

# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

## APPLICATION Part 1

**(Includes Sections I, V, VI, VII, VIII & XI)**

Please read the Application Instructions at  
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>  
prior to filling out this application

**Project name:**

GoShasta Active Transportation Plan

For Caltrans use only:  TAP  STP  RTP  SRTS  SRTS-NI  SHA  
 DAC  Non-DAC  Plan

## I. GENERAL INFORMATION

**Project name:** GoShasta Active Transportation Plan

(fill out all of the fields below)

<b>1. APPLICANT (Agency name, address and zip code)</b> Shasta Regional Transportation Agency, 1255 East St., Suite 202, Redding, CA, 96001	<b>2. PROJECT FUNDING</b> ATP funds Requested      \$ _____ 250,000.00 Matching Funds              \$ _____ 58,000.00 (If Applicable) Other Project funds          \$ _____ <b>TOTAL PROJECT COST</b> \$ _____ 308,000.00
<b>3. APPLICANT CONTACT (Name, title, e-mail, phone #)</b> Keith Williams, Assistant Transportation Planner, kwilliams@srtc.ca.gov, 530-262-6190	<b>5. PROJECT COUNTY(IES):</b> <p style="text-align: center;">Shasta</p>
<b>4. APPLICANT CONTACT (Address &amp; zip code)</b> 1255 East St., Suite 202, Redding, CA, 96001	<b>7. Application #</b> 1 <b>of</b> 2 <b>(in order of agency priority)</b>
<b>6. CALTRANS DISTRICT #- Click Drop down menu below</b> District 2	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	SCRTPA
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes  No   
 The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

\*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF)       19. Non-Infrastructure (NI)       20. Combined (IF & NI)

**Project name:** GoShasta Active Transportation Plan

**I. GENERAL INFORMATION-continued**

**Sub-Project Type** (Select all that apply)

21.  Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)  
 Bicycle Plan     Safe Routes to School Plan     Pedestrian Plan  
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan     Pedestrian plan     Safe Routes to School plan     ATP plan

22.  Bicycle and/or Pedestrian infrastructure  
Bicycle only:     Class I     Class II     Class III  
Ped/Other:     Sidewalk     Crossing Improvement     Multi-use facility

Other:

23.  Non-Infrastructure (Non SRTS)

24.  Recreational Trails\*-     Trail     Acquisition

**\*Please see additional Recreational Trails instructions before proceeding**

25.  Safe routes to school-     Infrastructure     Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

NA

27. SCHOOL DISTRICT NAME & ADDRESS:

NA

28. County-District-School Code (CDS) NA	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school NA	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school NA

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

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name: GoShasta Active Transportation Plan

## **V. PROJECT PROGRAMMING REQUEST**

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at [http://www.dot.ca.gov/hq/transprog/allocation/ppr\\_new\\_projects\\_9-12-13.xls](http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls)

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

**Notes:**

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name: GoShasta Active Transportation Plan

**VI. ADDITIONAL INFORMATION**

Only fill in those fields that are applicable to your project

**FUNDING SUMMARY**

**ATP Funds being requested by Phase** (to the nearest \$1000)

**Amount**

PE Phase (includes PA&ED and PS&E)	\$	
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	
Construction Phase-Non-infrastructure	\$	
<b>Total for ALL Phases</b>	\$	0

**All Non-ATP fund types on this project\*** (to the nearest \$1000)

**Amount**

Healthy Shasta (In-kind for data and public outreach)	\$	3,000
Shasta CollegeData (In-kind for data collection)	\$	5,000
SRTA (OWP and Local Support)	\$	50,000
	\$	
	\$	
	\$	

\*Must indicate which funds are matching

Total Project Cost	\$	58,000
Project is Fully Funded	Yes	

**ATP Work Specific Funding Breakdown** (to the nearest \$1000)

**Amount**

Request for funding a Plan	\$	250,000
Request for Safe Routes to Schools Infrastructure work	\$	
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

**ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE**

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.



Project name: GoShasta Active Transportation Plan

**VIII. APPLICATION SIGNATURES**

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Keith Williams  
Name: Keith Williams  
Title: Assistant Transportation Planner

Date: 5/16/2014  
Phone: 530-262-6190  
e-mail: kwilliams@srta.ca.gov

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [Signature]  
Name: Dan Little  
Title: Executive Director

Date: 5/16/2014  
Phone: 530-262-6190  
e-mail: dlittle@srta.ca.gov

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

Signature: \_\_\_\_\_  
Name: N.A.  
Title: N.A.

Date: N.A.  
Phone: N.A.  
e-mail: N.A.

**Person to contact for questions:**

Name: Keith Williams  
Title: Assistant Transportation Planner

Phone: 530-262-6190  
e-mail: kwilliams@srta.ca.gov

**Caltrans District Traffic Operations Office Approval\***

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature: \_\_\_\_\_  
Name: N.A.  
Title: N.A.

Date: N.A.  
Phone: N.A.  
e-mail: N.A.

\*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>

Project name:  
GoShasta Active Transportation Plan

### VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse
  
- Preliminary Plans- **REQUIRED for Construction phase only**
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements
  
- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item
  
- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
  
- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
  
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
  
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
  
- Documentation of the public participation process (required)
  
- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
  
- Additional documentation, letters of support, etc (optional)

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/22/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
02						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SHA				Shasta Regional Transportation Agency (SRTA)		
				MPO	Element	
				Shasta		
Project Manager/Contact		Phone		E-mail Address		
Keith Williams		530-262-6190		<a href="mailto:kwilliams@srta.ca.gov">kwilliams@srta.ca.gov</a>		
<b>Project Title</b>						
GoShasta Active Transportation Plan						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
<p>Shasta County, including the cities of Anderson, Redding, and Shasta Lake, is the project location. The GoShasta Active Transportation Plan is a non-infrastructure project 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.</p>						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
<p>The Shasta region and its member agencies have never had 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. The 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 planned bicycle and pedestrian projects under a regional lens.</p>						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
<p>This ATP grant would meet the needs of five ATP plans, otherwise needed in the Shasta region. This collaborative effort will benefit the region with data collection, policy development, and strategies for developing, continuous, interjurisdictional bicycle and pedestrian networks. A coordinated ATP also affords the public, and other agencies such as Caltrans, a single point for participation and review.</p>						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				<b>Document Type</b>		
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)						
End Construction Phase (Construction Contract Acceptance Milestone)						
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.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/22/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					
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		308						308	
<b>TOTAL</b>		<b>308</b>						<b>308</b>	Non-Infrastructure

<b>Fund No. 1:</b>	ATP Funds								Program Code
250									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									Non-Infrastructure
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		250						250	
<b>TOTAL</b>		<b>250</b>						<b>250</b>	

<b>Fund No. 2:</b>	Match Funds								Program Code
50									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SRTA and Local
PS&E									Non-Infrastructure. OWP support and local agency in-kind support.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		50						50	
<b>TOTAL</b>		<b>50</b>						<b>50</b>	

<b>Fund No. 3:</b>	Match Funds (In-kind)								Program Code
3									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Healthy Shasta
PS&E									Non-Infrastructure. Public outreach and communications focusing on transportation-disadvantaged communities
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3						3	
<b>TOTAL</b>		<b>3</b>						<b>3</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/22/14

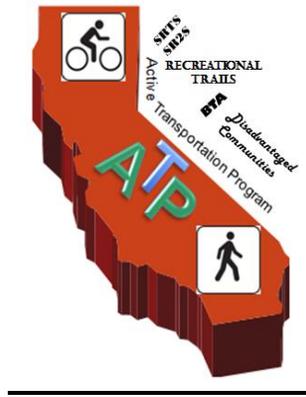
District	County	Route	EA	Project ID	PPNO	TCRP No.
02	SHA					
Project Title: GoShasta Active Transportation Plan						

Fund No. 4: Match Funds (In-kind)									Program Code
5									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Shasta College Non-Infrastructure. Field data collection.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5					5	
<b>TOTAL</b>			5					5	

Fund No. 5:									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									
<b>TOTAL</b>									

Fund No. 6:									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									
<b>TOTAL</b>									

Fund No. 7:									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									
<b>TOTAL</b>									



# **ACTIVE TRANSPORTATION PROGRAM CYCLE 1**

## **APPLICATION Part 2**

**(Includes Narrative Sections II, III & IV)**

## **II. PROJECT INFORMATION**

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

### **1. Project Location**

The entire Shasta region stands to benefit from this project. This includes the cities of Redding, Anderson, Shasta Lake, and the county of Shasta.

