

STAFF REPORT



MEETING DATE:	October 26, 2023
SUBJECT:	Workshop: Presentation Regarding SRTA Programming Activities – No Action will be taken
AGENDA ITEM:	4
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

A primary responsibility of the Shasta Regional Transportation Agency (SRTA) is the programming of federal, state, and local funds for various transportation projects in partnership with city, county, public transit, state, and federal partners, and tribal governments. This is accomplished in preparing the Regional Transportation Improvement Program (RTIP), which is developed every odd-numbered year, and the Federal Transportation Improvement Program (FTIP), which is developed every even-numbered year. A presentation regarding SRTA's programming activities will be provided.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a presentation regarding federal transportation funding available to the Shasta Region.

DISCUSSION:

A core activity for the Shasta Regional Transportation Agency (SRTA), as the designated metropolitan planning organization (MPO) and regional transportation planning agency (RTPA), is to program various federal, state, and local funds on behalf of regional partners for their projects. These programming documents show how various phases of planning, capital, and operating projects are being funded by fiscal year and the fund sources associated with those projects.

FTIP – The Federal Transportation Improvement Program (FTIP) is a four-year program of transportation capital and operating projects that have a federal funding component or are considered regionally significant. SRTA prepares the FTIP every two years, during even-numbered years, with amendments requested regularly by regional partners. SRTA consults with regional partners and tribal governments to program transportation projects that receive federal funding. SRTA has limited discretion to change FTIP project selection and priorities, as most are determined by the implementing agencies in accordance with federal and state funding requirements. SRTA's role is to ensure projects are consistent with programs, assist in the programming of funds, and ensure that the public is informed about where federal funds are being allocated.

STIP, RTIP, and ITIP – The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects on and off the State Highway System. The STIP provides state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. It is composed of the Regional Transportation Improvement Program (RTIP), which is a listing of projects prepared by the regional transportation planning agencies, and the Interregional Transportation Improvement Program (ITIP), which is a list of projects prepared

by the California Department of Transportation (Caltrans). The STIP is approved by the California Transportation Commission by April each even-numbered year.

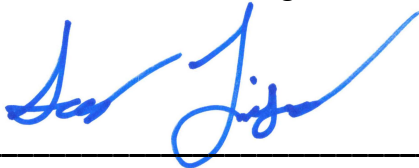
STIP Funding – The STIP is funded by a portion of California’s base and incremental excise taxes on gasoline. Those funds are then split with 75 percent of funds provided for RTIPs and 25 percent for the ITIP. Regional RTIP shares are allocated by a formula based on county population and state highway mileage (see Attachment A). RTIP shares may accrue or be advanced within an RTIP cycle; they cannot be taken from the region. The guaranteed minimum new RTIP shares for the region is \$4.227 million for the 2024 RTIP.

RTIP – The RTIP is a listing of transportation projects proposed for funding with STIP monies. It is a five-year program of projects that is updated every two years during odd-numbered years. Once approval by the board of directors, SRTA’s RTIP – along with other RTIPs across the state – are forwarded to the California Transportation Commission (CTC) for incorporation into the statewide program (i.e., STIP).

RTIP Project Selection Policy – In October 2013, SRTA adopted a formal policy to guide the selection of RTIP projects – it was last updated in December 2021 (Chapter 3.45 in SRTA’s Policy Handbook (Attachment B)). In summary, the RTIP policy prioritizes the selection of candidate projects as follows:

1. Consistent with Regional Transportation Plan (RTP) and other transportation plans.
2. Project has the ability to leverage other funds for the region.
3. Regional multi-modal benefits.
4. New construction or reconstruction.
5. Likelihood of full project funding.
6. Other eligible funds.
7. Cost-sharing.

ITIP – The ITIP is a program of projects on the state highway system which are nominated by Caltrans and approved by the CTC. Typical projects on the state highway system have a mix of RTIP (i.e., regional share) and ITIP (i.e., state share) funding. SRTA has been successful in using RTIP funds to leverage ITIP funds and other grants, most recently being the Fix 5 Cascade Gateway and I-5 Anderson to Redding Six-Lane projects.



