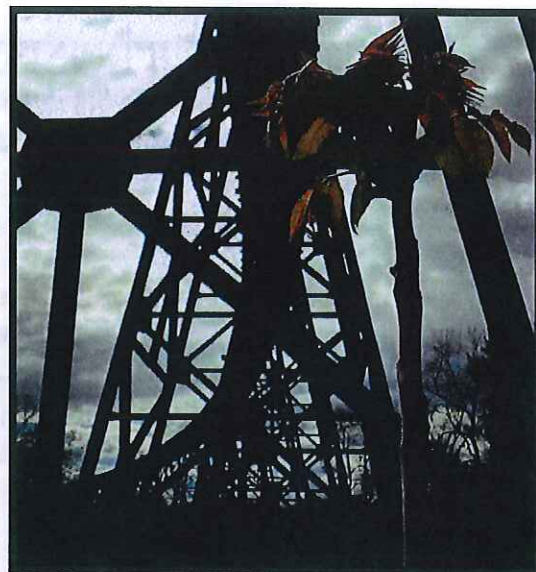
Thus a regional transportation plan is essential to bring cohesive and comprehensive project implementation to the region – to help families and individuals, business and economy – grow and thrive in this area. Thank you for improving the health and wellbeing of individuals, families and businesses in our community by developing the regional GoShasta Plan.



Anne Wallach Thomas
Executive Director, Shasta Living Streets

Attachment K

Draft 2015 Regional Transportation Plan for Shasta County



ACTIVE TRANSPORTATION SWOT ANALYSIS

The following observations are not intended to be comprehensive, but rather to highlight salient issues and opportunities related to regional mobility.

STRENGTHS:

- Strong community advocacy groups have emerged or become more actively engaged.
- Regional trails investments (Sacramento River Trail, Diestelhorst Bridge, Sundial Bridge, etc), including major contributions from the McConnell Foundation.
- Public support and usage of trails
- Adopted complete street policies in the City of Redding.

WEAKNESSES:

- Class I trails are incomplete and segmented
- Regional trails not well connected to transportation network.
- Focus is on recreational trips
- Limited dedicated and consistent funding for active transportation infrastructure.
- Lack of a regional active transportation plan limits access to grant funding assumed in the 20-year revenue forecast.

OPPORTUNITIES:

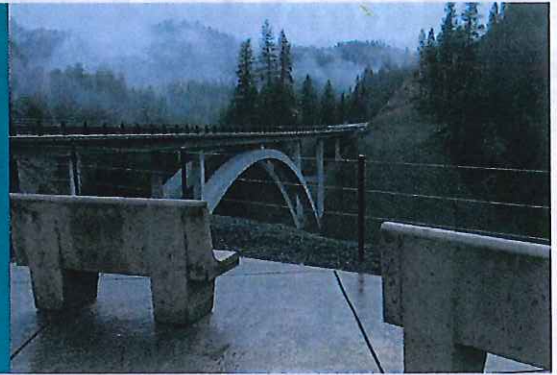
- Waterways and railroad lines offer linear corridors well-suited to right-of-way for the continued expansion of the paved trails to function as an 'active transportation freeway'.
- Availability of Active Transportation Program and other funding.
- Potential to convert recreational users to transportation users.
- Potential use of GPS-enabled smart phones to track non-motorized travel characteristics.

THREATS:

- Viewed by some as subtracting from funds available for vehicle improvements.
- Actual and perceived threats to safety affect mode choice.
- Retrofitting bike and pedestrian infrastructure into urbanized areas designed to maximize vehicle circulation can be problematic.
- Physical barriers, including the Sacramento River, railroad, and Interstate 5 sometimes require less than direct routes.

Attachment K-1

Regional Transportation Policy and Action Plan



INTRODUCTION

The RTP is a technical analysis of mobility issues and potential solutions viewed through the lens of community values and priorities. The path forward is expressed as a regional vision with accompanying goals, objectives, and strategies.

- A vision defines an organization's purpose. It represents an aspirational, if not idealized, view of the future.
- Goals are broad statements that describe a desired product or end result toward which efforts are focused. They are coordinated so as to support and reinforce one another.
- Objectives are quantifiable, measurable outcomes in support of goals.
- Strategies represent a course of action. They include specific activities designed to accomplish stated objectives.

REGIONAL VISION

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements, the integration of travel options into a seamless network, and collaborative effort toward transportation-efficient land use patterns where it is most beneficial.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming and SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.



GOAL #3:

Provide an integrated, context-appropriate range of practical transportation choices.

Objective 3.1 - Develop an integrated, context-appropriate range of local transportation choices.