### **2. Project Coordinates**

Latitude   
(Decimal degrees)

Longitude   
(Decimal degrees)

### **3. Project Description**

ATP funding is requested for the development of the GoShasta Active Transportation Plan, a first for the region. The following highlight the unique aspects of the GoShasta Plan:



- The **GoShasta Plan will meet all ATP needs for the entire region** (three cities, the county, and the MPO), essentially **funding five ATPs in a single grant**. It will also provide a **single point of coordination** with agencies that may not be represented with five individual plans, including tribal governments, Caltrans, resource agencies, schools, Shasta County Health and Human Services (HHS), and non-profits.

- The **GoShasta Plan will serve as a template to the North State Super Region (NSSR)** - a consortium of the regional transportation planning

agencies representing the sixteen county North State - as a means to efficiently provide a unique multi-jurisdictional ATP plan. SRTA has committed to provide project updates and act as a technical resource to the NSSR members.

- With full funding, **SRTA intends to provide enhanced public involvement** including use of crowd sourcing and other applications, partnering with Shasta County HHS, and the formation of a standing GoShasta citizen advisory committee to build on the momentum of emerging bikeway and walkway advocacy groups.

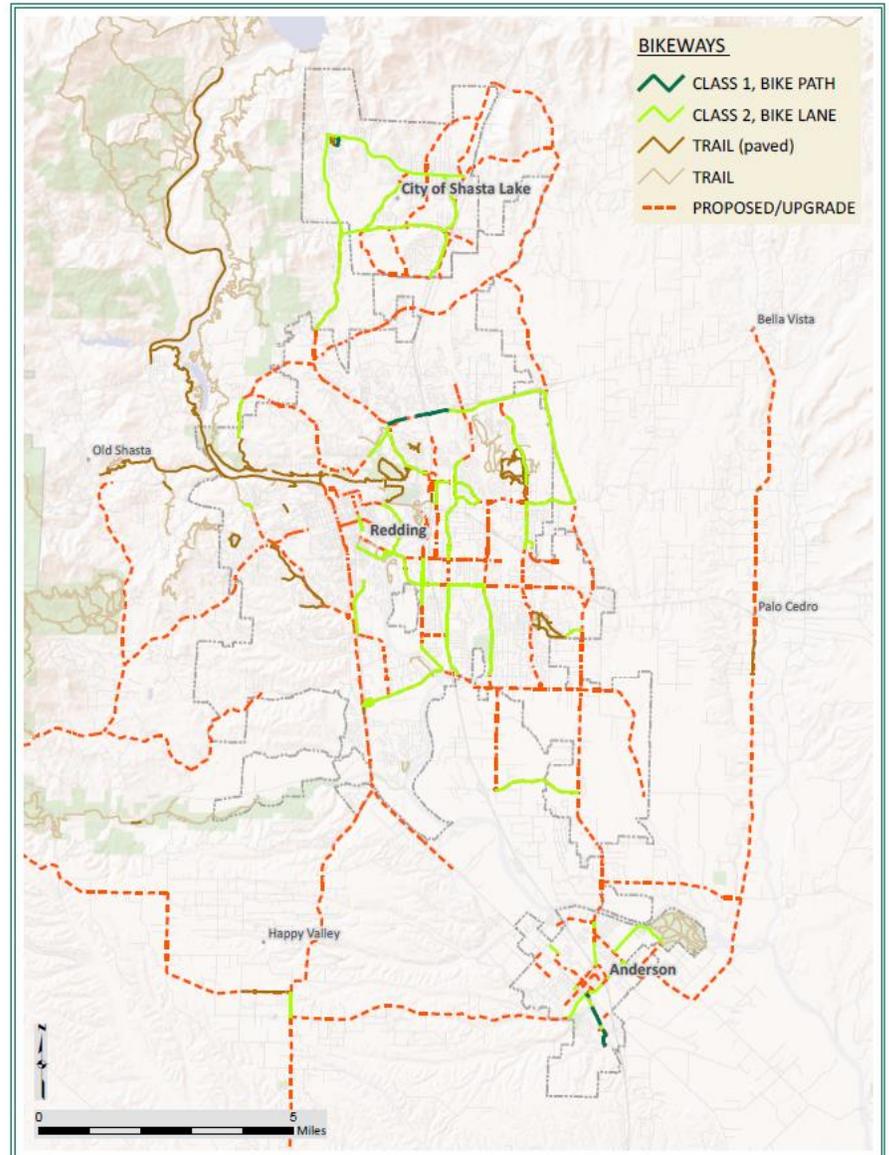
- With full funding, the city of **Redding intends to conduct more detailed data gathering** and project scoping to develop a comprehensive capital improvement program and seek to incorporate ATP needs into existing fee programs.

The GoShasta Plan will address the safety of pedestrians and cyclists, as well as non-motorized connections within, and between, jurisdictions in the Shasta region. As the plan will be focused on local agency projects and priorities, local agencies must be directly involved in the development of the plan. Data for the GoShasta Plan will be coordinated at the regional level and used to develop focused, local ATP plans as part of the GoShasta planning effort. Implementation of the GoShasta Planning effort will provide a non-motorized planning and project development foundation needed for member agency traffic impact fees, land development programs, parks/trails/open space interfaces, and/or other program and funding opportunities. Technical components of the GoShasta Plan will be performed under contract with a consultant, while SRTA will serve as facilitator, consensus builder, and coordinator between local agencies. The GoShasta planning effort will culminate with the identification of local ATP projects and priorities integrated within a regional context.

Without ATP funds, projects which connect low-income households (median Shasta County HH income is 72% of the state's, American Community Survey 2008-2012) to employment opportunities, schools, parks, grocery stores for shopping, and reduce their overall transportation costs, are far less likely to be built. The goal of the GoShasta planning effort is to develop a plan that identifies projects and policies most-suitable for the strategic growth of active transportation modal share in each jurisdiction. Member agencies have already worked with SRTA on the identification of strategic growth areas (interagency planning for the RTP update scheduled for February, 2015) and regional non-motorized connections that will increase active transportation's modal share, boost the economy (county unemployment is 10.9%, CA Employment Development Dept., 2014), and contribute toward improving public health. Now, the region needs a more focused and integrated effort, complete with public involvement and prioritized needs: The GoShasta Active Transportation Plan.

#### 4. Project Status

The project approach described above and detailed in this application is the result of a joint effort by SRTA and its member agencies, and has been approved by all local jurisdictions (see attached letters of support). The SRTA Board of Directors also authorized this ATP



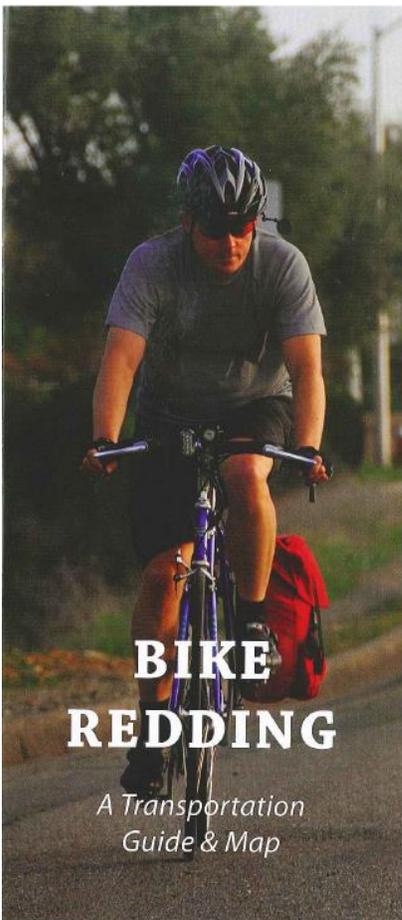
application, and plan concept, at its May 7<sup>th</sup> Board of Directors meeting. SRTA has funded a number of local bicycle plans, pedestrian plans, Safe Routes to School plans, and data collection efforts in recent years – these have been assembled in anticipation of a regional ATP.