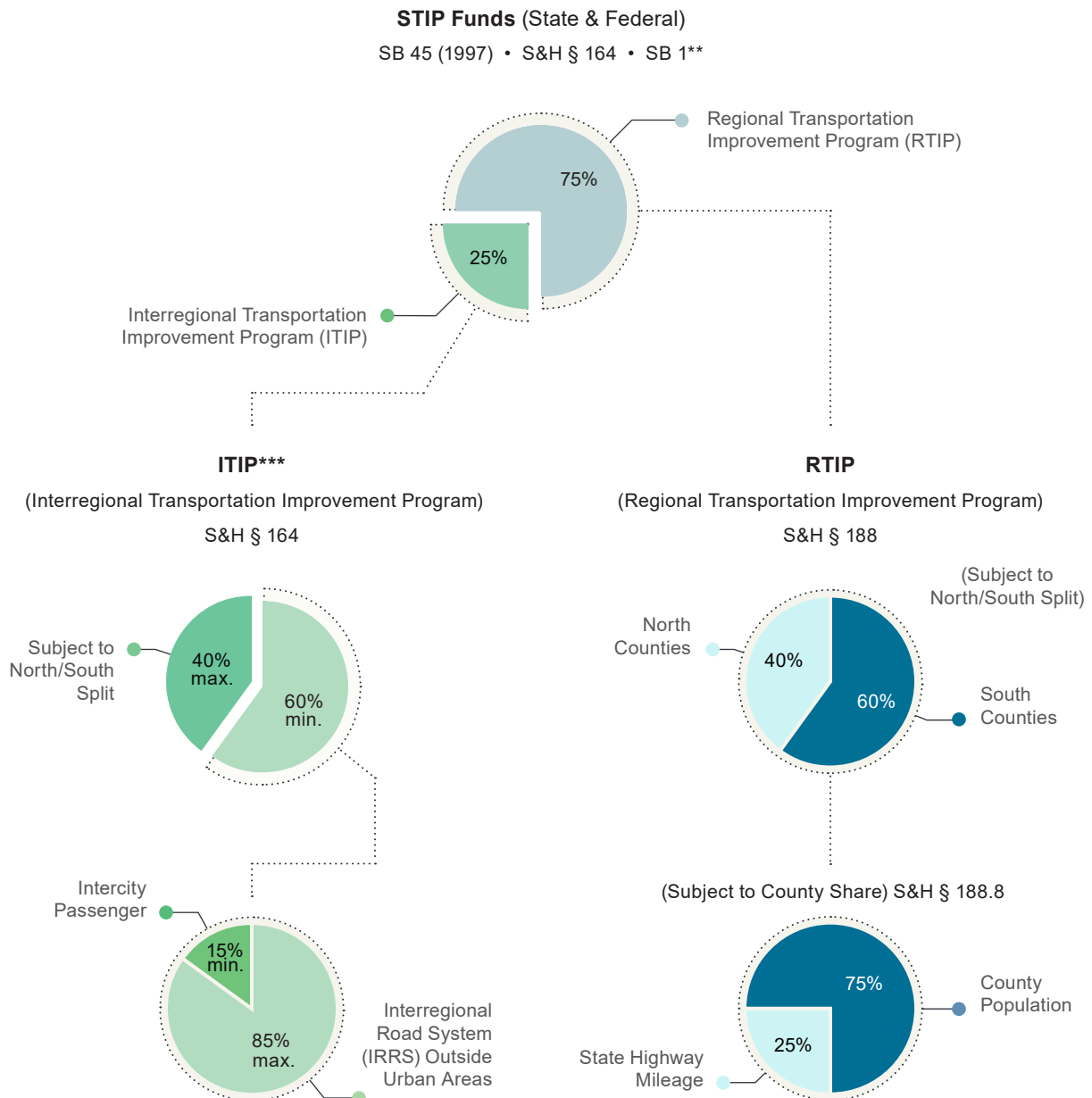
Sean Tiedgen, AICP, Executive Director

Attachments:

- A:** STIP Funding Distribution and Incremental Excise Tax Charts from Caltrans 2022 Transportation Funding in California Report
- B:** SRTA RTIP Policy (Amended December 2021)