Strategies

- A. Incorporate accommodations for all applicable travel modes into the design of SRTA-funded projects (long range).
- B. Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination (short range).
- C. Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities within designated Strategic Growth Areas (SGAs), or those that provide connections to/from SGAs (short range).
- D. Fill gaps between recreational trail corridors and integrate into the greater network of transportation facilities (short range).
- E. Establish multi-modal level of service criteria for evaluating and prioritizing projects and services for funding (short range).
- F. Prepare a regional plan of active transportation projects for funding.

Objective 3.2 - Develop an integrated, context-appropriate range of interregional transportation choices.

Strategies

- A. Facilitate multi-modal connectivity and service schedule alignment between local and interregional modes, including passenger rail, air, and intercity bus transportation (short range).
- B. Utilize limited funding for intercity public transportation services to reinforce private sector services where applicable (short range).
- C. Coordinate with local and state partners toward the development of an integrated network of designated inter-community and inter-regional corridors for non-motorized travel (short range).
- D. Support efforts to expand passenger air and rail services (short range).

Performance Measures

- Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking)
- Number of miles in non-motorized network
- Number of households and jobs within 1/2 mile of transit

Attachment K-1



GOAL #4: Create vibrant, people-centered communities.

Objective 4.1 - Support local governments in implementing the Sustainable Communities Strategy.

Strategies

- A. Initiate and participate in joint efforts with local agency partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. Density, Diversity of land use, Design of streets and development, Destination accessibility, and Distance to transit), with an emphasis on Strategic Growth Areas (short range).
- B. Utilize financial incentives, technical assistance, policies, and/or other available tools to promote private sector involvement in transportation-efficient development practices, including infill and redevelopment projects, with an emphasis on Strategic Growth Areas (short range).
- C. Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity are inadequate to support it (long range).
- D. Pursue grant funding for Sustainable Communities Strategy implementation activities (short range).

Objective 4.2 - Enhance community health, safety, and well-being.

Strategies

- A. Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation) (short range).
- B. Identify and map the region's disadvantaged populations and utilize regional programs and investments to enhance mobility, destination accessibility, transportation affordability, and economic opportunity (short range).
- C. Develop transportation safety data and analysis for all modes, incorporate findings into regional planning processes, and seek funding to resolve identified safety issues (long range).

Performance Measures

- CO2 emissions per capita from vehicles and light trucks
- Bicycle and pedestrian collisions



FINAL DRAFT 2010 Regional Transportation Plan For Shasta County



***Shasta County
Regional Transportation
Planning Agency
(Metropolitan Planning Organization)
1855 Placer Street
Redding, CA 96001***

Phone: 530-225-5654
Fax: 530-225-5667
Email: scrtpa@co.shasta.ca.us
Website: www.scrtpa.org

Class III - Bike Routes				
	STATUS	ROAD SEGMENT	FROM	TO
16	Proposed	Lake Blvd	Shasta Dam Blvd	North city limit
17	Proposed	SR 151	Lake Blvd	West city limit
18	Proposed	Flanagan Road	Lake Blvd	West city limit
19	Proposed	Hill Street	Lake Blvd (south)	Lake Blvd (north)
20	Proposed	Toyon Ave	Lake Blvd	Sacramento Ave
21	Proposed	Future road	Pine Grove Ave	South city limit
22	Proposed	Montana St	Vallecito Ave	Red Bluff Ave
23	Proposed	Vallecito Ave	Montana St	Washington Ave
24	Proposed	Washington Ave	Vallecito Ave	Shasta Way
25	Proposed	Shasta Way	Washington Ave	Shasta Dam Blvd
26	Proposed	Fort Peck St	Montana Ave	Shasta Way
27	Proposed	Red Bluff Ave	Montana Ave	Mussel Shoals Ave
28	Proposed	Mussel Shoals Ave	Shasta Dam Blvd	Black Canyon Rd
29	Proposed	Grand Ave	Mussel Shoals Ave	Shasta Way

Non-Motorized Goal, Issues, Objectives, Policies, and Actions

Goal: *Create a transportation environment that encourages non-motorized alternatives.*

Issues

- A. **Inadequate bicycle and pedestrian facilities discourage non-motorized trips.** Bike plans need to account for commuter trail interconnectivity in order to increase bike- and walk-to-work trips.
- B. Many existing or potential on-street bicycle/pedestrian routes are not used due to a lack of shoulders or other barriers.
- C. Class I bikeways are costly, difficult to maintain, and used less by bicycle commuters.
- D. Class II and III bikeways utilizing street and road shoulders are often littered with glass, gravel, and other debris.
- E. **The lack of a continuous regional bikeway system often impedes bicycle commuters.**
- F. In addition to bicycles, Class II facilities are important routes for wheelchair users and pedestrians.
- G. Traffic lights often won't change for bicycles.
- H. Maintenance of bike lanes and bike paths is a continuing problem.
- I. Utility poles often obstruct pedestrian facilities.

