

STAFF REPORT



MEETING DATE:	December 10, 2019
SUBJECT:	Approve 2020 Shasta Regional Transportation Improvement Program (RTIP) – Public Hearing
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).

STAFF RECOMMENDATION:

It is recommended that the board of directors conduct a public hearing and approve the 2020 Shasta RTIP, pursuant to the attached resolution, and authorize the executive director to make any necessary modifications in response to CTC review.

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 new transportation revenues, increasing RTIP shares in the region and throughout the state. The Shasta 2020 RTIP has \$3.583 million in new capacity over five years (Fiscal Year (FY) 2020/21 through FY 2024/25).

In addition to STIP regional shares, SRTA has been allocated federal Highway Infrastructure Program (HIP) demonstration funds in the last year and a half. Originally delivered as a one-time award, a second year of funds were unexpectedly provided this past year. The two-year total is \$1.107 million. 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."

SRTA has five projects in the current STIP approved by the CTC in 2018. Each is discussed below along with recommendations for 2020 RTIP programming.

Existing and Recommended RTIP Programming:

- Redding to Anderson Six-Lane Project (RASL - \$148.0 million 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 million of regional shares to the project. In addition, the project received \$71.882 million of Trade Corridor Enhancement Program (TCEP) funds, \$56.522 million of State Highway Operation and Protection Program (SHOPP) funds, and \$325,000 of local funds.

No additional RTIP 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 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 million) – 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 million 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 RTIP commitment is needed.

- Downtown to Turtle Bay Non-Motorized Improvements (\$1.270 million; total estimated cost of original scope = \$7.0 million) – 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 existing Dana to Downtown Trail across the Sacramento River. SRTA pledged \$1.270 million 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; however, a revised grant will be attempted in the next cycle. The project now extends from the Sundial Bridge through the SR 44 interchange and may include improvements along Butte Street through Continental Street—which would augment an Affordable Housing and Sustainable Communities grant project already awarded.

Until environmental and design are complete, providing both a project alignment and estimated cost, no additional RTIP commitment is needed at this time. The project remains in the 2020 RTIP since \$100,000 of prior RTIP funds has not yet been allocated.

- Fix 5 Cascade Gateway (\$4.934 environmental and design, and \$681,000 right of way support and capital; total estimated cost = \$90.074 million) – 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. This freight-oriented 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. The project will include technology and transportation management strategies to alleviate freight congestion, particularly during extreme weather events. SRTA previously approved \$1.600 million for environmental clearance, which will be complete in June 2020.

Due to the need to award HIP funds by the upcoming expiration dates, and to keep the project moving forward to minimize escalation of costs, SRTA staff recommends using the \$1.107 million in available HIP funds toward federal Preliminary Engineering (which is both environmental and design). An additional RTIP commitment of \$2.227 million in FY 2022/23 is recommended for design, and an additional \$681,000 of RTIP funding for right-of-way (ROW) support and capital, also in FY 2022/23.

Caltrans District 2 management has indicated it would propose State Highway Operation and Protection Program (SHOPP) funds to accompany SRTA's contribution. Attachment B shows shares by project phase and funding source.

Construction funding for a portion of this project was requested in a federal BUILD grant application, which SRTA recently learned was not awarded. SRTA and Caltrans are also likely to apply under the SB 1 Trade Corridor Enhancement Program (TCEP) for funding this coming year, if Caltrans Headquarters will co-sponsor the project.

Critical to the Fix 5 Cascade Gateway Project is keeping the project moving forward to minimize cost escalation and secure construction funding (an estimated \$82.492 million). If the project is not constructed within ten years, current federal guidelines state that SRTA could have to repay the \$1.107 million of HIP funding. Past practice, however, supports extensions for agencies that are actively attempting to fully fund projects.

- Cottonwood Lasso ATP Project (\$494,000; total estimated cost unknown at this time): Staff recommends using remaining RTIP shares for support of Shasta County's Cottonwood Lasso Loop ATP grant project. This project establishes a high-quality walking and biking loop connecting residents to the community's historic downtown and major destinations such as the Cottonwood Creek Charter School, library, grocery store, etc. To date, this is the most developed project and one of the stronger projects among several that SRTA and local agencies will be submitting in June 2020. If a project other than this one receives an ATP grant, the funding would be shifted to the successful project.

It is recommended that the SRTA Board of Directors hold a public hearing and approve the 2020 Shasta RTIP in the amounts provided in Attachment B, and pursuant to the attached resolution. Due to late developing circumstances, the recommendations within this staff report differ somewhat from the Draft 2020 Shasta RTIP posted in November for public review. The draft RTIP will be revised consistent with Attachment B and submitted to the CTC by December 15.

It should be noted that the RTIP funding strategy for the Fix 5 Cascade Gateway project has several unknowns that may ultimately change the recommended approach. For example, if the SHOPP fund component is not ultimately programmed within the next two years to align with RTIP funding, SRTA could reassign the design and ROW funds to another need as part of the 2022 RTIP. This could also be the case if Caltrans Headquarters does not support or co-sponsor a TCEP grant application.

Finally, if the CTC does not recommend funding for the Fix 5 Cascade Gateway project, staff would shift RTIP shares to provide match to active transportation program grants, with board concurrence, and reconsider Interstate 5 support as part of the 2022 RTIP.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans and the California Transportation Commission. The Technical Advisory Committee (TAC) supported the original staff recommendations at its October 2019 meeting. Caltrans, District 2 provided an October 16, 2019 consultation letter (Attachment C).

