

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Potential Program of Projects for 2012 Regional Transportation Improvement Program (RTIP)
AGENDA ITEM:	9
STAFF CONTACT:	Dan Little

SUMMARY:

The RTIP is a five-year budget to develop and deliver transportation improvement projects that use State Transportation Improvement Program (STIP) funds. The RTIP must be updated every two years. It is recommended that the board discuss programming priorities prior to approval of the 2012 RTIP at the board's December 20 meeting.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Receive a presentation on the 2012 RTIP, fund estimate and candidate projects; and
2. Provide direction to staff regarding project priorities prior to board adoption in December.

DISCUSSION:

The RTIP programs funding for transportation capital projects in Shasta County. The 2012 RTIP is due in December. Upon approval by the board, the RTIP will be forwarded to the California Transportation Commission (CTC) for incorporation into the STIP. The CTC will adopt the STIP in March 2012.

Every two years, the CTC develops a five-year funding forecast for the STIP. The STIP includes regional RTIP shares that are guaranteed, and maximum shares that could be programmed at the discretion of the CTC. Regional RTIP shares are allocated by a formula based on population and road mileage. Shares can accrue or be advanced in any RTIP cycle; they cannot be taken from the region.

The region's guaranteed RTIP minimum is \$7.67 million. The RTPA may request up to a target of \$24.92 million. The CTC can deny this request depending on statewide needs. The current STIP is over-programmed in the early years relative to declining revenue projections. It is likely that funds will not be available for two to three years.

The Transportation Enhancement (TE) program funds non-motorized transportation projects such as bike lanes, and is funded through the RTIP. The CTC estimates that \$600 thousand of the regions RTIP shares could be programmed for non-motorized projects.

Regional transportation funds are limited to a portion of the state excise tax on gasoline. The region can expect an average of \$3 million per year compared to a twenty-year unfunded transportation need of \$1 billion (as documented in our Regional Transportation Plan (RTP)). RTIP dollars will not keep up with growth and need to be used in the most cost-effective manner possible.

Existing RTIP Projects:

Existing RTIP projects must be considered in determining 2012 RTIP programming. The existing RTIP/STIP contains four projects. Three TE projects are fully programmed and no additional funding needs are anticipated:

- 1) Lake Redding Bridge Rehabilitation (\$350 thousand);
- 2) Dana to Downtown Landscaping (\$560 thousand); and
- 3) The East Redding Bike Lanes (\$2,294 million).

The fourth project is the Interstate 5 (I-5) South Redding Six Lane Project. Construction of this project was intended to be the highest priority for new programming in the 2012 RTIP. The RTPA successfully competed for a Corridor Mobility Improvement Account (CMIA) grant and this project is now under construction. There is no need to program additional RTIP funds.

New Projects:

Since all existing programmed projects require no further RTIP funding new projects can now be considered. The board previously adopted several guiding principles for selection of new projects (attached). There is \$7.69 to \$24.9 million in potential new programming capacity.

I-Gap Project:

The next highest priority in the RTP is the I-5 Gap Project. This would widen I-5 to six lanes between the South Redding Six Lane Project and the Cottonwood Hills Truck Climbing Lanes Project (from the South Bonnyview Interchange to the Deschutes Road Interchange). Preliminary cost estimates for this project are \$76 million. Caltrans has worked with the RTPA to split the project into two phases. The RTPA, in cooperation with the City of Redding and Caltrans, recently secured funds to complete the environmental phase for the entire project.

Staff recommends RTIP programming for the design and right-of-way phases of the entire I-5 Gap project. The estimated cost is \$3.67 million and \$100 thousand respectively. Available regional shares are insufficient to program construction at this time. The RTPA would seek to leverage discretionary grants in the future.

Deschutes Road Interchange:

The CTC recommended a \$1 million grant to the RTPA and City of Anderson for the Deschutes Road Interchange off-ramp and roundabout. Local match is provided by impact fee funds. The Environmental phase is complete and the right-of-way phase is in progress. An additional \$3 million is needed for construction. In hopes of securing the remaining funds, the RTPA and Anderson submitted a federal TIGER grant. A CMIA grant also offers a remote possibility for funding.

The RTPA recommends programming \$3 million in RTIP construction funds for the project. This is a fall-back option should all other grant options fail. Typically, the RTPA has not participated in interchange improvements using RTIP funds. This is because competing interchange needs among jurisdictions far outweigh RTIP resources and freeway mainline improvements are also needed for interchanges to function. The RTPA and Anderson staff have discussed the option of programming the project provided there is a formal agreement to repay the funds from existing traffic impact fee programs. Essentially, the proposal is a \$3 million, zero-interest loan from the RTPA to Anderson that will be repaid with the first new traffic impact fees collected through existing fee programs.

