

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Check One Grant Program:

- Strategic Partnerships
 Sustainable Communities

PROJECT TITLE			
PROJECT LOCATION (city and county)			
	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address			
Contact Person and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION
Use the Match Calculator to complete this section.
[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$	\$	\$	\$

Specific Source of Local Cash Match (i.e. local transportation funds, local sales tax, special bond measures, etc.)

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**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

LEGISLATIVE INFORMATION

Information in this section must directly be tied to the applicant's address.

All legislative members in the project area do not need to be listed.

State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District

***Use the following link to determine the legislators.**

<http://findyourrep.legislature.ca.gov/> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes State and Federal Transportation Planning Goals. Select all that apply.

STATE TRANSPORTATION PLANNING GOALS

- Improve Multimodal Mobility and Accessibility for All People: Expand the system and enhance modal choices and connectivity to meet the state's future transportation demands.

Please explain how:

- Preserve the Multimodal Transportation System: Maintain, manage, and efficiently utilize California's existing transportation system.

Please explain how:

-
- Support a Vibrant Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.

Please explain how:

- Improve Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.

Please explain how:

- Foster Livable and Healthy Communities and Promote Social Equity: Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.

Please explain how:

- Practice Environmental Stewardship: Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

Please explain how:

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

FEDERAL TRANSPORTATION PLANNING GOALS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Please explain how:

- Increase the safety of the transportation system for motorized and non-motorized users.

Please explain how:

- Increase the security of the transportation system for motorized and non-motorized users.

Please explain how:

- Increase accessibility and mobility of people and freight.

Please explain how:

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Please explain how:

-
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Please explain how:

- Promote efficient system management and operation.

Please explain how:

- Emphasize the preservation of the existing transportation system.

Please explain how:

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

1. Project Description (100 words maximum) (25 points): Briefly summarize project.

A good project description is one that can summarize the project in a clear and concise manner, including any connections to state or regional planning efforts.

Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION

2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

3. Project Management (50 points)

- A. Scope of Work in required Microsoft Word format (25 points)
- B. Project Timeline in required Microsoft Excel format (25 points)

See Scope of Work and Project Timeline samples and checklists for requirements.

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Dan Little

Signature of Authorized Official (Applicant)

Executive Director

Title

Daniel S. Little, AICP

Print Name

November 4, 2016

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

SCOPE OF WORK CHECKLIST

The scope of work is the official description of the work that is to be completed during the contract. **The scope of work must be consistent with the project timeline.**

The scope of work must:

- Be completed using the Fiscal Year 2017-18 template provided and in Microsoft Word format.
- List all tasks and sub-tasks using the same title as stated in the project timeline.
- Have task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline.
- List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant).
- Have a thorough Introduction to describe the project and project area demographics.
- Have a thorough and accurate narrative description of each task and sub-task.
- Include a task for a kick-off meeting with Caltrans at the start of the grant.
- Include a task for procurement of consultants, if consultants are needed.
- Include a task for invoicing.
- Include a task for quarterly reporting to Caltrans.
- Include public participation and services to diverse communities.
- Include project implementation/next steps.
- NOT include environmental, complex design, or engineering work and other ineligible activities.
- List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.

NOTE: Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your scope of work is complete.

SCOPE OF WORK:

Sustainable Shasta: A Walk and Bike Network for Downtowns

INTRODUCTION:

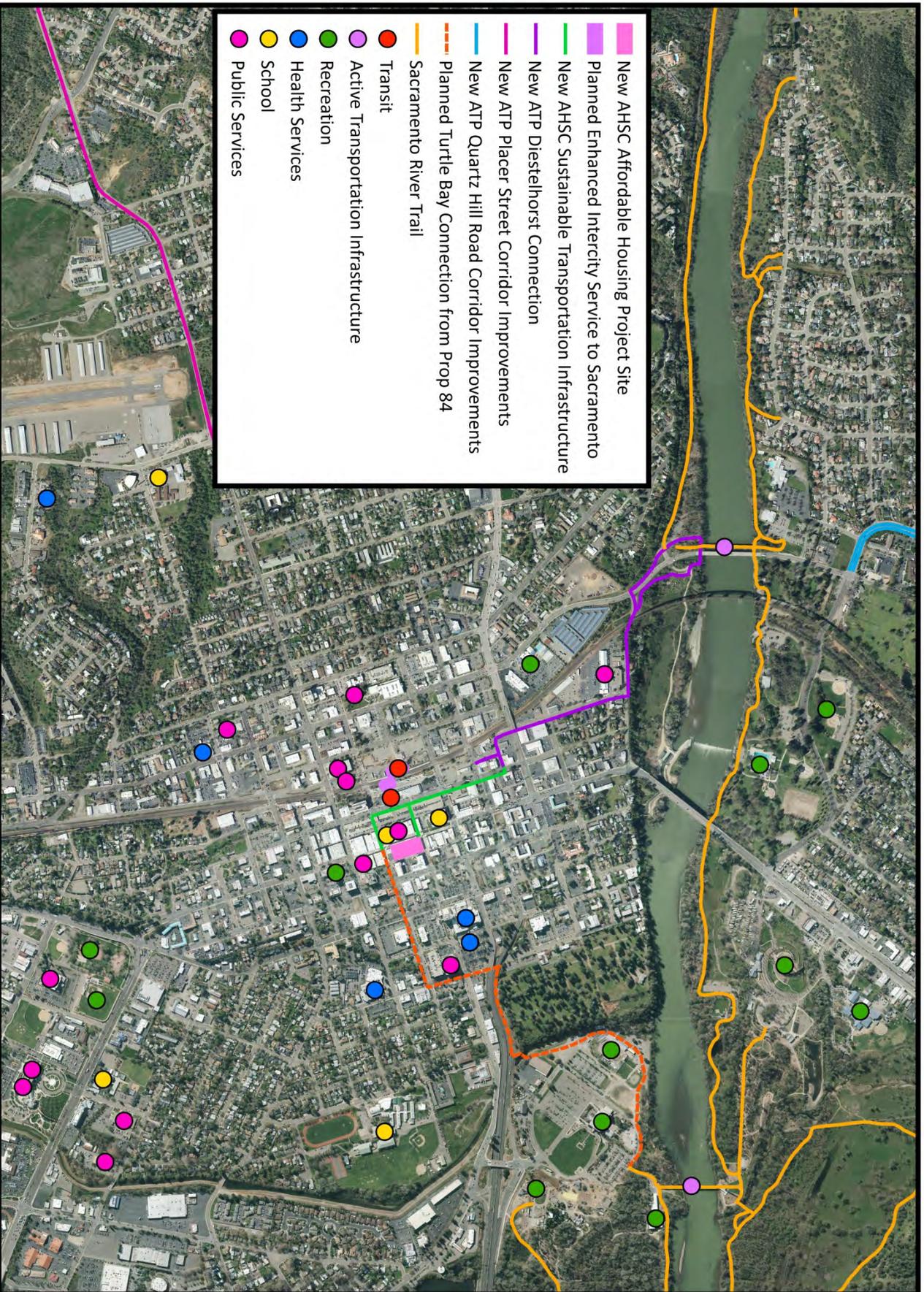
A new generation of non-motorized infrastructure and amenities is required in the Shasta Region to affect sustainable development in support of the state's greenhouse gas (GHG) emission reduction goals. Above all, SRTA's '2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County' (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. To ensure a competitive alternative to driving in downtowns, new facilities must be appealing, connected, and safe. Therefore the proposed project is needed to ready state-of-the-art non-motorized infrastructure and amenities that will facilitate the mode shift needed to demonstrate progress towards the region's GHG emission reduction target.

SRTA and local agencies are working diligently to meet the state's goal and the region's GHG emission reduction target. Fortunately several innovative capital projects (shown in following map: Efforts to Support State's GHG Emission Reduction Goals) in the region have been awarded highly competitive funding. They will perpetuate the region's initial SCS implementation.

With strong support from SRTA, the city of Redding and a local developer were recently awarded \$20 million from the Affordable Housing Sustainable Communities (AHSC) grant program. Walking distance to Redding's Downtown Transit Center, the AHSC project will redevelop a large downtown parcel with mixed-use and introduce high quality walk and bike facilities around the building. Furthermore, the AHSC project will be linked to the Diestelhorst walk and bike bridge across the Sacramento River with a grant award from the Active Transportation Program (ATP) and local matching funds. The Diestelhorst connection will be a Class IV Cycle Track and complete sidewalks with limited automobile conflicts. Likewise, Redding received two other ATP awards that feed into downtown: 1) Placer Street corridor improvements to the west of downtown and 2) Quartz Hill Road corridor improvements north of downtown (and across the Sacramento River). Individually these projects aided each of the other projects to be awarded funding in highly competitive statewide grants.

