

FY 2020-21
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

Check here, if technical project: ☐

PROJECT TITLE	
PROJECT LOCATION (city and county)	

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title			
E-mail Address			
Contact Person and title			
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION
 Use the Match Calculator to complete this section.

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

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

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LEGISLATIVE INFORMATION*			
Please list the legislative members in the project area. Attach additional pages if necessary.			
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)

1A. Project Timeframe (Start and End Dates):
1B. Project Area Boundaries:
1C. Project Description: Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. 150 words maximum (15 points):

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2A. Project Justification: 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. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, define the public benefit, explain how the public was involved with identifying issues, and describe the impact of not funding the project. **Do not exceed the space provided. (10 points):**

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(2A. Project Justification Continued)

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2B. Disadvantaged Communities Justification: Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities, as well as how the proposed project addresses the needs of the disadvantaged community. The tools in the Grant Application Guide (Pages 11-14) are intended to help applicants define a disadvantaged community. Please cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool. Also describe how disadvantaged communities will benefit from the proposed planning project.
Do not exceed the space provided. (5 points):

2C. Disadvantaged Communities Engagement: Applicants should describe how the proposed effort would engage disadvantaged communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving disadvantaged communities. Also describe how disadvantaged communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation. See Grant Application Guide, Pages 25-26, for best practices in community engagement.
Do not exceed the space provided. (5 points):

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3. Grant Specific Objectives: Explain how the proposed project addresses the grant specific objectives of the Sustainable Communities grant program. Applicants should integrate the following Grant Program Considerations (Pages 5-16) in the responses for 3A-G below, as applicable:

- o California Transportation Plan (CTP) 2040
- o 2017 RTP Guidelines and Promoting Sustainable Communities in California
- o Complete Streets and Smart Mobility Framework
- o Climate Ready Transportation
- o Addressing Environmental Justice and Disadvantaged Communities
- o California Sustainable Freight Action Plan
- o 2017 Climate Change Scoping Plan Update, Appendix C
- o Planning for Housing

3A. Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable). Applicants should demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc. Also explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. See Pages 19-21 for example project types. **Do not exceed the space provided. (5 points):**

3B. Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
Do not exceed the space provided. (5 points):

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3C. Explain how the proposal supports other State goals, including but not limited to, State planning priorities (Government Code Section 65041.1), climate adaptation goals (Safeguarding California), and the goals and best practices cited in the 2017 RTP Guidelines, Appendices K and L. **Do not exceed the space provided. (5 points):**

3D. Explain how the proposal encourages stakeholder involvement. Applicants should list the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies), as well as how they will be involved throughout the project. **Do not exceed the space provided. (5 points):**

3E. Explain how the proposal involves active community engagement. Applicants should describe the specific public outreach methods/events that will be employed throughout the project, as well as how public input will inform the project. Also describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort. **Do not exceed the space provided. (5 points):**

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3F. Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Overarching Objectives on Page 4): Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity, as applicable.

Do not exceed the space provided. (5 points):

3G. Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. **Do not exceed the space provided. 5 points:**

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4. Project Management (30 points): See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 54-60), also available upon request.

4A. Scope of Work in required Microsoft Word format (15 points)
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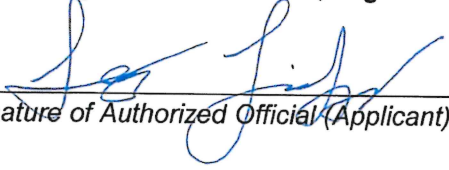
4B. Project Timeline in required Microsoft Excel format (15 points)
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Application Signature Page

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.

 FOR

Signature of Authorized Official (Applicant)

DANIEL S. LITTLE, AICP

Print Name

EXECUTIVE DIRECTOR

Title

OCTOBER 17, 2019

Date

 FOR

Signature of Authorized Official (Sub-Applciant)

CHUCK AUCKLAND, PE

Print Name

DIRECTOR OF Public Works

Title CITY OF REDDING

FEBRUARY 29, 2020

Date

Signature of Authorized Official (Sub-Applciant)

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. Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

The Scope of Work must:

- ☐ Use the Fiscal Year 2020-21 template provided and in Microsoft Word format.
- ☐ List all tasks and sub-tasks using the same title as stated in the project timeline.
- ☐ Include the activities discussed in the grant application.
- ☐ Include 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).
- ☐ Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
- ☐ Include 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 detailed public participation and services to diverse communities.
- ☐ Include project implementation/next steps.
- ☐ List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.
- ☐ EXCLUDE environmental, complex design, engineering work, and other ineligible activities.

Scope of Work

Grantee: Shasta Regional Transportation Agency (SRTA)

Project Title: Shasta Trunk Lines: Safe, comfortable, GHG-free connectivity for all ages and abilities

INTRODUCTION/BACKGROUND

Ten years ago, a network of high-quality active transportation trunk lines in the Shasta Region was not an option. At the time, local and regional plans had not yet envisioned such facilities; design standards for Class IV Cycletracks and other progressive facilities were not yet widely accepted; and regional resources had not been dedicated to fund such projects. Since this time, SRTA and local agency partners have worked strategically and systematically to overcome these and other obstacles to transformative projects that offer a compelling alternative to driving. **The final missing piece to this process and realizing the community's vision is a list of grant ready projects, complete with conceptual designs, public input, and preliminary construction cost estimates (i.e. 10% design level).**

If selected for funding, this grant will be used to turn the region's conceptual network of active transportation 'trunk lines' into a pipeline of locally vetted, grant ready projects. Trunk lines, as defined by the GoShasta Regional Active Transportation Plan, are high quality active transportation facilities designed for all ages and abilities. The trunk line network will feature physical separation from motor vehicles, protected intersections, grade separations, and other strategies designed to increase user safety and reduce stress. Trunk lines will serve strategic growth areas (i.e. areas designated in the region's Sustainable Communities Strategy for increased high job and housing density, mixed use infill and redevelopment, and multi-modal infrastructure, services, and programs) as well as connect these areas to other activity centers and major trip origins/destinations.

The proposed project is the culmination of years of preparation, partnership building, and the development and alignment of local and regional programs. SRTA and local agencies have worked diligently and systematically to build the planning foundation and eliminate other obstacles to implementation of the trunk line network. For example, SRTA worked with the city of Redding to fund and complete a much needed update to the Downtown Redding Specific Plan and a Downtown Transportation Plan, both of which call for the integration of higher quality walking and bicycling facilities into its transportation network. This was followed by the GoShasta Regional Active Transportation Plan and Redding's complementary Active Transportation Plan. SRTA is also leading the development of the region's first long-range transit plan, which will be aligned with the regional active transportation program to improve first- and last-mile connections and create and more seamless multimodal network.

Within the region's available resources, a variety of innovative projects, programs, and plans are putting these plans into action. Specifically, SRTA uses its Regional Non-Motorized to provide technical assistance and local match for local agency ATP grant applications that implement the GoShasta plan. Funding is reserved for projects that:

- Are bold and transformative in nature (as opposed to incremental status quo improvements);
- Serve the needs of all ages and abilities (as opposed to only experienced and confident users);

- Provide a competitive alternative to motor vehicle trips (as opposed to projects serving largely recreational trips); and
- Address the most challenging bicycle and pedestrian hurdles (as opposed to projects that present little if any technical design challenges).

Rather than directly funding construction of local projects outright, the program's limited resources are stretched to the greatest effect by providing grant writing assistance and filling the local match funding gap that have prevented local jurisdictions from preparing applications for past funding cycles.

Similarly, SRTA has successfully used its 'Sustainable Shasta' program to ready projects for capital grant applications through the ATP and other program. For example, Sustainable Shasta funds were used to generate preliminary cost estimates (10% design level) and conceptual design drawings for the city of Redding's North East Crossing Trail, which was selected for funding by the California Natural Resources Agency's Urban Greening Grant Program. This project fills a critical active transportation gap in the trunk line network and connects several residential tracts to shopping, employment, and one of the region's largest places of worship. Products of Sustainable Shasta were also used in developing two successful Affordable Housing Sustainable Communities (AHSC) grant applications, resulting in over \$44 million in combined investment for affordable housing, community infrastructure, expanded transit service, and a new cycletrack located on as the state highway in Downtown Redding.