### **III. SCREENING CRITERIA**

#### **1. Demonstrated Needs of the Applicant – Development of a Regional Active Transportation Plan**

The Shasta region has never had a regional non-motorized plan of any sort. In recent years, the community has been vocal and active in planning the region’s non-motorized future. For example, the communities of Happy Valley and Cottonwood, in South Shasta County, identified unsafe bicycle and pedestrian conditions and outlined a safe and effective mobility network for all users (Community Vision document: “How Shall We Grow,” July 2009). Another example is the 4-year old Shasta Living Streets organization that has advocated for improved non-motorized facilities for the last four years and has, in this short time, rallied thousands of Shasta County residents to support the cause. The GoShasta ATP intends to build on this momentum.

Here is how SRTA and its partner agencies have moved forward but with roadblocks due to the lack of a regional non-motorized plan and vision:



**Caltrans** has set the stage for new non-motorized improvements with the adoption of its Highway 273 Transportation Concept Report (TCR) (June, 2013) in Shasta County. The TCR for 273 calls for bulbouts, continuous Class II bicycle facilities, and cooperation with local agencies on the incorporation of bicycle projects into development projects. However, **connections from Highway 273 will lead nowhere without the funding and planning needed by member agencies for bicycle and pedestrian projects that connect SR 273 to the greater community.**

**Member agencies** have adopted bicycle plans and, in some cases, a pedestrian plan or complete streets policies. However, **all member agencies’ plans are outdated**, and no member agencies have active transportation plans. This precludes future funding opportunities for more ambitious non-motorized projects, many of which should be coordinated regionally.

**SRTA** has already begun setting aside regional funds for bicycle and pedestrian projects, but without the benefit of an overarching program of projects, projects are selected for funding on an ad hoc basis. SRTA’s Regional Transportation Plan (RTP) also lists bicycle and pedestrian projects nominated

by local agencies but without a true regional vision. SRTA will utilize and incorporate GoShasta into the RTP project list, including regionally significant projects. The **GoShasta Plan will also provide much finer project description details and project prioritization** by jurisdiction.

**2. Consistency with Regional Transportation Plan (100 words or less)**

All goals, policies, and projects within the GoShasta ATP will maintain consistency with the SRTA’s RTP, approved by the SRTA Board of Directors on July 27<sup>th</sup>, 2010. In particular, these objectives from the 2010 RTP chapter on non-motorized transportation will be echoed in the GoShasta Plan:

Objective 1: Strive to eliminate barriers to bicycle and pedestrian traffic.

Objective 6: Strive to provide an interconnected bicycle/pedestrian network throughout the county.

Objective 8: Encourage the public to use non-motorized transportation facilities.

Going forward, the GoShasta ATP will serve to help implement the Sustainable Communities Strategy currently under development for the 2015 RTP.

**IV. NARRATIVE QUESTIONS**

**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)**



Walking and bicycling is an enormously popular activity in Shasta County, supported by a long and growing list of recreational trails, including the Sacramento River Trail. According to Healthy Shasta’s “2013 Trail User Survey for the Sacramento River Trail and Dana to Downtown Extension,” 65% of respondents indicated that they use the Dana/Hilltop trailhead one or more times per week, including 31% who

use it 4 or more times per week. The community’s interest in walking and bicycling can also be seen in grassroots events such as Family Bicycling Day and ‘Asphalt Cowboys,’ which temporarily close down streets and are attended by thousands (Shasta Living Streets, 2014).

There is the potential for more. The vast majority of walking and bicycling on trails and at special events are recreational trips. Transportation trips account for 7% of trips on the Sacramento River Trail (2013 Trail User Survey), a major east-west corridor in the city of Redding where most non-motorized trips in the county are made. **Recreational trips can lead to greater mode share choice.** It is common practice to drive from surrounding neighborhoods to trail heads to walk and bike (63% of Trail User Survey respondents drive to trail heads, 2013 Trail User Survey). Tapping into

local enthusiasm for walking and biking, in combination with ped and bike-friendly policies and facilities, would have **the effect of significantly increasing walk/bike mode share**. This will be done, in part, by:

- 1) Connecting trail segments into a network, and
- 2) Connecting regional trails to the street network to provide access to employment and other activity centers

According to the Shasta Regional Travel Demand Model (Based off of 2010 Census Data, Dept. of Finance population estimates, local land use assumptions, and national and state household surveys), 40,035 trips - less than six percent of all trips in the plan area - are made on foot. The same model shows that 7,906 trips, or one percent of all trips, in the plan area are made on bicycle. This data represents *all* trips, not just commuting trips (2.4% in Shasta County report walking to work according to the American Community Survey (2008-2012)). Increasing active transportation trips will be one of the chief objectives in SRTA's Sustainable Communities Strategy to reduce vehicle miles traveled and greenhouse gas emissions.

To maximize the potential for walking/bicycling, the following key elements will be addressed in the GoShasta Active Transportation Plan:

- Safety – Safety is a legitimate concern for people making non-motorized trips in Shasta County. Between the years 2008 and 2012, Shasta County had the 5<sup>th</sup> highest number of pedestrian fatalities per 100,000 population in California (US DOT, 2008-2012). This is even more severe when one considers the low pedestrian mode share in the region to begin with. In the last three years at Shasta's open Streets Event "Family Bicycling Day," **the number one reason survey respondents give for wanting more bicycling and walking**



**facilities is that facilities are "currently too dangerous"** (Shasta Living Streets, 2013).

- Connectivity – between trail segments, and between regional trail and street networks
- Focused and coordinated **active transportation, public transit, and land use strategies** in 'strategic growth areas' called out in the region's 2015 RTP.

- Mapping - **Spatially**

**mapping mobility-challenged populations** through social equity/access data and analysis (i.e. young and old, low income, single/zero car households, etc.) will help identify existing and potential routes and corridors to employment, schools, transit, public buildings, parks, etc. Once these routes have been identified, targeted measures can be taken to increase active transportation mode share where it is most needed and likely to produce results.

- **Performance measures** do two things-
  - 1) Prioritize projects to get the biggest return on investment
  - 2) Track progress over time toward goals and in setting new goals



The ability to create new walkways and bikeways requires board approval and the Shasta Regional Transportation Agency (SRTA) Board of Directors named **bicycling and walking improvements as one of their top priorities** (Item 8, SRTA Board of Directors Meeting, December 12, 2013) for the 2015 Regional Transportation Plan currently being prepared. This is not viewed as merely a planning exercise, but rather, a 'to do' list, with an actively engaged and supportive board.

- A. Describe how your project encourages increased walking and bicycling, especially among students.
  - a. The Shasta County Health and Human Services Agency (HHS) has just completed a coordinated needs study at Shasta College, which will be incorporated into the planning process. Also, SRTA administers a Safe Routes to School grant with HHS. The GoShasta Active Transportation Plan will benefit from input, lessons learned, and the results of their education and promotion efforts. This will **ultimately translate into more non-motorized trips, particularly among students.**
- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.
  - a. Ascribing a number to the potential for Shasta County walking and cycling, as well as anticipated percentage increases, would be speculative at this point. What is more relevant is that the region's objective for increased non-motorized mode share cannot be realized absent any plan.