In addition to new land use and active transportation construction projects, SRTA is working with the state, local agencies, and non-profits to plan for sustainable public transportation (including bike shares, technology enabled on-demand Sunday service and battery electric buses). Specifically, SRTA – sponsored by the North State Super Region and in partnership with the California State Transportation Agency and Caltrans Division of Rail and Mass Transportation – is developing enhanced intercity transportation that will include backbone service between Redding and Sacramento and feeder services onto the Interstate 5 corridor. The service – known as the North State Express Connect – aims to remove single occupancy vehicles from I-5 and improve connections to large urban rail and bus stations, as well as to airports.

Efforts to Support State's GHG Emission Reduction Goals



Building upon the region's extensive and popular system of recreational trails, SRTA has taken the initial steps to connect the trails to the dense concentration of trip generators found in downtowns. These efforts include the creation of a regional non-motorized program with dedicated funding and policies called [SRTA's Non-motorized Program](#). Recent calls for local non-motorized projects have resulted in SRTA funding three project study reports instead of capital funding. A gap (red in planning diagram) exists between project concepts found in high level plans and the necessary level of detail needed to seek grants and other funds for construction.

The following higher level planning efforts are closely related to the proposed project for downtown walk and bike networks.

- GoShasta Regional Active Transportation Plan (on-going)
Ultimately GoShasta will provide high level cost estimates of non-motorized projects in a fiscally constrained, prioritized list. The proposed project will complete the efforts of GoShasta for corridors leading into and within downtowns. The proposed project reaches out to the community at the neighborhood level and provides the detail needed for grant applications and other funds for construction beyond the GoShasta project lists and cost estimates.
- Caltrans' State Route 273 Multi-modal Corridor Public Engagement Plan (on-going)
Also closely related to the proposed project is Caltrans' State Route 273 Multi-modal Public Engagement Plan whose primary objective is to outreach to the community along the 273 corridor, breaking the corridor into four distinct segments. Three of those segments feed into or are within downtowns.
- Downtown Redding Community Based Transportation Plan (10/2016)
Concerning the region's most populated Strategic Growth Area, the Downtown Redding Community Based Transportation Plan includes high level implementation cost estimates for the different action plans, including the bicycle and pedestrian action plans. Illustrative pages follow; it can be found in full at www.downtownreddingtransportationplan.com.
- Pit River Tribe/Burney Bicycle Walkway Plan (12/2012)
Similarly, the Pit River Tribe/Burney Bicycle Walkway Plan provided context-appropriate non-motorized alignments and layouts for one of the region's more rural Strategic Growth Areas. Select pages from the plan follow; the pages illustrate the level of planning detail that bridges the gap between project concepts found in high level plans and the necessary level of detail needed to seek grants and other funds for construction.

The following diagram demonstrates the relationship of on-going planning efforts and the proposed project.

2015 RTP/SCS for Shasta County

High level
20-year Plan
Project Lists, SGAs



Goshasta

High level
Non-motorized Plan
Data Focus



Sustainable Shasta: A Walk and Bike Network for Downtowns

- Limited conflict corridors into SGAs
- Destination streets within SGAs
- Procurement program for amenities
- Funding policies for advanced projects

Detailed projects
Programming ready
Developer focused



limited details for portions of SGAs found in
Downtown Redding Community Based Transportation Plan (10/2016)
Pic River Tribe/Burney Bicycle Walkway Plan (12/2012)
Coltrane's SR 273 Multi-modal Corridor Public Engagement Plan (on-going)

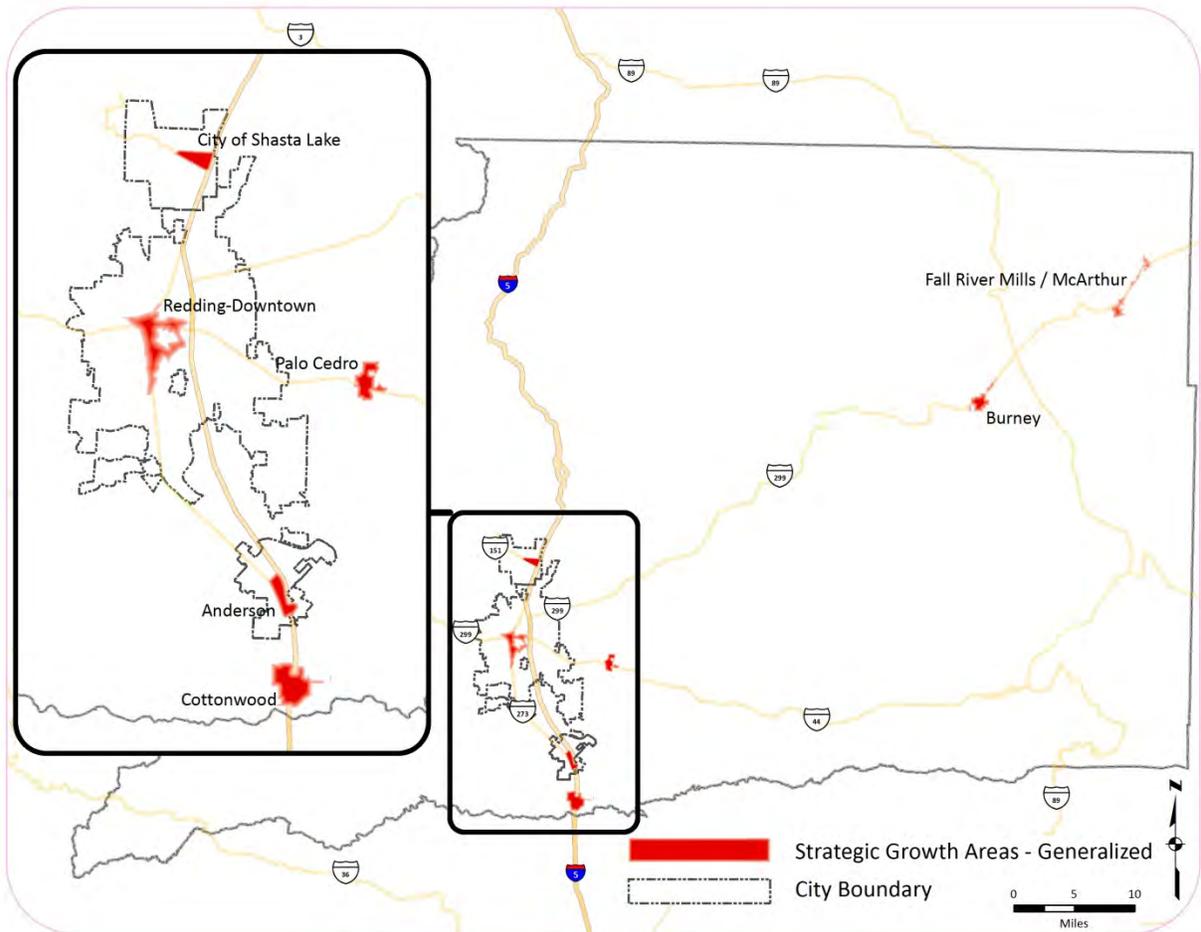
Project Delivery

Engineering, Environmental, ROW, Construction

← Increasing Level of Detail →

Outside of regional and local planning efforts, the project is also closely aligned with Caltrans objectives. SRTA intends to partner with Caltrans District 2 with regard to state routes that feed into the downtowns, as well as portions of state routes that serve as destination locations within the downtowns. SRTA consulted with Caltrans staff in Regional Planning, System Planning, Permits, and Traffic Operation on the project scope of work. If funded the project will develop and implement enhancements to capital maintenance projects and seek to use Caltrans’s new concept of “asset management” to increase construction project scopes to include the new generation of non-motorized infrastructure and amenities. Additionally, public participation will be coordinated with Caltrans District 2. Coordination is already occurring with regard to GoShasta and the State Route 273 Multi-modal Corridor Public Engagement Plan project, which will support a proposed Multi-modal Active Transportation Plan for the route. Also outreach and neighborhood focus groups for other state routes that lead into or are with downtowns will be coordinated with Caltrans. Findings from this grant funded study will be considered by Caltrans District 2 during development of Transportation Concept Reports.