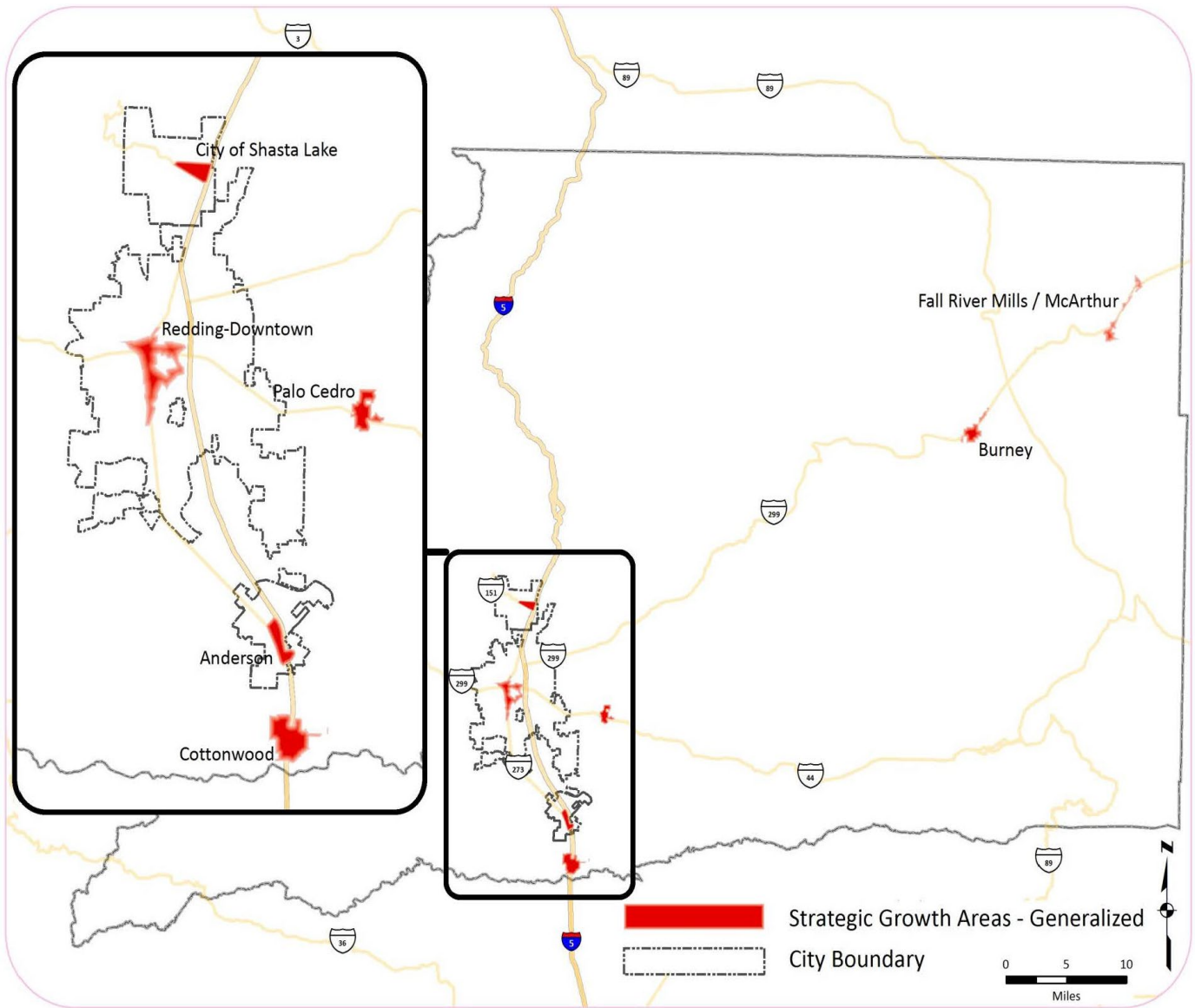
In addition to new active transportation construction projects that connect to different land uses, **SRTA is also working with the state, local agencies, and non-profits to plan for more seamless and connected mobility options.** For example, SRTA launched Shasta Connect, which provides on-demand, curb-to-curb transportation service for seniors and the disabled, as well as smartphone enabled on-demand micro-transit utilizing urban-friendly vans equipped with bicycle racks. Beyond the region, SRTA is developing zero-emission intercity bus transportation between Redding and Sacramento with feeder services along the Interstate 5 corridor. This service, known as the 'Salmon Runner', sponsored by the North State Super Region and in partnership with the California State Transportation Agency and Caltrans Division of Rail and Mass Transportation. Both Shasta Connect and the Salmon Runner will cater to people with bicycles by operating vehicles with bicycle racks. **Together, these and other initiatives are combining to offer personal independence from the automobile for most trips.**

Outside of regional and local planning efforts, **the proposed project is also closely aligned with Caltrans objectives.** SRTA will continue to partner with Caltrans District 2 on active transportation facilities located on state routes that feed into the downtowns, as well as portions of state routes that serve as destination locations within the downtowns. SRTA and Caltrans staff, including Regional Planning, System Planning, Permits, and Traffic Operation, work closely together to ensure active transportation improvements, traffic operations for all modes, and traffic safety are considered early and throughout the design of the project. If funded, the project will develop and implement enhancements to capital maintenance projects and seek to use Caltrans's concept of asset management to increase construction project scopes to support the region's active transportation trunk lines. Coordination is already occurring on projects developed with Sustainable Shasta and Regional Non-Motorized Program assistance, including coordinated outreach events and stakeholder communication regarding project details such as right-of-way and signal timing. This successful level of coordinated effort will continue with this project. Findings from this grant-funded program will inform Transportation Concept Reports prepared by Caltrans District 2.

PROJECT AREA

Incremental improvements to the region's status quo active transportation facilities, when spread over a large, low density area, will not drive mode shift required to meet the region's ambitious GHG emission reduction targets. For this reason, the region's active transportation trunk line network and the proposed project prioritizes 'Strategic Growth Areas' identified in the region's adopted RTP/SCS and illustrated below. These areas are located in downtowns and major urban activity centers within the cities of Redding, Anderson, and City of Shasta Lake, and in four unincorporated town centers. These areas feature greater density and diversity of land use, and benefit from synergies with other complementary investments, services, and programs. If selected for funding, this project will continue the region's successful investment strategy.

Strategic Growth Areas (source: 2018 Regional Transportation Plan/Sustainable Communities Strategy)



Strategic Growth Areas most closely model the five 'D Factors' known to reduce vehicle miles traveled and associated GHG emissions – i.e. Density, Diversity, Design, Destination accessibility, and Distance to transit. The proposed project, in conjunction with other efforts, strengthens all of the 'D Factors' in these areas, thereby reducing automobile dependency and helping the region meet its greenhouse gas emission reduction target and goals for mobility, health, safety, and sustainability.

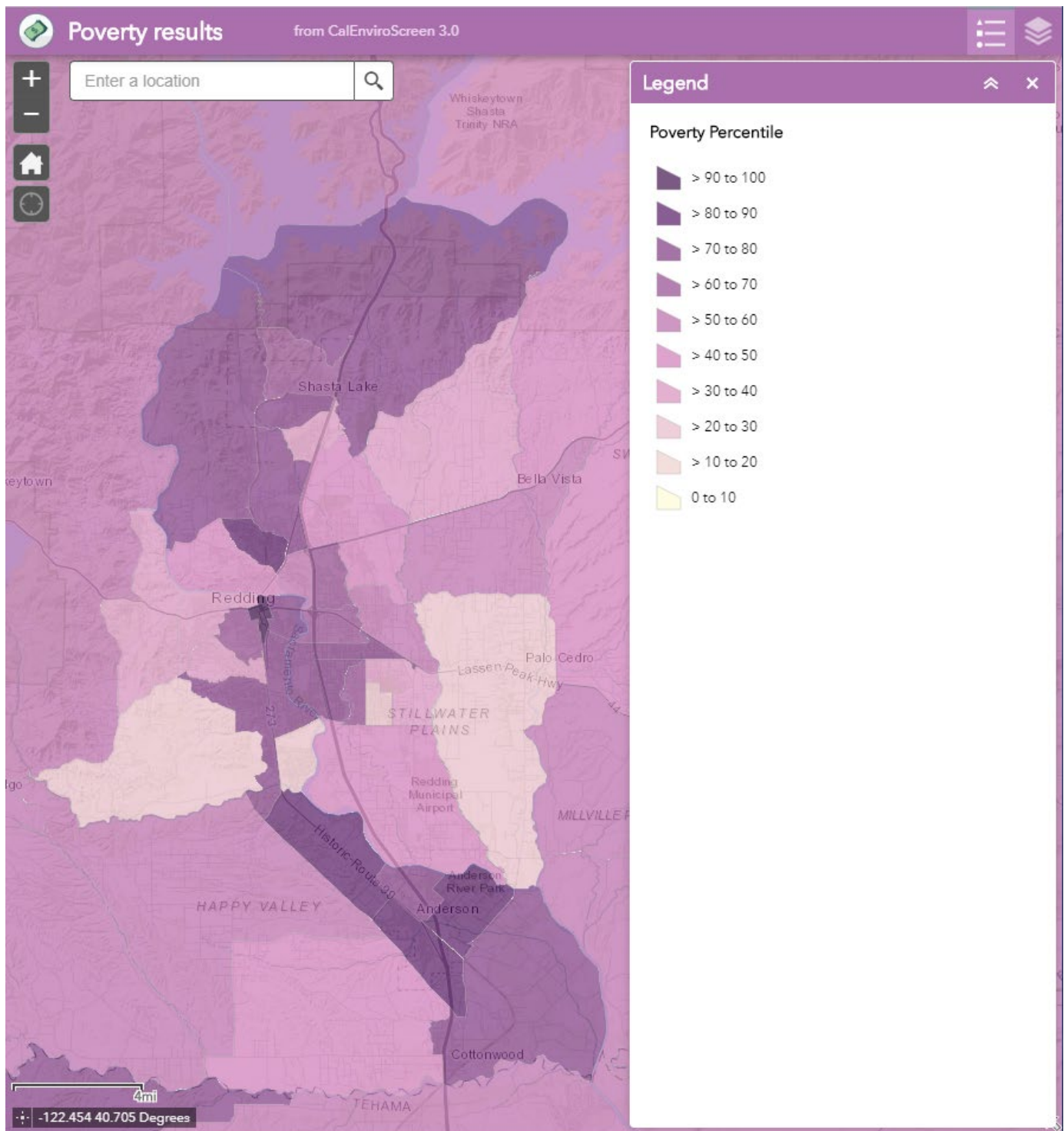
STATE PLANNING CONSISTENCY

The proposed project exemplifies Smart Mobility Framework (SMF) principles through active transportation corridor investments in areas with location efficiency; that increase the reliability, flexibility, and resiliency of the transportation system; that address health and safety through increased physical activity and facilities that are accessible to all ages and abilities; and that supports equitable economic development through affordable access to jobs, education, and community services and improved access to businesses. 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 evaluating corridors, alignments and facilities in and between the SGAs that will achieve smart mobility benefits, e.g. context-sensitive neighborhood solutions.

