STAFF REPORT

MEETING DATE:	**October 22, 2019**
SUBJECT:	**Approve 2020 Regional Transportation Improvement Program (RTIP) Preliminary Recommendations**
AGENDA ITEM:	**8**
STAFF CONTACT:	**Dan Little, Executive Director**

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects in the Shasta region that is updated every two years. Upon approval by the SRTA Board of Directors, SRTA's RTIP – along with other RTIPs throughout the state – are forwarded to the California Transportation Commission (CTC) for incorporation into the statewide program referred to as the STIP (State Transportation Improvement Program). SRTA's 2020 RTIP is scheduled for approval by the board of directors at the December 12, 2019, meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide feedback on preliminary recommendations for the 2020 RTIP.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. Regional shares are allocated 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 significant new transportation revenues increasing RTIP shares in the region and throughout the state. The Shasta 2020 RTIP will have $3,583,000 in new capacity over five years (Fiscal Year (FY) 2020/21 thru FY 2024/25). SRTA's previously adopted RTIP project selection priorities are attached.

In addition to STIP regional shares, SRTA has been allocated federal Highway Infrastructure Program (HIP) demonstration funds in the last year and a half. HIP is to be used for capital projects. Originally delivered as a one-time award, a second year of funds were provided this past year. The two-year total is $1,107,455.

Federal FY Award	Amount	Obligate No Later Than	Expend No Later Than
2018	$459,729	9/30/2021	9/30/2026
2019	$647,726	9/30/2022	9/30/2027

HIP funds may be used for construction of federal-aid system roads, bridges, and tunnels. Title 23 CFR 470.101(5) defines the term "federal-aid highways" as public roads "other than a highway classified as a local road or rural minor collector." For the 2019 funds, elimination of hazards and the installation of protective devices at railway-highway crossings is also eligible.

Existing and Initially Recommended RTIP Programming:

SRTA has five projects in the current STIP approved by the CTC in 2018. Each is discussed on the next page along with recommendations for 2020 RTIP programming in **bold**:

- Redding to Anderson Six-Lane Project (RASL - $148,000,000 total estimated cost) – This project extends the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Deschutes Road; construction is underway. SRTA contributed $19,315,000 of regional shares to the project.

In addition, the project received $71,882,000 of Trade Corridor Enhancement Program (TCEP – derived from SB 1) funds, $56,522,000 of State Highway Operation and Protection Program (SHOPP) funds, and $325,000 of local funds. **No additional commitment is needed.**

- Planning, Programming, and Monitoring ($438,000 prior + **$181,000 new** = $619,000) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming and Monitoring shares to administer the RTIP and develop projects. **New shares of $181,000 will be available and programmed in the proposed 2020 RTIP. Up to $495,000 may be programmed in the first four years of the RTIP, and up to $124,000 in the fifth year.**

- Diestelhorst to Downtown Bike and Pedestrian Trail ($400,000; total estimated cost = $2,638,000) – SRTA approved this commitment in 2013 with the strategy to leverage the $400,000 to secure other grant funds. These funds played a key role in securing a $2,138,000 Active Transportation Program (ATP) grant for this project. Current RTIP funds are programmed in FY 2018/19 but are not expected to be awarded until June 2020 based on an extension that the city of Redding has received from the CTC. **No additional commitment is needed.**

- Downtown to Turtle Bay Non-Motorized Improvements ($1,270,000; total estimated cost of original scope = $7,000,000) – In the 2018 RTIP, SRTA supported a connection from Turtle Bay and the Redding Civic Auditorium to Downtown Redding along the north side of State Route (SR) 44—essentially a westerly extension of the Dana to Downtown Trail across the Sacramento River. SRTA pledged $1,270,000 of regional shares to environmental and design with the hope to leverage the regional share commitment for an ATP grant award; this was not successful in the last ATP cycle. At this time, RTIP funds have just been allocated for the city to commence the work; however, no specific alignment has been identified. The city is now discussing a smaller project from the Sundial Bridge to the SR 44 intersection. SRTA staff needs approval from CTC staff for the revised project. **Until environmental and design are complete, providing both a project alignment and estimated cost, no additional commitment is needed at this time. This may be updated at the December meeting.**