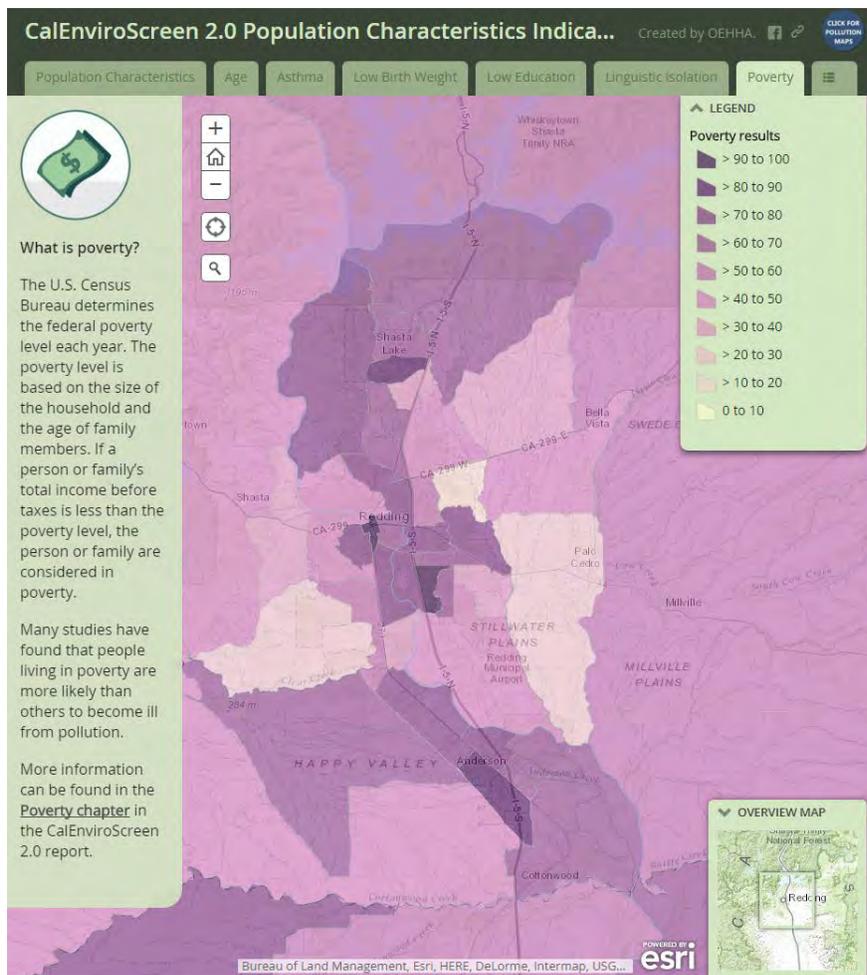
PROJECT AREA – DOWNTOWNS, aka STRATEGIC GROWTH AREAS



Strategic Growth Areas (SGAs), identified in the 2015 RTP/SCS, are shown in the above map. They are delineated by the downtowns or urban centers of the three incorporated cities – Redding, Anderson, and City of Shasta Lake – and four unincorporated compact communities of Shasta County.

The proposed project is an application of the Smart Mobility Framework (SMF). Identifying non-motorized project investments in SGAs aligns with SMF principles, specifically, location efficiency, reliable mobility, health and safety, social equity, and robust economy. Regional accessibility and community design have been considered by classifying the SGAs as either ‘urban centers’ or ‘compact communities’ (both SMF place types). The appropriate context and scale will be considered when reviewing alternative corridors, alignments and layouts within and to the SGAs that will achieve smart mobility benefits, e.g. context-sensitive neighborhood solutions.

Inherently the SGAs most closely model the five 'D' factors known to reduce vehicle miles



traveled and associated GHG emissions: density, diversity, design, destination accessibility, and distance to transit. Accordingly mode shift from automobile dependency to non-motorized transportation is most likely within and leading into SGAs. The proposed project will strengthen three ‘D’ factors within and to SGAs:

- Design – Street network and non-motorized travel accommodations;
- Destination Accessibility – Number of jobs and other attractions accessible via any travel mode; and
- Distance to Transit – Proximity of high quality public transit service to home and work.

If built, state-of-the-art non-motorized infrastructure and amenities in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

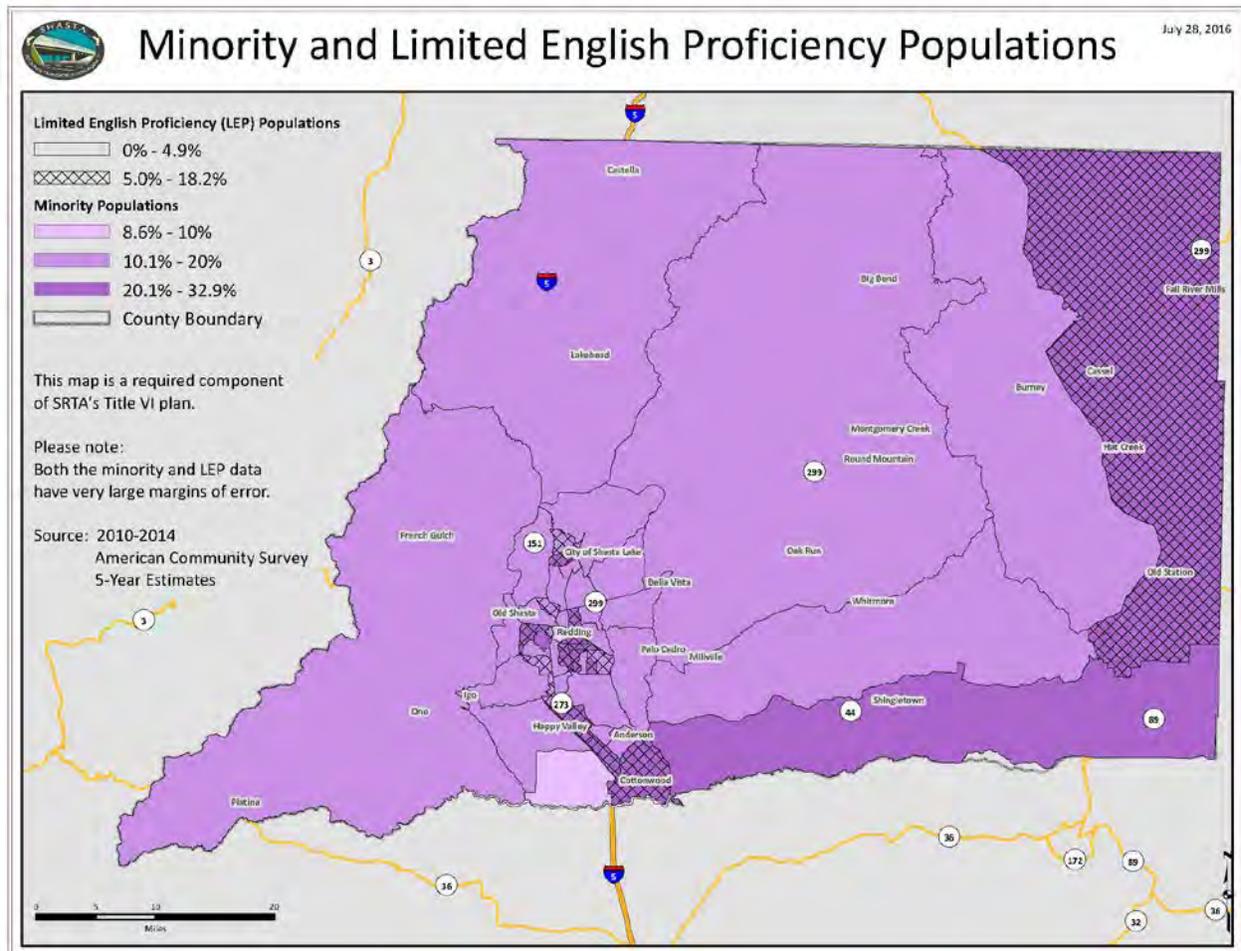
DEMOGRAPHICS

Not only are the SGAs primed for ‘D’ factor implementation, but their populations are Shasta County’s most economically disadvantaged (dark purple in map from CalEnviroScreen 2.0). Shasta County, as a whole, has a median household income of \$44,556 which is only 72% of California’s median household income – \$61,489 (ACS 2010-2014). As shown in the following table the SGAs get high scores (increased vulnerability) based on the CalEnviroScreen 2.0 Population Characteristics. The CalEnviroScreen population characteristics are biological traits, health status, or community characteristics that can result in increased vulnerability to pollution

(i.e. age, asthma, low birth weight, low education, linguistic isolation, poverty, and unemployment).