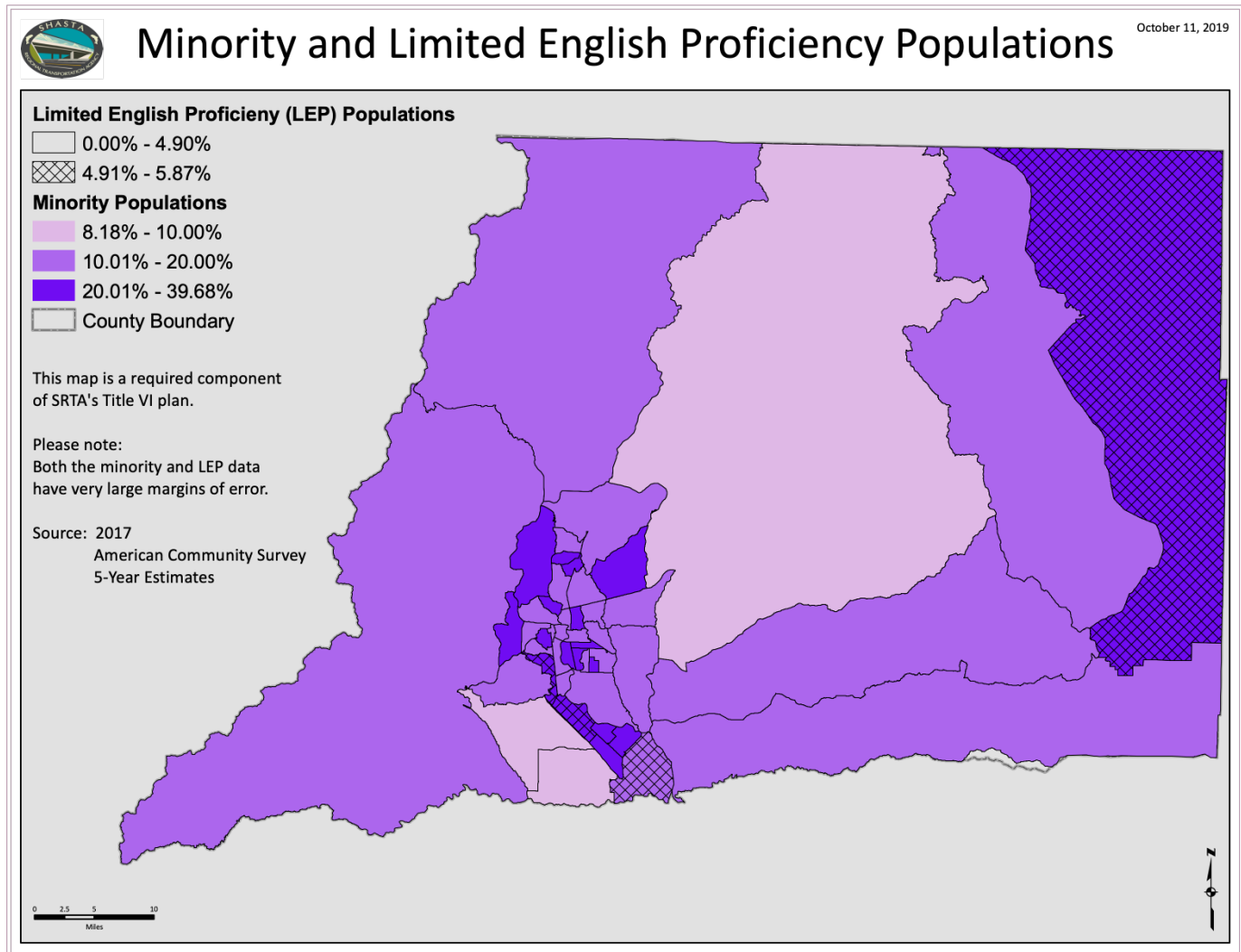
DEMOGRAPHICS

Not only are the SGAs primed for 'D' factor implementation, but their populations are Shasta County's most economically disadvantaged (see dark purple areas in below CalEnviroScreen 3.0 map). Shasta County, as a whole, has a median household income of \$47,258 which is 70% of California's median household income – \$67,169 (ACS 2013-2017). As shown in the following table most of the region's Strategic Growth Areas receive high scores (increased vulnerability) based on the CalEnviroScreen 3.0 Population Characteristics. The CalEnviroScreen population characteristics are biological traits, health status, or community characteristics that can result in increased vulnerability to pollution (i.e. asthma, cardiovascular disease, low birth weight, housing burden, educational attainment, linguistic isolation, poverty, and unemployment).

Strategic Growth Area (Census Tract)	CalEnviroscreen 3.0 Population Percentile Score
Anderson (6089012000)	68
Redding (6089010100)	92
Shasta Lake (6089011702)	76
Cottonwood 6089012200)	63
Palo Cedro (6089011900)	11
Burney (6089012701)	64
Fall River Mills/McArthur (6089012702)	31

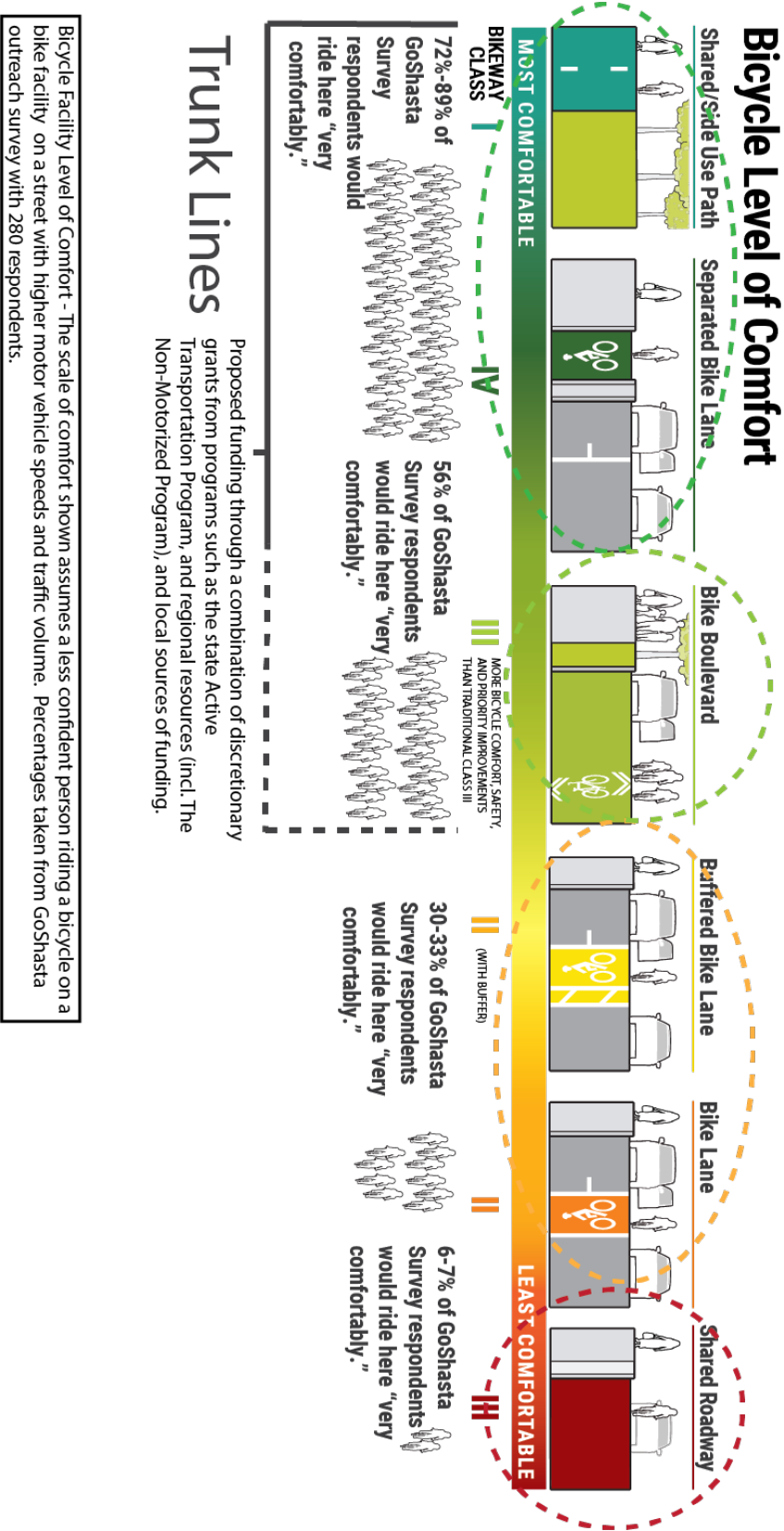


The following map from SRTA's Title VI plan shows the overlap of limited English proficiency (LEP) and minority populations. The proposed project would benefit the LEP and minority populations living in the urban area SGAs, including the downtowns of all three cities and the rural community of Cottonwood.



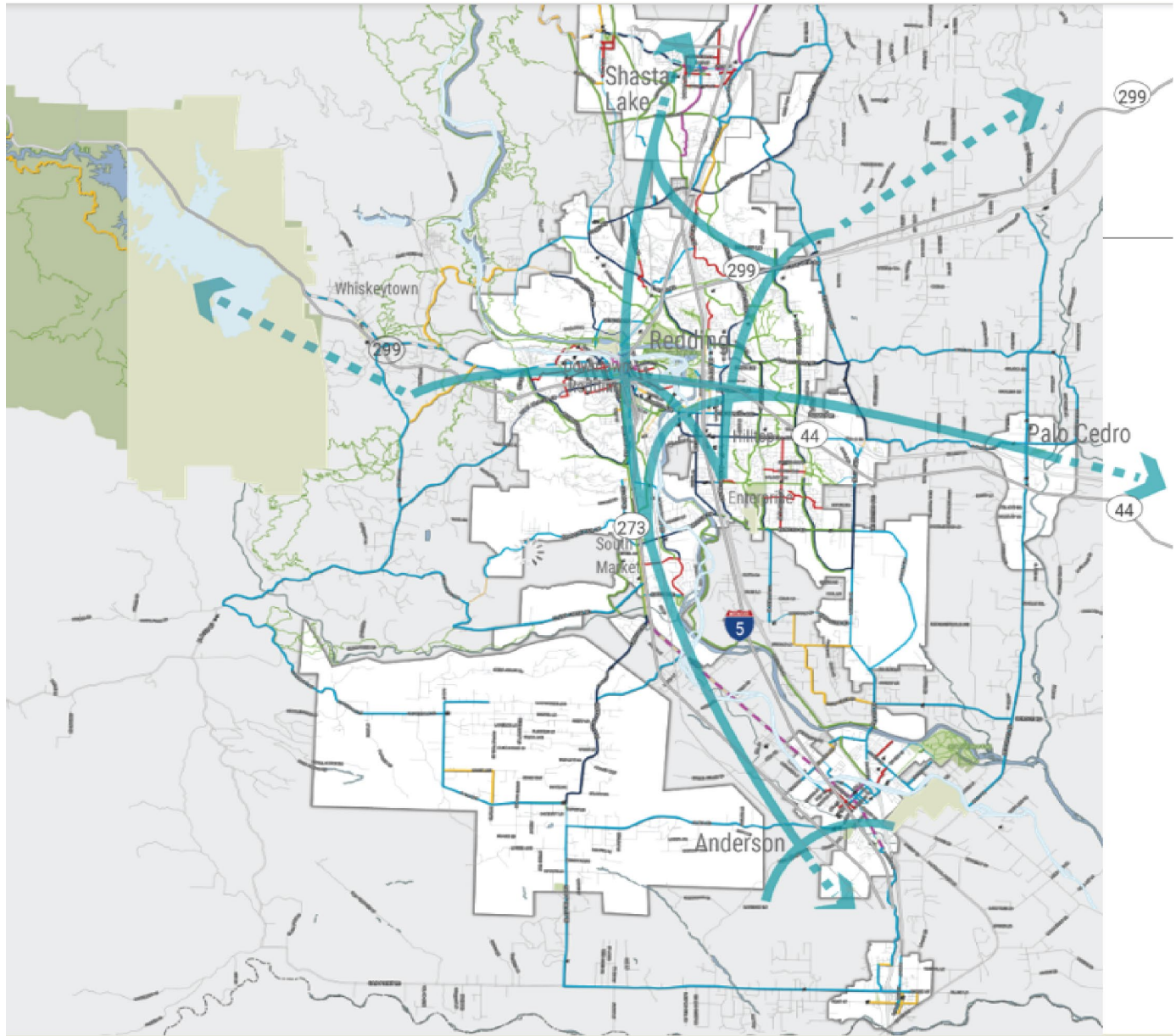
TRUNK LINE NETWORK AND FACILITY DESIGN STANDARDS