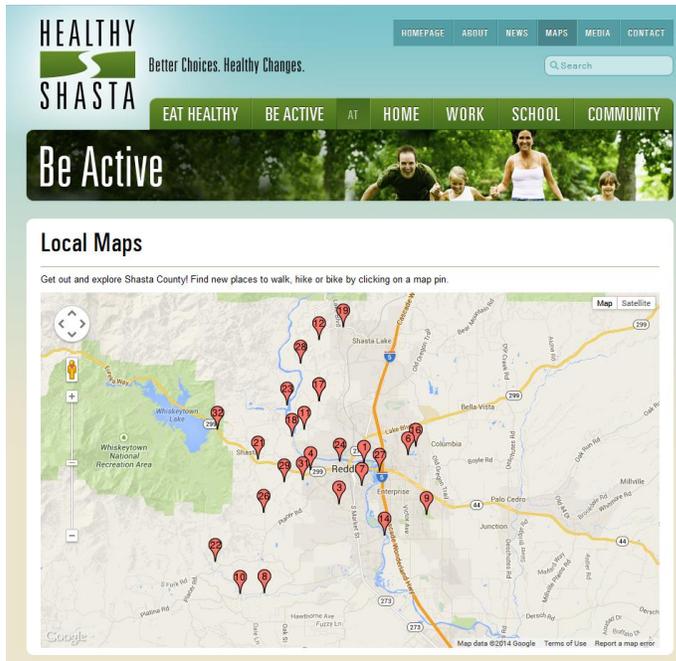
SRTA and its member agencies will use the data from the GoShasta planning effort to identify and prioritize walking and bicycling routes to and from activity centers. Programs and investments that take advantage of latent demand and **increase the active transportation mode share for all trips will be targeted.** The development of the GoShasta Active Transportation Plan will enable local and regional planners to better assess the region's active transportation potential by surveying major employers, collecting GIS data for the non-motorized transportation network, and/or other such activities.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

This is a non-infrastructure project. However, through the GoShasta planning effort, SRTA will update existing spatial data on all such facilities, and employ outreach and other analysis to identify trip origins/destinations and facilities which serve/do not serve such needs.

- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Over the past year, SRTA has assembled non-motorized facilities data, filled many data gaps, and converted the data into a 'network' of connected facilities, including directionality, access



points, and turning movements. Data is also sourced from community partners. Thirty-two such maps are available online through the Healthy Shasta website.

Having a 'network' with key attributes enables SRTA to integrate active transportation facilities into the travel demand model. Through the modeling process, system gaps become apparent and SRTA is able to forecast changes in travel behavior attributable to one project versus another. Projects that most effectively increase number of bicycle and pedestrian trips can then be prioritized for funding.

#### **IV. NARRATIVE QUESTIONS- continued**

### **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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

**To reduce bicycle and pedestrian injuries and fatalities, the ATP will employ a two-pronged, systematic method of identifying safety hazards.**

#### **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 made available online via 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. There is even the opportunity for the public to present non-motorized facility preferences and alternatives (See joint effort with Healthy Shasta referenced in attached letter of support).

- 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” (provided as an attachment to this application).
- Online public engagement – Following the redesign of the Shasta Regional Transportation Agency’s website in September, 2014, the public will have an ongoing opportunity to provide input on facilities – not just once every couple years when a plan is being developed.
- SRTA takes advantage of regional partnerships to promote the three E’s:
  - **Environment** – Local agencies and active transportation advocates, in coordination with SRTA, affect the built environment to create safe, viable mobility options for all roadway users.
  - **Education** – Public Health offers bicycle safety and educational programs
  - **Enforcement** – Public Health has coordinated with local police departments, in the past, on influencing cycling behavior through awards and enforcement but more funds are needed to restart the program. Currently, Healthy Shasta partners with police departments on Safe Routes to School projects.



SRTA’s efforts have expanded and evolved in direct response to increased community demand for improved active transportation planning, policy, and infrastructure. A growing number of bicycle and pedestrian groups – including Shasta Living Streets; Shasta Wheelmen; Redding’s Trails and Bikeways Council, and the Redding Mountain Biking Club – have become more and more engaged in the planning process.

General public interest is on the rise as well. Among the **top community priorities** identified during the Shasta County’s Regional Blueprint community visioning process included **travel mode choices** and **trails**. Some of the region’s biggest annual events are centered around bicycling and walking, including Redding’s ‘Family Bicycling Day’ and ‘Asphalt Cowboys’ which together draw thousands of attendees. A survey of attendees showed the number one reason for wanting more bicycling and walking facilities is that facilities are “**currently too dangerous**” (Shasta Living Streets, 2013).

The SRTA Board of Directors has acknowledged the public’s interest in active transportation and heard their concerns. In the 2013 SRTA Board of Directors Regional Transportation Plan Priorities Survey, “**Balanced Mobility Options**” ranked third out of 32 topics.

The GoShasta Active Transportation Plan will be built out of this grassroots demand for safe walkways and bikeways. Through the ATP, SRTA will expand upon public outreach efforts, resulting in a better understanding of the real and perceived safety threats. More importantly, SRTA will be able to develop policies, programs, and projects that systematically resolve these

conflicts. Because the GoShasta ATP is a grassroots led movement, the plan will include user-generated data and information - making for a more relevant plan and helping to ensure support during the implementation phases.

B. Describe if/how your project will achieve any or all of the following:

- **Reduces speed or volume of motor vehicles** – Both speed and traffic volume are criteria for selecting routes and prioritizing improvements. In some instances, traffic calming will be recommended, whereas in other contexts it may be more appropriate to develop alternative routes that can more easily accommodate bicycles and pedestrians.
- **Improves sight distance and visibility** – The data collection effort associated with the GoShasta Plan will be developed with and made available to local jurisdictions, who will then use it for improved design standards, that address sight distance and visibility.
- **Improves compliance with local traffic laws** – SRTA’s partnership with Health and Human Services and Healthy Shasta will expand upon education and enforcement strategies to complement improvements to the built environment.
- **Eliminates behaviors that lead to collisions** – The plan will address the three E’s know to reduce behaviors that lead to collisions. These include education, enforcement, and the built environment.
- **Addresses inadequate traffic control devices** – SRTA’s GoShasta planning effort will make up for the paucity in this data with a community-based, local agency-supported Shasta College partnership using student projects, to collect detailed GIS data inventory, focus on ‘strategic growth areas’ and surrounding corridors, and to document the traffic control devices and accommodations for cyclists (e.g. in pavement detection loops able to detect a bicycle, etc).
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks** – This is a systemic



problem and will require member agencies to develop criteria for evaluating attributes that help prioritize projects based on: volume, proximity to school, transportation disadvantaged population, collision history, and/or other relevant factors. Once prioritized by criteria unique to each jurisdiction, projects will be included in the GoShasta Plan’s program of projects.

C. Describe the location’s history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The Shasta region is the project location – which the **fifth highest pedestrian fatality rates** per 100,000 population in the state (US DOT, 2008-2012). In 2012, there were **29 bicycle collisions** and 29 pedestrian collisions reported in Shasta County (SWITRS, 2012 data was most recent data available) where there is only 180,000 residents. Many more collisions go unreported.

Consolidated collision data for incidents within the last year is not available, so SRTA began tracking bicycle and pedestrian collisions reported in the newspaper in November, 2013.

**Since November 2013, 11 bicycle and pedestrian collisions** have been recorded (SRTA, 2014). Two of these collisions involved a train and resulted in fatalities. Most bicycle and pedestrian trips occur in downtown Redding which is bisected by a rail corridor. Inadequate rail crossings and rail corridors running parallel to roadways have resulted in fatalities all too frequently. Part of the GoShasta planning effort involves the identification of opportunities for non-motorized facility improvements, including bicycle and pedestrian rail crossings, and safe adjacent facilities to avoid illegal use of the railroad right of way.

#### **IV. NARRATIVE QUESTIONS- continued**

##### **3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The development of a regional active transportation plan is the result of extensive consultation and consensus building with public stakeholders, local agencies, and Caltrans District 2. In response to increased demand for improved bicycling and walking facilities SRTA, Caltrans, and member jurisdictions have been delivering projects that strive to meet the needs of cyclists and pedestrians in Shasta County. In an effort to continue to coordinate and finance the delivery of such projects, and avoid costs associated with duplicative planning efforts, SRTA has partnered with member agencies on a proposal to develop the regional GoShasta Active Transportation Plan.



The GoShasta Plan offers an efficient approach and unique model to address all ATP needs throughout the region. Through multiple meetings, discussion, and correspondence with the cities of Anderson, Redding, Shasta Lake, and Shasta county, SRTA gathered input for the development of a mutually beneficial active transportation plan that serves the needs of the local agencies while also integrating regional planning efforts such as the Sustainable Communities Strategy. Critical aspects of this strategic coordination involve the independent decision of member agencies to program and prioritize projects locally, as well as the opportunity to develop their own plans out of the GoShasta Plan if they should elect to do so.

