

STAFF REPORT



MEETING DATE:	October 21, 2021
SUBJECT:	Approve 2022 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 2022 RTIP is scheduled for approval by the board of directors at the December 14, 2021, meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide feedback on preliminary recommendations for the 2022 RTIP.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. The state allocates RTIP shares to regions by a formula based that weights 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 2022 RTIP will have a minimum of \$6,271,000 in new capacity over five years (Fiscal Year (FY) 2022/23 thru FY 2026/27).

Existing and Recommended New RTIP Programming – SRTA has four projects in the current STIP approved by the CTC in 2020. Each is discussed below along with recommendations for 2022 RTIP programming in **bold**:

- Planning, Programming, and Monitoring (\$327,000 prior) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming and Monitoring shares to administer the RTIP and develop projects. In addition to the \$327,000 in carryover, **\$310,000 of new shares will be available and staff recommends programming this in the 2022 RTIP.**
- Cottonwood Active Transportation Trunk Line (CATTLE) Network (\$494,000 prior; total estimated cost \$17,844,000) – SRTA approved this prior commitment in 2020 with the strategy to leverage the \$494,000 to secure other grant funds. These funds played a key role in securing over \$14,000,000 in Active Transportation Program (ATP) grant funds in the last cycle. Additional funding is needed to meet SRTA's 10% leverage commitment to the county for 10% of the total project cost. **Staff recommends programming an additional \$1,380,000 in 2022 RTIP shares.**

- Downtown to Turtle Bay Non-Motorized Improvements (prior \$100,000; total estimated cost \$3,935,000) – In the 2020 RTIP, SRTA supported this project from the Sundial Bridge to the State Route (SR) 44 Interchange. This project was awarded an ATP grant in the last cycle for full funding. The \$100,000 in prior programming is still needed. Staff recommends carrying over \$100,000 to the 2022 RTIP.
- Fix 5 Cascade Gateway (prior \$2,908,000, total estimated cost \$80,968,000) – This project will widen Interstate 5 (I-5) to six lanes from just north of the SR 44 Interchange to 0.6 miles north of Oasis Road, with a goods movement focus that will include several elements to address heavy truck traffic and I-5 closures during emergencies. SRTA previously approved \$1,600,000 for environmental clearance, which is now complete. Design work will begin next year utilizing prior programmed RTIP funds, State Highway Operation and Protection Program (SHOPP) funds, and Trade Corridor Enhancement Program (TCEP) grant funds. Construction funds have yet to be fully secured and will likely consist of the above-mentioned sources as well as the possibility for federal grant funds. Consistent with the past I-5 grant projects, RTIP match will be needed to leverage these grant efforts. **Staff recommends using the remaining \$4,581,000 in 2022 RTIP shares for future construction of this project.**

It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2022 RTIP and provide any comments or alternative direction. The final 2022 RTIP will be presented at the December meeting for approval.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans and the California Transportation Commission. *///The Technical Advisory Committee concurs with the staff recommendation.///*

FISCAL IMPACT:

\$6,271,000 in new RTIP programming and \$3,829,000 in carryover programming is recommended for a total of \$10,100,000 over five years. These funds are invested strategically with the goal of leveraging over \$100,000,000 of transportation investments in the region.

Daniel S. Little, AICP, Executive Director