Illustrated below are trunk line design standards that will be used for this project and subsequently implementation efforts.



Below is the conceptual network of regional trunk lines from the GoShasta Regional Active Transportation Plan that will be developed and subsequently implemented. The proposed project is needed to continue turning this conceptual network into specific corridor alignments, linked together with consistent design standards, safety, wayfinding, and user experience.

Conceptual Trunk Line Network (source: GoShasta Regional Active Transportation Plan)



Working with local agency partners and Caltrans, the conceptual trunk line network has been divided into three tiers of priority for implementation, as illustrated below. Tier I trunk line projects have been identified as candidates for the Active Transportation Program (ATP). Whereas local agencies have limited fiscal resources and organization capacity to prepare an adequate number of grant applications, SRTA is providing partial local match and has dedicated funding from the Regional Non-Motorized Program for consultant services to increase grant preparation capacity.

Tier I, II, and III Regional Active Transportation Trunk Line Projects

Tier I (ATP Cycle 5)		Tier II (Successive ATP Cycles)		Tier III (Later ATP Cycles)			
Proj- est #	Street Name/Corridor Description	From	To	Proj- est #	Street Name/Corridor Description	From	To
COR	1 Off-street (Turtle Bay to Downtown Trail)	Turtle Bay	Downtown	13	Shasta St. White St. Present St. South St. (possible alternative alignment to DT via extension of western extension of Blate St.)	South St./San Francisco St.	Shasta St./Court St.
COR	2 Victor Ave. (East & West Sides) (pending CT Consultation)	Bramble Pl Mistchoe Ln	Mistchoe Ln Old Alburas Rd	14	Off-street (Loma to Downtown Trail to Park Extension of western extension of Blate St.)	SR 44/Sacramento Bridge	Park Marina Dr Old Alburas Rd. (N Side) (Extend to Victor Ave. ?)
				15	Browning St.	Hilltop Dr.	
COR	3 Park Marina Dr.	Chum Creek Rd Sun Dam Bridge Dr.	El Vista St. Cypress Ave.	16	Hilltop Dr (pending CT Consultation)	Palisades Ave Browning St.	Lake Blvd Pender St.
COR	4 Railroad Ave	Yuba St.	Buenaventura Blvd	17	1-3 Crossing (pending CT Consultation)	Becknell Ln	Hilltop Dr/Mistchoe Ln
SRTA/COR/CT	3 299 (pending CT Consultation)	North Point Dr.	East of I-5		Mistchoe Ln	Hilltop Dr/Mistchoe Ln	Chum Creek Rd
COR	6 Enhanced Becknell Lane (ATP already forwarded, Enhancements needed for trunk line upgrade)		Cypress Ave.	18	Sundel Bridge Dr (pending CT Consultation)	Park Marina Dr	WB SR 44 Off- and On-ramps
					Off-street (Loma Vista Trail)	Saffron Way	Ethan Ln/Loma Vista Dr
				19	Alta Mesa Dr	Rancho Rd	Hartnell Ave
					Off-street (Little Chum Creek)	Chum Creek	Lawrence Rd
COSL	7 Ashby School Connector - Ashby Rd. Ashby School Connector - LA Mesa Ave. DT Loop - Montana Ave. (pending CT Consultation)	Shasta Dam Blvd. Ashby Rd.	Couder D'Aleone Ave. Montana Ave.	20	Cascade Blvd. (pending CT Consultation)	SR 131	Pine Grove Ave.
COSL	8 DT Loop - Red Bluff St. DT Loop - McCombe Ave/Cabezo St. (pending CT Consultation) DT Loop - Vallecito St.	Red Bluff St. Montana Ave. Red Bluff St. Vallecito St. Montana Ave.	Vallecito St. McCombe Ave/Cabezo St. Vallecito St. Montana Ave.				
COA	9 North St. (pending CT Consultation)	Silver St.	McMurry Dr.	21	Silver St.	South St.	
COA	10 Anderson School Trail Connection	Anderson High School	Old 99 Trail	22	Ferry St.	Anderson HS	West Center St.
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PARTNER ROLES

Partner Entity	Role
Shasta Regional Transportation Agency	SRTA will serve as the administrative lead, including the procurement of consultant support, ensuring coordination among partners and community stakeholders, and general oversight as it relates to consistency with adopted regional plans and policies.
Caltrans District 2	Provide planning support, data, and technical assistance needed for preparation of outreach, concept drawings, and preliminary cost estimates.
City of Redding	As the responsible implementing agency, local agencies will guide project designs with consultant support and provide technical assistance to ensure all projects are implementable.
City of Anderson	
City of Shasta Lake	
County of Shasta	
Redding Rancheria	
Pit River Tribe	
Community-Based Organization(s)	Community-based partners will assist in outreach and communications among community members and stakeholders, including targeted outreach to disadvantaged communities.

CONSISTENCY WITH GRANT PROGRAM OBJECTIVES

Sustainability – The region’s disproportionate reliance on motor vehicles is not fiscally or environmentally sustainable. In concert with complementary initiatives detailed within the narrative, the proposed project seeks to elevate active transportation to a higher status – one that offers a truly competitive and compelling mobility alternative, and that is linked seamlessly to public transportation. The resulting mode shift is critical to preserving the reliability and efficiency of the roadway network for freight and automobile travel. By connecting the region’s trip origins to common destinations and activity centers, by integrating the trunk line network with the region’s system of popular recreational trails, and by achieving the critical mass of ‘D Factors’ in targeted areas/corridors, the region will be able to meet its mode shift targets, reduce the number and distance of per capita vehicle trips, and achieve greenhouse gas emission reduction goals.

Preservation – The proposed project protects and enhances the environment, promotes energy conservation, and improves quality of life in many ways, including the reduction of carbon fuel use (fewer and shorter vehicle trips); reduced stormwater runoff (trunk line project will include stormwater retention and filtering features); and enhance the community experience (will activate streets and commercial areas and introduce public art into the urban environment).

Mobility – The region already has a strong and well used trail network that is largely used for recreational trips. The proposed project will be used to link these corridors to urban origins and destinations and tap into the largest and most likely group of potential users.

Safety – Many past projects have been well designed, but focused on the easier, low-cost segments of a the given corridor. This effort will be aligned with the adopted Regional Non-Motorized Program policy, which specifies that projects do not neglect the more expensive and hard to remedy areas where collisions are most likely to occur, including intersections, interchanges, bridges, roadway crossings, etc.

Innovation – The regional trunk line network is the first of its kind in the North State and builds on successful model employed in the city of Davis, which regional stakeholders toured during the development of the GoShasta Regional Active Transportation Plan. Nearly every project developed through this effort

will be charting new ground for the region. Viewed collectively, this network has the power to be a catalyst for other innovative projects and investments, including but not limited to trail-oriented development and partnerships with non-profit organizations to provide education and safety training, subsidized memberships in bike share, and other such initiatives.

Economy – Shasta’s trunk line network is modeled in part off of the Indiana Cultural Trail, which resulted in over \$2 billion dollars of economic investment. The Shasta Region is much smaller, but the principle and approach is similar – i.e. activate streets in urban cores and corridors, connect activity centers to surrounding neighborhoods, and encourage/incentivize ‘trail-oriented’ development (i.e. high density development with direct access to the trunk line network supported by bicycle parking and other amenities).

Health – The proposed project is essential to the region’s goal of eliminating active transportation related injuries and fatalities. It will do so through Class IV Cycletracks with physical buffers, grade separations, protected intersections, traffic calming, and other strategies. Designs will also address perceived safety, which is often the greatest deterrent to use. In addition to improved safety, the proposed facility types will increase the number of people using active transportation. The results are increased physical activity (needed to address the epidemic of obesity, diabetes, and other diseases) and reduced social isolation (by increasing human-to-human interaction and sense of community).

Social Equity – Active transportation is an economic equalizer. If high quality facilities are provided, bicycling and walking provides a low-cost alternative for accessing employment, education, and essential community services. The proposed project list aligns with the regions disadvantaged communities analysis. In partnership with a local non-profit, new facilities will be accompanied by targeted education and training within these areas, as well as access to bike share and other resources.

In summary, regional partners have been working for years to lay the groundwork for a safe, comfortable, intuitive active transportation network for people of all ages and abilities, so they may seamlessly walk and bicycle to major destinations within and between the region’s strategic growth areas and disadvantaged communities. Continuing and consistent effort is required 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, safe, comfortable, and intuitive active transportation infrastructure will help direct limited resources that impact quality of life factors such as personal mobility, environmental quality, economic opportunity, public health, and public safety.

