

STAFF REPORT



MEETING DATE:	2/24/15
SUBJECT:	Regional Transportation Improvement Program (RTIP) Funds for Interstate 5 (I-5)
AGENDA ITEM:	10
STAFF CONTACT:	Dan Little, Executive Director

STAFF RECOMMENDATION:

It is recommended that board of directors:

1. Reaffirm the expectation of state or federal funding contributions toward the widening of Interstate 5 (I-5) from four lanes to six lanes between Redding and Anderson; and
2. Direct staff to prepare a resolution of intent for consideration in April that would remove \$12.122 million in SRTA funds, currently programmed to widen I-5, should no state or federal contributions be identified.

DISCUSSION:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects funded through the State Transportation Improvement Program (STIP). STIP funding is derived from a portion of the state excise tax on gasoline, of which approximately \$1.5 million is allocated to the Shasta region each year. Every two years, the SRTA Board of Directors updates the RTIP program of projects. The 2016-2020 RTIP will be presented at the December board of directors meeting.

SRTA has historically invested all of its RTIP funds to add lanes on state highways and the federal interstate system. Over the last ten years, this has leveraged over \$125 million in other state and federal funds to widen I-5 and State Route 44.

\$12.122 million in RTIP funds are currently programmed for a project in 2016 that would widen I-5 from four to six lanes from south of Bonnyview Drive to a point just south of Knighton Road. SRTA has also committed nearly \$4 million for Caltrans' environmental and design work to complete the bigger parent project known as the Redding to Anderson Six-Lane Project. The net objective is a contiguous six-lane freeway from Redding to Cottonwood. The SRTA Board of Directors approved I-5 programming over the last seven years (most recently in 2013) with a clear expectation that state or federal funds would be committed by 2015 toward the Redding to Anderson Six-Lane Project effort. State and federal funding partnerships are appropriate given the benefits of Interstate 5 widening to interregional travelers, freight, and day-to-day interstate operations. At this time, no other state or federal funds have been committed, or appear likely to be committed.

The staff-recommended resolution of intent would reaffirm SRTA's expectation of 50% state or federal funding participation. The resolution would be considered in April and would guide preparation of the next RTIP due to the California Transportation Commission in December. Caltrans District 2 has pledged to continue working with SRTA to find funds for the Redding to Anderson Six-Lane Project is considered their highest priority need. If new state and federal funds are identified by April, there would be no need for the resolution of intent. If funding cannot be identified, SRTA would need to begin the planning process to program the \$12.122 million for other identified needs.

ALTERNATIVES:

The board of directors may decide to proceed with the \$12.122 million I-5 project (Bonnyview Drive to Knighton Road) regardless of state or federal contributions.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) has reviewed the staff recommendation. City and county representatives concur with the staff recommendation. Caltrans – while understanding of SRTA's long-standing position – would prefer that SRTA maintain the \$12.122 million for the I-5 project.

FINANCING:

This action will have no fiscal impact but can lead to the use of RTIP funds for needs other than I-5 widening in the absence of state or federal participation.



Daniel S. Little, AICP, Executive Director

Attachments: State Transportation Improvement Program (STIP) Fact Sheet
 SRTA Financial and Accounting Policies & Procedures: Section 1250 – Regional
 Transportation Improvement Program (RTIP) Project Selection Priorities



Fact Sheet: State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is adopted every two years by the California Transportation Commission (CTC). Each STIP adds two new years to a five-year program. STIP funds, funded with a portion of gas taxes, are divided:

- 75% to regional agencies, like the Shasta Regional Transportation Agency (SRTA), through Regional Improvement Program (RIP) funds; and
- 25% to the state through Interregional Improvement Program (IIP) funds, which do not include any regional shares.

Both RIP and IIP funds are programmed in the STIP.

Regional County Shares:

For each new STIP, SRTA is provided about \$3.0M of RIP funds to program for projects. This amount, known as county shares, can be carried over or be advanced. To maximize funding to the region, SRTA strives to leverage state Interregional Improvement Program funds to supplement its regional shares.

Programming:

SRTA's projects for RIP funding are identified in the RTIP and submitted to the CTC for their approval and programming in the STIP.

Project Types:

STIP projects (RIP- or IIP-funded) typically add capacity to the state's transportation system: state and regional highways, intercity rail, and regional transit.

RTIP Project Selection Priorities

- ✓ Regional Transportation Plan (RTP) consistency
- ✓ Ability to leverage other funds
- ✓ Regional congestion-relief benefit
- ✓ Capacity-increasing benefit
- ✓ Likelihood of full project funding
- ✓ Other funding not available
- ✓ Cost sharing

Prior SRTA RTIP Projects

- State Route (SR) 44 Dana to Downtown
- Knighton Road Extension to Redding Airport
- Pine Grove Avenue Extension to Lake Boulevard
- North Street Improvement Project
- East Redding Bike Lanes
- South Bonnyview Drive Widening (partial)
- Cypress Avenue Corridor and Bridge Widening (partial)



SR 44 Dana to Downtown Opening, October 2010

1250. Regional Transportation Improvement Program (RTIP) Project Selection Priorities

The Regional Transportation Improvement Program (RTIP) is a candidate listing of transportation projects proposed for funding with State Transportation Improvement Program (STIP) monies. The Shasta Regional Transportation Agency (SRTA) makes transportation funding decisions based on the availability of its regional share of STIP funds, called Regional Improvement Program (RIP) funds, while Caltrans makes funding decisions for the Interregional Improvement Program (IIP) funds portion of the STIP. The RTIP must be submitted by December 15th of odd-numbered years to the California Transportation Commission (CTC) for approval and incorporation into the STIP. As SRTA's share of RIP funds is insufficient to meet all needs of the region, the board of directors hereby adopts the following priorities for assessing and selecting RTIP candidate projects:

- 1) Project consistency with Regional Transportation Plan (RTP).** The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations.
- 2) Project ability to leverage other funds for the region.** Due to limited RTIP funding availability, the project should be able to leverage other funds, such as state Interregional Transportation Improvement Program (ITIP) funds, local funds, state grants, federal grants, and/or State Highway Operation and Protection Program (SHOPP) dollars.
- 3) Regional congestion-relief benefit.** Priority will be given to projects that serve wide-spread regional traffic needs – as opposed to ones that serve localized areas and/or individual development projects. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and/or Caltrans.
- 4) Capacity increasing benefit.** RTIP funding priority will be for new facilities. RTIP funds will generally not be used for maintenance and/or safety which have other dedicated transportation funding sources.
- 5) Likelihood of full project funding.** RTIP projects will not be programmed unless full funding can be reasonably expected.
- 6) Other eligible funds.** Projects more appropriately funded through other eligible programs shall have low priority for RTIP funding. Examples of other eligible funding include bridge, safety, and/or rehabilitation programs.
- 7) Cost sharing.** Priority should be given to projects where there is appropriate cost sharing among local, state and/or federal fund sources considering project benefits and agency responsibilities/needs.