

STAFF REPORT



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

SUMMARY:

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

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

- 1) Award Regional Non-Motorized funds to the city of Redding as follows:
 - a. \$385,000 as local match toward a Highway Safety Improvement Program (HSIP) grant for bicycle and pedestrian safety improvements on Railroad Avenue; and
 - b. \$120,000 for local match toward an Active Transportation Program (ATP) grant for bicycle and safety improvements on Victor Avenue and Mistletoe Lane.
- 2) Earmark \$1,000,000 in Regional Non-Motorized Program funds for future award as follows:
 - a. Matching funds to city of Redding toward a 2022 cycle ATP grant to connect the Railroad Avenue project to Downtown Redding and South Redding;
 - b. Matching funds to city of Shasta Lake toward a 2022 cycle ATP grant for bicycle and pedestrian improvements on Cascade Boulevard; and
 - c. Matching funds to the city of Redding to complete the bicycle and pedestrian connection from Turtle Bay to Downtown Redding.
- 3) Allocate FY 2018/19 State Transit Assistance (STA) Spillover (estimated \$520,968) to the Regional Non-Motorized Program.

DISCUSSION:

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

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

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

Regional Non-Motorized Program funds in the amount of \$734,000 are currently available for new projects. Each year, approximately \$250,000 is added to the program. If approved, about \$520,000 in State Transit Assistance (STA) Spillover would also be added to the program. These are unallocated funds from the prior budget, recommended to repay previous deductions from the program to minimize the impact of reduced city streets and roads budgets. By comparison, the recently adopted GoShasta Regional Active Transportation Program identified \$23 million in near-term needs (2018-2025) and over \$200 million in long-term needs (2026-2040).

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

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

SRTA also received one request from Shasta Living Streets to administer a suite of non-infrastructure programs designed to increase bicycle and walking mode share and safety. Additional steps are needed to ensure that the applicant is eligible to receive funds. Staff recommends delaying consideration of this request until such questions can be answered.

OTHER AGENCY INVOLVEMENT:

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

FISCAL IMPACT:

Total infrastructure requests recommended for approval for the 2018 cycle is \$505,000 (conditioned upon successful Highway Safety Improvement Program and Active Transportation Program grant applications submitted by the city of Redding). About \$734,000 is projected to be available in the Regional Non-Motorized Program as part of the FY 2018/19 TDA budget, leaving a balance of \$175,500 that can be applied to future awards. The recommended set aside of \$1 million for future awards would come from current and future program funding. The SRTA Fiscal Committee recommends the projects.

Daniel S. Little, AICP, Executive Director

Attachments:

Summary of 2018 Regional Non-Motorized Program Funding Requests
Project Fact Sheets *///to be provided///*

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

CAPITAL INFRASTRUCTURE PROJECT FUNDING REQUESTS

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

NON-INFRASTRUCTURE PROGRAMMATIC FUNDING REQUESTS

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