SCOPE OF WORK

1. Procurement and Kick-Off Meeting

This task is necessary for the procurement of a consultant to assist in the preparation of outreach materials, carry out outreach, assist in planning and executing temporary built environment demonstrations with willing local agencies, prepare concept drawings and preliminary project cost estimates at roughly a 10% level of design, and help design a regional wayfinding system. This task will also include a kick-off meeting between SRTA, consultant and Caltrans.

Task 1.1: Consultant Procurement

- Prepare request for proposals, procure consultant.

Responsible Party: SRTA, Caltrans

Task 1.2: Kick-Off Meeting

- Kick-off meeting between SRTA, consultant and Caltrans to discuss project expectations, roles, responsibilities, timing, grant administration, etc..

Responsible Party: SRTA, consultant and Caltrans

Task #	Deliverable
1.1	Procurement package(s) including request for proposals, proposals; selection documents, and consultant contract
1.2	Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule

2. Grant Administration

This task is necessary for the routine processing of invoices, as well as quarterly and final reports to Caltrans.

Task 2.1: Invoicing

- Administer grant, including routine invoicing.

Responsible Party: SRTA, Consultant

Task 2.2: Reporting

- Quarterly and final reports to Caltrans.

Responsible Party: SRTA

Task #	Deliverable
2.1	Invoices
2.2	Quarterly and final reports

3. Outreach and Stakeholder Communication

This task includes a Shasta Trunk Line Workshop to introduce the project to partners. The task also outlines the anticipated communication structure between SRTA, the consultant, Caltrans, and project partners. Sub-tasks on outreach meetings and temporary built environment demonstrations are included as different means of engaging diverse community members of the Shasta Region, including its disadvantaged population. This task also includes a technical memo to document the public outreach performed.

Task 3.1: Shasta Trunk Line Workshop

- Workshop between SRTA, consultant, project partners and established advisory committees (i.e. Shasta Trunk Lines Committee (forming in approximately the next six months) and community-based organizations. The purpose of the workshop is to describe the proposed project's nexus with and to remind participants of the results of GoShasta, Sustainable Shasta, SRTA's Non-Motorized Program, and recent partner agency projects connecting to the Shasta Trunk Line Network. The workshop will also include presentations from active transportation experts on effective strategies for reducing collisions and increasing walking and bicycling mode shares.

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

Task 3.2: Project Communication

- Conduct project team meetings and communication, with consultant establishing a schedule of at least six meetings or conference calls, as needed, with SRTA, Caltrans and project partners to review ongoing work; discuss upcoming tasks; schedule 2-4 different types of engagement opportunities per project including but not limited to outreach meetings, stakeholder interviews, site visits, physical and online surveys, pop-up facilities (see Task 3.4), etc.; and ensure adequate interagency communication and coordination.

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

Task 3.3: Outreach Meetings

- Set a goal of 2-4 different public engagement opportunities such as outreach meetings and/or neighborhood focus groups – piggybacking with on-going physical and online community events and associations (e.g. Nextdoor app users) and other organization coordination (e.g. Healthy Shasta, church groups, community centers, community organizers), – stakeholder interviews, site visits, etc. As mentioned in the demographics section, on average the SGAs and downtowns have some of the region's lowest income populations. The project will partner with agencies and/or community-based organizations to reach out specifically to this disadvantaged community. Participants will be directly invited to the final presentations in Task 5.3.

SRTA will make every effort possible to reach out to all members of the region. Spanish language translation will be offered for outreach meetings if needed. In addition, SRTA's 2016 Shasta Participation and Partnership Plan (Title V1) 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 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.

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

Task 3.4: Temporary Built Environment Demonstrations

- SRTA will work with a community-based organization and willing local agencies to set up a temporary cycle track, bulb-out, parklet, etc., as needed, during the outreach period, so residents may familiarize themselves with corridor concepts being considered.

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

Task 3.5: Technical Memo on Outreach and Stakeholder Communication

- Summary of outreach and stakeholder communication.

Responsible Party: Consultant

Task #	Deliverable
3.1	Stimulating workshop posters, speaker list, attendee list, presentations, refreshments
3.2	Project team list, sign-in sheets, agendas, minutes, project updates, presentation material
3.3	Schedules, notes, invitations, participation counts from outreach meetings
3.4	Photos, video, and/or list of concept approval by residents
3.5	Technical memorandum summarizing outreach and stakeholder communication and results

4. Shasta Active Transportation Trunk Line Network Expansion

This task outlines the preparation of corridor alignments and layouts for review by the public and local agencies, recommendations and preliminary cost estimates based on input received, preparation of a logical wayfinding system, including signage and trail maps, and a technical memo documenting the results of the subtasks.

Task 4.1: Conceptual Corridor Alignments and Layouts

- Analyze and present context-appropriate alignments and layouts up to 20 trunk line (Class I, Class IV, or Bicycle Boulevards with robust calming features) network corridors connecting major destinations in and between the region's strategic growth areas (SGAs). This network that will connect directly to surrounding neighborhoods, or indirectly via trunk line feeder routes, and is needed to expand mobility options. The proposed scope of work will be carried out concurrently with the development of SRTA's Long Range Transit Plan to ensure the alignments include comfortable access to first and last mile walking and bicycling journeys to transit trip destinations. The alignments and layouts will include facility classification (e.g. Class IV), infrastructure profiles, street cross sections, and vetted solutions for problem intersections.

Responsible Party: Consultant

Task 4.2: Alignment and Layout Recommendations (Including Preliminary Cost Estimates)

- Recommend active transportation alignments and layouts for up to 20 corridors in and between SGAs informed by input received from community outreach. Prepare preliminary cost estimates at a level appropriate for an ATP or other similar grant application (roughly 10% level of design).

Responsible Party: SRTA, Consultant, and Project Partners

Task 4.3: Wayfinding Signage and Trail Maps

- In coordination with SRTA and local jurisdictions, design wayfinding and other signage, including trail maps – both physical on-site resources and a web-accessible map

Responsible Party: SRTA, Consultant, and Project Partners

Task 4.4: Technical Memo for Alignments, Layouts, and Wayfinding System

- Summary of non-motorized network corridor alignments and layouts.

Responsible Party: Consultant

Task #	Deliverable
4.1	Alignment and layout alternatives for up to 20 corridors in and between SGAs
4.2	Recommended alignments and layouts for up to 20 corridors in and between SGAs
4.3	Sketches or photos of wayfinding system’s different sign types and URL to web-accessible trail map
4.4	Technical memorandum summarizing corridor alignment and layout results, as well as the agreed upon wayfinding system.

5. Final Report

This task involves the preparation of the draft final report, final report, as well as the presentation of the final report to decision makers. The final report is the compilation of technical memos that were prepared for previous tasks and includes the project results in one document.

Task 5.1: Draft Final Report

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

Responsible Party: SRTA, Consultant

Task 5.2: Final Report

- Final report printing and circulation.

Responsible Party: Consultant

Task 5.3: Presentation of Final Report

- Present final report (totaling 6-8 final presentations) to project team boards and councils, Caltrans executive management, SRTA board, and the Shasta Trunk Lines Committee. Participants from outreach meetings (Task 3.3) will be directly invited to the final presentations.

Responsible Party: Consultant

Task #	Deliverable
5.1	Draft final report with implementation and next steps
5.2	Final report in printed and digital formats

5.3	Presentations (6-8) to project team boards and councils, Caltrans executive management and SRTA board
-----	---

Project Timeline Checklist

The Project Timeline is the official documentation of the budget and time frame of the project. **The Project Timeline must be consistent with the Scope of Work and the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

The Project Timeline must:

- ☐ Use the Fiscal Year 2020-21 template provided (do not alter the template) and submit in Microsoft Excel format.
- ☐ List all tasks and sub-tasks with the same title as stated in the Scope of Work.
- ☐ Include task and sub-task numbers in proper sequencing, consistent with the Scope of Work.
- ☐ 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 quarterly reporting to Caltrans.
- ☐ Include a task for invoicing.
- ☐ List the responsible party for each task and sub-task, and ensure that it is consistent with the Scope of Work (i.e. applicant, sub-applicant, or consultant).
- ☐ Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match.
- ☐ State a realistic total cost for each task based on the work that will be completed.
- ☐ Project management/administration costs (e.g., quarterly reports, invoicing, project management meetings) should not exceed five percent of the grant amount requested
- ☐ Include a proportional spread of local match amongst each task. The match amount must be at least the minimum amount required by the grant program.
- ☐ Identify the indirect cost rate if indirect costs will be reimbursed.
- ☐ Include a best estimate of the amount of time needed to complete each task.
- ☐ Start the timeframe at the beginning of the grant period (July 2020 for MPO/RTPAs; September 2020 for non-MPO/RTPAs).
- ☐ Extend the timeframe all the way to the end of the grant period (Project end dates differ based on applicant type and type of funds, i.e., State or federal. See Grant Application Guide, Pages 26-27, for details).
- ☐ List the deliverable for each task as stated in the scope of work.