Strategic Growth Area (Census Tract)	CalEnviroScreen 2.0 Population Percentile Score
Anderson (6089012000)	69
Redding (6089010100)	67
Shasta Lake (6089011702)	70
Cottonwood (6089012200)	77
Palo Cedro (6089011900)	40
Burney (6089012701)	63
Fall River Mills/McArthur (6089012702)	65

The following map from SRTA's Title VI plan shows the overlap of limited English proficiency (LEP) and minority populations. The proposed project would benefit the LEP and minority populations living in the urban area SGAs, including the downtowns of all three cities and the rural community of Cottonwood



RESPONSIBLE PARTIES:

- Shasta Regional Transportation Agency (SRTA)
- Caltrans District 2
- City of Redding
- City of Anderson
- City of Shasta Lake
- County of Shasta
- Redding Rancheria
- Pit River Tribe

OVERALL PROJECT OBJECTIVES:

A new generation of non-motorized infrastructure and amenities is required in the Shasta Region to affect sustainable development in support of the state’s greenhouse gas (GHG) emission reduction goals. By creating a shelf of non-motorized projects ready for project development and construction, a new generation of non-motorized infrastructure and amenities will help direct limited resources that impact quality of life factors such as personal mobility, environmental quality, economic opportunity, public health, and public safety. Increased accessibility into the SGAs by local recreational users and bike/walk commuter traffic should reduce parking demand, provide better access to businesses and services, and improve air quality thus directly increasing economic activity and community satisfaction. The project will improve the economy and livability in and around the Shasta Region’s SGAs by:

- Providing the details to build attractive, convenient, and accessible non-motorized facilities for all ages, to more efficiently utilize the entire transportation system;
- Providing details for advanced safety features for bicycle (Class I and IV Bikeways) and pedestrian (roadway treatments and amenities) facilities;
- Laying out projects that reduce GHG emissions and improve air quality, implementing the region’s Sustainable Communities Strategy; and
- Connecting transit and state-of-the-art bicycle and pedestrian facilities on local streets and state highways that provide access to commercial districts in the urban centers and compact communities, integrating multi-modal options and land use.

The following scope of work is the result of consultation with the responsible parties. No environmental, complex design, nor engineering plans and design specification work will be completed under the grant funding.

1. Procurement and Reporting

Task 1.1 – Prepare request for proposals, procure consultant.

Task 1.2 – Kick-off meeting between SRTA, consultant and Caltrans.

Task 1.3 – Administer grant, including quarterly and final reports to Caltrans and invoicing.

- **Responsible Party:** SRTA, consultant, Caltrans

Task	Deliverable
1.1	<i>Procurement package(s) including request for proposals, proposals; selection documents, and consultant contract (SRTA)</i>

1.2	<i>Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule (SRTA, consultant, Caltrans)</i>
1.3	<i>Quarterly reports, invoices, and final report (SRTA)</i>

2. Outreach and Stakeholder Communication

Task 2.1 – Workshop between SRTA, consultant, project partners and established advisory committees (i.e. GoShasta Citizen Advisory Committee, Redding Active Transportation Advisory Group, and SR 273 advisory group). The purpose of the workshop is to describe the proposed project’s nexus with and to remind participants of the results of GoShasta, Caltrans’ State Route 273 Multi-modal Corridor Public Engagement Plan; and Downtown Redding Community Based Transportation Plan. The workshop will also focus on presentations of the most recent state-of-the-art and innovative non-motorized facilities and amenities.

Task 2.2 – Conduct project team meetings and communication, with consultant establishing a schedule of at least six meetings or conference calls, as needed, with SRTA and project partners to review ongoing work; discuss upcoming tasks; schedule 15-20 neighborhood focus groups (Task 2.3), stakeholder interviews, and site visits; and ensure adequate interagency communication and coordination.

Task 2.3 – Conduct 15-20 outreach meetings, including neighborhood focus groups – piggybacking with on-going neighborhood association (e.g. Nextdoor app users) and other organization coordination (e.g. Healthy Shasta, church groups, community centers, community organizers), – stakeholder interviews, and site visits. As mentioned in the demographics section, on average the SGAs and downtowns have some of the region’s lowest income populations. The project will identify community leaders in each neighborhood and in Participants will be directly invited to final presentations in Task 5.3.

SRTA will make every effort possible to reach out to all members of the region. Spanish language translators will be used as needed at outreach meetings. In addition, SRTA’s draft 2016 Shasta Participation and Partnership Plan (Title VI) includes a public outreach toolbox that describes the tools that SRTA uses to reach out to under-represented community members. Public notices (in advance of the 15-20 outreach meetings will delineate how prior arrangements can be made for a translator. SRTA has a service on-call that will provide translation in over 200 languages.

Task 2.4 – Summary of outreach and stakeholder communication.

- **Responsible Party:** SRTA, consultant, Caltrans, other project partners

Task	Deliverable
2.1	<i>Stimulating workshop posters, speaker list, attendee list, presentations, refreshments (SRTA, consultant)</i>
2.2	<i>Project team list, sign-in sheets, agendas, minutes, project updates, presentation material (SRTA, consultant, project partners)</i>
2.3	<i>Schedules, notes, invitations, participation counts from 15-20 outreach meetings</i>

	<i>(consultant)</i>
2.4	<i>Technical memorandum summarizing outreach and stakeholder communication and results (consultant)</i>

3. Network of Non-motorized Corridors

Task 3.1 – Analyze and present alternative context-appropriate alignments and layouts for 15 to 20 non-motorized network corridors with limited automobile conflicts into seven regional SGAs. A new generation of Class I and Class IV non-motorized projects that enhance connectivity to surrounding neighborhoods facilities are needed to expand mobility options within and to SGAs. The alignments and layouts will include facility classification (e.g. Class IV), infrastructure profiles, street cross sections, and vetted solutions for problem intersections.

Task 3.2 – Recommend non-motorized alignments and layouts for 15-20 corridors into SGAs.

Task 3.3 – Analyze and present alternative alignments and layouts of non-motorized network through corridors and linking destination streets/blocks within SGAs. The alignments and layouts will include facility classification (e.g. Class IV), infrastructure profiles, street cross sections, and vetted solutions for problem intersections.

Task 3.4 – Recommend alignments and layouts for non-motorized network through corridors and destination streets/blocks within SGAs.

Task 3.5 – Summary of non-motorized network corridor alignments and layouts.

- **Responsible Party:** SRTA, consultant, project partners

Task	Deliverable
3.1	<i>Alignment and layout alternatives for 15 to 20 corridors into SGAs (consultant)</i>
3.2	<i>Recommended alignments and layouts for 15-20 corridors into SGAs (SRTA, consultant, project partners)</i>
3.3	<i>Alignment and layout alternatives for destination streets/blocks in SGAs (consultant)</i>
3.4	<i>Recommended alignments and layouts for destination streets/blocks in SGAs (SRTA, consultant, project partners)</i>
3.5	<i>Technical memorandum summarizing corridor alignment and layout results (consultant)</i>

4. Regional Policies and Procurement Program

Task 4.1 - Establishment of regional non-motorized funding policies that point partner agencies to the most up-to-date guidance on advanced bicycle and pedestrian infrastructure (e.g. NACTO Urban Bikeway Design Guide) and promote projects that include non-motorized amenities.

Task 4.2 - Development of a procurement program for non-motorized transportation amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.).

Task 4.3 – Summary of regional funding policies and amenities procurement program.

- **Responsible Party:** SRTA, consultant, project partners

Task	Deliverable
4.1	<i>Regional non-motorized funding policies for advanced non-motorized infrastructure and amenities (SRTA, consultant, project partners)</i>
4.2	<i>Procurement program for amenities (SRTA, consultant, project partners)</i>
4.3	<i>Technical memorandum summarizing regional non-motorized funding policies and amenities procurement program (consultant)</i>

5. Final Report

Task 5.1 - Prepare draft final report with implementation and next steps, circulate for review and make revisions as appropriate.

Task 5.2 - Final report printing and circulation.

Task 5.3 - Present final report (totaling 6-8 final presentations) to project team boards and councils, Caltrans executive management, SRTA board, and GoShasta Citizen Advisory Committee. Participants from 15-20 outreach meetings (Task 2.3) will be directly invited to final presentations in Task 5.3.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
5.1	<i>Draft final report with implementation and next steps (SRTA, consultant)</i>
5.2	<i>Final report in printed and digital formats (consultant)</i>
5.3	<i>Presentations (6-8) to project team boards and councils, Caltrans executive management and SRTA board (consultant)</i>