RTPA staff recommends programming the Deschutes Project for several reasons:

- The \$3 million loan is relatively small in relation to RTIP shares and would likely be repaid by the time the RTPA can complete the I-5 Gap Project. The repayment provides more flexible funds to the RTPA to leverage future I-5 grants.
- The loan puts RTIP construction funds to work immediately for the economy. Environmental review is complete and the project is ready to deliver next year. If the funds are reserved for the I-5 Gap Project, it may not be utilized for five to ten years.
- The City of Anderson has programs in place to repay the loan. Two existing fee programs for the Deschutes Interchange and the I-5 mainline are currently in effect. Shasta County also has a fee program for the Deschutes Interchange.
- Other grants submitted for the Deschutes Project may eliminate the need to allocate the RTIP funds, in which case the RTPA can reprogram them for other uses.
- Without the pledge of this RTIP loan as a back-stop funding measure, the existing \$1 million grant may be rescinded.

The RTIP recommendation totals \$6.77 million in new projects. Staff recommends that the board review these options and provide direction to staff.

ALTERNATIVES:

The board may consider other candidate projects consistent with the RTP and the attached guiding principles.

OTHER AGENCY INVOLVEMENT:

This item was discussed at the Technical Advisory Committee (TAC) Meeting. TAC agreed in concept with these tentative projects. In addition, staff has consulted with Caltrans District 2 who has submitted the attached RTIP comment letter, as required by the CTC.

FINANCING:

RTIP projects are currently funded by a portion of the state excise tax on gasoline. In emerging urban areas such as ours, RTIP funding will not keep pace with the capacity needs arising from growth; therefore, RTIP funds need to be used in the most cost-effective manner possible.



Daniel S. Little, AICP, Executive Director

Attachments: RTIP Project Selection Principles (from 2010 RTIP)
Caltrans Letter Re: STIP Needs

Attachment 2
Approved December 18, 2007
by Shasta County RTPA Board

RTIP Project Selection Principles

1. **Project consistency with Regional Transportation Plan (RTP).** The Board approved a prioritized list of needed projects over 20 years as part of the RTP. State and Federal rules require that all projects are consistent with our RTP.
2. **Project ability to leverage new funds for the region.** To stretch limited RTIP dollars, other funds need to be leveraged, including Interregional Transportation Improvement Program (ITIP) funds from 25% of the STIP, local funds, state grants, federal earmarks, and State Highway Operation and Protection Program (SHOPP) dollars.
3. **Regional congestion-relief benefit.** Projects that serve wide-spread regional traffic needs — as opposed to projects that serve localized areas or individual development projects — should have priority. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and Caltrans. Also, since most other transportation funds are committed to maintenance, RTIP funds should be reserved for capacity-increasing improvements.
4. **Full project funding likely.** There is little sense in expending resources or tying up programming capacity in a specific project if full project funding cannot be demonstrated.
5. **Appropriateness of using STIP funds where project is eligible for funds through other programs.** A project or portion of a project more appropriately funded through other eligible programs should be pursued accordingly. Examples include projects eligible under bridge, safety, or rehabilitation programs.
6. **Local agency funding contribution to regional needs identified in the RTP.** To some degree, all local agencies contribute locally raised revenue to regional needs identified in the RTP. Examples currently include local revenue programs for regional interchanges and major arterials. Priority should be given to projects where there is local funding participation in regional projects.

DEPARTMENT OF TRANSPORTATION**District 2****Division of Planning and Local Assistance**

1657 Riverside Drive (96001)

P. O. BOX 496073

REDDING, CA 96049-6073

PHONE (530) 225-2564

FAX (530) 225-2459

TTY 711

*Flex your power!
Be energy efficient!*

September 30, 2011

Daniel S. Little, Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

The 2012 State Transportation Improvement Program (STIP) guidelines, similar to previous STIP cycles, state the need for consultation between the California Department of Transportation (Department) and regional agencies in the identification of needs on the State Highway System. As a result of this consultation, the Department will provide a consolidated statewide report of these needs to the California Transportation Commission (CTC) by September 15, 2011, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County portion of that list.