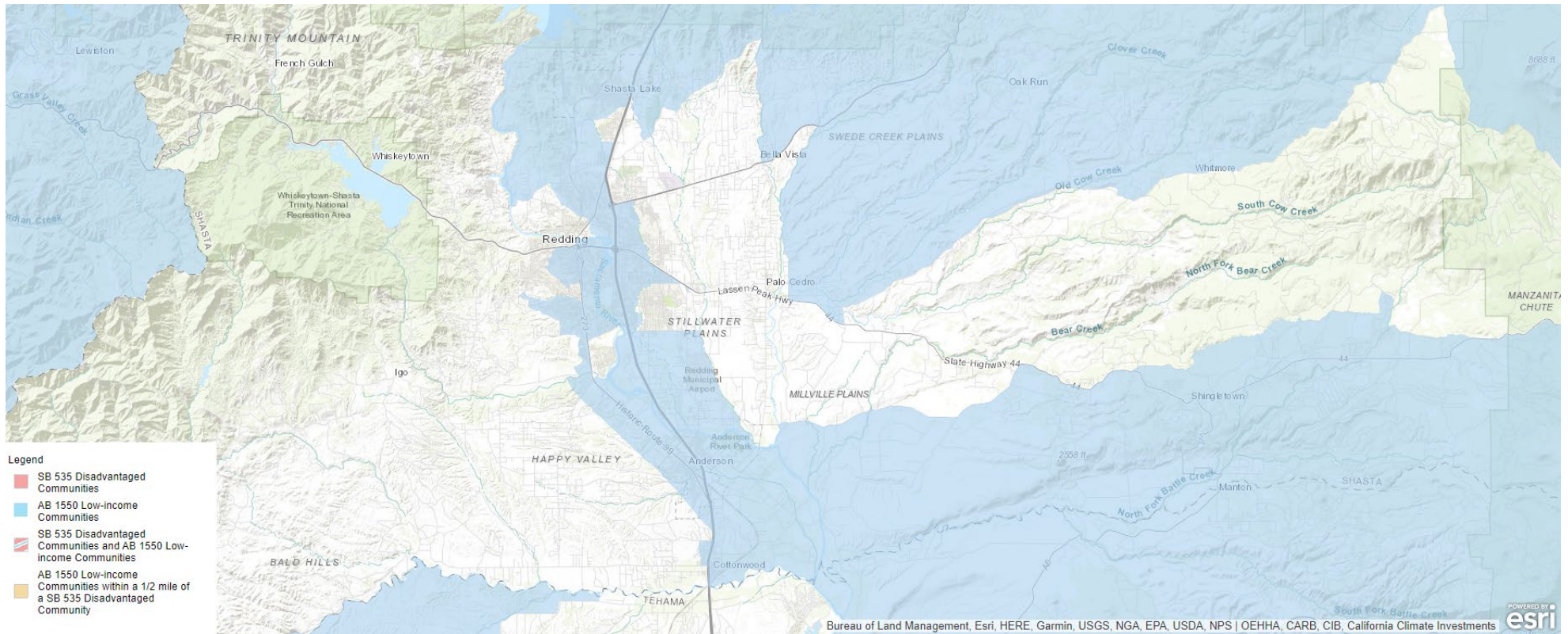
Project Timeline

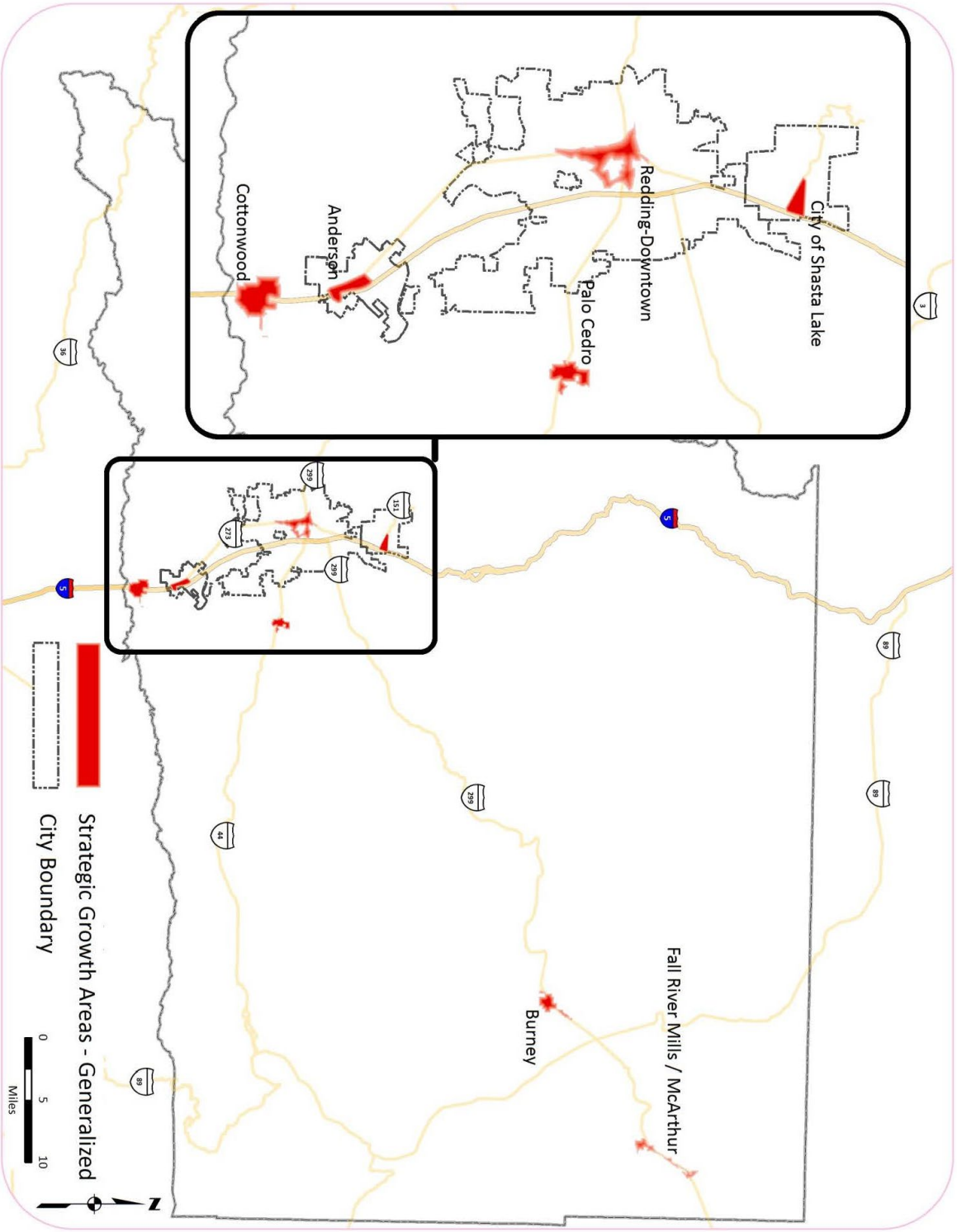
Grantee: Shasta Regional Transportation Agency											Project Title: Shasta Trunk Lines																							
		Fund Source					Fiscal Year 2020/21				FY 2021/22				FY 2022/23																			
Task Number		Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	Deliverables			
1	Procurement and Kick-Off Meeting																																	
1.1	Consultant Procurement	SRTA	\$5,099.00	\$4,514.00	\$585.00																									Procurement package(s) including request for proposals, proposals; selection documents, and consultant contract (SRTA)				
1.2	Kick-Off Meeting	SRTA, consultant, Caltrans	\$4,291.00	\$3,799.00	\$492.00																									Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule				
2	Grant Administration																																	
2.1	Invoicing	SRTA, Consultant	\$12,798.00	\$11,330.00	\$1,468.00																									•Administer grant, including routine invoicing				
2.2	Reporting	SRTA	\$8,942.00	\$7,916.00	\$1,026.00																									•Quarterly and final reports to Caltrans.				
3	Outreach and Stakeholder Communication																																	
3.1	Shasta Trunk Line Workshop	SRTA, Consultant, Caltrans, other Project Partners	\$12,294.00	\$10,884.00	\$1,410.00																									Stimulating workshop posters, speaker list, attendee list, presentations, refreshments				
3.2	Project Communication	SRTA, Consultant, Caltrans, other Project Partners	\$67,094.00	\$59,398.00	\$7,696.00																									Project team list, sign-in sheets, agendas, minutes, project updates, presentation material				
3.3	Outreach Meetings	SRTA, Consultant, Caltrans, other Project Partners	\$75,265.00	\$66,632.00	\$8,633.00																									Schedules, notes, invitations, participation counts from outreach meetings				
3.4	Temporary Built Environment Demonstrations	SRTA, Consultant, Caltrans, other Project Partners	\$45,993.00	\$40,718.00	\$5,275.00																									Photos, video, and/or list of concept approval by residents				
3.5	Technical Memo on Outreach and Stakeholder Communication	Consultant	\$12,962.00	\$11,475.00	\$1,487.00																									Technical memorandum summarizing outreach and stakeholder communication and results				
4	Shasta Active Transportation Trunk Line Network Expansion																																	
4.1	Conceptual Corridor Alignments and Layouts	Consultant	\$255,337.00	\$226,050.00	\$29,287.00																									Alignment and layout alternatives for up to 20 corridors in and between SGAs				
4.2	Alignment and Layout Recommendations (Including Preliminary Cost Estimates)	SRTA, Consultant, Caltrans, and other Project Partners	\$51,506.00	\$45,598.00	\$5,908.00																									Recommended alignments and layouts for up to 20 corridors in and between SGAs				
4.3	Wayfinding Signage and Trail Maps	SRTA, Consultant, and Project Partners	\$60,226.00	\$53,318.00	\$6,908.00																									Sketches or photos of wayfinding system's different sign types and URL to web-accessible trail map				
4.4	Technical Memo for Alignments, Layouts, and Wayfinding System	Consultant	\$10,174.00	\$9,007.00	\$1,167.00																									corridor alignment and layout results, as well as the agreed upon wayfinding system.				
5	Final Report																																	
5.1	Draft Final Report	SRTA, Consultant	\$20,970.00	\$18,565.00	\$2,405.00																									Draft final report with implementation and next steps				
5.2	Final Report	Consultant	\$14,084.00	\$12,469.00	\$1,615.00																									Final report in printed and digital formats				
5.3	Presentation of Final Report	Consultant	\$3,244.00	\$2,872.00	\$372.00																									Presentations (6-8) to project team boards and councils, Caltrans executive management and SRTA board				
	TOTALS			\$660,279.00	\$584,545.00	\$75,734.00	\$0.00																											

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: 72.39% (FY 2019/2020 ICAP rate)

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.

AB 1550 Low-Income Communities (Most of Shasta County's Urban Areas Defined)





Reported 2019 Collisions to Date

(Supplemental to 2013-2018 SWITRS data)

January 14, 2019 - Redding Record Searchlight

Anderson man killed in Highway 273 crash

A 65-year-old Anderson man was killed when the bicycle he was riding was struck by a sport utility vehicle on Highway 273 south of Redding.

