

STAFF REPORT



MEETING DATE:	December 13, 2021
SUBJECT:	Approve Shasta 2022 Regional Transportation Improvement Program (RTIP) and Update Project Selection Priorities – 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:

1. Conduct a public hearing;
2. Approve the updated RTIP Project Selection Priorities (attached);
3. Approve the 2022 Shasta RTIP, pursuant to the attached resolution; and
4. 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. The state allocates RTIP shares to regions 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 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 Express (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 to ultimately secure over \$14,000,000 in Active Transportation Program (ATP) grant funds. Additional RTIP funding is needed to meet SRTA's leverage commitment to the county for 10% of the total project cost. **Staff recommends programming an additional \$1,167,000 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. The project is focused on goods movement and 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 of federal grant funds. Consistent with the past I-5 grant projects, RTIP match will be needed to leverage these grant efforts. **Staff recommends using \$4,581,000 in 2022 RTIP shares for future construction of this project.**

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 construction funds to another need as part of the 2024 RTIP. This could also be the case if Caltrans Headquarters does not support or co-sponsor a TCEP grant application.

Sections 1, 3, and 4 in the attached RTIP Project Selection Priorities have been updated to reflect consistency with SRTA's current plans as well as state funding priorities.

It is recommended that the SRTA Board of Directors hold a public hearing and approve the 2022 Shasta RTIP in the amounts provided in Attachment B, and pursuant to the attached resolution.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans and the California Transportation Commission. */// The Technical Advisory Committee (TAC) concurs with the staff recommendation. ///* Caltrans, District 2 provided a November 19, 2021, consultation letter (Attachment C).

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

Attachments:

- A. Resolution 21-17 - Approve 2022 Shasta Regional Transportation Improvement Program
- B. Summary of 2022 RTIP Recommended Programming (*not available for TAC and will include a new ATP Project*)
- C. Caltrans November 19, 2021, Consultation Letter
- D. Draft 2022 Shasta RTIP available at:
<https://www.srta.ca.gov/DocumentCenter/View/5698/2022-Regional-Transportation-Improvement-Program-DRAFT-pdf-1MB>
- E. Proposed RTIP Project Selection Priorities

Attachment A

RESOLUTION



RESOLUTION NUMBER:	21-17
SUBJECT:	Adoption of 2022 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 2022/23 through 2026/27 of the 2022 RTIP; and

WHEREAS, the 2022 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 December 13, 2021, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC; 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 2022 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 13th day of December 2021 by the Shasta Regional Transportation Agency.

Greg Watkins, Chair
Shasta Regional Transportation Agency

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

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*Making Conservation
a California Way of Life.*

November 19, 2021

Mr. Dan S. Little
Executive Director
Shasta County Transportation Commission
1834 East Main Street
Quincy, CA 95971

Dear Mr. Little:

The 2022 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, 2021, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

On August 11, 2021, in preparation for the 2022 STIP cycle, Caltrans met with you to discuss State highway needs within the Shasta region. Caltrans provided a comprehensive list of needs on the SHS in Shasta County for discussion. The list included currently 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 that are already fully or partially funded in the STIP.

- Redding to Anderson Six Lane (RASL), currently in construction, is a fully funded partnered project combining STIP, SHOPP, Local, and Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) funds on Interstate 5 (I-5).

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- Fix 5 Cascade Gateway (F5CG), currently in environmental, is a partially funded partnered project with STIP-RIP and SB 1 TCEP funds. In addition to STIP-RIP funds, both SRTA and Caltrans are pursuing alternative funds sources to program this project through construction. These fund sources include, but are not limited to, SB 1 TCEP, Federal Discretionary Grants, and Federal Earmarks.

SRTA 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 Corridor Mobility Improvement Account (CMIA) and STIP Augmentation funds, as well as SB 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County and interregional travel along the I-5 corridor.

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 programmed with STIP-RIP and Active Transportation Program (ATP) funds. Through other planning efforts, such as Go Shasta, Sustainable Shasta, and the SR 273 Multimodal Stewardship, Safety, and Equity Plan 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 contact Kelly Zolotoff at (530) 768-4327.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset Management and Program Project Management

Enclosure

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Cc: Dave Moore, District 2 Director (email)
Tom Balkow, Deputy District Director Planning and Local Assistance (email)
Derek Willis, Chief Program Project Management (email)
Steve Rogers, Chief Asset Management (email)
Eric Orr, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

2021 State Highway Needs Meeting

Caltrans District 2 Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA	5		Redding to Anderson Six Lane (RASL)	Construct median lanes. Widen bridges. Construct new bridges.	3445A	4C40V	Complete	Y	CON
2	SHA	5	15.4/19.5	Fix 5 Cascade Gateway	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 5 (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	

ATTACHMENT E

Regional Transportation Improvement Program (RTIP) Project Selection Priorities Adopted by the SRTA Board of Directors October 22, 2013 Amended December 13, 2021

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.