The GoShasta strategy for developing a regional active transportation plan, was proposed at the **publicly-noticed April 29<sup>th</sup>, 2014 SRTA Board meeting (see attached public notice)**, and the

public was given the opportunity to provide SRTA and member agencies with input. This ATP application for funds to develop a **GoShasta Plan is the culmination** of consultation with member agencies and other interested parties including Shasta Living Streets, Healthy Shasta, Shasta College, Shasta County Office of Education, and more. In addition, development of the plan will involve consultation with entities other than the cities



and the county, such as tribes, Caltrans, and resource agencies. If awarded the full grant request, SRTA will carry out an enhanced public outreach effort, so as to build on the momentum of grassroots efforts. This will maximize the number of residents involved in the process in order to receive valuable input that is so difficult to receive employing traditional outreach methods.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

**N.A.** This is a non-infrastructure project, so prioritization was not required. However, for a description of the local participation process, please see the response provided in A above.

C. Is the project cost over \$1 Million? Y/N **N**

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

#### **IV. NARRATIVE QUESTIONS- continued**

##### **4. COST EFFECTIVENESS (0-10 POINTS)**

This is a non-infrastructure project. However, there are many benefits associated with the development of the GoShasta Active Transportation Plan, including:

- A) SRTA is leveraging **\$58,000 in local matching funds** (including 8,000 In-kind) involving seven agencies. ATP funding, **precludes duplicative costs** associated with numerous independently developed active transportation plans **for all of the jurisdictions in Shasta County.**
- B) Modeling and performance metrics will be used to **quantify the performance** of different projects and aid local jurisdictions in deciding which projects will offer **the most bang for the buck.**
- C) The GoShasta Active Transportation Plan, working in tandem with local agencies and the region’s Sustainable Communities Strategy, will include projects, programs and policies

that are clearly shown and documented to influence transportation behavior and are built on the principles of the five D's: **D**ensity, **D**iversity of Land Use, **D**estination Accessibility, **D**istance to Transit, and **D**esign.

- D) SRTA's planning process and lessons learned will be made **available to the North State Super Region** – a consortium of the regional transportation planning agencies representing the sixteen county North State. More specifically, SRTA will make available planning templates, data schema, data analysis and outreach tools, as well as provide general technical assistance in support of active transportation efforts in respective regions upon request.

#### **IV. NARRATIVE QUESTIONS- continued**

##### **5. IMPROVED PUBLIC HEALTH (0-10 points)**

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.



In collaboration with Shasta County Public Health and Healthy Shasta, SRTA has identified the following issues in our community that would benefit from increased physical activity levels, and better non-motorized infrastructure that a program of projects in the GoShasta Active Transportation Plan can provide:

Shasta County residents have relatively low physical activity levels and high rates of obesity and chronic disease:

- Less than half of Shasta County adults meet physical activity recommendations like brisk walking for 30 minutes at a time, 5 times per week. (2010 Mercy Medical Center Community Health Assessment)
- 65% of Shasta County residents are overweight or obese (2010 Mercy Medical Center Community Health Assessment), including over one-quarter of the adult population being obese. Obesity is

linked with poor health outcomes and high chronic disease risk.

- 29% of Shasta County seventh and ninth graders are overweight or obese (2006-07 California Healthy Kids Survey)
- Nearly one in five Shasta County children ages 5-11 are overweight or obese (2005 and 2007 CHIS)
- 36.6% of low-income school-age children and teens (5-19 years) in Shasta County are overweight or obese (2010 Pediatric Nutrition Surveillance System (PedNSS))

Our community has a lower proportion of residents utilizing active transportation choices. For example:

- 69% of Shasta County respondents currently walk for transportation, fun, and exercise, compared to 77% statewide (2009 California Health Interview Survey, CHIS).
- 36% of Shasta County children report walking or biking to school 'in the past week,' compared to 43% in California (2009 CHIS).
- 80% of Shasta County residents report driving to work alone, compared to 73% in California (American Community Survey, 2008-2012, 5-year estimates). 2.4% in Shasta County report walking to work.

This is important because travel patterns are a predictor of obesity. For example, each additional hour spent in a car per day is correlated with a 6% increased likelihood of being obese (American Journal of Preventive Medicine, August 2004). Conversely, each extra kilometer of walking per day is correlated with a 4.8% decrease in the likelihood of being obese. The built environment and safety greatly influence individual decisions to choose active transportation options.

SRTA currently monitors where the most disadvantaged residents live, and Healthy Shasta can use this data in its outreach efforts to promote active transportation. As more residents learn traffic safety for cycling and become more informed about non-motorized routes to major activity centers, the region may begin to benefit from a healthier populace. In partnership with Healthy Shasta, SRTA's **GoShasta Plan strives to provide safe and efficient non-motorized mobility options for everyone.**



Equity in transportation contributes to good health outcomes and provides opportunity to those with limited means and access to cars. In Shasta County, 38% of residents report a disability (American Community Survey, 2005-09). Residents with encumbered mobility require shorter distances when crossing streets, improved traffic signalization, pedestrian connections to transit, and an interconnected pedestrian network.

Safe and connected non-motorized transportation options increases access to jobs, schools, transit, healthcare, shopping and other needs, especially for those who cannot afford a motor vehicle or fuel. Equity in transportation provides benefits to children, the elderly, low-income residents, and people with disabilities.

Transportation is the second highest cost families face, after housing. Low-income families spend over 36% of their income on transportation (National Complete Streets Coalition, 2010). **The GoShasta Plan will provide a safe and connected network of options for non-motorized transportation, helping low income families save money** for other needs, including nutritious food and healthcare.

Of note, 36% of low-income children and teens (5-19 years old) in Shasta County are overweight or obese (2010 Pediatric Nutrition Surveillance System, PedNSS). In addition to safer opportunities for increased physical activity, these **low-income children stand to benefit the most from GoShasta programmed projects that offer safe and connected transportation options.**



Increased levels of physical activity would improve the health of Redding residents, where most non-motorized trips in Shasta County occur. Walking or bicycling to common destinations, such as work, school, or the store, provide a cost-effective way for people to meet the Surgeon General’s guidelines for physical activity to improve health and prevent chronic disease. In fact, individuals who walk and bicycle at least 15 minutes each way to work (5 days a week) meet the physical activity guidelines without having to set aside

extra time and effort to ‘go workout.’ Physical activity is known to prevent, and help control, heart disease, diabetes, obesity, depression, and other chronic illnesses.

The GoShasta Plan will identify major activity centers and provide project priorities that can connect schools, public offices, employment, and other vital amenities to Shasta residents who need them most.

**IV. NARRATIVE QUESTIONS- continued**

**6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

- A. I. Is the project located in a disadvantaged community? Y/N
- II. Does the project significantly benefit a disadvantaged community? Y/N

- a. Which criteria does the project meet? (Answer all that apply)
  - o Median household income for the community benefited by the project: \$ 44,396
  - o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: \_\_\_\_\_
  - o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: \_\_\_\_\_ %
- b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

Not applicable, because Shasta County already qualifies as a disadvantaged community per the median household income criterion.

- B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.



The entire Shasta County region qualifies as a disadvantaged community due to low incomes. **100 percent of the requested ATP funding would benefit a disadvantaged community.** According to the American Community Survey (2008-2012), the median household income in Shasta County is 72% of the statewide median income. Compounding this problem is sprawl. Residences are generally so far away from employment centers, schools, and shopping opportunities that most people drive. In fact, **91 percent of trips made in Shasta County are by car** (Shasta

Regional Travel Demand Model, Based off of 2010 Census Data, Dept. of Finance population estimates, local land use assumptions, and national and state household surveys). Aside from pollution associated with driving, the costs to support this mode of transportation are diminishing Shasta residents' ability to save or to contribute to the growth of the local economy. In 2008, the price of gasoline averaged \$2.33/gallon in California, whereas the average price is currently about \$4.20/gallon (Source:[http://www.californiagasprices.com/retail\\_price\\_chart.aspx](http://www.californiagasprices.com/retail_price_chart.aspx)). Additional health and equity analysis at the smallest scale, done in partnership with Healthy Shasta, will help prioritize improvements to best benefit our disadvantaged population.