April 9, 2019 - Redding Record Searchlight

Sheriff: Woman who drank a beer is hit by train south of Redding

April 18, 2019 - Redding Record Searchlight

Bicyclist hit by vehicle on Lake Boulevard

April 29, 2019 - Redding Record Searchlight

Train hits, kills man standing on tracks in south Redding

Sept 8, 2019 - Redding Record Searchlight

Man struck by train in downtown Redding

A man was struck and killed as he walked along the train tracks in downtown Redding on Sunday.

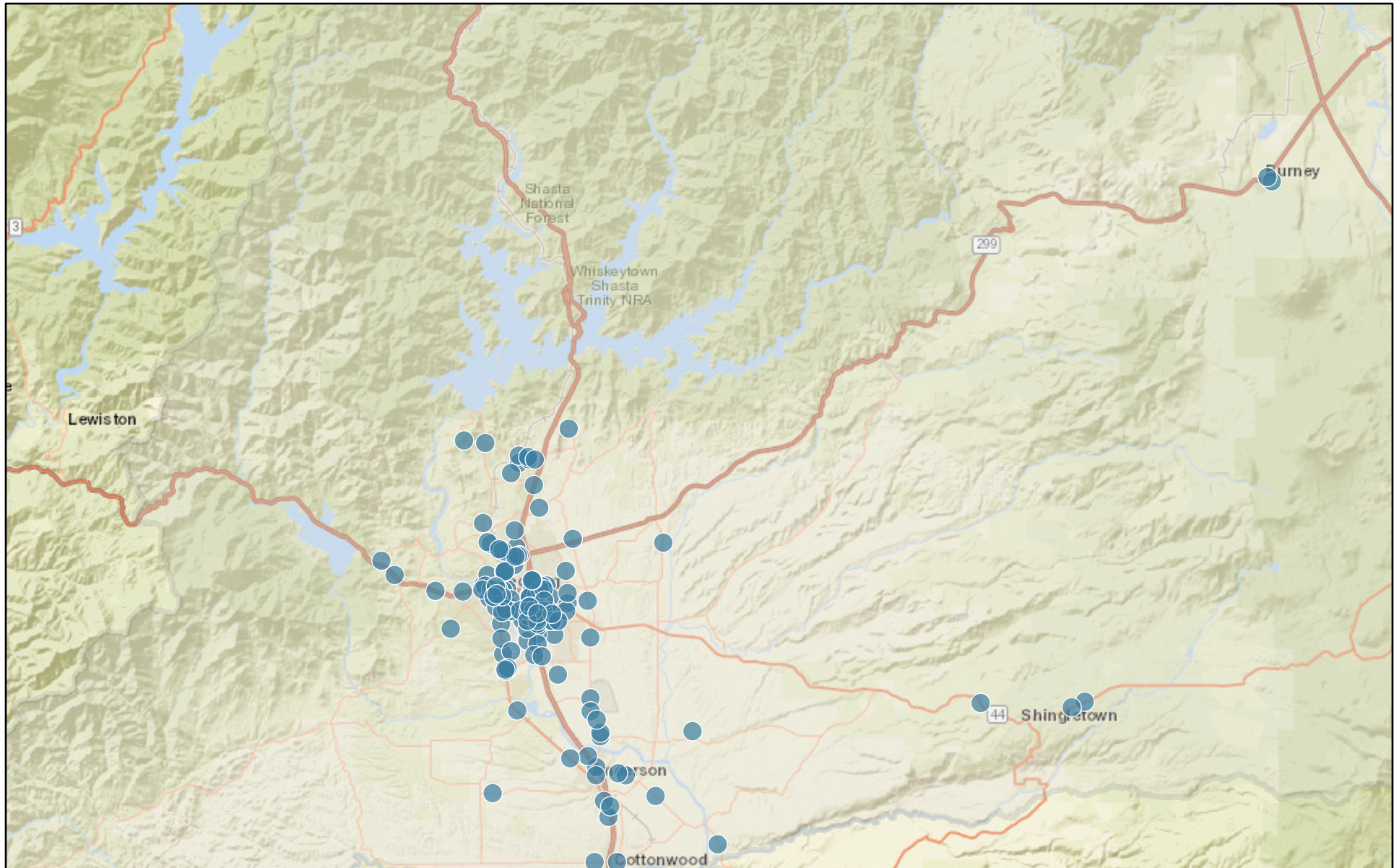


January 14, 2019 - Redding Record Searchlight

The victim was in a wheelchair trying to get across Placer Street and was struck by a Honda Accord traveling west, police said. An officer on scene said the victim suffered major injuries.



SWITRS GIS Map: Shasta, All 12/31/2013 - 12/31/2018

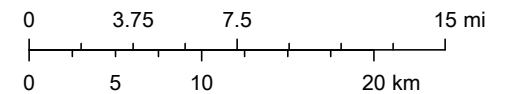


October 8, 2019

SWITRS Collisions

● Collisions

1:577,791



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan,

Made by: SWITRS GIS Map at TIMS (<https://tims.berkeley.edu>), SafeTREC,
Copyright © 2019 UC Regents; all rights reserved.

Total Collisions	260	Total Victims	26 Killed, 259 Injured	State Highway	67 (25.8%)
Ped Collisions	260 (100%)			Motorcycle Collisions	1 (0.4%)

