STAFF REPORT

MEETING DATE:	**April 28, 2022**
SUBJECT:	**Approve COVID Surface Transportation Block Grant Program Funds Projects**
AGENDA ITEM:	**16**
STAFF CONTACT:	**Kathy Urlie, Senior Transportation Planner**

STAFF RECOMMENDATION:

It is recommended that the board of directors approve the following projects for use of $855,186 of 2021 COVID Surface Transportation Block Grant Program (STBGP) stimulus/relief funds:

- Fix 5 Cascade Gateway: $500,000
- On-Call Engineering Consultant Contract for Project Development: $355,186

DISCUSSION:

In 2021, Congress passed the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided funds to California that were ultimately apportioned to regions as both an amount for their Regional Transportation Improvement Programs (RTIPs), as well as an amount that each agency could program outside the RTIP. The intent was to provide funding to regions to compensate for the loss of revenue due to the pandemic. The amount made available through the RTIP, was $1,380,046, and was incorporated into SRTA's 2022 RTIP approved December 14, 2021. The second amount for $855,168 was STBGP funds.

In developing the 2022 RTIP in consultation with Caltrans, a matching funds need for the Fix 5 Gateway Project (F5CG) was identified. SRTA made an initial commitment to those F5CG match funds by designating $500,000 of the $855,168 STBGP funds to it. These funds will be used to show local commitment—similar to the Interstate 5 Redding to Anderson Six-Lane Project.

OTHER AGENCY INVOLVEMENT:

In development of the 2022 Shasta RTIP, the SRTA Board of Directors endorsed using, in conjunction with Caltrans, $500,000 of the discretionary STBGP funds as match for F5CG. With respect to the remaining $355,186, over the past several years, SRTA has had discussions with the agency's local jurisdictional partners to better respond to grant availability and more quickly develop projects by having an on-call engineering consultant. This concept for local agency support was also reviewed by the SRTA Fiscal Committee which concurred to initially try this approach, especially with the upcoming heavy workload associated with the State Route 273 Corridor, and the next round of Active Transportation Program applications due soon. The $355,186 would assist in that.

FISCAL IMPACT:

These funds were apportioned in 2021 to SRTA for discretionary use. There is no adverse impact on SRTA's existing operating and planning budget.

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Daniel S. Little, AICP, Executive Director