Funding the GoShasta Active Transportation Plan will meet active transportation planning requirements for all of SRTA's member agencies, making all bicycle and pedestrian projects eligible for funding in future ATP cycles. It is unlikely that ATP goals will be met without a cohesive plan to guide it. Completing these projects will enrich disadvantaged communities by closing critical gaps in the non-motorized transportation network and establish bicycle and pedestrian connections to and from schools, employment centers, and shopping opportunities.

#### IV. NARRATIVE QUESTIONS- continued

#### 7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description  
Project Map

Detailed Estimate  
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:

California Conservation Corps at: [www.ccc.ca.gov](http://www.ccc.ca.gov)

Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
- a. An email was sent describing the GoShasta Active Transportation Plan project and providing a cost estimate to:  
**Name of Email Recipient:** Virginia Clark  
**E-mail:** [virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)  
**Phone #:** 916/ 341-3147  
**Date information was submitted to them:** 5:12 PM on 5/13/14
- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
- b. An email was sent describing the GoShasta Active Transportation Plan project and providing a cost estimate to:  
**Name of Email Recipient:** Cynthia Vitale  
**E-mail:** [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)  
**Phone #:** 916/ 558-1516  
**Date information was submitted to them:** 5:09 PM on 5/13/14
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The **CCC has declined** to participate on the GoShasta Active Transportation Plan. Please see copy of email correspondence with Virginia Clark.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The **CALCC has declined** to participate on the GoShasta Active Transportation Plan. Please see copy of email correspondence with Cynthia Vitale.

#### **IV. NARRATIVE QUESTIONS- continued**

**8. APPLICANT'S PERFORMANCE ON PAST GRANTS ( 0 to -10 points)**

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

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



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**Daniel S. Little, Executive Director**

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**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**

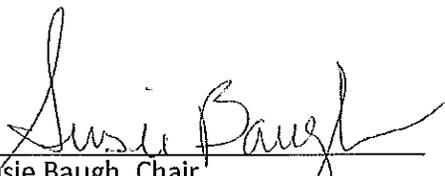
- ITEM #5 ALL MATTERS LISTED UNDER CONSENT CALENDAR ARE CONSIDERED TO BE ROUTINE AND WILL BE ACTED UPON BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS GOOD CAUSE IS SHOWN PRIOR TO THE TIME THE AGENCY VOTES ON THE MOTION TO APPROVE.
- ITEM #5-1 ACTION MINUTES – FEBRUARY 25, 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**

**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 SRТА 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 SRТА 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 SRТА at least 48 hours prior to the meeting.

# STAFF REPORT



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

## **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).

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

<b>Roles in the Development of the Active Transportation Plans for the Region</b>		
<b>SRTA</b>	<b>Consultant</b>	<b>Local Jurisdictions</b>
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.

**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', is written over a horizontal line.

**Daniel S. Little, AICP, Executive Director**

**Attachment:**

Components of an Active Transportation Plan

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

Notes:

1:

**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.

In the Superior Court of the State of California  
in and for the County of Shasta

CERTIFICATE OF PUBLICATION  
RECORD SEARCHLIGHT

SHASTA REGIONAL TRANSPORTATION  
1255 EAST ST STE 202  
REDDING CA 96001

REFERENCE: 00611029 JANIE COFFMA  
6797339 NOTICE OF PUBLIC MEE

State of California  
County of Shasta

I hereby certify that the Record Searchlight is a newspaper of general circulation within the provisions of the Government Code of the State of California, printed and published in the City of Redding, County of Shasta, State of California; that I am the principal clerk of the printer of said newspaper; that the notice of which the annexed clipping is a true printed copy was published in said newspaper on the following dates, to wit;

**NOTICE OF PUBLIC MEETING**  
**SHASTA REGIONAL TRANSPORTATION AGENCY**

The Shasta Regional Transportation Agency (SRTA) Board of Directors meeting previously scheduled for Tuesday, April 29, 2014, is now scheduled for Wednesday, May 7, 2014, at 3:00 p.m., at the City of Redding Council Chambers, 777 Cypress Avenue, Redding, California. Agenda items to be considered include: 1) approve Federal Transit Administration Section 5311 program of projects; 2) Active Transportation Program (ATP) grant application; 3) authorize technical service agreement for consultant study of transit technology and coordination of Consolidated Transportation Service Agency (CTSA) services; 4) adopt resolution authorizing First Class Shuttle, Inc. to submit a 2014 Federal Transit Administration Section 5311(f) intercity bus program application; 5) review and approve disbursements; 6) review and approve SRTA financial statements; 7) correspondence; 8) adopt FY 2014/15 Overall Work Program (OWP); 9) amend the 2010 Regional Transportation Plan to include Active Transportation Program projects (Public Hearing); 10) receive presentation from SRTA and Shasta HHS-A Public Health regarding transportation planning and health; 11) approve preliminary transportation projects list for 2015 Regional Transportation Plan; 12) Caltrans update on regional transportation projects.

DANIEL S. LITTLE  
Executive Director  
Shasta Regional Transportation Agency  
1255 East Street, Suite 202  
Redding, CA 96001  
(530) 262-6190

May 2, 2014 6797339

PUBLISHED ON: 05/02

FILED ON: 05/02/14

I certify under penalty of perjury that the foregoing is true and correct,  
at Redding, California on the above date.



RECORD SEARCHLIGHT

1101 Twin View Blvd, Redding, CA, 96003

## Keith Williams

---

**From:** Calcc Calcc <calocalcorps@gmail.com>  
**Sent:** Saturday, May 17, 2014 3:17 PM  
**To:** Keith Williams  
**Cc:** Dan Little; virginia.clark@ccc.ca.gov  
**Subject:** Re: GoShasta Active Transportation Plan

Hi Keith,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate on either the GoShasta Active Transportation Plan or Safe Routes to School projects. This email should serve as confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this email to your final application.

Thanks,  
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

This electronic message contains information from Conservation Strategy Group, LLC, which is confidential or privileged. The information is intended to be sent to the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying or distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify us by telephone at 916-558-1516.

On Tue, May 13, 2014 at 5:09 PM, Keith Williams <[kwilliams@srta.ca.gov](mailto:kwilliams@srta.ca.gov)> wrote:

Dear Ms. Vitale,

The Shasta Regional Transportation Agency (SRTA) is currently applying for Active Transportation Program (ATP) funding from the California Transportation Commission, and is sending you this email to formally inquire how SRTA may partner, if possible, with the California Association of Local Conservation Corps (CALCC). Please find SRTA's ATP project details below:

**Project Name:** GoShasta Active Transportation Plan

**Project Description:** SRTA is applying for non-infrastructure related ATP funds to develop a regional active transportation plan, the "GoShasta Active Transportation Plan." We also hope to partner with the CALCC on infrastructure projects resulting from this planning effort.

In order to receive active transportation funding in successive ATP cycles, larger projects must be included in an ATP plan. SRTA and its member agencies do not have active transportation plans and would like to be eligible for funding larger projects in future ATP funding cycles. While member agencies have either a bicycle plan or a pedestrian plan, SRTA has neither, and no member agencies have both plans, nor does SRTA or its member agencies have a Safe Routes to School plan. In one stroke, this plan would make all planned bicycle and pedestrian projects in the region eligible for funding.

**Project Cost:** \$200,000

If you have any questions, do not hesitate to contact me.

Sincerely,

Keith Williams

Assistant Transportation Planner

Shasta Regional Transportation Agency (SRTA)

1255 East Street, Suite 202

Redding, CA 96001

Tel. 530-262-6192

## Keith Williams

---

**From:** Clark, Virginia@CCC <Virginia.Clark@CCC.CA.GOV>  
**Sent:** Wednesday, May 14, 2014 5:11 PM  
**To:** Keith Williams  
**Cc:** Johnson, Nicholas@CCC; Wolsey, Scott@CCC; calocalcorps@gmail.com; Dan Little  
**Subject:** RE: GoShasta Active Transportation Plan

Please print this email and submit it with your application.. I have a spreadsheet I will share as well.