**California Department of Transportation
Sustainable Transportation Planning Grants
Fiscal Year 2017-18**

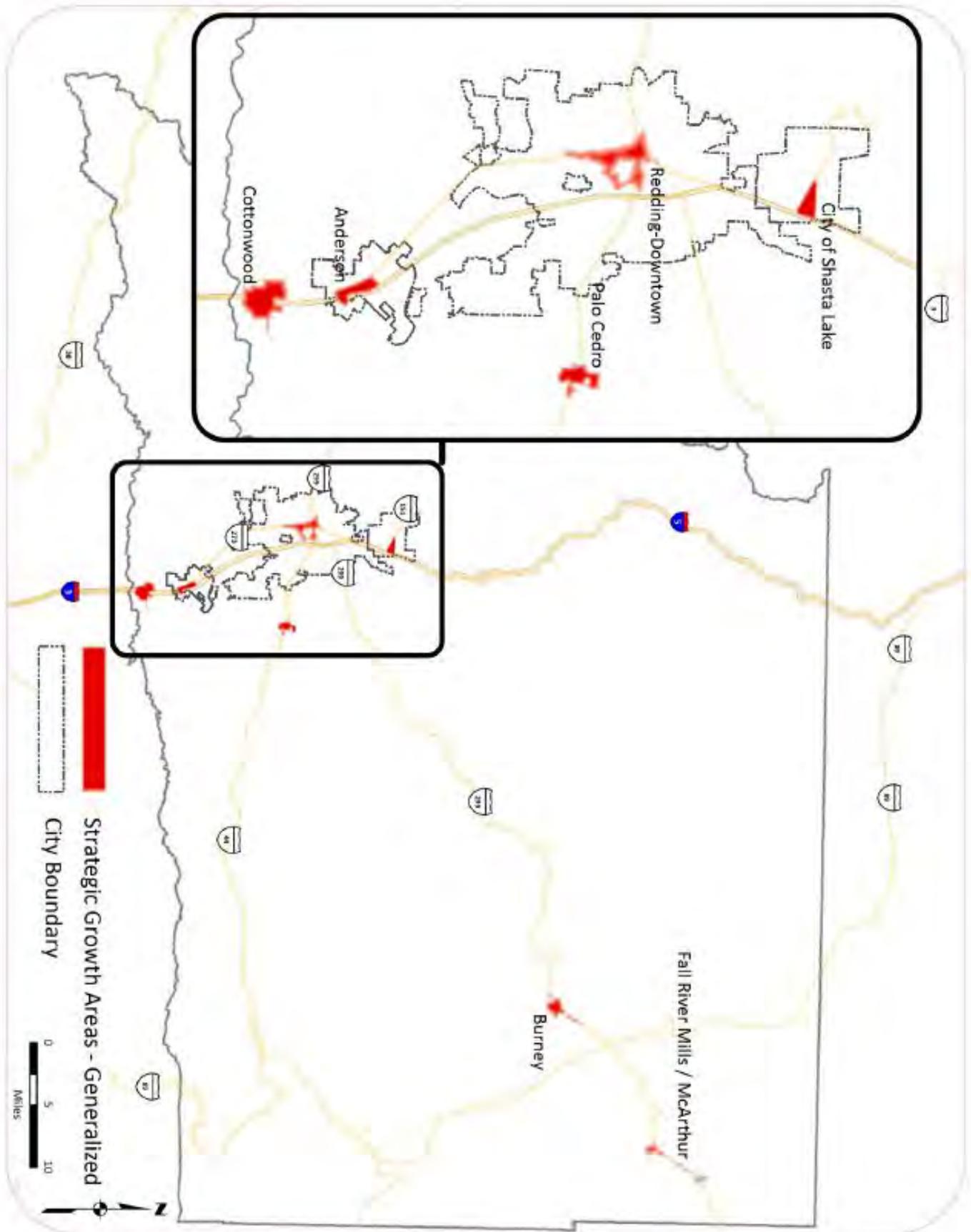
PROJECT TIMELINE

Project Title		Sustainable Shasta: A Walk and Bike Arterial Network for Downtowns						Grantee	Shasta Regional Transportation Agency																				
Task Number	Responsible Party	Fund Source					Fiscal Year 2017/18			FY 2018/19				FY 2019/20					Deliverable										
		Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	Over Match	J	A	S	O	N	D	J	F	M	A	M	J		J	A	S	O	N	D	J	F	M	A
1 Procurement and Reporting																													
1.1	Prepare request for proposals, procure consultant.	SRTA	\$4,238	\$0	\$486	\$0	\$3,752																						Procurement package(s) including request for proposals, proposals; selection documents, and consultant contract
1.2	Kick-off meeting between SRTA, consultant and Caltrans.	SRTA, consultant, Caltrans	\$3,622	\$2,241	\$415	\$0	\$966																						Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule
1.3	Administer grant, including quarterly reports to Caltrans and invoicing.	SRTA	\$15,796	\$0	\$1,812	\$0	\$13,984																						Quarterly reports, invoices, and final report
2 Outreach and Stakeholder Communication																													
2.1	Workshop between SRTA, consultant and project partners.	SRTA, consultant, project partners	\$8,889	\$5,176	\$1,020	\$0	\$2,693																						Stimulating workshop posters, speaker list, attendee list, presentations, refreshments
2.2	Coordinate project team communication.	SRTA, consultant, project partners	\$60,173	\$47,708	\$6,902	\$0	\$5,563																						Project team list, sign-in sheets, agendas, minutes, project updates, presentation material
2.3	Coordinate 15-20 outreach meetings, including neighborhood focus groups – piggybacking with on-going neighborhood association and other organization coordination (e.g. Healthy Shasta), – stakeholder interviews, and site visits. Participants will be directly invited to final presentations in Task 5.3.	SRTA, consultant	\$69,172	\$56,708	\$7,934	\$0	\$4,530																						Schedules, notes, invitations, participation counts from 15-20 outreach meetings
2.4	Summary of outreach and stakeholder communication.	consultant	\$9,168	\$7,100	\$1,052	\$0	\$1,016																						Technical memorandum summarizing outreach and stakeholder communication and results
3 Corridor Alignment and Layout																													
3.1	Analyze and present alternative context-appropriate non-motorized alignments and layouts for 15 to 20 corridors with limited automobile conflicts into seven regional SGAs. A new generation of Class I and Class IV non-motorized projects that enhance connectivity to surrounding neighborhoods facilities are needed to expand mobility options within and to SGAs.	consultant	\$134,001	\$118,400	\$15,370	\$0	\$231																						Alignment and layout alternatives for 15 to 20 corridors into SGAs
3.2	Recommend non-motorized alignments and layouts for 15-20 corridors into SGAs.	SRTA, consultant, project partners	\$19,208	\$12,550	\$2,203	\$0	\$4,455																						Recommended alignments and layouts for 15-20 corridors into SGAs
3.3	Analyze and present alternative alignments and layouts of destination streets or blocks in SGAs.	consultant	\$109,975	\$97,200	\$12,614	\$0	\$161																						Alignment and layout alternatives for destination streets/blocks in SGAs
3.4	Recommend alignments and layouts for destination streets/blocks in SGAs.	SRTA, consultant, project partners	\$19,208	\$12,550	\$2,203	\$0	\$4,455																						Recommended alignments and layouts for destination streets/blocks in SGAs
3.5	Summary of corridor alignments and layouts.	consultant	\$9,168	\$7,100	\$1,052	\$0	\$1,016																						Technical memorandum summarizing corridor alignment and layout results
4 Regional Policies and Procurement Program																													
4.1	Establishment of regional non-motorized funding policies that point partner agencies to the most up-to-date guidance on advanced bicycle and pedestrian infrastructure (e.g. NACTO Urban Bikeway Design Guide) and promote projects that include non-motorized amenities.	SRTA, consultant, project partners	\$34,541	\$24,800	\$3,962	\$0	\$5,779																						Regional non-motorized funding policies for advanced non-motorized infrastructure and amenities
4.2	Development of a procurement program for non-motorized transportation amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.).	SRTA, consultant, project partners	\$46,655	\$35,250	\$5,351	\$0	\$6,054																						Procurement program for amenities
4.3	Summary of regional funding policies and amenities procurement program.	consultant	\$9,168	\$7,100	\$1,052	\$0	\$1,016																						Technical memorandum summarizing regional non-motorized funding policies and amenities procurement program
5 Final Report																													
5.1	Prepare draft final report with implementation and next steps, circulate for review and make revisions as appropriate.	SRTA, consultant	\$16,017	\$8,850	\$1,837	\$0	\$5,330																						Draft final report with implementation and next steps
5.2	Final report printing and circulation.	consultant	\$5,396	\$3,800	\$619	\$0	\$977																						Final report in printed and digital formats
5.3	Present final report (totaling 6-8 final presentations) to project team boards and councils, Caltrans executive management and SRTA board.	consultant	\$2,247	\$1,357	\$258	\$0	\$632																						Presentations (6-8) to project team boards and councils, Caltrans executive management and SRTA board
TOTALS			\$576,642	\$447,890	\$66,142	\$0	\$62,610																						

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____%

SRTA's 2015-16 rate was 63.33%. SRTA has submitted a plan with a rate of 104.77% for 2016-17. By grant application submittal it had not been approved. SRTA personell time budgeted to the project under local match and over match used a indirect cost allocation rate of 104%.

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.



LETTERS OF SUPPORT



October 18, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The City of Anderson is bisected by two major highways; Interstate 5 and State Highway 273. The proposed project would assist the City by creating a means of integrating its existing non-motorized infrastructure with the two highways to provide a safe and livable infrastructure within the City of Anderson.

