

STAFF REPORT



MEETING DATE:	October 26, 2023
SUBJECT:	Approve Preliminary 2024 Regional Transportation Improvement Program (RTIP) Recommendations
AGENDA ITEM:	12
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects in the Shasta region, which is updated every two years. Upon approval by the SRTA Board of Directors, SRTA's RTIP – along with other RTIPs throughout the state – are submitted to the California Transportation Commission (CTC) for incorporation into the statewide program, referred to as the State Transportation Improvement Program (STIP). SRTA's 2024 RTIP is scheduled for approval by the board of directors at the December 14, 2023, meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors' review and provide feedback on preliminary project recommendations for the 2024 RTIP.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. The state allocates RTIP shares to regions by a formula based on population and road miles. Shares may accrue and cannot be taken from the region unless actual state revenues fall short of forecasts. Senate Bill (SB) 1 created new significant transportation revenues increasing RTIP shares in the region and throughout the state. The Shasta 2024 RTIP will have a minimum of \$6,829,000 in new capacity over five years (Fiscal Year (FY) 2024/25 through FY 2028/29).

Existing and Recommended New RTIP Programming – SRTA has five projects in the current 2022 STIP approved by the CTC in March 2022. Additionally, two new projects are initially proposed for funding based on grant awards and matching funds previously committed by SRTA. Each project is discussed below along with recommendations for 2024 RTIP programming in **bold**:

- Planning, Programming and Monitoring (\$365,000 prior) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming, and Monitoring (PPM) shares to administer the RTIP and develop projects. In addition to the \$365,000 in carryover, **\$468,000 of new shares will be available and staff recommends programming this in the 2024 RTIP.**
- Fix 5 Cascade Gateway (prior \$9,089,000, total estimated cost \$114,770,000) – This project will provide for new truck-only lanes on Interstate 5 (I-5) roughly from the Hartnell overpass to the State Route (SR) 151 exit to the city of Shasta Lake. The project also includes adding an adaptive lane management signage system for the truck-only lanes and during emergencies, widening of I-5 to six lanes from just north of the SR 44 interchange to 0.6 miles north of Oasis Road, adding auxiliary lanes, increasing vertical clearance under the SR 273/NB I-5 connector ramp, and installing two truck zero-emission chargers at the CHP weigh station in Cottonwood. SRTA previously provided funding for environmental clearance, design work, and future construction.

SRTA and Caltrans were recently awarded \$78,930,000 in Trade Corridor Enhancement Program (TCEP) funds, which fully funds the project.

Construction is anticipated to start in 2025 and be completed in 2026. While planning for unexpected or increased costs as allowed under the grant programs, concerns remain regarding material costs and supply chain issues. SRTA's portion of the construction phase of the project is \$25,018,000. **Staff recommends setting aside \$2,500,000 to \$3,500,000 in 2024 RTIP shares (10-14% of SRTA's \$25 million match) for unanticipated costs that may impact SRTA's contribution toward the project. Staff is in discussions with Caltrans and will confirm a final funding recommendation at the December meeting. Should the funds not be needed, SRTA can reprogram those shares in a future RTIP.**

- Turtle Bay to Downtown Gap Completion Project (prior \$1,170,000; total estimated cost \$3,935,000) – This project will provide active transportation connections between Downtown Redding and the Sundial Bridge and Turtle Bay. SRTA's prior support included RTIP funding for environmental, design, and right-of-way phases. The project was awarded Active Transportation Program (ATP) Cycle 5 funding in 2021. Construction is expected in 2025. **No further funding is recommended for programming.**
- Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (\$1,661,000 prior; total estimated cost \$17,844,000) – SRTA previously supported this project by providing \$1.6 million in regional shares as match toward securing grant funding for the project. While the project received a \$14 million ATP award it is not moving forward. A total of \$1.311 million in COVID STIP shares and \$350,000 in prior RTIP shares were allocated as match towards the construction of the project. At the February 2023 meeting the board approved the swapping of the \$1.311 million in COVID STIP shares for regular STIP shares with the Tulare County Association of Governments (TCAG) to address programming and expenditure challenges with the COVID shares. **Staff recommends reprogramming SRTA's match funds and staff will coordinate actions with TCAG to program shares towards a Shasta Region project.**
- North Redding Active Transportation Trunk Line (NRATTL) (prior \$2,633,000; total estimated cost is TBD) – SRTA, Caltrans, Shasta County, and the city of Redding have discussed opportunities to create a 2.9 mile shared-use active transportation path on Lake Boulevard/SR-299 between SR 273 and Old Oregon Trail. This would provide an east-west active transportation corridor connecting existing Caltrans and city of Redding active transportation facilities to neighborhoods, employment, shopping centers, schools/colleges, and places of worship in the northern end of Redding. Challenges due to agency responsibilities for right-of-way easements and environmental concerns with Churn Creek have delayed start of this effort. Caltrans District 2 is conducting a corridor study on behalf of the region to explore design options and grant opportunities and is not requesting external funding at this time. **Staff recommends reprogramming funds for this effort until the Caltrans study can be completed.**
- (NEW) Butte Street Boogie Network Project (total estimated cost \$8,048,000) – SRTA provided competitive SB 1 grant funds for consultant assistance to the city of Redding. The city of Redding was awarded ATP Cycle 6 funding totaling \$6,437,000. This project would close sidewalk gaps, install new marked crossings and curb ramps, and add traffic calming components in predominantly low-income neighborhoods and provide low-stress connections to employment, schools, shopping, public transit, and bike centers. SRTA committed to providing \$806,284 in

regional shares as match toward construction if awarded. **Staff recommends programming \$806,284 in 2024 RTIP shares toward construction of the project.**

- **(NEW) Victor Improvement Project (total estimated cost \$9,992,000)** – SRTA provided SB 1 competitive grant funds for consultant assistance to the city of Redding. The city of Redding was awarded ATP Cycle 6 funding totaling \$7,993,000. The project would extend previous improvements on Victor Avenue north of Cypress Avenue and add improvements to portions of Mistletoe Lane, including new bike lanes, shared-use paths, sidewalk widening, ADA improvements, and a mini-roundabout. SRTA committed to providing \$999,786 in regional shares as match toward construction if awarded. **Staff recommends programming \$999,786 in 2024 RTIP shares toward construction of the project.**

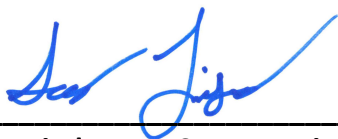
It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2024 RTIP and provide any comments or alternative direction. The above actions would initially leave \$1.5 million - \$2.5 million in unprogrammed RTIP funds available for 2024 STIP use. Staff are in discussions with regional partners and Caltrans on potential use of STIP funds on corridors and projects of regional significance that meet RTIP/STIP guidelines. The final 2024 RTIP recommendations will be presented at the December meeting for approval. The 2024 RTIP must be submitted to the California Transportation Commission by December 15, 2023.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with regional partners, Caltrans, and the California Transportation Commission. The Technical Advisory Committee received an update on and discussed staff recommendations.

FISCAL IMPACT:

\$5,774,000 in new RTIP programming and \$5,201,000 in carryover programming is recommended for a total of \$10,975,000 over five years. These funds are invested strategically with the goal of leveraging over \$110,017,000 of transportation investments in the region.



Sean Tiedgen, AICP, Executive Director