In preparation for the 2012 STIP cycle, on June 9, 2011, the Department and Shasta County met in Redding to discuss state highway needs. At this meeting, the Department provided a comprehensive list of needs on the State highway in Shasta County that was not constrained based on funding limitations or sources. As part of our discussion, we also discussed the funding limitations that exist in the STIP and the difficulty with smaller rural counties to fund large highway projects. Also discussed, was the Department's priority to continue to support State highway projects that are already fully or partially funded in the STIP. Shasta County currently has 3 State highway projects. They include: the Dana Landscaping Transportation Enhancement (TE) project, fully programmed in the 2006 STIP Augmentation with Regional Improvement Program (RIP), RIP TE, and Interregional Improvement Program (IIP) funds; the Castella Vista Point TE project, fully programmed in the 2008 STIP with IIP TE funds; and the South Redding 6-Lane project; funded in the 2008 STIP and the Corridor Mobility Investment Account (CMIA). The Department requests Shasta County to consider programming a component(s) of the next 6-lane segment on Interstate 5. The Department has also submitted the Chico to Redding Bicycle Route project to compete for Interregional Transportation Improvement Program TE funding as part of the 2012 STIP. This candidate project includes State Routes (SR) 99, 36, 273, and I-5, in Butte, Tehama, and Shasta counties.

As discussed at our June 9, 2011 meeting, due to constrained resources and revisions to the STIP guidelines, effective with the 2012 STIP cycle, the Department will only prepare RIP Project Study Reports (PSR) when funding seems very likely and a cooperative agreement has been executed to reimburse the Department for the preparation of the RIP PSR. However, the Department is funding the preparation of the PSR for the South County 6-lane project. Although, the Department is not able to contribute IIP funds at this time, the Department hopes to partner with IIP funds in the future.

As mentioned above, the Department recognizes that STIP funding is limited and few projects will move forward under this program. We look forward to continued cooperation in prioritizing the transportation needs of the Shasta County RTPA and seeking creative funding for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-3259 or me at the number above.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Moore".

DAVE MOORE, P.E.
Deputy District Director, District 2
Division of Planning and Local Assistance

Attachment

SHASTA COUNTY - State Highway Needs

DIST	COUNTY	ROUTE	PM	Nickname	PROJECT DESCRIPTION	PPNO (if Prog)	PID STATUS (Yes/No/ In Progress)	COMMENTS
2	SHA	44	L0.3/L1.8	Dana Landscape	Landscape and Plant establishment period.	6650Y	Yes	Project is programmed IIP/RIP/RIP TE.
2	SHA	5	R11.0/R17.5	South Redding 6-Lane	South Redding 6 Lane - Add median lanes. Expand I-5 to 6-lanes.	3331	Yes	Project is programmed RIP/IIP/Prop 1B (CMIA).
2	SHA	5	R2.0/R12.2	South County 6-Lane	South County 6 Lane - Add lanes. Expand I-5 to 6-lanes.		In Progress	Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the Fix 5 efforts. PSR is being written for the 2012 STIP. Total cost of alternative still to be determined. SCRTPA is planning to program PA&ED 100% RIP in the 2012 STIP. This project may be phased into two or three segments for funding purposes. The PSR will identify various segments and construction techniques. This project is the next highest priority for CT in Shasta County.
2	SHA	5	R14.5/R16.2		Construct SB I-5/SR 44 Direct Connector to remove SB and EB weaves at the Interchange	3330	Yes	Unfunded Alternative in PSR that would provide ultimate operational fix for the I-5/SR 44 Interchange. Have existing SHOPP project that will improve SB weave but not remove it. Ultimate project need around \$50 million.
2	SHA	5	62.40	Castella Vista Point	Upgrade Castella Vista Point. Improve parking, circulation, safety, aesthetics, and meet ADA requirements	3369	Yes	Project is programmed 100% IIP TE.
2	SHA TEH BUT	273.5 36 99	VAR/VAR	Chico to Redding Bicycle Route	Add bicycle lanes along SR 99, 36, and 273 to create a bicycle route from Chico to Redding	3471	Yes	Project is a candidate IIP TE project for the 2012 STIP Cycle. It is proposed to be constructed in phases until the corridor is complete. The first TE project will be for \$3 million. Anticipate partnering with Shasta County RTPA for RIP TE in subsequent phases.
2	SHA	44	R3.6/R7.0	Stillwater	Construct interchange and freeway extension at SR44 and Stillwater road	0137	Yes	PA&ED Complete, remaining components unfunded except for \$3.2 million HPP funds. Total cost (support and capital) for small interchange is around \$11 million. Caltrans is exploring options for projects that meet the funds available.