STAFF REPORT

MEETING DATE:	**12/10/13**
SUBJECT:	**Adopt 2014 Regional Transportation Improvement Program (RTIP)**
AGENDA ITEM:	**11**
STAFF CONTACT:	**Dan Little, Executive Director**

SUMMARY:
The Regional Transportation Improvement Program (RTIP) is a five-year budget to develop and deliver major projects in the Shasta region. The RTIP must be updated every two years. The 2014 RTIP has been prepared for consideration by the board of directors.

STAFF RECOMMENDATION:
It is recommended that the board of directors:

1. Conduct a public hearing;
2. Approve the 2014 Regional Transportation Improvement Program (RTIP); and
3. Authorize the executive director to make minor technical corrections in response to California Transportation Commission (CTC) comments.

DISCUSSION:
Revenues generated from federal and state gasoline and diesel fuel taxes, and from vehicle weight fees, are deposited in the State Highway Account. Funds for state administration, maintenance, and safety programs are taken off the top. The remaining balance is split 25% to the state and 75% to regional agencies. Caltrans nominates a list of projects based on its shares known as the Interregional Transportation Improvement Program (ITIP). Regional agencies nominate a list of projects based on their shares, known as the Regional Transportation Improvement Program (RTIP). The Caltrans ITIP recommendation and the regional agency's RTIP recommendations are placed together and approved by the California Transportation Commission in March of even-numbered years; this becomes the State Transportation Improvement Program (STIP).

Fund Estimate – RTIP funds are allocated to regions based on population and state highway miles. Every two years, the CTC develops a five-year funding forecast for the STIP. The fund estimate includes minimum guaranteed RTIP shares for each region. It also includes regional maximum RTIP shares that may be programmed at the discretion of the CTC. Shares may accrue or be advanced from future year RTIP cycles; they cannot be taken from the region.

The region's guaranteed RTIP minimum over the five-year period is $14.204 million. SRTA may request up to a maximum target of $18.041 million, but the CTC may deny this higher request depending on statewide needs.

Current STIP projects – The existing 2012 STIP contains only one capital project – the design and right-of-way work for the Interstate 5 (I-5) Redding to Anderson Six Lane Project. When completed, this project would provide six lanes of traffic on I-5 (three lanes in each direction) between the two existing six-lane segments located south of Redding and south of Anderson. With project development components now underway, over $74 million is needed for construction. Due to financial limitations, the project will need to be broken into smaller phases.

Proposed RTIP Projects Nominated for Inclusion in the STIP – At the October 22, 2013 meeting, the SRTA Board of Directors provided guidance for RTIP priorities and stated a preference to consider programming a small phase of the Redding to Anderson Six-Lane construction, and to program a non-motorized bike or pedestrian project. After consultation with Caltrans, the California Transportation Commission, the cities and the county, staff has developed the following recommendations for 2014 RTIP programming:

- <u>Redding to Anderson Six-Lane Project: Phase 1 Construction ($12.122 million).</u> Construction of the Redding to Anderson Six-Lane Project is the next priority in the Regional Transportation Plan (RTP) and is consistent with the agency's adopted RTIP project selection priorities. This project would extend the existing six lanes on I-5 from south of the Bonnyview/Churn Creek Road Interchange to just south of the Knighton Road Interchange. Construction is programmed in 2016. While this phase represents only a small segment of the entire Redding to Anderson Six-Lane project, it is better to proceed with the smaller project with RTIP funds now than wait until state and federal funds are available. There is an expectation of ITIP or other state or federal funding participation in Phase II to arrive at a total Phase I and II participation of 50%. This expectation is documented in the attached resolution with ITIP funds anticipated as part of the 2016 RTIP cycle.

  The final segment of the Redding to Anderson Six Lane Project – Phase III – includes the Union Pacific Railroad overcrossing. Recently, Union Pacific has required that the exiting bridge be replaced rather than widened since bridge supports are within the railroad right-of-way. This adds over $20 million to the Phase III cost. All work for Phase III is on hold. Without a new source of funds to construct the new bridge, the SRTA Board of Directors may choose to delay Phase III indefinitely and begin widening Interstate 5 in North Redding, upon Phase II completion.