**Virginia Clark**  
Region Deputy, Region 1



California Conservation Corps  
(916) 341-3147  
fx(877) 834-4177  
virginia.clark@ccc.ca.gov



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Keith Williams [mailto:kwilliams@srtc.ca.gov]  
**Sent:** Wednesday, May 14, 2014 4:25 PM  
**To:** Clark, Virginia@CCC  
**Cc:** Johnson, Nicholas@CCC; Wolsey, Scott@CCC; calocalcorps@gmail.com; dlittle@srtc.ca.gov  
**Subject:** RE: GoShasta Active Transportation Plan

Hello Ms. Clark,

Thank you for your reply. Can you please confirm that our request will be forwarded to Caltrans for the ATP application process?

Best,

Keith Williams  
Assistant Transportation Planner  
Shasta Regional Transportation Agency (SRTA)  
1255 East Street, Suite 202  
Redding, CA 96001  
Tel. 530-262-6192

---

**From:** Clark, Virginia@CCC [mailto:Virginia.Clark@CCC.CA.GOV]  
**Sent:** Wednesday, May 14, 2014 4:10 PM

**To:** Keith Williams  
**Cc:** Johnson, Nicholas@CCC; Wolsey, Scott@CCC; [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)  
**Subject:** FW: GoShasta Active Transportation Plan

Keith,  
The CCC declines to be part of the ATP Planning project but when time comes for infrastructure please give our local project manager call Nick Johnson (530) 241-3030.

**Virginia Clark**  
Region Deputy, Region 1



California Conservation Corps  
(916) 341-3147  
fx(877) 834-4177  
[virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL  
Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps  
Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Johnson, Nicholas@CCC  
**Sent:** Wednesday, May 14, 2014 2:20 PM  
**To:** Clark, Virginia@CCC  
**Cc:** Wolsey, Scott@CCC  
**Subject:** RE: GoShasta Active Transportation Plan

Virginia,

The Redding CCC would be interested in participating in the future infrastructure projects depending on what they entail. But not the planning part

**Nicholas Johnson**  
Conservation Supervisor  
Shasta Cascade Operations  
California Conservation Corps  
(530) 241-3030 office  
(530) 351-2394 cell  
[Nicholas.johnson@ccc.ca.gov](mailto:Nicholas.johnson@ccc.ca.gov)

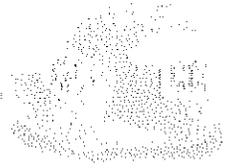
---

**From:** Clark, Virginia@CCC  
**Sent:** Wednesday, May 14, 2014 12:11 PM  
**To:** Johnson, Nicholas@CCC; Wolsey, Scott@CCC  
**Subject:** FW: GoShasta Active Transportation Plan

Nick,  
Please review this ATP project. Get back to ma as soon as you can.

Thank you

**Virginia Clark**  
Region Deputy, Region 1



California Conservation Corps  
(916) 341-3147  
fx(877) 834-4177  
[virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Keith Williams [<mailto:kwilliams@srta.ca.gov>]  
**Sent:** Tuesday, May 13, 2014 5:12 PM  
**To:** Clark, Virginia@CCC  
**Cc:** [dlittle@srta.ca.gov](mailto:dlittle@srta.ca.gov)  
**Subject:** GoShasta Active Transportation Plan

Dear Ms. Clark,

The Shasta Regional Transportation Agency (SRTA) is currently applying for Active Transportation Program (ATP) funding from the California Transportation Commission, and is sending you this email to formally inquire how SRTA may partner, if possible, with the California Conservation Corps (CCC). Please find SRTA's ATP project details below:

**Project Name:** GoShasta Active Transportation Plan

**Project Description:** SRTA is applying for non-infrastructure related ATP funds to develop a regional active transportation plan, the "GoShasta Active Transportation Plan." We also hope to partner with the CCC on infrastructure projects resulting from this planning effort.

In order to receive active transportation funding in successive ATP cycles, larger projects must be included in an ATP plan. SRTA and its member agencies do not have active transportation plans and would like to be eligible for funding larger projects in future ATP funding cycles. While member agencies have either a bicycle plan or a pedestrian plan, SRTA has neither, and no member agencies have both plans, nor does SRTA or its member agencies have a Safe Routes to School plan. In one stroke, this plan would make all planned bicycle and pedestrian projects in the region eligible for funding.

**Project Cost:** \$200,000

If you have any questions, do not hesitate to contact me.

Sincerely,

Keith Williams  
Assistant Transportation Planner

Shasta Regional Transportation Agency (SRTA)  
1255 East Street, Suite 202  
Redding, CA 96001  
Tel. 530-262-6192

# Shasta Living Streets

*What kind of community do we want to live in?*

May 19, 2014

To: Dan Little, Executive Director, Shasta Regional Transportation Agency

Re: **Enthusiastic Support for GoShasta Active Transportation 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 active transportation, 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 active transportation across the region.

Thus, we look forward to having a coordinated active transportation plan between the four jurisdictions in Shasta County and administered by SRTA. We expect GoShasta to be an active 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.

Shasta Living Streets has a number of methods for gathering comments and input from people in our community about transportation issues – At one of our recent events, a survey (nearly 200 responses) showed strong local interest in active transportation improvements:

**If there were better bicycle (like buffered or protected bike lanes) facilities and pedestrian facilities in town, I would ride my bicycle or walk more often.**

95% of respondents agreed or strongly agreed with the above statement.

Thank you for improving the health and wellbeing of individuals, families and businesses in our community by developing the regional GoShasta Active Transportation Plan.



Anne Wallach Thomas  
Executive Director  
Shasta Living Streets

**Date:** May 20, 2014



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

**From:** Dan Scollon, GIS Instructor and Program Coordinator  
Shasta College, 11555 Old Oregon Trail, Redding, CA 96003

A handwritten signature in blue ink, appearing to read 'Dan Scollon'.

**Subject:** In-kind Support for Go-Shasta Grant Proposal

This letter is in support of the Shasta Regional Transportation Agency's (SRTA) proposal to include in-kind support in the form of student interns from the GIS Program at Shasta College (SCGIS). This project is an extension of an on-going collaborative relationship between SCGIS and SRTA over the past decade or so. This relationship has provided tremendous benefits to our program and, I believe, to SRTA as well.

Students at Shasta College must complete a Worksite Learning project to complete our GIS Certificate and A.S. Degree. Working with staff at SRTA gives students a chance to work on practical projects impacting the transportation planning of our region. This in turn helps students to gain an understanding of the needs of planners, as well as other GIS professionals, and the nature and practice of GIS in the field.

If awarded funds, Shasta College will work with SRTA on a plan to improve safety and bikeway-walkway-transit connectivity for pedestrians and cyclists arriving and departing from the campus and satellite locations. As a local in-kind match, the Shasta College GIS programs plans to continue the efforts of a recent pilot project initiated by students to collect attribute-rich GIS data about our existing walkways and bikeways. Information such as street lights, bike racks, benches and planters were collected. The amenities express the level of service of the bikeways and walkways. There is a plan to continue these efforts in the remaining portion of the strategic growth area in downtown Redding. This continued effort will serve as an in-kind match of \$5,000.

It is from the vantage that I offer my enthusiastic support for the Go-Shasta grant proposal. Please feel free to call (530-945-4772) if you have questions.



# North State Super Region

1255 East Street, Suite 202, Redding, CA 96001  
(530) 262-6190 [nssr16@gmail.com](mailto:nssr16@gmail.com)  
[www.superregion.org](http://www.superregion.org)  
Tamera Leighton, Chair

**Jon Clark**  
Butte County Assn. of Governments

**Scott Lanphier**  
Colusa County Transportation Comm.

**Tamera Leighton**  
Del Norte Local Transportation Comm.

**Di Aulabaugh**  
Glenn County Transportation Comm.

**Marcella Clem**  
Humboldt County Association of Govt.

**Lisa Davey-Bates**  
Lake Co City/Area Planning Comm.

**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 County Transportation Agency/MPO

**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 13, 2014

Teresa McWilliam  
Program Manager – Active Transportation Program  
Caltrans  
Division of Local Assistance, MS-1  
Attention: Office of Active Transportation and Special Programs  
PO Box 942874  
Sacramento, CA 95814

Subject: Support for North State Super Region ATP Applications for Active Transportation Plans

Dear Ms. McWilliam,

As the chair of the North State Super Region, a compendium of sixteen Metropolitan Planning Organizations and Regional Transportation Planning Agencies in northern California, it has come to my attention that the following organizations are applying for Active Transportation Program (ATP) funds to develop Active Transportation Plans. I strongly encourage selection of these agencies' grant applications for coordinated and regional non-motorized planning activities in the north state.