FISCAL IMPACT:

In all, \$3.583 million in new RTIP programming and \$1.107 million in HIP funds is recommended per Attachment B, programming all available RTIP and HIP funds currently available to the region.



Daniel S. Little, AICP, Executive Director

Attachments:

- A. Resolution 19-18 - Approve 2020 Shasta Regional Transportation Improvement Program
- B. Summary of 2020 RTIP Recommended Programming
- C. Caltrans October 16, 2019 Consultation Letter
- D. Draft 2020 Shasta RTIP available at:

https://www.sрта.ca.gov/DocumentCenter/View/4889/Shasta-2020-RTIP-Draft_10-31-2019



RESOLUTION

RESOLUTION NUMBER:	19-17
SUBJECT:	Adoption of 2020 Shasta Regional Transportation Improvement Program (RTIP)

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2020/21 through 2024/25 of the 2020 RTIP; and

WHEREAS, the 2020 RTIP has been developed consistent with the RTIP project selection priorities outlined in Chapter 3.45 of SRTA's Program Administration Policies and Procedures, approved October 22, 2013, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 14, 2019; and

WHEREAS, a public hearing was held on the projects proposed for funding in the five-year program.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves the 2020 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 10th day of December 2019, by the Shasta Regional Transportation Agency.

Kristen Schreder, Chair
Shasta Regional Transportation Agency

Attachment B: Summary of 2020 RTIP Recommended Programming (x1,000)

Project	Project Description	Phase	Fiscal Year	Prior RTIP	New RTIP	HIP	Future SHOPP	Future Unfunded	Total Project Cost
<i>Downtown to Turtle Bay Non-Motorized Improvements Project</i>	Bicycle and pedestrian path between Downtown Redding to Turtle Bay	PA&ED	2018/19 and 2019/20	\$1,170				TBD	TBD
<i>Fix 5 Cascade Gateway</i>	I-5 freight enhancement project from Cypress Overcrossing to Oasis Road Overcrossing	PA&ED (PE) PS&E (PE) ROW CON	2018/19 and 2021/22 2022/23 2022/23 Beyond	\$1,600		\$1,107.455	\$ 1,828 \$ 138 \$29,157		\$ 1,600 \$1,107.455 \$ 4,055 \$ 819 \$82,492
<i>Cottonwood Lasso ATP Project</i>	Walking and biking loop, connecting residents to the community's downtown and major destinations	PA&ED	2022/23		\$ 494			TBD	TBD
<i>Planning, Programming & Monitoring</i>	Administer STIP and develop projects.	N/A	2020/21 through 2024/25	\$ 438	\$ 181			N/A	\$ 619
Total				\$3,308	\$3,583	\$1,107.455	\$31,123	\$53,335+	\$90,692.455+

TBD = To Be Determined
N/A = Not Applicable

Attachment C

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 2
DIVISION OF PLANNING AND LOCAL ASSISTANCE
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Making Conservation
a California Way of Life.

October 16, 2019

Mr. Dan S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Ste 202
Redding, CA 96001

Dear Mr. Little:

The 2020 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2019, ninety days prior to the final Regional Transportation Planning Agency's (RTPAs) portion of this statewide list. Attached is the Shasta Regional Transportation Agency (SRTAs) portion of this list.

In preparation for the 2020 STIP cycle, on July 18, 2019, Caltrans met with you to discuss State highway needs. Caltrans provided a comprehensive list of needs on the SHS in the Shasta County region for discussion. The list included current programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects already fully or partially funded in the STIP. SRTA currently has 2 projects programmed in the STIP.

- Redding to Anderson Six Lane (RASL), currently in construction, is a fully funded partnered project combining STIP, SHOPP, Local, and Trade Corridor Enhancement Program (TCEP) funds on Interstate 5.
- North Redding Six Lane (NR6L), currently in environmental, is a partially funded partnered project funded with STIP-RIP funds. Both SRTA and Caltrans are pursuing additional funding to complete this project through the SHOPP, TCEP, and Better Utilizing Investments to Leverage Development (BUILD) grants.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Little
October 16, 2019
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Shasta RTA has shown continued commitment to programming the majority of their STIP on the State highway system. They have been successful recipients of 2006" Proposition 1B CMIA and STIP Augmentation funds, as well as Senate Bill (SB) 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County.

The District is also supportive of SRTAs focus on active transportation throughout the Shasta region. The Turtle Bay to Downtown-non-motorized project is currently partially-programmed through environmental with STIP-RIP funds. They are actively looking for alternative fund sources, outside of the STIP to program the remaining phases of work. Through other planning efforts, such as GoShasta and Sustainable Shasta, SRTA has been partnering and collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-4671 or me at the number above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Balkow', with a stylized flourish at the end.

TOM BALKOW
Deputy District Director Planning and Local Assistance

Enclosure

2020 State Highway Needs

District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase CON
2	SHA	5		Redding to Anderson Six Lane (RASL)	Construct median lanes. Widen bridges. Construct new bridges.	3445A	4C40V	Complete	Y	
2	SHA	5	15.4/19.5	North Redding Six Lane	Expand freeway to six lanes from north of Route 5/299 separation to north of Oasis Rd interchange.	3597	0H920	Complete	Y	PAED
2	SHA	299	16.5/18.3	Shasta Divide	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	TE App Complete		
2	SHA	44		Turtle Bay to Downtown - Multi-modal	Add multi-modal facilities between Turtle Bay Dr and Continental Street in the City of Redding.	2588		ATP Cycle 4 - PSR Equivalent (City of Redding)	Y	PAED
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	N	
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	