- <u>Planning, Programming and Monitoring</u> – Regional Transportation Planning Agencies such as SRTA are allowed Planning, Programming and Monitoring (PPM) funds to administer the STIP and related studies. A total of $864,000 is available and recommended for programming over five years. $484,000 of this is carryover from amounts approved in the 2012 RTIP.

- <u>Non-motorized projects</u> – Former RTIPs included Transportation Enhancement (TE) funds for non-motorized transportation projects selected by SRTA. The TE program was eliminated in the new federal transportation authorization. SRTA had over $600,000 of TE funds unallocated in the last RTIP cycle. These funds are still available but can now be used for any purpose. Consistent with the original intent of the funds, the SRTA Board of Directors requested that staff use the former TE shares to solicit bicycle and pedestrian project recommendations from the local agencies.

  Staff met with city, county and Caltrans representatives. Two projects are recommended:

  - $400,000 to add bikeway and walkway facilities between Riverside Drive and Shasta/California Streets via Center Street (See Attachment D of RTIP); and

- $275,000 to add a bikeway and sidewalks on Browning Street between Hilltop Drive and Canby Road (See Attachment E of RTIP).

These funds would likely not be available until 2017 or later. In the interim, the city of Redding intends to fund all project development costs while SRTA would fund construction.

Both of these projects would meet most but not all of two larger regional needs. The first is to safely connect the Sacramento River Trail to Downtown Redding. The second is a safe connection between the East Redding Bike Lane Project (Old Alturas Road segment) and the SR 44 Dana Drive to Downtown path. An additional phase for each project would still be needed to complete the two connections. The city of Redding, with support from SRTA, can likely build a strong case to fund the remaining phases through several upcoming grant opportunities. With respect to the Sacramento River Trail to Downtown connection – and with board of directors concurrence – SRTA intends to fund the remaining phase (at approximately $400,000) in the event good-faith efforts to obtain grant funding over the next three years are unsuccessful. This funding backstop provides a reasonable assurance to the city before investing their project development dollars.

The county of Shasta and the cities of Anderson and Shasta Lake have also expressed interest in smaller bike and pedestrian projects, or for project design costs that would enable them to better compete for grants. These needs can be funded earlier using SRTA's Local Transportation Funds set aside for non-motorized projects. Staff recommends that the board of director's consider these projects at the February meeting.

ALTERNATIVES:

The board of directors may consider other candidate projects consistent with the RTP and the board of director's project selection priorities.

OTHER AGENCY INVOLVEMENT:

Staff has developed the RTIP in consultation with Caltrans whose comment letter is included in the RTIP. The California Transportation Commission must approve the RTIP in March, 2014. The Technical Advisory Committee concurs with the 2014 RTIP as recommended, including the bigger-picture non-motorized project strategy going forward.

FINANCING:

The 2014 RTIP will deliver $13.261 million in transportation projects. This will position the region to leverage other state and federal funds.

Daniel S. Little, AICP, Executive Director

Attachments: Resolution 13-15: Adoption of 2014 Shasta County Regional Transportation Improvement Program (RTIP)

Draft 2014 Regional Transportation Improvement Program – *Available at* *http://www.srta.ca.gov/pastel/RT_RTIP.html*

RESOLUTION

RESOLUTION NUMBER:	13-15
SUBJECT:	Adoption of 2014 Shasta County Regional Transportation Improvement Program (RTIP)

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2014-15 through 2018-19 of the 2014 RTIP; and

WHEREAS, the 2014 RTIP has been developed consistent with the policies and procedures outlined in Section 1250 of SRTA's Financial and Accounting Policies and Procedures, approved October 22, 2013, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 6, 2013; and

WHEREAS, a public hearing was held on the projects proposed for funding of the five-year program.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves the 2014 Shasta Regional Transportation Improvement Program.

THEREFORE, BE IT FURTHER RESOLVED that the board of directors approves the Phase I Interstate 5 project with 100% Regional Improvement Program (RIP) funds under the expectation of Interregional Improvement Program participation (or other state or federal funding) in Phase II of the Redding to Anderson Six-Lane Project, with a goal of total Phase I and Phase II participation not to exceed 50% RIP resources, to be determined with the 2016 RTIP submittal.

PASSED AND ADOPTED this 10th day of December, 2013, by the Shasta Regional Transportation Agency.

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Greg Watkins, Chair
Shasta Regional Transportation Agency