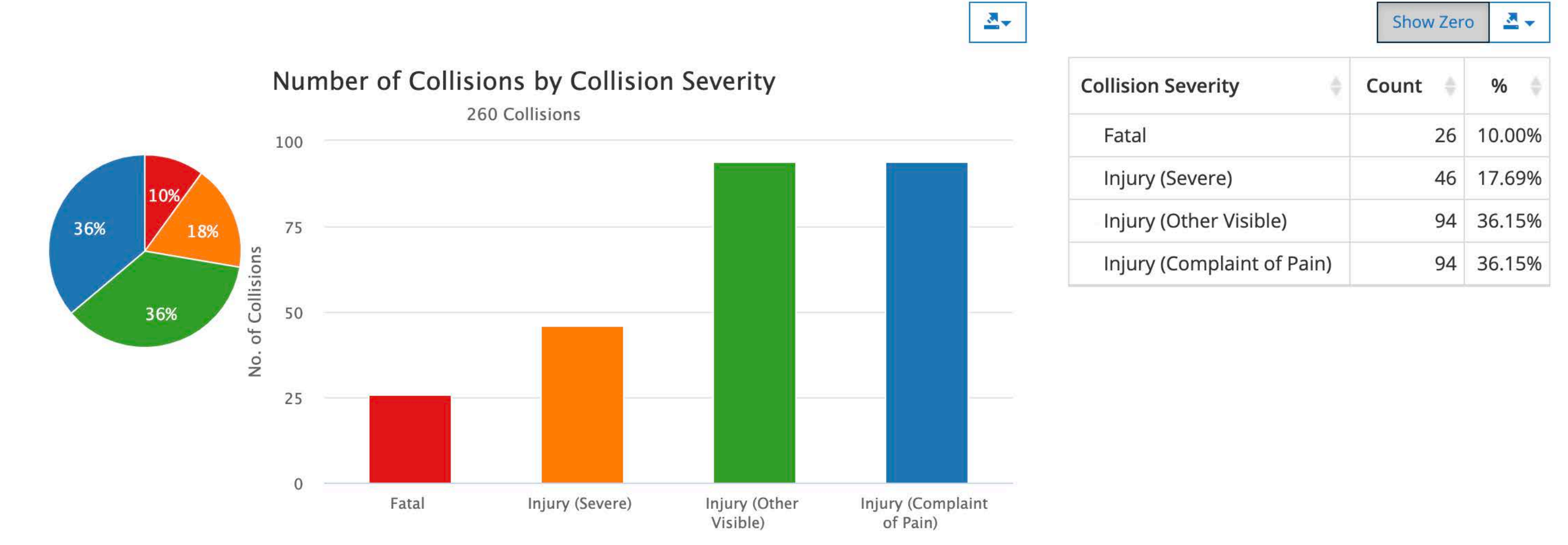
Overall

Victim Summary

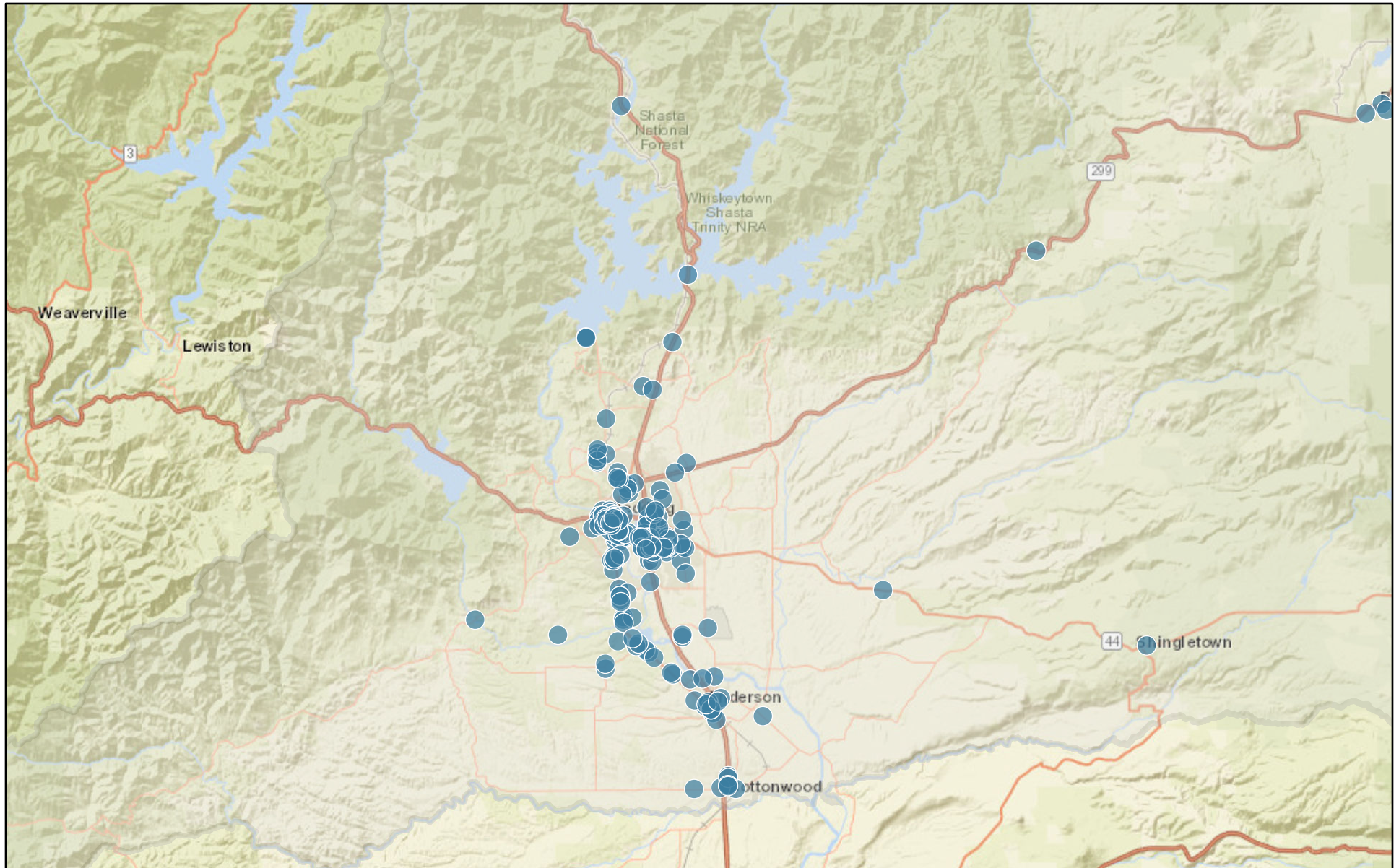
Ped Collision Summary

Map

By Collision Severity



SWITRS GIS Map: Shasta, All 12/31/2013 - 12/31/2018

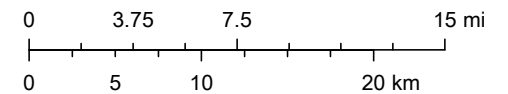


October 17, 2019

SWITRS Collisions

● Collisions

1:577,791



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan,

Made by: SWITRS GIS Map at TIMS (<https://tims.berkeley.edu>), SafeTREC,
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October 14, 2019

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

Subject: Shasta Trunk Lines

Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application to expand the reach of key active transportation corridors 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.

This project will assist the city to provide a safe, sustainable, integrated and efficient transportation system to enhance our economy and livability. By providing safe corridors for alternative transportation, our citizens can have more opportunity to access jobs and services such as healthcare or other needs. As a disadvantaged community, issues such as safety, mobility, and good economic health are of paramount concern and we feel this project may help greatly alleviate much of the burdens associated with inequity. It is our hope that, through sustainable practices such as this project, our city can preserve the natural beauty of our small Northern California town while implementing innovative solutions to build up our community.

The City of Anderson looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

David Durette, P.E.
Director of Public Works



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

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

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170

530.245.7024

October 17, 2019

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

Subject: Sustainable Transportation Planning Grant Application

Dear Mr. Little:

The City of Redding Public Works Department supports the Shasta Regional Transportation Agency (SRTA) application to expand the reach of key active transportation corridors 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.

Developing safe, efficient and sustainable bicycle, pedestrian and transit facilities will advance local, regional, and state efforts to reduce single occupancy vehicle trips and transportation-related greenhouse gas emissions. These facilities will enhance the livability and economy of our region by promoting safe, alternative transportation connections to key residential and employment nodes.

The City of Redding Public Works Department looks forward to working with SRTA to develop innovative active transportation corridor concepts 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 "CA", is written over a large, stylized blue oval.

Chuck Aukland, P.E.
Director of Public Works

CA:sm
101719L-SRTA-TrunkLines_Support

October 16, 2019

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

Subject: Shasta Trunk Lines

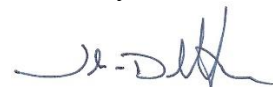
Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application to expand the reach of key active transportation corridors 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.

Specifically, the Shasta Lake loop project will create a continuous safe path of travel for pedestrians to get out of their vehicles encouraging walking and biking. The City of Shasta Lake is fortunate to have a walkable community, however as a disadvantaged City, the available funding for non-motorized projects are very minimal, therefore outside funding is necessary to carry projects to further the goals of the grant program to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The City of Shasta Lake looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



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



Caltrans, District 2
City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Dignity Health, Mercy
Medical Center Redding
First 5 Shasta
Good News Rescue
Mission
Redding Rancheria
Redding School District
Shasta County Child
Abuse Prevention
Coordinating Council
Shasta College
Shasta Community Health
Center
Shasta County Office of
Education
Shasta Regional
Transportation Agency
Shasta Family
YMCA
Shasta Head Start
Simpson University
The McConnell
Foundation
Turtle Bay Exploration
Park
University of California
Cooperative Extension
Viva Downtown
Whiskeytown National
Recreation Area

October 16, 2019

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

Subject: Shasta Trunk Lines & Sustainable Transportation Planning

Dear Mr. Little:

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) application to expand the reach of key active transportation corridors in the region's Strategic Growth Areas (SGAs) through the Sustainable Transportation Planning efforts. 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.

Healthy Shasta's vision is for a community where the 'healthy choice is the easy choice' for active healthy lifestyles. One of our initiative areas is focused on increasing walking and bicycling throughout Shasta County, from encouraging community members to become more active to working with partners to create communities that are safer and more inviting to walk or bike. Planning funds to engage the community and work out details for high quality bicycle and pedestrian projects would greatly benefit our community, which suffers from high rates of chronic disease and low average life expectancies. We also have high rates of poverty, so active transportation options are often the only option many people have to get to the places they need to go – so safe convenient non-motorized infrastructure is critical.

Healthy Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We are willing to partner on efforts that increase safety and convenience for active transportation, and that have the potential to positively impact health outcomes and equity.

Sincerely,

A handwritten signature in black ink, appearing to read "Sara Sundquist", written over a white background.

Sara Sundquist
Healthy Shasta Coordinator



Shasta County

DEPARTMENT OF PUBLIC WORKS AND
DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Patrick J. Minturn
Director, Public Works
Paul A. Hellman
Director, Resource Management

October 10, 2019

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

Subject: Shasta Trunk Lines

Dear Mr. Little:

The Shasta County Department of Public Works and Department of Resource Management (County) support the Shasta Regional Transportation Agency's (SRTA) application to expand the reach of key active transportation corridors 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. This will help the County work with SRTA to deliver on the community's vision for regional active transportation connectivity.

The goals and objectives of the Shasta County General Plan (General Plan) as well as the GoShasta Active Transportation Plan (GoShasta) coincide with Caltrans' mission to provide a safe, sustainable, integrated and efficient transportation system to enhance livability and the economy. The General Plan and GoShasta set out to connect various communities, including disadvantaged ones, with innovative, and safe mobility improvements for active transportation users. This project would be vital in furthering these as well as the grant's other objectives of sustainability, preservation, health and economic vitality – which are values found in the broader reaches of the General Plan. The community's vision for trunk lines achieves many of the County's transportation goals overall as well as Caltrans' stated objectives and the positive impacts on our rural communities and SGAs from the success of this grant application would be numerous.

The County looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs that reflect the vision of the people of Shasta County. We have offered in-kind match for staff to collaborate with SRTA on the project. We wish you good luck on the grant application.

Sincerely,

Patrick J. Minturn, Director
Department of Public Works

Paul A. Hellman, Director
Department of Resource Management

PH/DS/rk

☐ Suite 101
AIR QUALITY MANAGEMENT DISTRICT
(530) 225-5674
FAX: (530) 225-5237

☐ Suite 102
BUILDING DIVISION
(530) 225-5761
FAX: (530) 245-6468

☒ Suite 103
PLANNING DIVISION
(530) 225-5532
FAX: (530) 245-6468

☐ Suite 201
ENVIRONMENTAL HEALTH DIVISION
(530) 225-5787
FAX: (530) 225-5413

☐ Suite 200
ADMINISTRATION
(530) 225-5789
FAX: (530)-225-5807

Toll Free Access Within Shasta County 1-800-528-2850

Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

October 10, 2019

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

Subject: Enthusiastic support for a comprehensive planning effort to identify best facilities for biking and walking corridors to connect neighborhoods, towns and cities in Shasta County with a trail-like experience. *Shasta Trunk Lines*

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's application to expand the reach of key active transportation corridors in the region's Strategic Growth Areas. 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.

Enabling Trail-oriented and Transit-oriented Development

We believe our community has an exciting opportunity to build great cities and towns for our residents and visitors by providing access for all-day, all-purpose trips for people walking and bicycling, and by combining this with easily accessible affordable housing to create transit-oriented and trail-oriented development in our region.

This is not about thinking bikes are cool and it's not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling, walking, and transit safe, accessible and convenient for everyday transportation brings tremendous advantages – it allows families to be healthy and save money on housing and transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists. While at the same time powerfully reducing the emissions that cause climate change and preparing our community for the future.

Preparing our neighborhoods, cities, and towns for the future

We expect this planning process will

- Assess the transportation needs of our community that can be met by high-quality, biking and walking trails, giving people a *trail-like* experience that will enable people of all ages and abilities to walk and ride, especially now that pedal-assist bikes are becoming so popular here for the longer distances in our region.
- Plan for biking and walking corridors that are essential linkages between neighborhoods and new-housing, helping to prepare us for the future.
- Thus enabling the trail-oriented development that will accompany transit-oriented development, to create connected communities, enable people to travel regularly without use of a car, and prepare families and business for the future.

Great need in our community

Creating convenient and safe bicycle networks and walkable neighborhoods in our community is essential to

- reduce transportation costs
- reverse alarming negative health outcomes and inactivity behaviors that cause disease

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment.

High rates of negative health outcomes related to inactivity. The latest County Health data prepared by the Robert Wood Johnson Foundation showed Shasta County ranks a low 48th of 58 for health outcomes and 41st of 58 for health behaviors, with physical inactivity rates higher than state average, and access to exercise opportunities significantly lower than the state average.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for this community planning effort that will bring essential trail-oriented development to connect neighborhoods and affordable housing improvements in our region.

For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.



Anne Wallach Thomas
Executive Director, Shasta Living Streets