

STAFF REPORT



MEETING DATE:	June 20, 2024
SUBJECT:	Approve Fiscal Year (FY) 2023/24 Regional Surface Transportation Program (RSTP) Project List
AGENDA ITEM:	7-6
STAFF CONTACT:	Laurent Beauregard, Assistant Transportation Planner

SUMMARY:

Staff solicited project nominations from local agency partners for Fiscal Year (FY) 2023/24 Regional Surface Transportation Program (RSTP) exchange funds. The recommended projects and project descriptions are included in the discussion section of this staff report.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Approve FY 2023/24 RSTP exchange funds totaling \$2,292,252 for local agency projects pursuant to the table below; and
2. Authorize the executive director to execute RSTP sub-recipient cooperative agreement amendments with each local agency partner to receive RSTP exchange funds.

DISCUSSION:

Background – SRTA receives federal RSTP apportionments that may be used for a variety of highway, bridge, transit, and pedestrian and bicycle infrastructure projects. It is SRTA's longstanding practice to exchange all its federal RSTP funds for state funds, eliminating the need for National Environmental Policy Act (NEPA) review and other federal requirements, thereby reducing local agency partners' administrative costs. SRTA enters into an agreement with Caltrans (who apportions funds to each region) to facilitate the exchange of federal funds for state-only funds.

SRTA receives approximately \$1.8 – \$2.4 million annually and distributes funds to the county of Shasta and the cities of Anderson, Redding, and Shasta Lake based on population. The county of Shasta receives an additional \$572,168 in RSTP funds annually directly from the state, based on rural lane miles, which is not passed through SRTA. Once the board of directors approves projects for RSTP use, local jurisdictions enter into sub-recipient cooperative agreements with SRTA for the eligible use and reimbursement of the funds. After local agencies receive a 'Notice to Proceed' from SRTA, they have three years to use the exchange funds and invoice SRTA for reimbursement.

FY 2023/24 RSTP Funds – The SRTA Executive Director signed an agreement with Caltrans on May 8, 2024, for a \$2,292,252 allocation of FY 2023/24 RSTP exchange funds. Per SRTA's RSTP policies, staff recommends the FY 2023/24 RSTP exchange funds be distributed as follows:

Table 1				
Agency	Project Name	FY 2023/24 Formula RSTP ¹	Total Estimated Cost	Year of Expenditure
SRTA	Regional State Transportation Improvement Program (STIP) Funds ²	\$ 15,000	For future board consideration as part of STIP	Unknown
Anderson ³	McMurray Drive Reconstruction	\$ 159,923	\$ 1,000,000	2023/24
Redding	Street Maintenance	\$ 1,477,744	\$ 2,500,000	2023/24
Shasta Lake	FY 2024/25 Street Maintenance	\$ 161,943	\$ 499,256	2024/25
County ⁴	2024 Overlay Project	\$ 477,642	\$ 1,900,000	2024/25
Total		\$ 2,292,252	\$ 5,899,256	

From May 10, 2024, through May 28, 2024, SRTA staff solicited project nominations for FY 2023/24 RSTP exchange funding. The table summarizes the submissions received from all four local agencies. All submitted projects are eligible for RSTP exchange funding and SRTA staff recommends approval.

Prior RSTP Funds Balance and Update – Per SRTA policy, jurisdictions must invoice for eligible expenses six months prior to the three-year deadline or risk reallocation of their RSTP funds to another approved regional project that can meet the timely use of funds requirement. Prior RSTP allocations totaling \$3,621,165 are available for project reimbursement requests and are within their 3-year performance period. Approximately \$1,683,342 of the balance are FY 2021/22 funds, have an invoice deadline of December 31, 2024, and expire June 30, 2025. Staff has notified applicable agencies and anticipates receiving invoices for these funds prior to December 31, 2024.

ALTERNATIVES:

The board of directors may alter staff recommendations, local projects, and amounts. Alternatively, the board of directors may allocate funds for any eligible purpose, outside the formula allocation process, per SRTA policy.

OTHER AGENCY INVOLVEMENT:

Local agency partners nominated the RSTP exchange projects. */// The Technical Advisory Committee (TAC) met on June 5, 2024, to review and discuss the FY 2023/24 RSTP project nominations and staff recommendation. ///*

¹ City/County funds allocated by population based on 1-1-2024 Dept. of Finance population estimates, released 5-1-2024. Annual allocation updated based on Caltrans FY 2023-24 exchange agreement apportionment agreement, 05-8-2024.

² SRTA amount reflects \$15,000 allocation towards STIP funds due to Anderson undermatch on RASL project.

³ Anderson target reduced by \$15,000 for 6th annual installment to SRTA for 12-year I-5 Redding to Anderson Six-Lane (RASL) Project match commitment make up. SRTA amount reflects \$15,000 allocation to region to account for loss of \$180,000 STIP funds from the California Transportation Commission due to Anderson RASL undermatch.

⁴ Does not include the amount (\$572,168) the county exchanges each year directly with the state

FISCAL & POLICY COMMITTEE RECOMMENDATION: */// The Fiscal & Policy Committee met on June 10, 2024, to review and discuss the FY 2023/24 RSTP project nominations and staff recommendation. ///*

FISCAL IMPACT:

RSTP funds are provided back to the region via a portion of the federal excise tax on gasoline. The recommended action distributes SRTA's FY 2023/24 RSTP exchange funds for local agency projects as provided in the table above. By policy, RSTP funds are held in a separate SRTA bank account until requests for reimbursement are received showing eligible costs incurred on approved projects.

Sean Tiedgen, ACIP, Executive Director