The City of Anderson supports creating safe, innovative, and sustainable infrastructure that enhances the livability of our residents. The City, which is considered to be a disadvantaged community, has seen an increase in pedestrian and non-motorized transportation over the past few years and is working in collaboration of other stakeholders and community members to improve safety for its citizens by reducing mobility deficiencies and improving non-motorized transportation infrastructure.

The City of Anderson looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffrey D. Kiser".

Jeffrey D. Kiser, City Manager
City of Anderson

City Manager's Office
1887 Howard Street
Anderson, CA 96007

www.ci.anderson.ca.us

Phone: (530) 378-6646
Fax: (530) 378-6648



CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. BOX 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

October 26, 2016

530.225.4170
530.245.7024

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

Subject: New Generation Non-Motorized Facilities and Services

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The project will assist the City of Redding with conceptual planning of a new generation of transportation facilities and while engaging neighborhoods and stakeholders in an active forum. The plan will lead to community supported projects that promote safer streets, and a more sustainable, integrated and efficient transportation system while enhancing the local economy and livability. We look forward to the opportunity to collaborate with Shasta Regional Transportation Agency to address multimodal deficiencies in and around the City of Redding's SGA region to meet the mobility needs of disadvantaged communities, promote healthy and active living by planning for a complete network of transportation options.

The City of Redding looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Crane", is written over a faint, larger version of the same signature.

Brian Crane, P.E.
Director of Public Works

BC:mk
102616L-SRTA-Non-Motorized Facilities and Services

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



October 21, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

SRTA's application meets with the City of Shasta Lake's continued interest in providing non-motorized facilities including bicycle/pedestrian improvements within the central part of the City. As a disadvantaged small community, the City is constantly searching for funds to provide efficient transportation systems, correct mobility deficiencies as well as increasing safety while providing a healthy, livable and sustainable community for our residents. As part of this effort, the City has collaborated in the past with the California Department of Transportation to add/improve bicycle/pedestrian improvements along State Route 151 within the City. We believe that SRTA's application meets our interests both on a citywide basis as well as on a regional basis.

The City of Shasta Lake looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. We wish the best of luck on SRTA's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "John N. Duckett, Jr.", is written over a horizontal line.

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

October 18, 2016

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

Subject: New Generation Non-motorized Facilities and Services

DSP
Dear Mr. Little:

The Shasta County Department of Public Works supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

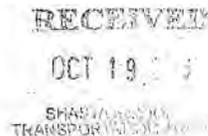
The grant objectives will help the region meet sustainability goals by encouraging active transportation – mode shifting. It will aid the region and County specifically in engaging stakeholders and disadvantaged communities to identify gaps in the non-motorized transportation system. Encouraging alternate modes of transportation will have net positive effect on health in the region.

The Shasta County Department of Public Works looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,


Patrick J. Minturn, Director

PJM/ldr





Anderson Partnership for
Healthy Children

October 17, 2016

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

First 5 Shasta

Redding, CA 96001

Good News Rescue
Mission

Subject: New Generation Non-motorized Facilities and Services

Mercy Medical
Center

Dear Mr. Little:

Redding Rancheria

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

Redding School
District

Shasta College

Having safe non-motorized transportation options and an amenities program is especially important to provide a safe, sustainable, integrated, and efficient system to our many residents who do not drive, including children, people with disabilities, and those who cannot afford a vehicle or fuel. Our community has high rates of poverty, particularly among single women with children, who will benefit from safer access to groceries, schools, jobs, and healthcare. Our community also has high rates of chronic disease; having opportunities to use active transportation to get to key destinations will help increase physical activity and consequently help prevent diseases.

Shasta Community
Health Center

Shasta County Office
of Education

Shasta Regional
Transportation Agency

Shasta Family
YMCA

Shasta Head Start

Simpson University

The McConnell
Foundation

Healthy Shasta is a partnership of multiple organizations formed to address the 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 working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application. If you have any questions, please feel free to call me at (530) 225-3745.

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Sincerely,

A handwritten signature in blue ink, appearing to read "Beth Woodworth".

Viva Downtown

Beth Woodworth, M.S.
Healthy Shasta Coordinator

Whiskeytown
National
Recreation Area

Phone 530.225.3745

2660 Breslauer Way, Redding, CA 96001
www.healthyshasta.org

Fax 530.229.8460

Partnering with the community to promote healthy eating and physically active lifestyles through environmental, policy, and organizational changes.



October 17, 2016

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

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Turtle Bay Exploration Park supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

We understand the Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. This mission matches what we want to do at Turtle Bay and at the new hotel and restaurant. Specifically, our goal is to rent bikes for a discounted rate to allow visitors to experience the best trail system in California and to exercise in the process. We would like to offer tours on the weekends for people staying at the hotel and allow them to see the downtown, river, and other parts of our city from a bicycle rather than drive by in a car. Our objective aligns well with the grant objectives in providing sustainability, preservation, mobility (deficiencies), safety, innovation, economy, health, and equity (disadvantaged communities and environmental justice), and stakeholder collaboration for non-motorized facilities and services in our area.

Turtle Bay Exploration Park looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Warren".

Michael Warren
President & CEO

1335 Arboretum Drive, Suite A Redding, CA 96003 Tel: 530.243.8850 Fax: 530.243.8898 TURTLEBAY.ORG

Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

October 28, 2016

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

Re: New Generation Non-motorized Facilities and Services

Dear Mr. Little,

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's application for a new generation of non-motorized facilities and services within and connecting to the region's Strategic Growth Areas.

We believe our region has an exciting opportunity to build great cities and towns by providing access for all-day, all-purpose trips for people walking and bicycling. This is not about thinking bikes are cool and its not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling and walking safe, accessible and convenient for everyday transportation brings tremendous advantages -- it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists.

Shasta Living Streets is developing a series of programs, products and services to provide the types of things people need to support active lifestyles in our region, including a Bike Station located at Turtle Bay. We are excited to be working with Shasta Regional Transportation Agency on this project that directly addresses what people tell us they want: connectivity, safety and convenience.

Shasta Living Streets looks forward to working with Shasta Regional Transportation Agency on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for these efforts that will bring a new generation of non-motorized facilities and services to our region.



Anne Wallach Thomas
Executive Director, Shasta Living Streets

athornwall@shastalivingstreets.org | 530 365-2230 | shastalivingstreets.org

PHOTOGRAPHS

The following pictures demonstrate example state-of-the-art infrastructure and amenities that the proposed project will analyze.



The Indianapolis Cultural Trail: The Next-Gen in U.S. Protected Bike Lanes (Streetfilms) is an example of a Class I Bikeway, i.e. bike path or multi-use trail, that is clearly signed and aesthetically distinct.



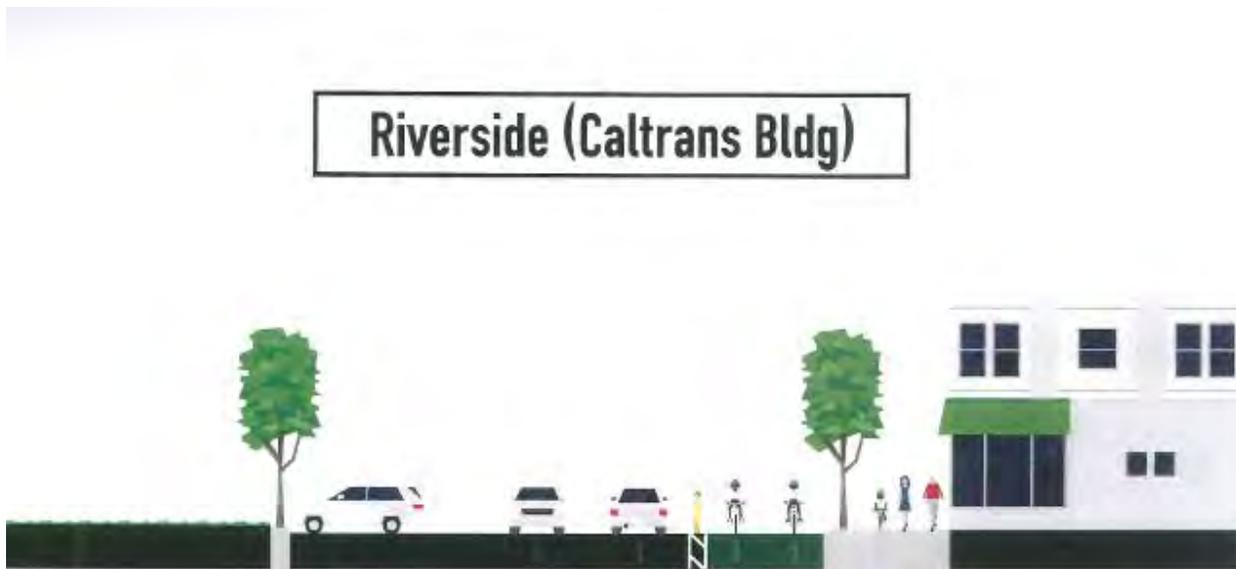
The Indianapolis Cultural Trail (Indiana University Public Policy Institute) provides clear instruction on its use, is visually appealing, and has limited automobile conflict areas.