Objectives

Short-Range (2010-2020)

- O-1 Strive to eliminate barriers to bicycle and pedestrian traffic.
- O-2 Integrate non-motorized transportation into development plans throughout the region.
- O-3 Keep bicycle and pedestrian lanes in a usable condition through an on-going maintenance program.
- O-4 Mark the road as to where a bicycle should be placed to trip all new traffic signals.
- O-5 At fixed-time traffic signals, where feasible, make all new walk/don't walk signals automatic so they go to walk without having to push the button. This is considered an ITS application for pedestrian crossing detection information.

Long-Range (2020-2030)

- O-6 Strive to provide an interconnected bicycle/pedestrian network throughout the county.
- O-7 Mark all signaled intersections as to where to place a bicycle to trip the signal.
- O-8 Encourage the public to use non-motorized transportation facilities.

Policies

- P-1 Encourage each city and the county to maintain an updated bikeway plan.
- P-2 Implement the Shasta County Regional Bikeway Plan including, where appropriate, street and highway improvements that accommodate non-motorized traffic by utilizing widened shoulders, bike paths, or lanes that serve non-motorized transportation.
- P-3 Provide bicycle lanes and pedestrian walkways on the Sacramento River bridges in Redding and Anderson to allow for better non-motorized traffic flow.
- P-4 Support continued development of the Sacramento River Trail and feeder trails.
- P-5 Encourage pedestrian and bicycle transportation as mitigation for regional transportation impacts.
- P-6 Encourage the inclusion of bike lanes and pedestrian facilities in road construction and improvement projects, where appropriate.
- P-7 Eliminate non-motorized barriers to comply with the Americans with Disabilities Act.
- P-8 Encourage sweeping of shoulders on all feeder and arterial routes on a frequent schedule to improve conditions for bicyclists.

- P-9 Identify traffic signal detectors for bicycle placement with use of standard road markings.
- P-10 Provide automatic walk signals at fixed-time signalized intersections equipped with walk/don't walk signals, where feasible.
- P-11 Use the Transportation Enhancement (TE) funding available within Shasta County for development of non-motorized projects.
- P-12 Where feasible and appropriate, enhance pedestrian safety by installing traffic calming measures, such as raised sidewalks, medians, and pedestrian countdown signals that are appropriately timed to meet the needs of seniors.

Actions

Short-Range (2010-2020)

Caltrans and Regional Transportation Planning Agency

- TE funds will remain available for use in constructing/improving non-motorized facilities. (P-1, P-2, P-11)

Shasta County

- The Shasta County Bikeway Plan emphasizes safety, and focuses on Class II and III bike lanes adjacent to selected roadways. (P-2) This Bikeway Plan is currently being updated.
- Due to low construction and maintenance costs and higher commuter usage of Class II and III facilities, Shasta County is focusing on these types of facilities for improvement of its bicycle corridors. (P-2)

City of Anderson

- The City of Anderson Bicycle Transportation Plan was adopted October of 2007. It emphasizes coordination of bicycle facilities with local agencies to link major activity centers. The City currently has about 7.5 miles of Class I, II, and III bicycle facilities, including about 2.5 miles in the Anderson River Park. The Plan proposes to add 9.9 miles of bikeways. (P-1)

City of Redding

- The City of Redding has identified various potential bikeways and paths that are expected to be built by land developers as part of their requirements. Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas. (P-2, P-4)

City of Shasta Lake

- The City of Shasta Lake adopted a new Bicycle Transportation Plan (BTP) in July of 2009. Adoption of the plan qualifies the city to apply for Bicycle Transportation Account funding. The City has about seven miles of existing bikeways. The BTP proposes to construct an additional 16.5 miles of bikeways. (P-1).

Long-Range (2020-2030)

Regional Transportation Planning Agency

- The RTPA will pursue funding for non-motorized facilities and coordinate bikeway planning efforts. (P-11)



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E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

EXHIBIT 22-F REQUEST FOR STATE ATP FUNDING

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: 6/1/2015

Subject: Request for ATP State-Only Funding

The Shasta Regional Transportation Agency hereby requests ATP State-only funding for the following project: GoShasta Active Transportation Plan

PROJECT DESCRIPTION: The GoShasta Active Transportation Plan is a coordinated planning effort integrating local projects & policies into a regional plan, organizing data for smaller cities and the county to prepare ATP applications, and providing the region's largest city with a focused planning effort. (No PPNO# yet.)