STIP FUNDING DISTRIBUTION: CHART 5

State/Region, North & South Splits*, and County Shares

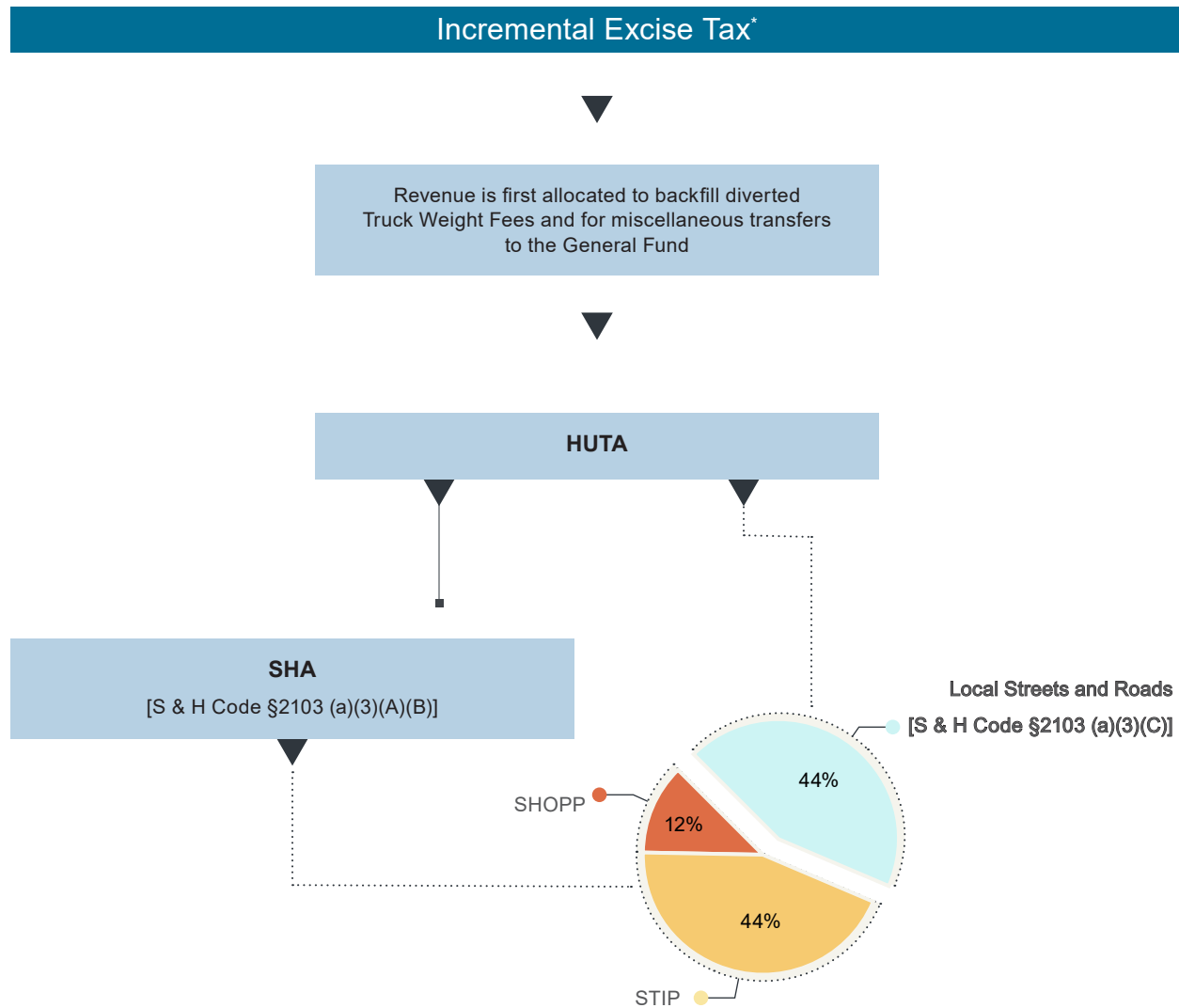


* The "split" is in reference to SB 45 (1997). It is geographically defined as: 60 percent of funds are allocated to 13 southern counties, while the remainder is allocated to the remaining 45 northern counties. For more information, visit https://lao.ca.gov/2000/051100_cal_travels/051100_cal_travels_decisions.html

** SB 1 provides stable funding to the State Transportation Improvement Program over the next 10 years. For more information, visit https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

*** For more information on the ITIP, visit <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

INCREMENTAL EXCISE TAX: CHART 6



* The passage of SB 1 eliminates the fuel tax swap revenue neutrality adjustment made by the BOE. This rate is fixed at 17.3¢/gal. effective 7/1/19 and adjusts for inflation every year after by the California Department of Tax and Fee Administration.

The allocation structure of AB 105 (2011) will remain in place. Truck weight fee revenues from the SHA can still be used to pay down transportation debt services and loans in the Transportation Debt Service Fund.

CHAPTER 3.45 - REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) PROJECT SELECTION PRIORITIES

(Adopted by the SRTA BOD 10/22/13 and Amended 12/13/21)

- A. 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 a 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) and other transportation plans. The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations. Projects must also be consistent with other SRTA plans such as the Sustainable Communities Strategy (SCS), the GoShasta Regional Active Transportation Plan, the Long-Range Transit Plan, and the Resilient Shasta Climate Adaptation Plan.
 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 multi-modal benefit. Priority will be given to projects that serve wide-spread regional mobility 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. New Construction or reconstruction. RTIP funding priority will be for new multi-modal facilities, or major reconstruction to create complete streets. RTIP funds will generally not be used for operations 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.