Traffic gardens or bike playgrounds offer children and families the opportunity to play and to learn how to navigate urban street bicycle and pedestrian systems safely. Healthy Shasta has sponsored a similar opportunity on a temporary basis.



This Class IV Bikeway, i.e. cycle track, with an adjacent bike share station, accesses store fronts and is safely separated from the automobile traffic. The bike share system is efficiently managed with a prime rate for trips less than 30 minutes, i.e. shorter commute trips.

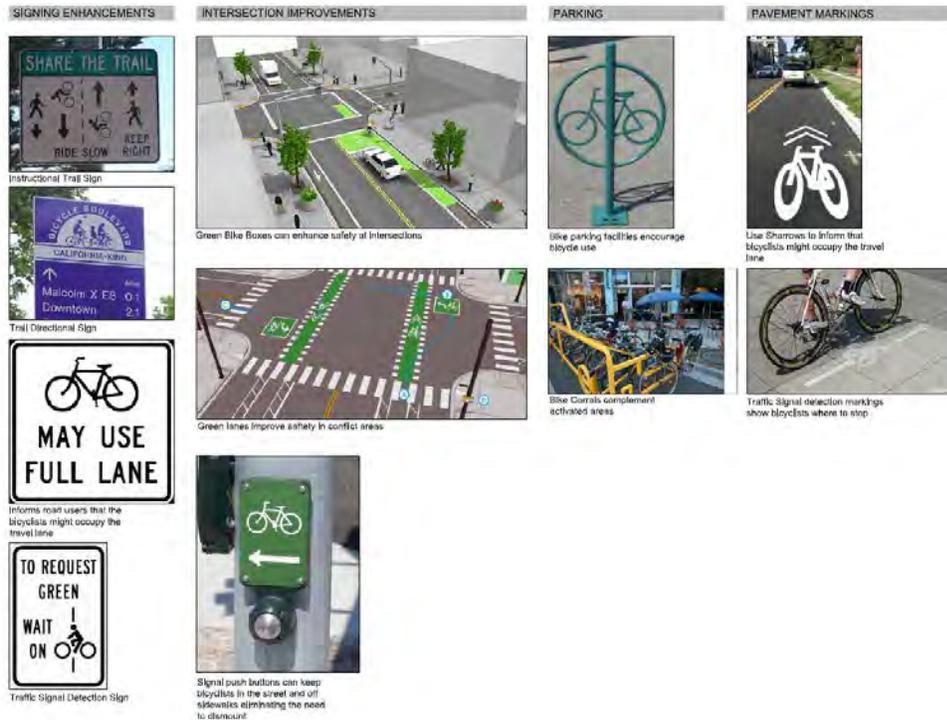


This picture shows the anticipated 2015 City of Redding Active Transportation Program successful grant application project for bicycle and pedestrian improvements including a Class IV Bikeway, i.e. two-way cycle track, and improved pedestrian facilities that will provide Sacramento River Trail recreational users safe access to Downtown Redding’s economic center and Strategic Growth Area.



The California Street Class IV Bikeway, i.e. two-way cycle track, was provided as a high level project concept at the City of Redding’s Downtown Transportation Plan Community Workshop. Notice that **further study is required**.

Sustainable Shasta: A Walk and Bike Arterial Network for Downtowns



These potential infrastructure improvements and amenities would help make active forms of transportation the easy transportation choice (City of Redding Downtown Transportation Plan Community Workshop).



The 2015 City of Anderson Class I Bikeway, i.e. bike path or multi-use trail, from Balls Ferry Road to Anderson River Park provides a direct connection between neighborhoods and recreational uses. Nearby on Balls Ferry Road is a retail center with a grocery store and restaurant; the road also leads into the north side of Anderson’s Strategic Growth Area.



The newly installed (2015) rectangular rapidly flashing beacon on Old Alturas Road (two photograph exhibits) near the Edgewood Subdivision is an example roadway treatment that the proposed project will analyze.



The 2015 Shasta Living Streets California Street/State Highway 273 Parklet temporarily makes use of ample downtown parking slots adding greenery and shade umbrellas (not shown) to an urban heat island. The associated Market Hall makes temporary use of vacant retail space as a “pop up market” that sales coffee and pastries and showcases local artists work.



The 2015 Shasta Living Streets California Street/State Highway 273 Parklet is an example amenity that creates a sense of community and livability along a state route corridor. Community members can relax and connect with one another.



This 2015 City of Redding Class II Bikeway, i.e. bike lane, provides a large buffer with signage to minimize automobile conflict. The bike lane provides access from neighborhoods to adjacent Lake Redding Park, and Caldwell Park, and the Sacramento River Trail leading to Downtown Redding (Strategic Growth Area).



The 2015 City of Redding colored bicycle facilities highlight conflict areas and provide instruction to cyclists at a high bicycle commuter intersection (Hartnell and Cypress Avenues).

SAFETY DATA

Shasta County has the seventh highest bicyclist fatality rate per 100,000 population in the state (US DOT, 2004-2013 and CHP’s 2013 Annual Report of Consolidated SWITRS Data). As depicted in Figure 1 and Figure 2, Shasta County had the highest number of pedestrian and bicycle injuries and fatalities in the northern most 20 counties of California according to the CHP’s most recent annual consolidation of SWITRS reports. This data does not factor in the many more collisions which go unreported.

Comparison of Bicycle and Pedestrian Collision Data Across California's 20 Northern Most Counties								
	Ped Fatal/100k	Ped Injury/100k	Bicycle Fatal/100k	Bicycle Injury/100k	Pedestrian Involved Fatal	Pedestrian Involved Injury	Bicycle Involved Fatal	Bicycle Involved Injury
Shasta County	1.7	17.8	1.1	28.4	3	32	2	51
Northern most 20 Counties in CA (AVG)	1.7	19.2	0.9	23.1	1.5	16.7	0.8	20.1
Northern most 20 Counties in CA (Median)	1	13	0	10	1.2	14.5	0	20.9
Northern most 20 California Counties: Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, and Yuba								

Figure 1 - CHP’s Annual Report of Consolidated SWITRS Data (2013)