JUSTIFICATION:

- A. Type of Work (Infrastructure (IF), **Non-Infrastructure(NI)**, Combined (IF/NI))
- B. Project cost = \$313,000
- C. Status of Project
 - 1. Beginning Date **(7/1/2016)** and Ending Date **(12/30/2017)** of the Project
 - 2. Environmental Clearance Status **N/A**
 - 3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?) **N/A**
 - 4. Status of Construction
 - a) Proposed Advertising Date **N/A**
 - b) Proposed Contract and Construction Award Dates **N/A**
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases) Plan "Construction" Phase – 7/16-12/17 (\$250k ATP funds & \$63k regional funds)

Attachment K-3

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project. **The use of state funding will allow SRTA to maximize the use of its limited resources on the GoShasta plan development.**

REGIONAL AGENCY CONCURRENCE: SRTA is the RTPA/MPO for the Shasta County region.

If you have any questions, please contact me by phone (530) 262-6190 or email dlittle@sрта.ca.gov.

Sincerely,



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

DSL/KRW/smt

Letter to ATP Evaluators and the CA Transportation Commission

May 3, 2015

Dear ATP Project Evaluators and Members of the California Transportation Commission,

Thank you for taking the time to review our region's grant application to fund the development of the GoShasta Active Transportation Plan. We need the GoShasta Active Transportation Plan because:

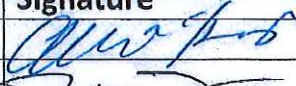
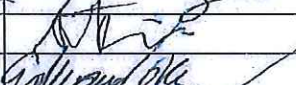
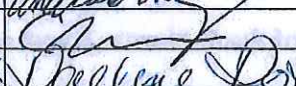
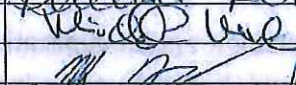
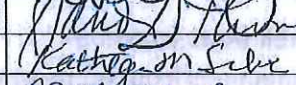
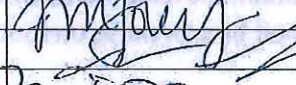
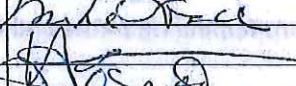
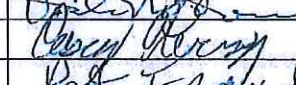
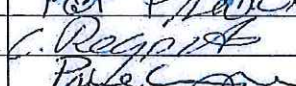
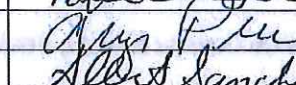
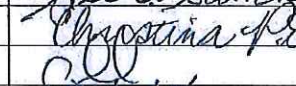
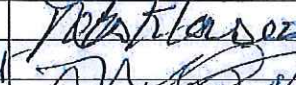
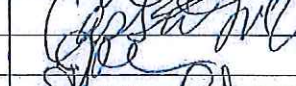
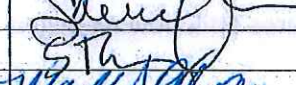
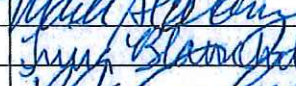
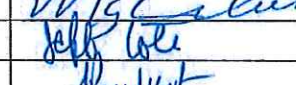
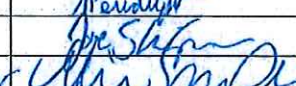
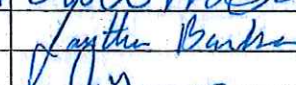
- We want safer streets.
- We want our children to be able to ride their bikes to school.
- We want seamless biking and walking connections from home to work and other destinations.
- We want to safely and logically access transit by bicycle or on foot.
- We want to exercise more outdoors.
- We want safer, more comfortable and more appealing paths and bike lanes to run errands and to visit friends on foot and by bicycle.
- We want more transportation options.
- We want to reduce our transportation costs.
- We don't want to pollute.
- We want to live healthfully.

Please help us with our mission to make Shasta County a safer, healthier, and more inviting place to walk and ride a bicycle.

Sincerely,

The Residents of Shasta County (See signatures on following pages)

Letter to ATP Evaluators and the CA Transportation Commission

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Letter to ATP Evaluators and the CA Transportation Commission

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Letter to ATP Evaluators and the CA Transportation Commission

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Letter to ATP Evaluators and the CA Transportation Commission

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