- North Redding Six-Lane Project ($1,600,000 environmental, **$3,290,000 design**, and **$678,000 right of way support and capital**; total estimated cost = $80,968,000) – This is the final segment to complete the long-standing vision and partnership to widen I-5 continuously between Cottonwood and the city of Shasta Lake. The project will widen I-5 to six lanes from just north of the State Route 44 Interchange to 0.6 miles north of Oasis Road. SRTA previously approved $1,600,000 for environmental clearance, which is currently in progress. Due to the need to obligate HIP funds by the upcoming expiration dates, and to keep the project moving forward to minimize escalation of costs, SRTA staff recommends using all available HIP funds for the Preliminary Engineering (PE). **For the 2020 RTIP, $1,107,455 in HIP funds and an additional RTIP commitment of $2,182,545 in FY 2020/21 is recommended to complete preliminary engineering/design. An additional $678,000 of RTIP funding is also recommended for right of way support and capital in FY 2020/21.**

  Caltrans management has indicated it would incorporate project State Highway Operation and Protection Program (SHOPP) funds; an initial estimated share of SHOPP for design is $1,771,000 to accompany SRTA's $3,290,000 contribution, for a total project design estimate of $5,061,000. For the right of way support and capital, Caltrans estimates a SHOPP share of $236,000 to accompany SRTA's $678,000 share, for a total right of way expense of approximately $914,000. The below table shows shares by project phase and funding source. By programming HIP and STIP regional share funds, SRTA is demonstrating project commitment to the CTC for the upcoming SHOPP programming cycle, as well as positioned the project well for discretionary grant funding.

North Redding Six-Lane Estimated Costs by Phase and Fund Source

Phase	RTIP	HIP	SHOPP	Total
Environmental	$1,600,000	$ 0	$ 0	$1,600,000
Design (PE)	$2,182,545	$1,107,455	$1,771,000	$5,061,000
Right of Way	$ 678,000	$ 0	$ 236,000	$ 914,000
Total	$4,460,545	$1,107,455	$2,007,000	$7,575,000

SRTA recommends programming this project in the earlier years of the STIP and will work with CTC staff to attempt to accommodate the earlier programming.

Construction funding for a portion of this project has been requested in a federal BUILD grant application—the awards of which have not yet been announced. SRTA and Caltrans are also likely to apply under the SB 1 Trade Corridor Enhancement Program (TCEP) for funding this coming year.

Critical to the North Redding Six-Lane Project is keeping the project moving forward to decrease further cost escalation increases (estimated at 5%/year for right of way, and 3.2%/year for all other phases), as well as seek and secure full project funding within ten years of PE authorization. If construction funding is not secured within ten years, current federal guidelines suggest that SRTA would be beholden to repayment of the expended $1,107,000 of HIP funding. SRTA staff is meeting with Caltrans staff next month to discuss full funding strategies, as well as seeking clarification on the need for funding repayment past ten years if project funding efforts are continuing by the partner entities. Staff may suggest another use for HIP funds if there is a risk of repayment.

It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2020 RTIP and provide any comments or alternative direction.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans and the California Transportation Commission. Additionally, the Technical Advisory Committee (TAC) concurs with the staff recommendation.

FISCAL IMPACT:

In all, $3,041,545 in new RTIP programming and $1,107,455 in HIP funds is tentatively recommended. These funds may be used to leverage other potential monies like SHOPP, and other grants, as well as achieve long-standing regional priorities. This two-fund approach totals $4,149,000 SRTA commitment, leaving $541,455 unprogrammed RTIP funds available for 2022 STIP use.

Dan Little

Daniel S. Little, AICP, Executive Director

Attachments: SRTA RTIP Project Selection Priorities

Regional Transportation Improvement Program (RTIP) Project Selection Priorities

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 (October 22, 2013) the following priorities for assessing and selecting RTIP candidate projects:

1) **Project consistency with Regional Transportation Plan (RTP).** The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations.

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 congestion-relief benefit.** Priority will be given to projects that serve wide-spread regional traffic 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) **Capacity increasing benefit.** RTIP funding priority will be for new facilities. RTIP funds will generally not be used for 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.