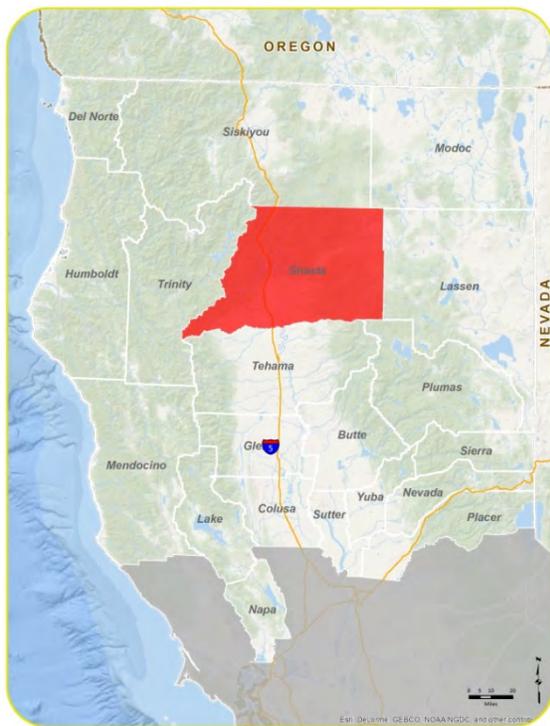
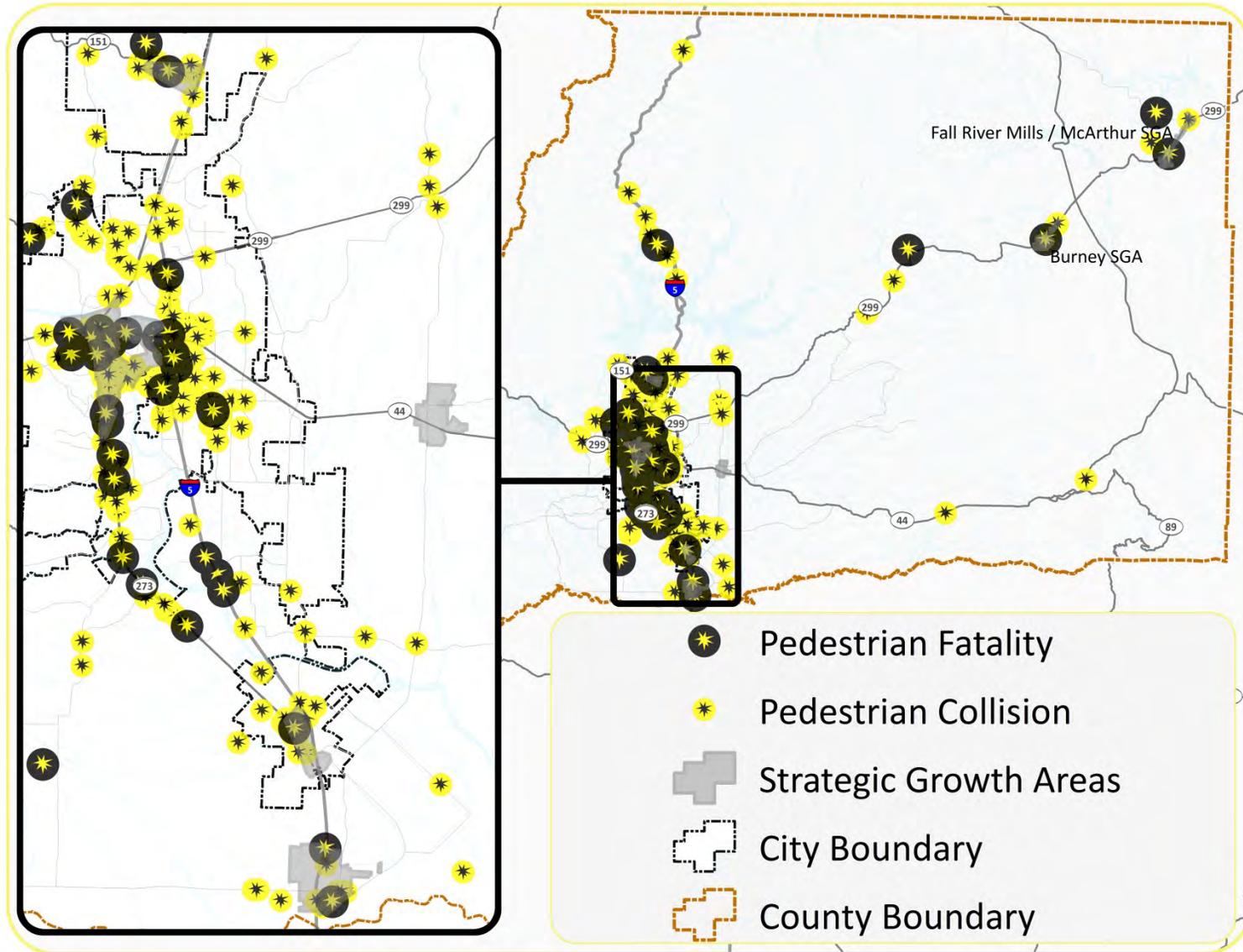
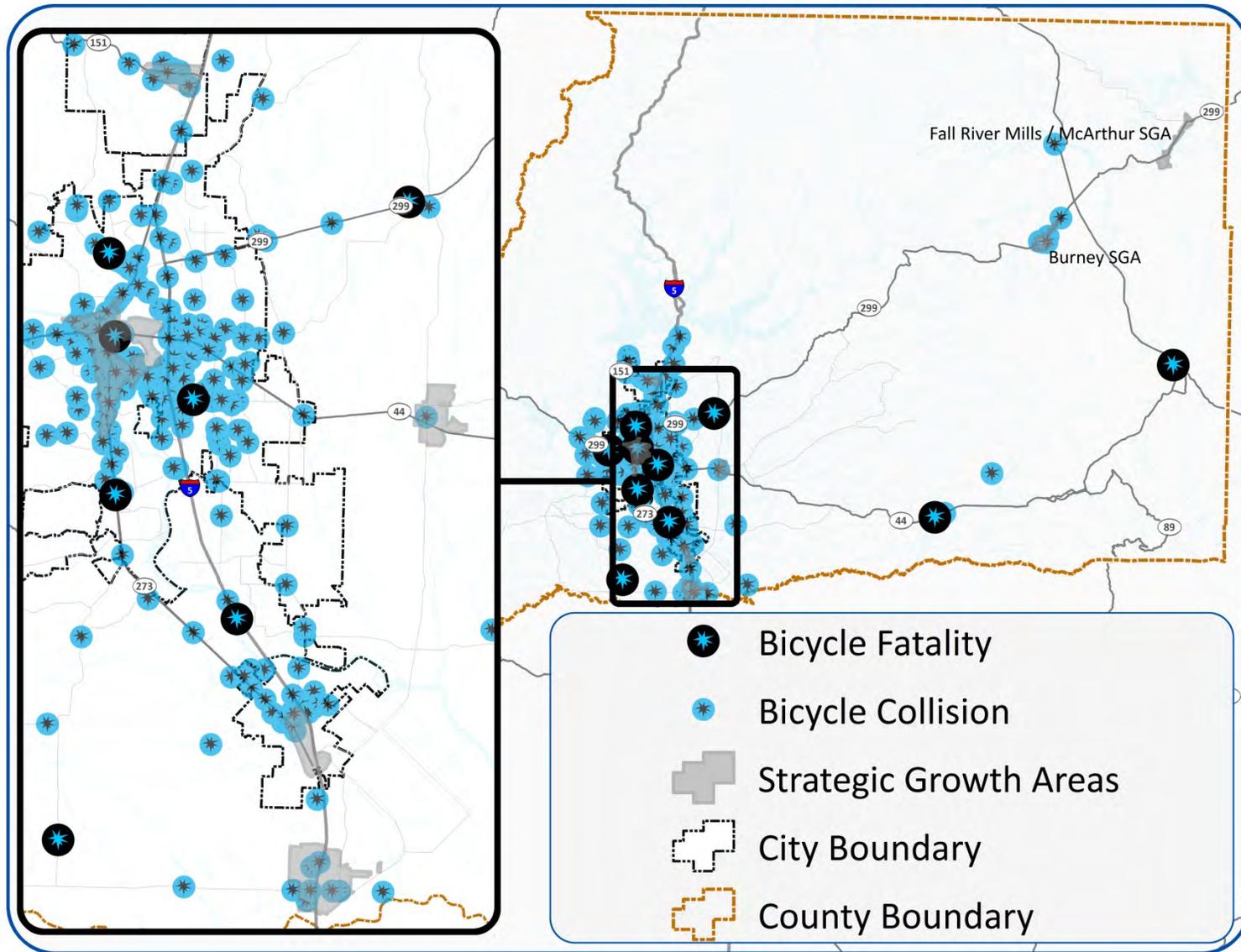


Figure 2 - Shasta County has the highest number of non-motorized injuries and fatalities in the 20 northern most counties of CA

THE STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) – PEDESTRIAN COLLISIONS 2005 - 2015



THE STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) – BICYCLE COLLISIONS 2005 - 2015



JANURAY 2016 TO OCTOBER 2016

Date	2016 local headlines (6 bicyclist and pedestrian deaths)
10/18/2016	Pedestrian going across Cypress Avenue struck and killed
10/4/2016	UPDATE: Train hits, kills man in south Redding
8/20/2016	Police: Drunk driver hit pedestrian near Redding Police Dept.
8/11/2016	UPDATE: Bicyclist dies after crash on Lake Boulevard
6/27/2016	Skateboarder hurt in Anderson traffic collision
6/17/2016	Police: DUI crash injures pedestrian, sends woman to jail
6/15/2016	UPDATE: Car hits two people trying to reach dead cat
4/22/2016	UPDATE: Man suffers leg injury after being struck by vehicle downtown
4/4/2016	UPDATE: Man dies in crash while crossing N. Market Street
3/20/2016	Pedestrian hit and killed while crossing Hwy 273
2/12/2016	UPDATE: Pedestrian hit by car, suffers major injuries
1/6/2016	UPDATE: 2-year-old Redding boy dies after vehicle backs out of driveway

Pedestrian going across Cypress Avenue struck and killed

UPDATE: Car hits two people trying to reach dead cat

UPDATE: Train hits, kills man in south Redding

Police: Drunk driver hit pedestrian near Redding Police Dept.

UPDATE: Man dies in crash while crossing N. Market Street

UPDATE: Bicyclist dies after crash on Lake Boulevard

Pedestrian hit and killed while crossing Hwy 273

UPDATE: Pedestrian hit by car, suffers major injuries

Skateboarder hurt in Anderson traffic collision
Police: DUI crash injures pedestrian, sends woman to jail

UPDATE: 2-year-old Redding boy dies after vehicle backs out of driveway