- City of Weed (lead agency for regional active transportation plan)
- Shasta Regional Transportation Agency (lead agency for regional active transportation plan)

Funding the active transportation plans for Siskiyou and Shasta counties meets non-motorized planning needs in the northern third of California. If funded, the completed active transportation plans will be useful templates for others in NSSR to use--saving on staff time, and SRTA has offered to share their experience and best practices at NSSR meetings to help other NSSR transportation planners in preparing active transportation plans for their regions.

NSSR and member agencies have been active in the development of the ATP guidelines, and many agencies in the north state are putting forward grant applications for ATP infrastructure and non-infrastructure projects. We look forward to seeing how the north state fares in the statewide competition for all project types.

Sincerely,

  
Marcella Clem, Chair  
North State Super Region



# SHASTA COUNTY OFFICE OF EDUCATION

*To provide leadership and assistance to the districts and community partners in Shasta County to ensure all students have equal access to a quality education that prepares them to graduate from high school and obtain a high skilled, high wage career.*

**Superintendent**  
Tom Arnelino

**Board of Education**  
Diane Gerard  
Rhonda Hull  
Sharon Hunter  
Steve MacFarland  
Linda McBride  
William Stegall  
Elizabeth "Buffy" Tanner

May 15, 2014

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

Subject: GoShasta Active Transportation Plan

Dear Mr. Little:

The Shasta County Office of Education (SCOPE) would like to express our support for the Shasta Regional Transportation Agency's (SRTA) application to prepare GoShasta Active Transportation 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 an active transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding.

If awarded funds, SCOPE will work with SRTA and encourage school districts to work with SRTA on a plan to improve safety around schools for walkers and bikers and bikeway-walkway-school connectivity for pedestrians and cyclists arriving and departing from our schools. SCOPE will coordinate with SRTA, the cities and the county on Safe Routes to Schools projects.

SCOPE 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,

Tom Arnelino  
Shasta County Superintendent of Schools



# 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 14, 2014  
R-010-750

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

Subject: GoShasta Active Transportation Plan

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application to prepare GoShasta Active Transportation Plan (ATP). As we understand it, the GoShasta ATP will be a regional non-motorized plan that will include an independent plan in at least Redding that will be approved and administered by the City and rolled into one region plan that will be approved and administered by SRTA. The City appreciates SRTA's administrative oversight of the grant that allows the City to use SRTA's resources with local agency involvement in administering the grant application; preparing a request for proposal; selecting a consultant that will work with the City in developing our independent plan; and coordinating the regional aspects of the region plan. As such, GoShasta will be an active transportation plan that makes all planned bicycle and pedestrian projects in each of the jurisdictions eligible for future grant funding. If awarded funds, the City of Redding intends to work closely with SRTA and the chosen consultant to develop the plans that will focus on improving safety and bikeway-walkway-transit connectivity for our pedestrians and cyclists.

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 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 use an active form of transportation for their health and well-being.

The City of Redding looks forward to working with SRTA along with the Cities of Anderson and Shasta Lake and Shasta County on GoShasta. Good luck on the grant application.

Sincerely,

Brian F. Crane, Director of Public Works  
City of Redding



May 15, 2014

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

Subject: GoShasta Active Transportation Plan

Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application to prepare GoShasta Active Transportation 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 levels that are practical for each jurisdiction's respective staff; and to coordinate the regional aspects of the active transportation plan. As such, GoShasta will be an active transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding. If awarded funds, the City of Anderson intends to 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.

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 use an active form of transportation 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,

A handwritten signature in blue ink, appearing to read "Jeff Kiser", is positioned above the printed name.

Jeff Kiser, City Manager

# 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](http://www.cityofshastalake.org)



May 13, 2014

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

Subject: GoShasta Active Transportation Plan

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application to prepare GoShasta Active Transportation 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 levels that are practical for each jurisdiction's respective staff; and to coordinate the regional aspects of the active transportation plan. As such, GoShasta will be an active transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding. If awarded funds, the City of Shasta Lake intends to 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.

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 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 use an active form of transportation 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,

A handwritten signature in blue ink, appearing to read "John N. Duckett, Jr.", is written over a faint, ghosted version of the typed name and title below.

John N. Duckett, Jr.  
City Manager  
City of Shasta Lake



# 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 14, 2014

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

Re: GoShasta Active Transportation Plan

Dear Mr. Little:

Shasta County supports the Shasta Regional Transportation Agency's (SRTA) grant application for the GoShasta Active Transportation Plan (ATP). As we understand it, the GoShasta ATP will be a regional non-motorized plan. Each agency may elect to approve and administer those portions of the plan within their jurisdiction. Such a regional approach to bicycle and pedestrian facilities will facilitate non-motorized linkages in the SRTA planning region. If the grant is awarded, Shasta County will work with SRTA, other agencies and the consultant to devise a plan that meets local needs and provides a framework for regional cooperation.

Shasta County supports the GoShasta effort. The community is interested in bicycle and pedestrian transportation alternatives. Unfortunately, existing facilities are lacking. Funding has been limited. A regional ATP will enable local agencies to better compete for grant funding opportunities, construct facilities and coordinate with other local agencies. We look forward to working with SRTA and the three cities in this effort.

If you have any questions, please call Al Cathey at 245-6806.

Sincerely,

Patrick J. Minturn, Director

PJM/AVC/ldr



Anderson Partnership for  
Healthy Children

May 14, 2014

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

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. We know that people are more likely to be physically active when they have safe, convenient and connecting options for non-motorized transportation, as well as the ability to safely walk or bicycling from their front door instead of driving to a place to exercise.

Redding School District

Shasta College

Shasta County Office of  
Education

Shasta Regional  
Transportation Agency

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. We have worked with SRTA in the past and look forward to collaborating on development of the GoShasta Active Transportation Plan.

Shasta Family  
YMCA

Shasta Head Start

Simpson University

Staff from our Walking and Bicycling initiative, and members of our Sustainable Communities workgroup, look forward to working with SRTA on development of the GoShasta Active Transportation Plan. We can bring a health perspective to the table, provide data, and help with public outreach. Healthy Shasta has also conducted annual bicycle and pedestrian counts since 2008 and provides the data to partners.

The McConnell  
Foundation

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

Sincerely,

Whiskeytown National  
Recreation Area

A handwritten signature in blue ink that reads "Shellisa Moore".

Shellisa Moore  
Healthy Shasta Coordinator



# Health and Human Services Agency

Donnell Ewert, MPH, Director

## Public Health

Terri Fields Hosler, MPH, RD, Branch Director

Andrew Deckert, MD, MPH, Health Officer

2650 Breslauer Way

Redding, CA 96001-4246

Phone: (530) 225-5591

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Toll Free: (800) 971-1999

CA Relay Service: (800) 735-2922

May 15, 2014

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

### Subject: GoShasta Active Transportation Plan

Dear Mr. Little:

The Shasta County Public Health would like to express our support for the Shasta Regional Transportation Agency's (SRTA) application to prepare a GoShasta Active Transportation 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 an active transportation plan that makes all planned bicycle and pedestrian projects in the region eligible for future grant funding, and the planning process will ensure such projects meet the needs of the community.

Shasta County Public Health understands the importance of having transportation options for our residents, both for those that do are unable to drive and for those that make the choice to use an active form of transportation that supports their health and well-being. We know 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, Public Health will partner 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.

Shasta County Public Health 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,

Terri Fields Hosler, MPH, RD  
Public Health Director  
Health and Human Services Agency- Public Health  
(530) 245-6869

"Healthy people in thriving and safe communities"

[www.shastahhsa.net](http://www.shastahhsa.net)